

REVIEW

Designed as a fast cruiser 20 years ago, PK Boo II has evolved after an extensive refit to become one of the most beautiful yet timeless modern sailing yachts. Jochen Halbe seeks her out in Turkey. Photography by Malcolm White



Moored up in the bay of Bodrum with a 27 metre long dark blue hull, sleek lines and uncluttered flush deck, *PK Boo II* doesn't look like a design of the early eighties. Only her original tall mast reminds you that she is not a new build – modern aluminium and carbon masts have much smaller diameters.

PK Boo II is one of Martin Francis' earliest maxi sailing yacht designs dating back to 1982 when she was built at Chantier Naval Tréhard in Antibes in the South of France. Her first owner wanted a fast cruising yacht for private use and occasional racing, and this is exactly what he got. Her speed potential is still



impressive and the vast space on deck, with its separate guest and steering cockpits, is perfect for both sunbathing and sail handling. Short handed sailing is easily achieved with an experienced crew.

In her rich history, *PK Boo II* has had several owners who retained her original layout both on deck and below. In 1997 a mini refit was carried out when the transom was modified giving the hull more length and an even more elegant appearance. The previously rather steep, hatchless transom is now much smoother with practical teak topped steps integrated in the centreline. These lead down to the small but sufficient bathing platform with facilities for showering after a swim.

Her present owner, who is using her for private trips as well as luxury charter around the world, decided to give her a total refit in 2001/2002. He underestimated this huge task and the budget was extended to \$1.25m as during a major refit it is often only after work commences that the real challenges arise.

One of these was the deck. Before laying the completely new teak planking, the old deck was stripped off and sandblasted down to the raw aluminium where corrosion and deck fitting holes were located and plugged. Having finished this almost endless hole filling, it took three weeks of fairing to make the whole deck level enough to start the planking which took another 14 weeks. Judging by the

quality of the woodwork it has been worth all the effort. In addition to new Moonlight hatches for the cabins, the sailing locker's raised sliding hatch at the bow – which was never properly watertight – has been replaced by two flush teak planked hatches, which are safer and mute external noise for the master cabin. All the refit work was carried out at Tréhard where some of the original craftsmen who built her are still working.

The refit list is long and impressive. The hull had corrosion holes, mainly inside on the waterline. It was sandblasted, fared and painted. According to skipper Yann Pierrot only some of the aluminium plates needed to be changed – in total not more than two

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square metres. It was generally in good condition – a remarkable fact considering that *PK Boo II* was and still is sailing without an anodised hull.

The mast and spreaders were also sandblasted, painted and thoroughly checked, with new and improved fittings added where necessary. The mast built by Tréhard in 1982 did not show any signs of corrosion, neither did the chain plates, so these were kept. The standard rigging was completely renewed, but because of the solid mast it was fitted with wire instead of the modern rod. The running backstays are now made of spectra for weight efficiency. The manual Reckmann furler which is set deep below deck was retained as it only dates back to 1997. The fully battened mainsail is kept on the very solid boom by means of lazy jacks – simple but effective. The rudder, bearings, seals and the steering cable system (made by Tréhard) were checked and changed where necessary and most of the stainless steel fittings on deck were replaced.

It goes without saying that a total refit also comprises the replacement of the piping systems, including those for the tanks, heads, air conditioning and electrical wiring, and the hydraulic systems for the new Harken winches (the only electrical winch left is a Lewmar for the main sheet) and the rigging (backstay, kicker ram, genoa halyard and forestay). A new bowthruster was installed as well as a 24 volt windlass with backup on the generator.

The whole engine room has been redesigned with two new Ford Mermaid six cylinder diesels each with 140hp as main



Right: the attractive saloon with living area to port and dining area to starboard (below) combines modern entertainment systems and minimalist fabrics with traditional carpentry
Below: the forward master cabin has a king-sized bed to port, lots of storage and a large en suite shower room



engines and a new 22kVa Onan generator. For low noise below deck, the whole insulation of the engine room went up from two centimetres to nearly ten.

