

MOTOR BOATS TESTED

Karnic 2965 Cruiseline

Renowned for its tough little dayboats, this Cypriot builder takes on the 30ft cruiser market

REPORT BY MARK TURLEY

To date this Cypriot builder has done an excellent job of producing a number of highly capable walkaround models and overnighers. Karnic boats are renowned for their solid build and practical, fuss-free layouts, and it is from this worthy foundation that Karnic is launching a pusher line-up, kicking off with this 30ft coupe.

Design & build

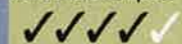
In fact, although we say it's a 30-footer, strictly speaking its overall length is just shy of 34ft thanks to an extremely deep bathing platform and a beak for the anchor installation. Roughly a third of the

actual 29ft hull length is given over to a clear cockpit space, while the middle third is used to create a busy all-in-one saloon, galley and helm. This leaves it up to the forward portion to accommodate four people—in a separate forecabin and a more open-plan midships double—as well as providing toilet and washing facilities. All of this is carried out in a bright and breezy manner, even if this does include plenty of GRP on show.

The boat's styling is angular and clean and the one-piece forward screen is in keeping with its sharp, contemporary look. We also like the fact that the side decks are given a raised gunwale for

Design & build

Fresh inside and out. Busy saloon isn't too cramped



Exterior

The large bathing platform and cockpit is clad in teak as standard but if you want some permanent seating running across the transom, which is surely preferable to hiking deck chairs out of the

extra safety. The slight downside to this is that the coamings nibble into the hull's moderate beam, and at this size every inch counts when it comes to interior volume.

cavernous lazarette, then this will cost you extra. A fishing option is also offered, which gives you a console moulding, complete with a sink, bait well and prep area.

The cockpit is protected by a chunky coaming, inset into which are a number of handy lockers. The moulded-out lazarette will comfortably swallow any larger items, even though it already houses both of the sizable fuel tanks.

The generous overhang across the rear of the superstructure affords the cockpit a good degree of shelter, as well as allowing you to keep the sliding door to the saloon open



Tester says...



I'm always keen to see how a manufacturer solves the puzzle of the 'do anything' craft. Is the 2965 too much of a compromise or does it work?

FACT FILE

Karnic 2965

LOA: 33ft 9in
(10.30m)

PRICE: from £126,995

TOP SPEED: 34.5
knots



Galley storage is neatly tucked away

during inclement weather. And more substantial cockpit protection can be added thanks to an optional canvas package.

The side decks aren't overly generous, but then the raised gunwales more than make up for this and you are never short of something to hold on to. A hatch at the bow reveals the electric windlass, which comes as standard, while the chain locker is situated further down. Other deck hardware is highly serviceable too, with 10in cleats fore and aft, plus slightly smaller ones for springs amidships.

The sunpad, inset into the coachroof, may be a bit short for the serious sun worshippers out there but, if little else, it provide an extra, comfortable spot in which to sit and perch, while underway or at rest.

Exterior
Generous cockpit, good storage, solid build
✓✓✓✓✓

Accommodation

Builders of 30ft craft face something of a dilemma: do they keep the interior open plan or rig bulkheads so that everyone has their own boating space? The designers behind the 2965 opted for a combination of the two – a completely separate cabin at the bow, coupled with an open-plan double berth sleeping area in the lower lobby. This means that while the two areas are shut off from one another, the tucked-away midships berth still benefits from the light and extra space afforded by being open. This equates to more elbow room to dress and space for a decent-sized cupboard and a small, handy seat. Admittedly the midships berth isn't the longest – just shy of 6ft – but there's plenty of sitting headroom and it's not at all claustrophobic.

The forecabin berth is more generous in length and, as it is

angled along the port side, there is still standing space in the cabin without resorting to a V-berth arrangement. Stowage, considering the class of boat, is sufficient, with a couple of useful-sized cupboards,

plus there's a huge locker space beneath the berth. Perhaps the addition of some doors on the side of this moulding would break up the GRP and make this locker easier to reach.

The toilet compartment is adequate and, along with the rest of the mouldings, is solidly fabricated and cleanly finished. A shower tray is incorporated in the usual way and, rather surprisingly, an electric toilet comes as part of the standard spec, which is plumbed via a holding tank.

Like all European importers, prices will be high against the weak pound

The coupe-style layout means that the saloon area, which runs straight out to the generous cockpit via a sliding patio door, has to accommodate not just the helm but also the galley. The galley is housed in a moulding, complete with a lid so that the gas hob and sink aren't constantly in view, while the lower portion is given over to storage. The fridge can be found within the plinth that supports the helm seat.

The helm seat itself is another moulding and, although extremely comfortable and supportive (and somewhat spaceship-like), it is quite a bulky fixture for the available space. On the plus side, though, it can swivel to face the dinette and to create more passing room the wooden dinette table has a hinged flap.

From the dinette there is an uninterrupted view out and ventilation can be gained from the

manually operated sunroof in the deckhead and sliding patio door and side windows.

Accommodation

A lot packed in but everything's here and it's all useful
✓✓✓✓✓

Locker space in the saloon is limited due to the midships cabin below but to help ease the load on the fridge a top-loading cool box is neatly set within the settee backrest.

Engine options & access

There are just two engine options available – either twin 225hp petrols or a pair of 5-cylinder Volvo D3 diesels rated to 190hp. There is a price difference of around £12k in favour of the petrols but our test boat sported the diesels.

