

Mark says...



Karnic's smaller boats have always impressed but I was worried that its many likeable get-boating traits would end up sidelined on its larger models.



FACTFILE

Karnic 2760
LOA: 30ft 0in (9.15m)
PRICE: from £69,850
TOP SPEED:
38.9 knots

MOTOR BOATS TESTED

Karnic 2760

This boat has all the bases covered – a clean design, solid hull and 38 knots on tap. What's not to like? **REPORT BY MARK TURLEY**

Karnic started out in the early 1990s building great dayboats and overnights with the emphasis on good no-nonsense build quality and hands-on action. Things have moved on since then in terms of size and finesse, but the Cypriot builder hasn't lost sight of these fundamentals, as this sharp-looking 27-footer demonstrates.

Design & build

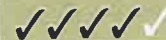
The '27' in the name refers to the boat's length, but this doesn't take into account the formidable bathing platform that adds a further 3ft to its

LOA, which ends up at 30ft. The '60' denotes it's the sterndrive version – in this instance packing a pair of Volvo D3 diesels rated to 160hp – but there is an outboard alternative, the 2750. Number analysis aside, what has this well-regarded yard come up with? Well, a bit of everything really. A large and comfortable cockpit incorporates a galley module, together with safe, easy walkaround decks past the coachroof. Down below there is a noticeable upgrade to the finish adorning a good-sized convertible dinette, a second galley area and a decent toilet compartment. In addition, a double mattress area – open to the main cabin – is

worked in under the cockpit. If this sounds relatively straightforward then you're not far wrong, but what is eye-catching about this yard's boats is how it manages to make things particularly workable in a deceptively simple way, so that you just want to jump aboard and get going. And 'go' it certainly does – this boat's 320hp delivers nigh on 40 knots, plus if you really want to fly there is a twin petrol option delivering a rapid 450hp.

Design & build

Solid looking with a build quality to match



Exterior

It's hard to look past that great big bolt-on bathing platform so that's where we'll start. It's a useful if bland slab of boarding area and you'll need to be careful during close-quarter manoeuvres as it is bereft of any fendering. The other area that feels a bit bare is the top of the transom coaming, which could do with grabrail to aid you as you board.

But once aboard the cockpit is deep and well protected thanks to the chunky thigh-high coamings. These have been sculpted out to form a couple of sizeable cave lockers and a large boot in the transom. It is particularly handy that the battery switches have been placed near the transom door, so you can operate them as you board or leave the boat.

The generous L-shaped seating area is a comfortable place to stretch out on, yet it was surprising to learn that the accompanying teak table was listed as an extra, especially since the outside galley module – which comes with cupboard storage, a sink, and a gas-fired hob – is provided as standard.

The area beneath the rear seating has been fitted with moulded lockers rather than being enclosed, which means troublesome items, like sections of



Clean, purposeful lines are echoed by the hull's performance



Smart and well laid out but flat cushion bases and no grab-rails makes holding on tricky in this 40-knot boat



The wet-bar doubles as a galley as it includes a hob



This platform needs some protective fendering

canopy, can be simply bundled out the way. Deep steps up to the side decks provide further locker storage, supplemented by another one tucked in the helm of the seat plinth.

The contoured helm seat makes for a cosy double complete with lifting squab, while across the way you'll find a rear-facing lounger – actually it's more like a half-lounger, as it isn't quite long enough to put your feet up. That said, it is in just the right spot to chat to those at the helm while catching a bit of sun but there isn't much to keep you in your seat while on the move. The cushion base is so flat there is nothing to stop you slipping sideways, nor is there anything substantial to hold on to. More grabrails and sculpted upholstery across the entire cockpit would be a good thing.

Walkaround is perhaps a bit of an exaggeration when it comes to describing the side decks, as you still have to step up from the cockpit, but thanks to the chunky raised gunwales they offer more protection than those found on a more conventional sports cruiser. The coachroof offers enough space for a sunpad mattress even if, like the lounger, it's a little bit on the short side.

Exterior

Pleasant cockpit and good side decks bode well



The raised gunwale incorporates a handy chain locker but you'll have to shell out more cash for the addition of an electric windlass.

Accommodation

Karnic has been careful to keep the interior look and fitout as clean and practical as possible, while giving it a lift with a smart leather trim and some walnut-veneered joinery. The cockpit galley unit is supplemented by a further half-galley down below, which houses the fridge, another sink and some useful storage space. Presumably, the idea is that you prepare the meal here and then send it up if you need to cook anything on the cockpit hob.

The forward dinette is comfortable, with plenty of headroom and angled seat backs that have shelves and storage built-in behind. The table comes over as being a bit mean in size, which is odd given that the whole lot converts to a very generous double, with the added option of extra legroom by dropping the bow portion of the backrest. Additional stowage in couple of lockers under the seats but it was disappointing to find these were not lined, especially as storage for bags and clothes isn't particularly generous. Of course, if there is just two of you aboard then the midships mattress area – which is otherwise a cosy double with sit-up headroom – will take

“The cockpit galley is supplemented by a half-galley below”



We like this hidden sink

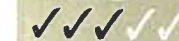
There is plenty of comfortable seating around the dinette, even if the table is on the small side

care of bags and belongings. But if this is going to be occupied then stowage space in the cabin becomes something of an issue.

The toilet compartment – complete with a shower facility – is one of those clever areas that does the job without wasting a millimetre of space, as well as managing to incorporate sufficient elbow room, a shelf for wash bags and some handy stowage in a couple of lockers.

