

model 1982

A pretty lady with fine sailing manners

Compass Careel revisited

WITH most of the trailer sailers coming out these days aimed at becoming small yachts, it is refreshing to find the Compass Careel still sticking with the original trailer sailer concept and doing well.

David Rose, who builds the Careels from Joe Adam's designs, has shown that a practical boat that can be trailed and launched easily can still have a remarkable degree of comfort and performance. The performance was quite obvious in the inaugural Sea Spray Pittwater Islands Race where a Careel 22 sailed into 2nd place overall and first in it's division.

The comfort and practicality of the Careel 22 we found for ourselves in a recent test sail on Sydney's Pittwater.

Although Careel 22s come with either fixed or swing keel, it was the swing keel version that we went to look at. The fixed keel, although the same basic hull has a very different sail plan and is a faster boat all round. However, it is not nearly as popular as the swing keel boat.

First produced about four years ago, there are now over 70 afloat in Australia with other going to New Guinea and the 18 is being built in New Zealand under licence.

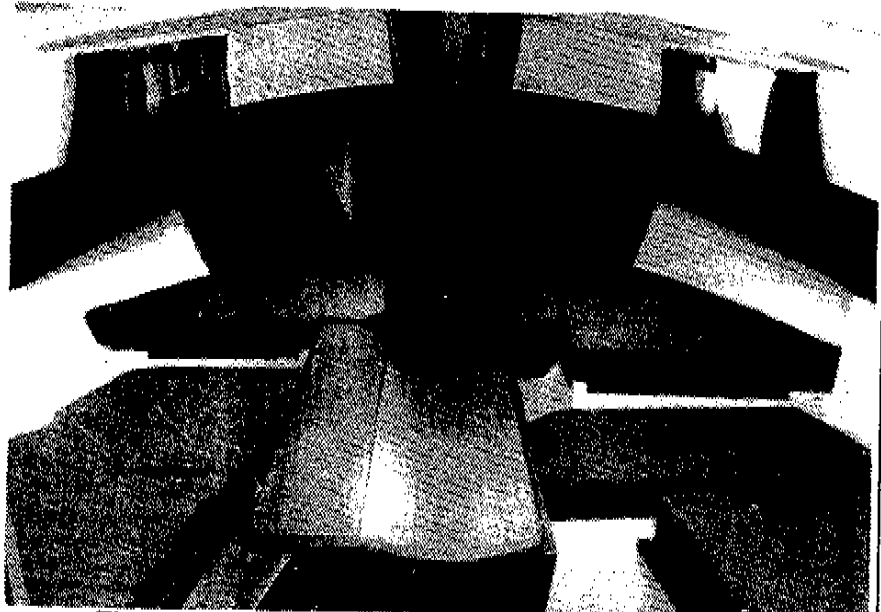
Although there have been many minor changes to the class over this period, the same basic hull has remained. The one big change came when the Careel 22L was produced. This differs from the standard 22 with a raising of the deck by 2 inches and a lengthening of the cabin.

I have seen the ease with which Careels can be launched many times but David Rose insisted on showing me again. The only trouble with the demonstration was that the recent bad weather had built up a sand bank that we didn't know about.

This resulted in us dropping the stern in about five inches of water where it became firmly embedded.

However, we had very little trouble winching the boat back on the trailer and we set off for better water further along the beach.

The next attempt worked as it should with the boat sliding easily into about a foot of water where it floated clear.



There are no fiddly compartments inside — the feeling is open and spacious.

We had decided to raise the mast when afloat and to make sure that we were not stuck on the beach as the tide went out, we just let the keel down to hold us in deep water. This is a very handy feature. The keel is hydraulically controlled so that it can easily be raised, even when the boat is resting on it.

Before setting off, we had a good look at the little boat and we liked what we saw.

