

24'- 4" CRUISING YACHT **CAROL**

DIMENSIONS

LOA:	24' 4"
LWL:	20' 0"
BEAM:	7' 11.5"
DRAFT:	3' 6"
DISPLACEMENT, 1/2 load:	5,709 lbs
BALLAST (lead):	2,700 lbs
SAIL AREA (100% foretriangle):	324 sq ft
SAIL AREA/DISP RATIO (IMS):	18.00
DISPLACEMENT/LENGTH RATIO:	319



QUEEN BEE hails from Sydney, Australia. Her owner, shown at the helm, lives aboard.

CAROL is in many ways my favorite pocket cruiser, a scaled down and “flattened” *FRANCES*. She evokes an adventurous spirit that prevailed in the happy times of the late ‘70s when I designed her. At 24 feet she's as small as a prudent sailor would ever think of taking to sea. *CAROL* is the ultimate in making do with less. Her hull is stable and easily driven, and her rig is simple and powerful. She can sail close to her hull speed of six knots when conditions are favorable, making for good sailing in moderate conditions. In a real blow, because of her small size she'd struggle just to keep station. While no boat of this size can truthfully be termed comfortable in the open ocean, *CAROL*'s crew are at least free of great concern for her safety, or their own. With her small self draining cockpit well, raised deck, centerline hatches and strong self-righting tendency she is as seaworthy as the proverbial corked bottle. Her clear decks make it easy to handle her gear, and the recessed deck forward offers the crew security where it is needed most.

I designed *CAROL* in 1979 and something like twenty have been built so far all over the world. Thanks to her beautifully crafted building plans, anyone willing to work hard and with good carpentry skills can aspire to sailing over the horizon in something of high intrinsic value that they built themselves. With her very high quality of specified construction and perfected double-ender aesthetics she is a true legacy yacht, whose appeal will endure for generations. She's neither easy nor cheap to build, though- fair warning.

The interior arrangement is intended for two persons. They may share the double berth forward in harbor, or the off watch partner can choose the leeward quarter berth when at sea. There is just the minimum sitting headroom in this design— indeed this was the pivotal factor that determined the overall size of this minimalist yacht. The design provides a place for the cook to sit, and a toilet to avoid having to go on deck for this necessity. A sea hood fitted over the companionway provides a place to stand up for pulling on one's pants, at least when the weather permits you to open the hatch.

CAROL as originally designed had no auxiliary power, a pair of oars being shown for getting her home in a calm or maneuvering through a quiet anchorage. Quite a few have been fitted with tiny diesels, though, an idea that can be life-saving in difficult conditions and a lot easier than rowing when the wind fails.

CAROL is narrow enough to trailer legally over the road in the USA, though at her weight she requires a lift or railway to haul and launch and a crane to step her mast. She was engineered to be built in WEST system cold-molded construction. She was designed in the hippie years, with many young people seeing the wonders of the world living in a tent. Quite a few more, who thought it fun, bought books on WEST system construction and saw the wonders of the sea living in a *CAROL*. You could too!



FINSKA, looking aft.



At her size, she thinks mommy and daddy have a big boat!





Putting on the last layer. The hull is built first, then the deadwood added.



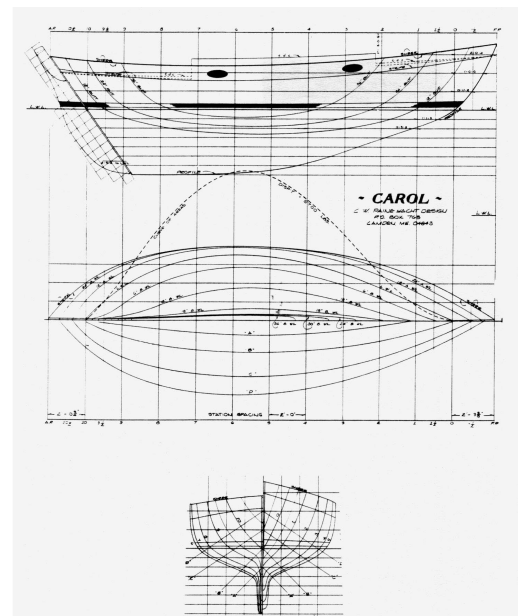
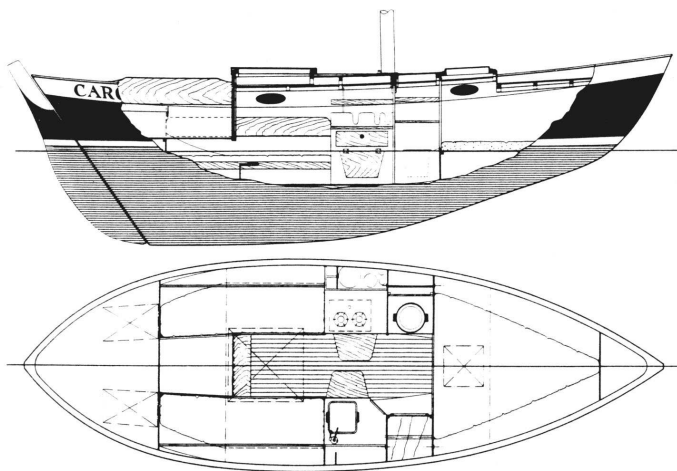
Starting to look like a boat.



FINSKA- note the cockpit seatbacks to lean against.



JUNO LUCINA's windvane could steer you to paradise!





HARRIET ROSE ghosting along in light airs.



JUNO LUCINA was fitted with a small house. She and HARRIET ROSE live in Chichester, UK.