

Boo Too





Twenty years ago, Oliver Vaughan approached the Ireland-based yacht designer Ron Holland with a request to design a 26 metre sailing yacht, the characteristics of which had been devised during Vaughan's voyages around South East Asia in his 15.2 metre yacht. This project took form on paper, but personal and business distractions intervened and the build was sidelined for so long that Holland wrote it off as a non-starter. However, the dream had remained very much alive in the mind of his client and all those years later Holland found himself reviewing his design in Vaughan's boardroom, sitting beneath the original profile drawing, now framed and hanging on the wall.

The outline specifications remained much the same, but Vaughan was anxious that the new yacht should be updated with the designers latest ideas. Holland suggested that Vaughan should examine the plans of his own yacht, *Golden Opus*, a 22.3 metre cruiser that was under construction in New Zealand. Intrigued, Vaughan flew to see the vessel. He liked it, but found it too small for his purposes, so he commissioned Holland to prepare a new design loosely based on *Golden Opus*, but built to MCA requirements and of a maximum size that could be comfortably sailed and maintained by the two crew, assisted by the owner.

Roger Lean-Vercoe takes a look aboard this rather special Ron Holland-designed yacht, built with young adventurers in mind. Photography by Andrew Bradley

Just over two years later, as the result of this meeting, the 27.4 metre sloop, *Boo Too* sailed out of Pendennis Shipyard in Falmouth, England on her shakedown trip across the Irish Sea to Kinsale, Ireland, where Ron Holland has his design studio. She was certainly tested thoroughly during the passage, encountering 40 knots of headwind and four metre seas in which, well reefed, she willingly maintained a speed of between 8.5 and 9 knots. A 20-year dream was finally fulfilled.

Displacing some 80 tonnes at full load, *Boo Too* can properly be described as a traditional gentleman's cruising yacht. She has a handsome sheerline and generous raised deck saloon positioned forward of a sizeable cockpit. The cockpit is sheltered by a dodger and fully shaded by a semi-permanent bimini to which side screens can be added for extra protection. A second dodger aft of the cockpit protects a companionway leading directly to the full beam aft cabin.



Many sailors might consider *Boo Too's* physical size as beyond the ultimate limit of comfortable double-handed cruising, but ease of handling is largely a factor of deck layout and the ability to manage the rig in all weathers. In this respect, *Boo Too* offers an elegant balance between simplicity, performance and cost.

The mast, made by Hood Yacht Spars, is of aluminium and rises 36.9 metres above the waterline, thus creating a nicely proportioned aspect ratio. The Marten Spars boom is of carbon fibre and incorporates its Leisurefurl in-boom furling system that combines particularly easy push-button reefing and high reliability with a powerful, fully battened mainsail which, like all her sail wardrobe, is from North Sails. The jib, too, is easy to manage,

being reefed and furled by a Reckmann hydraulic furler and sized at just below 100 percent of the foretriangle so that it can be sheeted to a self-tacking track running athwartships, just forward of the mast. Putting the yacht



Above: the deck saloon is divided into two areas: dining to port and work to starboard
Below: the work area complete with navigation station and professional editing suite



about is, therefore, merely a matter of turning the wheel, without any need to touch the sheets – an eminently sensible cruising arrangement that has only a minute impact on the yacht's performance.

For heavy weather sailing, a trisail is stowed in a locker on the side deck close to the mast, while a staysail can be hanked onto a baby stay that is set up when required. For offwind sailing in light and moderate airs, *Boo Too* has a 'bulletproof' MPS which is stowed and launched directly from its combined bag/shute in the forepeak and sheeted to a pair of large primaries aft of the cockpit.

Steering is by means of a shaft driven system from Whitlock that provides positive feedback from the semi-balanced rudder, while its well organised pedestal carries all the sail trimming controls, giving the helmsman fingertip access to sheeting, the autopilot and all engine functions, as well as an excellent view of the full range of Raytheon sailing instrumentation. Notably, the latter includes a combined radar and chartplotter, whose super-bright screen gives immediate access to navigational information.

From bow to stern, great effort was made to simplify the sailing equipment and keep the decks free of toe-stubbing fittings. The many deck skylights, all designed and made in-house by Pendennis, are flush to the deck, while a passing glance at her clean foredeck would fail to detect any anchoring equipment other than a small centrally positioned windlass. It is all there, of course, but Holland has eliminated the prominent anchor pockets usually found on either side of the bow of blue water cruisers, in favour a Bruce-type anchor emerging directly from the bow below deck level.

A spacious deck saloon was a key ingredient of Vaughan's general arrangement requirements, but it was equally important to achieve a harmonious proportional relationship between this and the cockpit, with its large dining and social area centred around a huge drop leaf table. To meet this need and, at the same time, to ensure sufficient volume for an efficient well ordered engine room, Holland found it necessary to draw a slightly higher deckhouse profile than might be seen as fashionable in yachts of this size. Skilful blending of the lines of *Boo Too's* hull and superstructure, however,

has resulted in a highly acceptable balance between aesthetics and interior functionality, with the pilothouse offering optimum space and comfort together with excellent exterior visibility through the panoramic windows, both from a standing or seated position.

