

## Trailer Sailer Shakedown

### Careel18 Mk 11



In 15-20 knots, Careel had some weather helm (note tiller).



Higher freeboard gives chunkier look. Mouldings are first class.

The Careel 18 is certainly one of Australia's most enduring and successful small trailer-sailers, with well over 400 sold in the 11 years since its inception. Originally designed by Adelaide's John Duncanson, the Careel 18 has been much modified over the period by the builder, David Rose, who is constantly updating and refining both the 18 and his other successful trailer-sailer, the Careel 22.

Now, David has produced a Mark Two version of the 18, the first major facelift the boat has had in its history, with new moulds, increased internal volume, more ballast lower down and a new rudder.

**DESIGN:** The Careel18 Mk 11 is 5.6m LOA, 2.26m beam, draws 0.3m with the board up and 1.2 with it down, and has a displacement weight of 607kg. Ballast, in the centreboard, is 186kg, offering a ballast ratio of around 32%. The rudder is transom hung and tilts for trailering. The hull is a wedge shape, carrying the beam almost full to the stern. Underwater it has rounded sections with a small skeg.

Below decks the new Mark 11 has been raised 50mm to provide good sitting headroom. Back to back settees offer over 5 metres of sleeping space a side. This means four adults can sleep overnight if necessary, but a couple and

two children would have room to move. The centreboard case extends from the cockpit to the mast step, with teak dropleaves on either side to form an occasional table.

Instead of a forward vee berth, the settees are spanned in the bow by a transverse compartment which can be curtained off from the rest of the boat. When not in use, the cockpit is covered with timber and forms a foothold for gaining access through the good sliding forward hatch. Cooking arrangements are a portable stove, stowed in the cabin locker, used in the cockpit, and David Rose is currently designing a sliding sink which tucks out of the way under the cockpit, with a water pump mounted on the cabin bulkhead. Tankage is in the bows. To complete domestic arrangements, there is a insulated draining icebox in the cockpit.

On deck, the Careel has a huge cockpit with 1.8m space on the sole, so a couple could sleep in the cockpit with a tarp spread over the boom. This space is uncluttered for a toerail to give support when sailing. Cockpit seats are even longer, giving more than enough room for a large party out on a pleasure sail. Good non-skid covers on the cockpit, cabin top and foredeck are provided. The sliding hatch has been reinforced with timber and is safe to stand upon.

**RIG:** The Careel 18 is fractionally rigged with two forestays and two shrouds. There is no backstay, nor spreader on the mast. The outer forestay is commonly fitted with a headsail furling system. The inner, or backstay, prevents the mast from bending backwards. The mainsheet is attached to a sliding block to the pushpit - a system which looks strange at first but has been proved over time. It certainly makes for a clean, uncluttered cockpit.

The centreboard on the Careel18 is a solid daggerplate in a fixed case, raised and lowered by a trailer type winch in the cockpit. This is a different system to most similar arrangements in that the wire is led to the top of the board, and so does not protrude under the boat. This does away with the annoying hum set up as the wire vibrates, and allows the fitting of a locking rope to hold the board down. The winch is operated in a horizontal plane and cannot be used while the cockpit hatchboards are in place.

The rudder is now a stainless steel fabrication, with the tiller, for the first time, fully adjustable. This means you can tie the tiller off vertically to the pushpit when not in use, gaining much more usable cockpit space.

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**UNDER SAIL:** I sailed the Careel 18 on a day of gusty westerly winds, with full main and jib, reefing the main in the course of the test and then shaking it out again. The little Careel impressed with its speed and general ease of handling - the technique being, in strong winds, to hold the mainsheet in one hand and the tiller in the other. The boat is not quite as stiff as its bigger brother, but has the same sort of feel. (See AB, January 1981.) When hit by gusts in the 20 knot region, the Careel showed some weather helm and would have rounded up if I had let the tiller go, but the prudent family sailor would have reefed the sail in such winds before setting out.