Starting at the stern, there is a long cockpit of 6ft 6in with boarding step on the transom and cut out for an outboard motor. We came in over the transom and through the pushpit which is fitted with a swing bar opening up for just this purpose.

The cut out section is lower than the cabin entrance so that it would be virtually impossible to swamp the boat. There are two big drain holes in the cockpit floor as well.

The mainsheet attaches to a ringbolt on the cockpit sole but, for racing, there is a traveller available that can be fitted or removed in seconds.

Wide coamings are comfortable as backrests and are big enough to take winches. The test boat carried only one pair but you may wish to fit another couple for spinnaker work.

The side decks are quite wide for a boat of this size and the surface has a good

non slip treatment. The foredeck is big and uncluttered too with an anchor well set to port. This well takes an anchor on it's side and so takes very little room below.

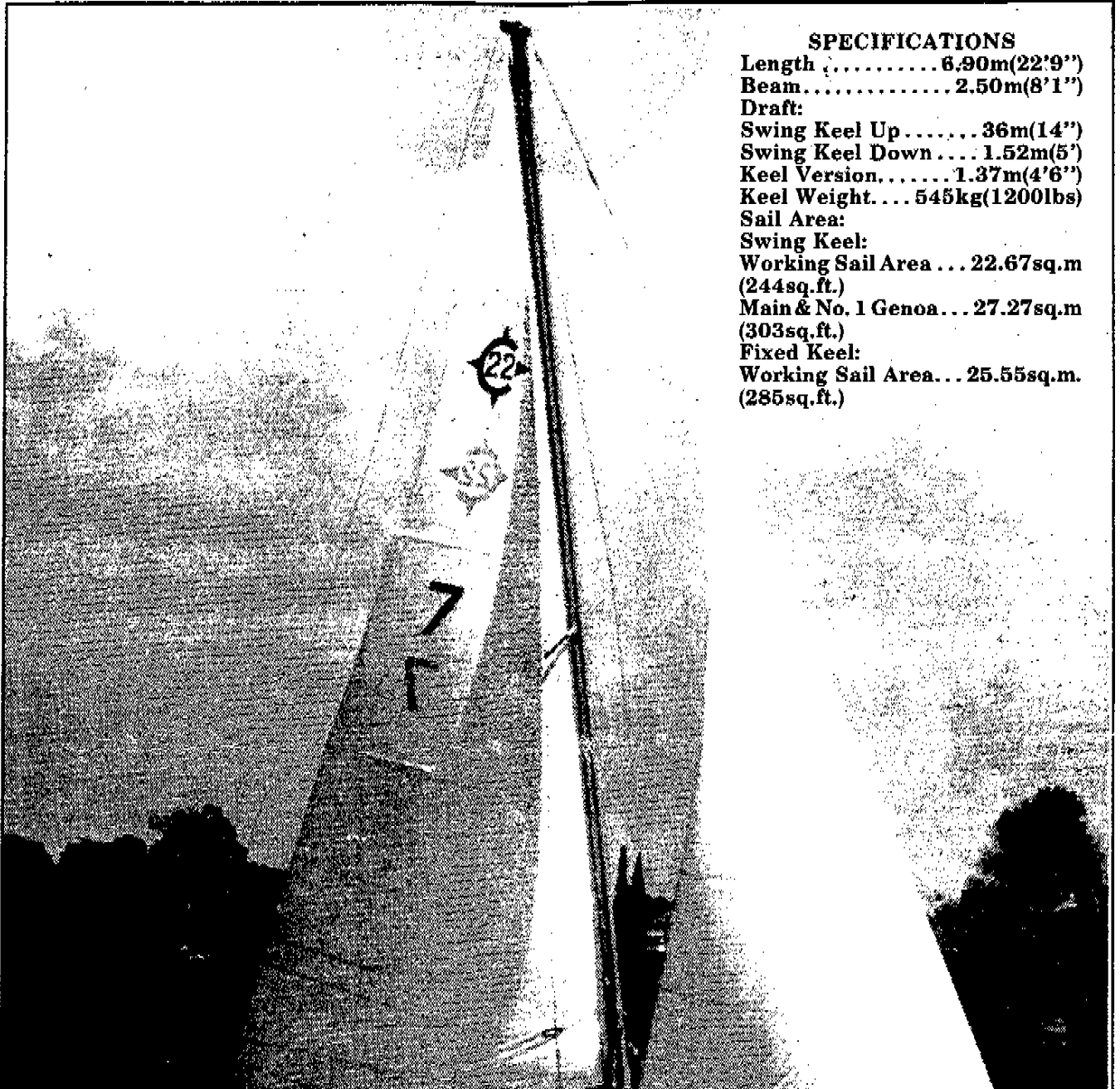
The cabin profile is stepped in a traditional manner and is aesthetically pleasing as well as giving sufficient headroom below. Taking a breaking wave, should you be unlucky enough to ship one, would present no problems.

