



Karnic 2260 Weekender

From a soundly-built Cypriot range that's brand new to the UK, this 23-footer offers safe dayboating with all the facilities you will need for overnighting. **REPORT BY MARK TURLEY**

Karnic might be a new name to the UK market, but this Cypriot company are no newcomers to boatbuilding. After 12 years in business, they have established a range of handsomely styled walkaround boats from 20ft to 27ft.

When we first clapped eyes on them, at the Southampton Boat Show, we liked what we saw: practical designs with good specifications. So we hastened to the distributors' base in Poole to try out the 2260 Weekender, a cuddy-cabin overnighter fitted with Mercruiser's baby diesel sterndrive, to

see whether we could confirm our favourable first impressions.

DESIGN & BUILD

The same hull forms the basis of the 2260 model, which is fitted with a sterndrive, and the 2250, which is outboard-powered.

Its underwater lines have an acute vee over the forward sections, which spring out in no uncertain terms to give a full, nicely flared bow, providing additional buoyancy and every chance of batting back any loose water.

Interestingly, the flatter after sections are

fashioned with an almost completely flat 'pad' right at the apex of the vee, to help promote lift for faster, easier planing.

All Karnics have foam flotation sandwiched between the internal moulding and the stiffened hull, and everything has a good, solid feel to it. As a bonus, you get the minimum of hull noise when underway.

The only difference in layout between the 2260 and 2250 is that the latter has an outboard well rather than a cushion-topped enginebox between the aft seats.

Once you've decided which power source you prefer, the only other major option to consider is whether you want the Weekender package, whereby the swivelling helm seats in the spacious cockpit are replaced by a double bench which folds forward to reveal a

sink and a single-burner hob.

With these facilities on board, you can take full advantage of what is a decent-sized cuddy cabin, and turn the standard vessel from a dayboat into an overnighter.

Smart looking and roomy, with good build quality.

ACCOMMODATION

With the galley facilities in the cockpit, all that is required from the cuddy is some reasonable sitting headroom and sufficient length to stretch out and sleep. These essentials are readily accommodated, helped by a good amount of width carried forward towards the bow, so there is no

need to play footsie all night.

The infills which make the seating into a berth are actually removed seat-backs, which is a space-saving design but comes with a price: there are none of those outboard shelves which can be so useful for stowing bits and pieces.

Really, the only storage is within the seat-bases, and these voids back straight onto the bare hull sides. The optional chemical toilet tucks under the forward part of the vee.

Natural light and ventilation is plentiful, thanks to a couple of opening ports and an overhead hatch. The finish is functional and easy to clean.

Useful-sized camping cuddy requiring a little more stowage.

EXTERIOR

The walkaround layout means it is easy to move along the side decks and use the whole length of the boat.

Catching the eye immediately is the decent depth of the cockpit coaming, although a grabrail topping it off would be helpful, so that you can reach out and steady yourself against something, in what is quite a large open space.

Stowage is adequate, with a pair of lockers let into the deep transom moulding and the voids in the side seats. The latter double as steps up to the side decks, or over the topsides when you are boarding from a pontoon.

The Weekender helm seat arrangement is nicely thought out. Not only does it provide a



above The helm seat houses galley facilities.



above The cockpit has good stowage, including draining lockers, and convivial seating and loungers.



neat housing for a sink (with pressurised but not hot water) and a gas-fired hob, but the seat back can be slid forward so that you can sit facing backwards, which creates a more convivial seating arrangement once you are moored up.

One slightly odd fitment is that, rather than fashion a cupboard in the base for a few utensils and victuals, the builders have installed a comprehensive 'tackle' box — so it looks like it's fish for supper!

To allow the galley to be used no matter what the weather, and add a little extra living space to the cuddly, a camper frame and canopy are available as an extra.

The console houses ready-use switches and engine instrumentation, while a lockable pod incorporated into the moulding provides a modicum of protection for any electronics you might like to fit.

The beak at the bow has an integral bow roller to take care of an anchor, while a cave

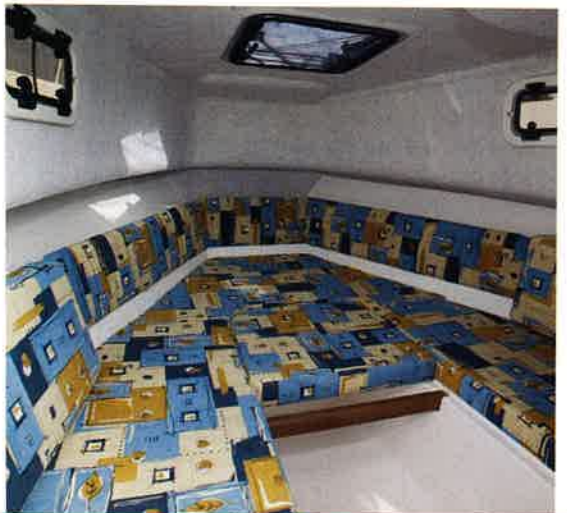
below Cuddy finish is basic but comfortable.



below The only cuddly storage is in the seat bases.



below The helm has a lockable electronics pod.



locker in the raised gunwale houses the anchor rode itself.

Mooring hardware comprises 6in (15cm) cleats. Although adequate for stern lines and springs, these could be beefed up forward, not least because there is just the one there.

The bathing platform is an optional extra, and some buyers will be pleased to note that, without it, the boat's overall

length comes in at under 7m, which could be handy when negotiating the price of a berth.