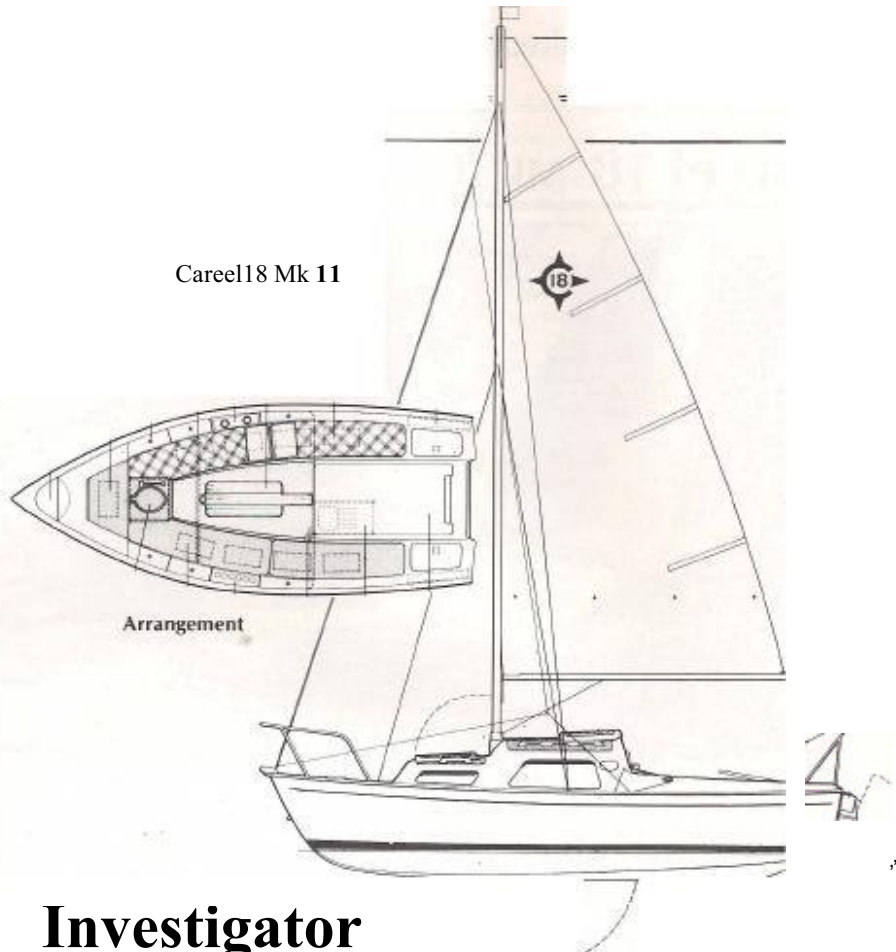
Putting in the reef was easy: the headsail was furled and the mainsheet let go, so the Careel came to rest gently, about 45 degrees to the wind. David Rose dropped the halyard and reset the downhaul, and pulled the leech down to the required height and reelected it on the boom. With the sail thus reduced, helm balance was better and the boat more comfortable in the prevailing conditions. We shook the reef out using the same semi heave to tactic when it moderated to around 12-15 knots.

**CONCLUSION:** David Rose owes much of his success in the trailer-sailer business to attention to detail and customer back up. His new Careel18 is beautifully finished, with a top class GRP job, and has the obvious advantage that 11 years of continuous refinement can give. In that time, all the flaws or niggles in either design or operation come to a builder's attention, especially when there are some 400 owners who have tried the boat in any amount of conditions. This is reflected utterly in the Careel package, where the more you get to see the boat, the more you can appreciate the subtleties it has. This is a good small yacht and deserves its success.

### Specifications

|                         |            |
|-------------------------|------------|
| LOA.....                | 5.6m       |
| Beam.....               | 2.26m      |
| Draft (board up).....   | 0.3m       |
| Draft (board down)..... | 1.2m       |
| Displacement.....       | 607kg      |
| Ballast.....            | 186kg      |
| Sail Area:              |            |
| Main.....               | 12.4 sq.m. |
| Jib.....                | 7.5 sq.m.  |
| Prices:                 |            |
| Basic boat.....         | \$5250     |
| Sailaway.....           | \$8300     |
| Deluxe.....             | \$8900     |

Careel18 Mk 11



## Investigator 563

"When you are not in control, it takes over."

These were the words used by a happy Investigator 563 owner who took me out for a test sail on a day of strong south east winds in Sydney recently. He was describing an incident he experienced with the boat after spending the night in a calm anchorage, only to be clobbered by a sudden storm the instant he had raised the anchor to return home.

"I found out later it was blowing 50 knots. I couldn't get the jib unfurled . . . there was water breaking over the boat . . . after a while I just gave up and she settled down on her own. Then I was able to get the engine going and motor her out of it. I tell you, that gave me enormous confidence in the boat."

The Investigator 563 is a confidence inspiring little craft - more like a small yacht than a trailer-boat. This is in no small part due to the fact that she has a keel - quite a long one, which draws 0.52m and her weight, 750kg of which ballast is 346kg or about 45%. Designed by Kevin Shepherd, the Investigator has proved to be a popular and sought after small vessel over the five or six years she

has been in production. Many owners, like the one quoted above, have had their boats for a long time and would not consider changing.

**DESIGN:** The Investigator is 5.63m LOA, 2.09m beam and carries 16.3 sq.m. .working sail. She has a wedge shape with a wide transom, clean round bilges and a fairly fine entry. Underwater, her hull lines depart radically from standard *t/s* practice in that the forefoot continues into a keel, gently rounded and reaching its maximum depth some two thirds aft of the bow under the cockpit in fact, before sloping in another curve back up to the transom. The rudder is mounted on the transom with a fixed tiller. Inside the keel there is an unballasted daggerboard which can be lowered to increase her windward ability.