The rear portion of the cockpit sole and transom coaming lift up, with the aid of gas struts, to reveal a part moulded compartment, which is neatly laid out, with plenty of space

Engine options & access

The right engines for the job and a tidy installation
✓✓✓✓✓

around the engines. The fuel filters are located on the forward bulkhead and we were pleased to find that sound insulation had found its way on to just about every surface that could accommodate it.

Performance & handling

Twin 190hp diesels in a decent 30ft hull are always going to be the business and Karnic's 2965 is no exception, delivering nigh on 35 knots without anything getting out of sorts. On test it snaked through turns in an easy, >>>

You can ease back to 16 knots and still find yourself on the plane



The sunroof helps create that wind-in-the-hair feeling, making it fun to helm standing up



The engines are easy to get to and there's plenty of room



Raised gunwales improve safety on side decks



Room in the lazarette for both fuel tanks and larger items



Sunpad could be bigger but it's a place to perch



The galley leads out to the generous cockpit; teak as standard, although permanent seating will cost more



An electric toilet comes as standard



The midships berth is tucked away but still remains open, while the forward berth has its own separate cabin



BOAT REPORT

KARNIC 2965 CRUISELINE

level-headed manner and, aside from a bit of tab to level her up on occasions, it was a straightforward, enjoyable drive. Most of the time you'll probably find yourself motoring in the mid-twenties – 26 knots at a relatively economical 3200rpm appeared to be the sweet spot for this hull, although you can ease back to 16 knots and still find yourself happily on the plane.

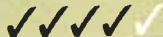
Underway the helm seat works as a bit of a bolster to perch against, if that's your preference, and although the screen's corner struts are quite substantial they don't obstruct visibility.

The console is designed to take a plotter – the likes of a Raymarine C120 – right in front of the skipper and the rest of the gauges and switches are easy to follow. The only thing we had a slight

issue with were the throttles. They don't fall easily to hand as they are set well forward. A bit more of a return beneath the side window would allow them to be brought within reach.

Performance & handling

Runs sweetly and without fuss, good viz from hardtop



Specification & value

The slide of the pound against the Euro has not done much for the price of imported boats but then that's the same for every European builder, not just Karnic. The upshot is that smaller boats – which are few and far between from British builders – are going to go up across the board. That aside, the 2965's standard spec ticks all the

Specification & value

Karnic offers good value but the weak pound doesn't help



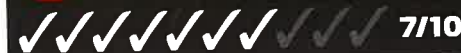
boxes and includes a few nice surprises, such as the teak decking and the electric toilet. However, you might want to figure in the optional cockpit seating along with a bow thruster.

MBM verdict

Karnic is still doing all the right things, even though it has shifted up a gear in the style stakes. While the fitout and accommodation are comfortable and cruiser-friendly, the boat isn't overly sophisticated. We don't mind though, as it proves that this Cypriot yard hasn't wandered too far from what it does so well –

delivering practical, 'get-in-and-go' boats.

MBM rating



Karnic 2965 Cruiseline technical data



specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	33ft 9in (10.30m)
HULL LENGTH	28ft 10in (8.80m)
BEAM	9ft 10in (3.00m)
DRAUGHT	3ft 1in (0.95m)
DISPLACEMENT	4 tonnes
FUEL CAPACITY	132gal (600lt)
WATER CAPACITY	45gal (100lt)

key dimensions

WIDTH OF SIDE DECKS	7in (18cm) minimum
HEADROOM IN SALOON	6ft 2in (1.88m)
FORE CABIN BERTH	6ft 4in x 4ft 3in (1.93 x 1.30m)
MIDSHIPS BERTH	5ft 11in x 4ft 0in (1.80 x 1.22m)

performance

Engines	twin Volvo D3 190hp diesel sterndrives
Configuration	5cyl, 2.4lt, 190hp at 4000rpm
Conditions	NW'ly Force 3, sea slight
Load	fuel 100%, water 100%, crew 2

Rpm	knots	gph	lph	mpg	range	noise
2500	16.2	5.0	23	3.24	343	73
2800	21.0	6.6	30	3.18	337	75
3200	26.0	10.0	45	2.60	276	76
3600	29.1	13.0	59	2.24	237	79
4100	34.5	17.2	78	2.01	213	80

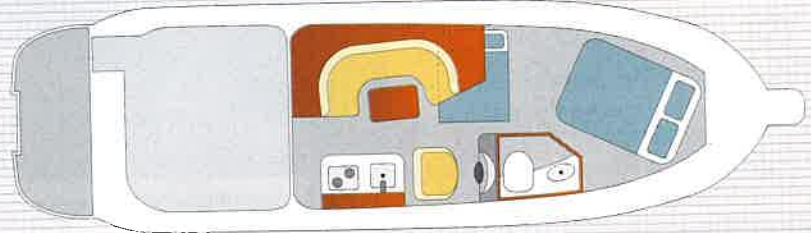
Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were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

prices

STANDARD BOAT	inc VAT
with twin Volvo D3-190hp diesels	£126,995
BOW THRUSTER	£3000
HEATING	£1920
COCKPIT SEATING	£1160
ANTI FOUL	£1200
SHOREPOWER	standard
ELECTRIC WINDLASS	standard

BOAT AS TESTED £144,850

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