The after cabin roof has a pop top which got full marks for strength. Most pop tops are flimsy and far too lightly constructed. This one can be raised to a variety of heights and angles even when under sail. It is supported by one inch square aluminium section fitted to sail track. It is firm enough to sit or sunbake on.

It carries teak hand grips too and you can grab them with confidence. They are not likely to pull the pop top out of place.

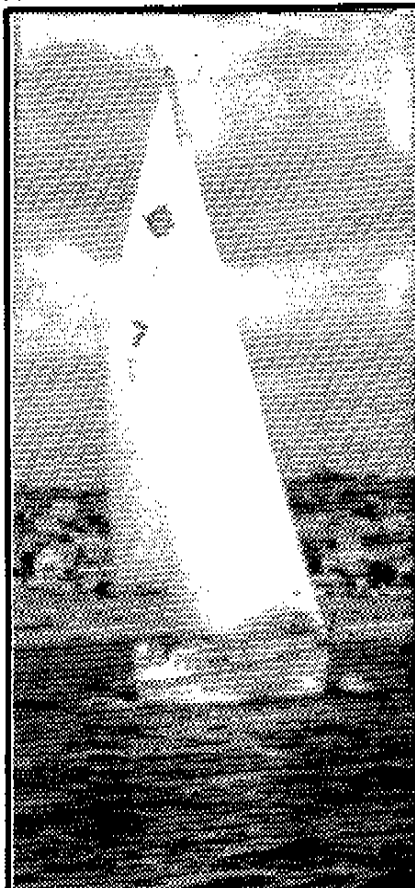
For the past four years, David has pondered ways of improving the Careel 22 and this is immediately obvious when you go below. Everything is functional and attractive, from the teak trim to the well upholstered bunk cushions.

There has been no attempt to compartmentise the interior. It is one big open area that gives the impression of being twice it's size.



SPECIFICATIONS

Length 6.90m(22'9")
Beam..... 2.50m(8'1")
Draft:
Swing Keel Up..... 36m(14")
Swing Keel Down 1.52m(5')
Keel Version..... 1.37m(4'6")
Keel Weight.... 545kg(1200lbs)
Sail Area:
Swing Keel:
Working Sail Area ... 22.67sq.m
(244sq.ft.)
Main & No. 1 Genoa ... 27.27sq.m
(303sq.ft.)
Fixed Keel:
Working Sail Area... 25.55sq.m.
(285sq.ft.)



The Careel 22L has retained the original concept of trailer-sailing and is proving to be a popular, comfortable, fast cruising sailboat.