Below decks, the boat again was set out like a yacht, with a full ring bulkhead under the mast-step, separating the forecabin from the saloon. The forward cabin had a vee-berth that could sleep ~mall adults but would be better suited to children, with a chemical toilet under. The saloon had two good sized settee berths, and there was room for a rudimentary galley around the companionway steps without interfering with the berths.

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Because of the keel, there was plenty of storage low down - the ship's battery in fact was under the cabin sole level.

Sitting headroom is good in the saloon, but the boat also has a substantial pop top. The forehatch is part of the cabin and there are big windows in the saloon. Two huge deck lockers, one outfitted for the auxiliary engine's fuel, were in the cockpit, which has superbly rounded bench seats and a high coaming.

**RIG:** The Investigator is fractionally rigged with two shrouds a side, no backstay, and the mainsheet attaching to a solid traveller system over the transom. The test boat was fitted with jib furling gear, and the owner had added a set of mast tensioning shrouds, but admitted the boat probably didn't need them.

he used it as a gauge for knowing he was at top speed.

Once, in a big gust, I had to ease the main to keep a reasonable angle of heel, but the general qualities of the boat were that she seemed particularly stiff and secure. Ironically I would have liked to sail her in light air as I suspect her weight would prove she was no great speedster. In the conditions prevailing, the little Investigator was at hull speed most of the time, and stood up to her canvas very well.

**CONCLUSION:** This is an ideal boat for a family where Mum is reluctant to go sailing because she's afraid the boat will tip over. Its great appeal is its sea manners and looks: there would be very few small trailer yachts as pretty. She is definitely old fashioned by today's standards, but this is no criticism.

## Farr 5000

New Zealand designer Bruce Farr has been a major force in trailer sailing design for the past few years, with no less than four trailerable boats to his name, many of which have found a keen market in this country. Smallest of the range is the Farr 5000, a beautifully finished and presented t/s of 5.09m LOA, with 2.25 beam, weighing in at a shade over 500kg. This allows the boat to be comfortable on a small trailer and brings it into towing range of quite small cars.

Unlike the Careel or Investigator, the Farr is a lightweight flyer, where a deft hand on the mainsheet and a close eye on the weather are pre-requisites for sailing. Farr owners tend to emerge from dinghy sailors - people who are not prepared to sacrifice the thrill of competitive sailing just for a bunk below, so the accent is on performance.

**DESIGN:** The Farr 5000 has a bulbous, wedge shaped hull with a small skeg and a centreboard pivotted from the forward edge. The rudder is a permanent fitting on the wide transom, with a kick up blade controlled by two lines. Higher than average freeboard accounts for the rounded look, and in common with its bigger brothers, gives the Farr a distinctive shape. It also means the headroom below is substantial - 1.41 metres.

Below decks the boat is simply but beautifully finished, with a sprayed gelcoat liner, bunks for four and limited stowage. Farr has geared the boat to be more of a day sailer with occasional overnight use, and used much of the internal volume for buoyancy flotation rather than stowage, obviously with keeping the internal weight down in mind. There are moulded lockers under the seats, but a small family using the boat for a spell of camping would notice the lack of nooks or crannies in which to stuff the 1001 things necessary, even for a weekend's stay.

Similar lack of stowage applies to the cockpit, where the only opening locker is designed for the motor fuel tank. Strangely, there is an equivalent space opposite which has not been used. I would like to see the builders, Sea Nymph, add a locker here. It would add only marginally to the price but make a big difference in actual boat usage.

The considerable headroom below, however, gives the air of much space in the Farr, and one would not feel claustrophobic having to spend some time cooped up in it through rain or adverse weather.



One of the prettiest small sailers afloat, the Investigator stood up to her canvas in the conditions. Note position of tiller - almost no weather helm.

**UNDER SAIL:** As mentioned, I sailed the Investigator on a blustery day, with winds up to 25 knots but calm seas. The owner opted for the smaller of his two jibs, but we decided to leave the main unreefed and see how she went. In the full force of the breeze, the Investigator heeled gently and sped off to windward with no drama at all. There was hardly any weather helm - just enough to give the right amount of feel.

On a fast reach the weather helm was slightly greater, but fiddling around with the dagger plate may well cure this. One curious thing about the boat on a fast reach was that it fairly throbbed: the owner said it had done so since new and

### Specifications

|                   |        |
|-------------------|--------|
| LOA.....          | 5.63m  |
| LWL.....          | 4.95m  |
| Beam.....         | 2.09m  |
| Draft (up).....   | 0.53m  |
| Draft (down)..... | 1.14m  |
| Displacement..... | 750kg  |
| Prices.....       | \$6995 |