Boo Too's interior design is a classic fusion of teak and holly floors with pale stitched Novasuede deckheads and warm cherry woodwork that is enhanced with the use of a subtle walnut inlay. It is an elegant scheme developed by Ron Holland Design, in conjunction with the owner, and built to very high standards by the Pendennis joiners. The port side of the deck saloon offers a folding dining table surrounded by U-shaped seating, upholstered in pale sea green and enlivened by bright cushions, while the starboard side is home to the navigation desk and cabinetry. Cleverly, there is more than just navigation gear tucked behind the panelling – *Boo Too* is completely fitted out with a set of professional



The master cabin has an en suite shower room and companionway to the aft deck

video equipment in order to shoot and edit travel documentaries as well as television features associated with The City Charity. This inspirational organisation, set up by Vaughan and other London businessmen will, in association with the UK's Duke of Edinburgh's Award Scheme and Ireland's President's Award, offer adventurous sailing expeditions to underprivileged young people. In this respect, the yacht carries a couple of professional hand held video cameras, while *Boo Too's* decks are raked by several gyro-stabilised, broadcast-quality cameras, whose custom-built waterproof housings have been cleverly incorporated within the yacht's rigging, spars and life lines.

The cameras' pictures are fed, via control and monitoring screens that can be plugged in at various locations around the yacht, to the professional recording and editing suite positioned just aft of the navigation station, where complete features can be edited and assembled. Full-screen viewing, along with





normal television & DVD, is available on a huge flat screen television that hinges down from the deckhead. So, watch out for a new breed of cruising documentaries from this sophisticated system that was designed, built and installed to exceedingly high standards by two UK companies, PEC and Bradley Engineering.

Aft of the saloon, a short passageway leads to a starboard twin-bedded guest cabin with a third pullman bunk and a portside study. The study is a fine example of what can be achieved by good design. Not only is it an ideal working space, lined with bookshelves and a sizeable desk surrounded by a plethora of office equipment, but its Chesterfield sofa can be made up as a single berth to create a further cabin. As in the aft guest cabin, an overhead fan maintains a flow of air providing a sufficient cooling breeze to make it habitable without the need for air-conditioning, and hence without the need to run the generator.

Aftmost is the spacious master cabin, fitted with two oversized single berths. The cabin sets new standards of natural illumination, being lit by no less than ten portholes – four in the hull and six in the coachroof – together with a pair of deck hatches and the exit hatch to the aft deck. Like the nearby guest cabin, it has a pleasant en suite shower room to provide a high standard of live-aboard comfort.

Forward of the saloon, stairs descend to the galley, crew mess and two twin bunked cabins – one for crew and the other for guests, both of which are built to equal standards and adjoined by shower rooms. Again, the detailed design consideration given to this area is notable. The fully featured galley has a two-minute cycle dishwasher to save on generator time; the crew dinette has cold boxes built beneath the seats and a washing machine/dryer fitted outboard; and the cabins possess powered showers and

cleverly designed shower doors that fold as they open, making best use of the limited space.

Limited space is all too often a feature of engine rooms in yachts of this size, but not with *Boo Too*. Headroom, while not permitting a standing posture, is much better than most and build quality is exemplary. In addition, its layout offers remarkably easy access around the major equipment – a Cummins 255hp diesel, that will power the vessel at around 10.5 knots in a flat sea, and its two gensets – a Northern Lights 25kW and a smaller 4.5kW unit – to give excellent access to its full range of ancillary

equipment. With careful management, the 4.5kW set is able to run key deck gear and domestic equipment as well as recharging the service batteries, thus reducing fuel consumption, while the larger set is only required for peak periods. In fact, experience has shown that *Boo Too* is able to run totally silently, providing economic use of its battery banks, for about eight hours – a luxury to which relatively few sailing yachts of this size can aspire. She is a true yacht of the ocean, without compromise to comfort or style. Her 20-year gestation period was surely worth the wait. □

BOO TOO

LOA

27.7m

LWL

21.23m

Beam (max)

6.56m

Draught (full load)

3.25m

Displacement (full load)

80 tonnes

Spars

Marten Spars/Hood Yacht

Spars/Reckmann

Sailmaker

North Sails (UK)

Engine

Cummins 6CTA8.3MII,

255bhp at 1800rpm

Generators

Northern Lights 1 x 25kW

& 1 x 4.5kW

Rigging

PSY/Boathouse/Navtec

Captive winches

Lewmar

Drum winches

Harken

Watermakers

HEM 20/1200 4,440 l/day

Fresh water capacity

2,150 litres

Exterior Paint

Awlgrip, Fleet White

Radar

Raymarine RL70C

Satcom

Thrane Et Thrane Mini-M

Video editing system

design & installation

PEC & Bradley Engineering

Classification

ABS & MCA compliance

Naval architects

Ron Holland Design

Interior design

Ron Holland Design/

Boo Vaughan

Builder

Pendennis Shipyard,

Falmouth, Cornwall,

TR1 4NR, England

Tel:+44 (0)1326 211344

Fax:+44 (0)1326 319253