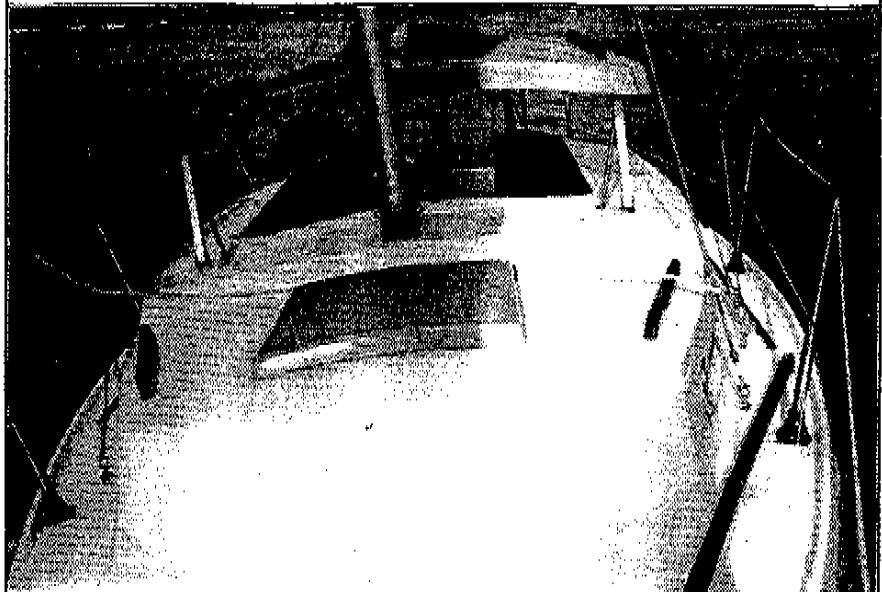
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COMPASS CAREEL



The Careel 22 looking aft to the roomy cockpit.

Right forward is the usual "V" berth set up with toilet and stowage under the bunks. When the centre cushion is mounted there is plenty of room for two adults or three children to sleep. There is also a water tank right up in the bows that fills through the deck.

A curtain rail aft of this gives privacy at the head or makes an enclosed area for the children to go to bed while the adults entertain.

Two settee berths, one either side, opposite a double flap table are full length with the one to starboard being quickly convertible to a double bunk. This brings the full sleeping accommodation to five and still another childrens berth can be fitted under the cockpit seats.

The galley is really ingenious.

The complete unit, consisting of spirit stove, sink, plate storage, and cupboards is mounted on runners. It can be locked away under the cockpit seat when not needed or pulled out for use. It is positioned so that, when it is pulled out, the cook can stand under the pop top or sit on the padded top of the keel case.

Another fitting that shows the amount of thought that has gone into the design of the Careel 22 is the mast roller, mounted on the pulpit. This is a natural rest for the mast during transport and makes stepping the mast a snack.

The procedure is to slide it forward over the bow until the foot is in line with the tabernacle. A pin slides through to hold the foot in place and one man can then raise the mast with the backstay used to steady the lot when in place. The forestay, cap shrouds and forward lowers are always left shackled in place

so that a little tension on the backstay, led to the stern will hold everything until the bridle and after lowers are fitted.

Rigging is as simple as you could get and within a few minutes of launching, we had the mast and sails up and were drifting out between moorings in a light wind. It takes very little wind to move the boat and it is very manoeuvrable regardless of speed.

We had a variety of winds from nothing to about 15 knots in the puffs. The layout of sheets and cockpit was comfortable and the tiller well balanced regardless of the point of sailing.

The Careel 22 is one of the most stable boats of her size that we have sailed.

The swing keel is interesting. It never withdraws completely inside the hull. When in it's fully retracted position, there is still a few inches protruding about five feet along the centreline.

The keel is controlled by a hydraulic system that makes it easy for the children to raise or lower. It can be locked off in any position and of course this makes it very easy to balance with any combination of sail, in any strength of wind.

We experimented quite a bit with the boat when the keel was fully retracted and found that it would sail to windward without too much leeway. It would be quite easy to sail off a lee shore without any keel down.

The ballast ratio is good. Even with the keel up, it will self right quickly.

The Careel 22 is the result of a great deal of thought. David has spent every waking moment trying to find more improvements.