Accommodation

Feels inviting, but a few issues with storage



Performance & handling

Karnic likes to offer beefy engine options and designs its boats with specific power in mind. This might sound obvious but it quickly becomes apparent when a boat designer hasn't considered engine choice and you struggle to reach 30 knots. Just to ensure every last knot was rung out of the 320hp we had on tap, the stern-drive legs were fitted with the optional stainless steel props to produce a flat-out speed of 38.9 knots. A near 40-knot top speed is impressive but even better was how the hull handled this power and speed. It preferred to stick to the water – making it easy to control and putting in rail-like turns – rather than dancing about and finding too much air.



The forward backrest can be removed so the double berth, and its occupants, can stretch out

The other thing that makes this hull particularly useful is that it is perfectly happy to stay on the plane right down to the mid-teens, allowing the skipper to have the most control and set the pace rather than the boat having too much say in the matter. For most of the time, however, you are only going to push along somewhere in the mid 20s, delivering a very frugal 4mpg.

With a neat and simple layout, the helm itself has clearly been designed with a good eye. There is ample room in front of the rather smart, rally-type steering wheel for a chartplotter and the throttles are mounted on a slight return – which is just where you want them. But best of all are the numerous inset trays, that should ensure any loose things lying around don't fly overboard.

Performance & handling

A well mannered hull that is eager to push on



The toilet compartment comes with useful stowage



This midship's area is airy but open to the cabin

BOAT REPORT

KARNIC 2760



Twin diesels make for a useful engine package, but be warned: it will bump up the price

Specification & value

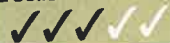
In terms of what you actually get on board, this is a boat that belongs among 27-footers when comparing like for like, not the 30ft of its LOA. The interior, especially, doesn't offer 30ft levels of space. The other crucial consideration that pushes up costs in this size category is whether a boat is single or twin-engined, and most manufacturers will offer both. Karnic is no exception and its single 300hp petrol option starts at £70,000, knocking £20k off the twin-diesel price. This is definitely where we see the Karnic at its most desirable. Not at the £100,000 figure that takes it very close to two-cabin craft.

The other complication is what exactly constitutes a standard fitout, and how much work you have to do to bring a boat up to cruising scratch. Some manufacturers take the view that it is best to offer a drive-away package, while others see it as senseless to load up a boat in this already price-sensitive market with costly goodies that an owner might not want.

There's no doubt Karnic build great boats, but the standard spec should be better. Shorepower, hot water, a cockpit canopy and an electric anchor windlass need factoring in from the options list.

Specification & value

Average price and spec but you get a solid boat



MBM verdict

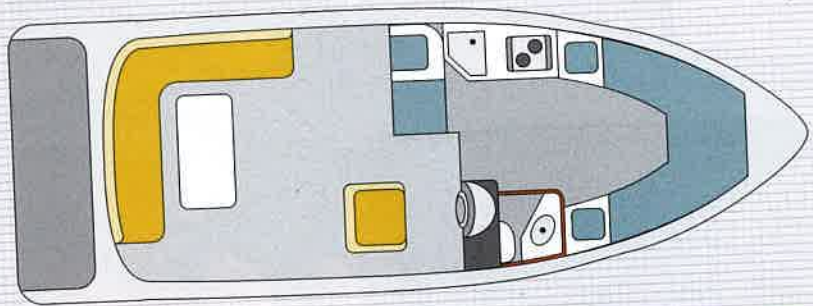
This 27ft Karnic has all the solid get-in-and-go attributes that make this manufacturer's boats so appealing. Erring on the side of the clean and lean means it isn't as plush and fussy as others in its size or price class, but then that's precisely what gives the 2760 its edge.

MBM rating



7/10

Karnic 2760 technical data



specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	30ft 0in (9.15m)
HULL LENGTH	24ft 4in (7.70m)
BEAM	9ft 6in (2.90m)
DRAUGHT	2ft 11in (0.90m)
DISPLACEMENT	3.0 tonnes
FUEL CAPACITY	V
WATER CAPACITY	10gal (45lt)

key dimensions

WIDTH OF SIDE DECKS	8in (20cm)
HEADROOM IN CABIN	5ft 11in (1.80m)
FORE CABIN BERTH	6ft 3in x 5ft 2in (1.91 x 1.57m)
MIDSHIPS BERTH	6ft 1in x 3ft 10in (1.85 x 1.17m)

performance

Engines	twin Volvo D3-160 diesels
Configuration	5cyl, 2.4lt, 160hp at 4000rpm
conditions	wind NE'ly Force 3, sea slight
Load	fuel 30%, water 50%, crew 2

Rpm	knots	gph	lpg	mpg	range	noise
2200	17.5	3.3	15	5.30	281	74
2500	21.0	4.4	20	4.77	253	76
2800	24.0	5.7	26	4.21	223	77
3000	27.8	6.8	31	4.09	217	77
3500	33.1	10.1	46	3.28	174	78
4000	38.9	15.0	68	2.60	138	79

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings are in dB(A) and were taken in the cockpit.



prices

STANDARD BOAT	inc VAT
with twin Volvo D3-160	£92,760
BOW THRUSTER	£2750
ELECTRIC WINDLASS	£1575
SHOREPOWER	£1290
HOT WATER	£1090
COMMISSIONING & ANTIFOUL	standard

BOAT AS TESTED **£96,365**

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Although the 285 offers much the same layout as the Karnic, it's cockpit is geared towards fishing rather than lounging.
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