

SAIL REPORT

CAREEL 22*L **(*LONGER CABIN)**

by James Hill

The Careel 22 hardly needs any introduction to the yachting public who were impressed by the boat when David Rose first introduced her several years back at the National Boat Shows. Designed by Joe Adams, the Careel 22 was for many their first glimpse of what could be called a trailable yacht as distinct from trailer-sailer which at that time usually looked more like a glorified dinghy with an oversized cabin. The Careel had the flowing lines and rakish sheer of a modern offshore yacht and she was big enough to perform more like a small

Junior Offshore Racer than a family hack.

However, the Careel 22 had a timing problem as far as marketing went for she was, in effect, one of the first of the maxi TS's that broke the 20' overall length barrier and took on the small stock keelers in the popular 20-25 foot category. In being one of the first the Careel did not have the benefit of market study and it soon became apparent to her builder, David Rose, that she suffered in many buyers eyes from being too small inside. At the same time he was learning how to improve the

boat, since with an enthusiastic owners association to guide him he had continual feed-back on just how the boat was performing.

Last year the result of all this, was an update of the Careel 22 called the Careel 22L.

The 'L' stands simply for longer cabin but, in fact, the deck moulding has been totally reworked to give the Careel more interior headroom as well as 18" more cabin aft.

To begin with, I can say that the changes have been for the better. The new upper moulding has



'bought the Careel's accommodation volume up to an acceptable level for TS's of this size and if anything, she has a bigger interior than most TS's around her size.

Outwardly the boat has hardly changed though the deckline is higher. She still has the same stepped cabin top profile and the sailing performance is just the same — balanced and fast for racing.

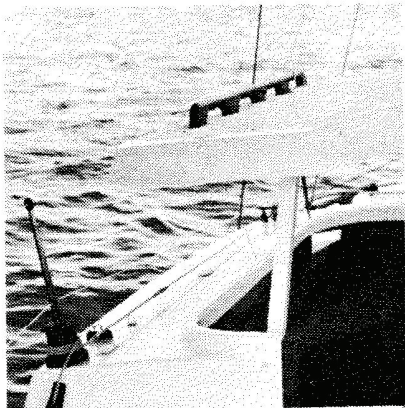
Maybe the styling of the cabin is getting a bit out-dated in these days of wedged profiles and straight sheers but overall one feels that the Careel 22 is holding her own in both styling and attractiveness. For the discerning buyer, particularly the owner who has been through the ropes with other boats, the Careel 22 has a lot of appeal. She has an interior that is highly functional and there is pleasing attention to detail, such as the strength and design of the pop-top.

Unlike many other TS's the pop-top is strong to the point where

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Interior of Careel 22 has been spaced-out in the new L series to give a more acceptable interior for a small yacht.



Close-up detail onboard Careel 22L showing the solidly constructed pop-top with teak hand rails mounted on top. Halyards all lead aft to cockpit.

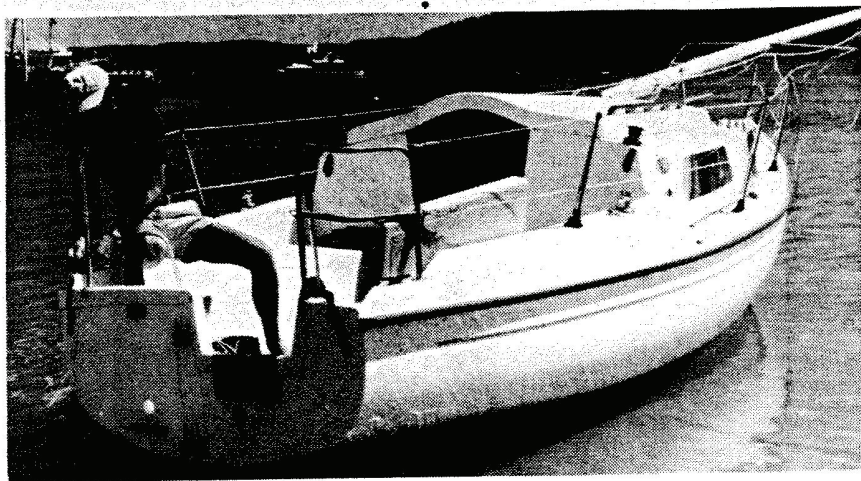
SPECIFICATIONS

LOA 22'9"
 Beam 8'1"
 Draft 1'2" board up 5' board down
 Displacement 2,500lbs
 Ballast 850lbs (swing keel)
 Working Sail Area 232 sq.ft.
 Berths 5
 Headroom 6' with pop-top

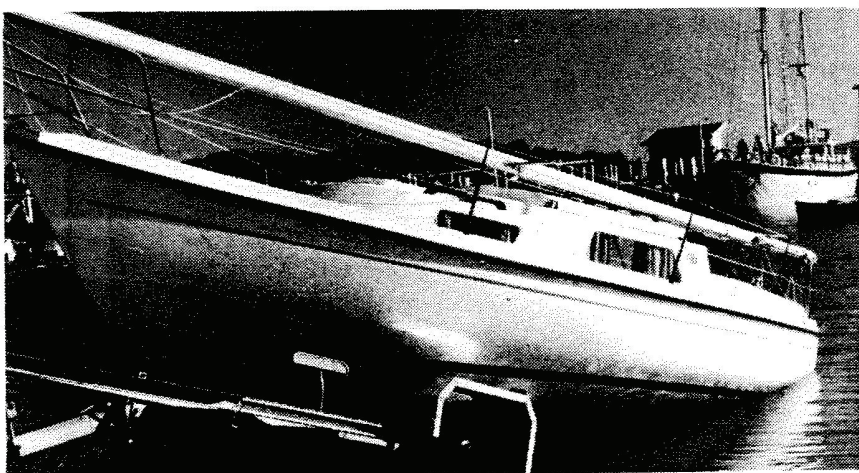
PRICE

Basic Assembly with interior mouldings — \$6,395.
 Basic Sailing with Main and No 2 Genoa — \$9,025 (swing keel), \$8,920 (fixed keel).

All enquiries to: David Rose Yachts,
 22 Orchard Road,
 Brookvale NSW



We anchored our test boat with her swing keel and proceeded to raise the mast while afloat. The mast was raised and lowered over the bow using a roller mounted in the bow pulpit. Stern pushpit has lift-up bar to make it easier to board over the transom.



Careel 22L slides off trailer to show her ability to launch in relatively shallow ramps without grounding. Deck level is higher than in earlier model.