ENGINE OPTIONS & ACCESS

The 2260 is available either with the 190hp or 220hp 4.3lt Mercruiser petrol sterndrive, or with the same manufacturers' 120hp 4cyl 1.7L diesel. Our test boat had the latter, which the importers Yellow Penguin install

below The small diesel punches above its weight.



below The helm has a lockable electronics pod.



themselves, being Mercruiser dealers.

The enginebay is accessed via a hinged moulding, finished on the inside with a thin foil-faced insulation material.

Everything is easy to get at, with all the main service points to hand, and is solidly engineered. The only surprise is that there is no fuel/water separator other than the filter on the engine itself.

The batteries and fuel tank, forward of the engine bay, are accessed via a secured deck moulding.

In 2250 guise, the boat's outboard well accepts only a single engine, but the choice is huge, ranging from 115hp to 200hp.

PERFORMANCE & HANDLING

The Mercruiser 1.7D turns out only 120hp at the crank, and we were not sure this diesel package would do the boat justice. On paper, it doesn't look powerful enough to punch the boat swiftly off the mark.

Fortunately, our pessimism was quickly dispelled. The engine delivers instant torque where you need it, at the lower end, to push the Karnic quickly and smoothly onto the plane.

Both the engine and the hull then continue to accelerate without fuss, to 31 knots flat-out at 4500rpm. All right, 31 knots is not actually fizzing the hull off the water, but it is likely to be adequate for most family users, and the beauty is that the boat is mighty responsive across the rev range.

For cruising, we cut the revs back by 1000, to jog about in the compendium of seas off Old Harry at 22-23 knots. The hull never complained and neither did we, especially as the plentiful flare at the bows did an excellent job knocking off any spray that might have thought about nipping aboard with the crosswind.

The boat also banks cleanly, with deference to its occupants, once the wheel is put about.

We were particularly impressed by the quietness of the installation and the hull, with noise levels hovering around the 80dB(A) mark. The set-up has apparently benefited from the fact that Paul Reed of Yellow Penguin puts a four-bladed rather than a three-bladed prop on the Alpha One

leg, for less vibration and easier pick-up, as well as a smoother gearshift.

The driving position is well tucked in behind the coaming and screen, with the wheel and throttle set at just the right height whether you are sitting or standing.

✓✓✓✓
Sure-footed and lively, bearing in mind the limited power on tap.

SPECIFICATION & VALUE

At first glance the boat appears quite pricey, but then the £32,566 tag is with a sterndrive diesel installation. Furthermore, what you get for your money is a straightforward boat, tidily built and fitted out, and ready to enjoy without needing to be topped up with a stream of extras.

In terms of value, now and in the future, you will not go far wrong with the diesel. The initial premium you pay should be reaped back, as this boat will provide enjoyable performance at well under a fiver an hour — one of the virtues that sets it apart from petrol-powered craft of its ilk.

However, we would not turn our nose up at the outboard-powered 2250, available from £25,005 with a 115hp motor, if we could pocket the difference.

✓✓✓✓
Not cheap, but the build quality and specification are good.

Verdict

It is hard not to be enthusiastic about the Karnic 2260. It looks good, handles nicely and is well thought out in terms of what it aims to achieve and how it goes about it.

A safe, roomy cockpit is backed up by a decent cabin in which to take shelter, or indeed spend the night, and all this comes with a sound fit-out and build quality.

However, the real selling point is likely to be that small but surprisingly effective diesel engine. Its performance is not going to blow you away, but the minimal fuel costs might well do.

Besides, there are more powerful and affordable petrol options, if that is what you are looking for.

MBM RATING 7/10

✓✓✓✓✓✓✓✓✓✓

Karnic 2260 Weekender technical data

specifications	
BUILD	glass-reinforced plastic
RCD	design category B
LENGTH OVERALL	23ft 7in (7.20m)
HULL LENGTH	20ft 7in (6.30m)
BEAM	8ft 0in (2.45m)
DRAUGHT	1ft 1in (0.32m)
DISPLACEMENT	1.05 tonnes
FUEL CAPACITY	50gal (230lt)
WATER CAPACITY	9gal (40lt)

key dimensions	
WIDTH OF SIDE DECKS	0ft 8in
HEADROOM IN CABIN	4ft 5in
CABIN BERTH	6ft 1in x 5ft 0in

prices	
STANDARD BOAT with 120hp Mercruiser D1.7L DTI diesel	inc VAT £32,566
with 190hp Mercruiser 4.3L petrol (includes commissioning & delivery)	£30,680
FULL CANOPY PACK	£1,370
COLOURED GELCOAT	£595
BATHING PLATFORM & LADDER	£695
TRAILER	£1,795
BOAT AS TESTED	£33,261

ENQUIRIES Yellow Penguin Ltd, Mitchells Boatyard, Turks Lane, Sandbanks Road, Poole, Dorset BH14 8EW. Tel: 01202 710448. www.yellowpenguin.co.uk

the rivals

WELLCRAFT 220 from £28,500 inc VAT Rather boxy-looking but roomy. Available in either outboard or sterndrive guise. Tel: 0121 568 8837. www.welcraft.com	WHITE SHARK 206 from £26,205 inc VAT Slightly smaller than the Karnic, and available only with outboard power. Tel: 01202 661630. www.whitesharkboats.net	BÉNÉTEAU OMBRINE 700 from £22,660 inc VAT Attractive diesel or petrol sterndrive boat. Extras are likely to bump up the price. Tel: 01248 363400. www.beneteau.com
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