Two aspects of *PK Boo II* had become really outdated after 20 years of extensive use, both of which are essential for comfortable private and charter use – the entertainment system and the galley. She has been installed with state-of-the-art entertainment including DVD and flat screen television from Bose, Philips and Yamaha. The other, more important aspect is a functional galley where the yacht's Australian chef Bernard Fagan can readily prepare delicious cuisine. When she was first built, *PK Boo II* was not intended to be used as a charter yacht, so the galley, crew quarters and



the navigation station aft are small and narrow. Due to the tight budget, the overall layout has remained, but the galley has been totally re-equipped in a way that it is, according to Bernard, much more functional than before. With a new Siemens gas oven and hob, espresso machine, huge refrigerator, ice machine, Miele dishwasher and separate Electrolux oven with grill as well as many seamanlike safe boards for all the ingredients.

Below deck, the interior layout has been completely overhauled. It still offers the yacht's original charm, with many traditional touches, but a modern fresh approach has been added.

The saloon offers a formal dining area to starboard and the comfortable living area to

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port, both seating up to eight. As with the decor throughout *PK Boo II*, the saloon has rich red highly glossed mahogany furniture and white panelled ceilings between wooden deck beams. Forward of the saloon, guest accommodation consists of two cabins on each side of the companionway. The two nearest to amidships, where the boat has its maximum beam, have double beds and en suite shower rooms. The smaller forward cabins with double bunks are served by shower rooms off the companionway. The cabin to port, normally used by the captain, is now used by the stewardess and/or crew. The foremost cabin belongs to the owner and is isolated from engine and saloon noise. It has a king-sized bed to port, plenty of storage and bookshelves and an en suite shower room with his-and-hers basins.

As *PK Boo II* was originally designed for private use, there was no need for a permanent crew. Therefore the crew accommodation aft of the saloon is rather small. It consists of two cabins – one to starboard which serves as the chef's cabin and one off the companionway to port which leads from the steering cockpit stairway through the galley and on to the saloon. The navigation station with separate crew head is aft of the chef's cabin and is fully equipped with all the latest communication and navigation systems.

There are many well thought out items which make *PK Boo II* easy to handle, even for

a crew of three. These include steps on each side of the mast to readily clear off or pack the main sail, sailing instruments integrated in the coaming of the aft steering cockpit which are visible from all steering positions, and well placed winches for the main sheet and running backstays around the steering cockpit. Manoeuvring is also easy: the skipper is in charge of the wheel, easing one backstay and sheeting in the other backstay. During a gybe, the skipper sheets in one backstay which is synchronised with the sheeting in of the mainsail by the crew. Trimming the genoa is done by the crew by means of two hydraulic primary winches near the mastfoot from where the halyards are also handled.

Meanwhile private or charter guests can sit comfortably around the folding table in the centre cockpit, well protected from the sun by a solid and perfectly sized bimini top.



The refit has not tampered with her speed – *PK Boo II* is still a really fast cruiser. In apparent wind speeds of 12-18 knots, she accelerated rapidly, with ten knots showing on the GPS. Her maximum speed is 11 knots, sailing 32-35 degrees to the wind. The helm is responsive thanks to the cable steering, and it is also possible to take your hands off the wheel for a while in steady conditions.

PK Boo II is currently for sale with Camper & Nicholson's International's Golfe Juan, France office (her present owner is soon to have a new superyacht from Alloy Yachts). Whoever buys her will get a unique fast cruising sloop. The large guest cockpit, the vast flush deck space for sunbathing, the separation of crew and guest accommodation – both on deck and below – two engines for high speed and easy sail handling and manoeuvring will most definitely suit all needs. □

PK BOO II

LOA
27m
LWL
21.6m
Beam
5.8m
Max draught
3.84m
Displacement
65 tonnes
Sailmaker
Relling New Zealand
Furling system
Reckmann
Hydraulic backstay
Navtec
Hydraulic boom vang
Seashore
Engines
2 x Ford Mermaid 140hp
Generator
20kW Northern Lights
Fuel capacity
4,000 litres
Water capacity
6,000 litres
Winches
Lewmar
Bowthruster
30hp Lewmar
Watermaker
Techicomar 140 litres p/hr
Air conditioning
Cruisair

Navigation equipment
B&G Hydra autopilot,
Shipmate RS 8300 VHF,
Skanti SSB, Furuno 24 range
radar, Philips mark 9/Furuno
GP70 GPS, B&G log/wind
and echosounder, Inmarsat
C, ICS Nav4 Navtex/Fax4
weatherfax, C-map system
chartplotter, Raytheon hailer
Entertainment systems
Sony, Akai, Sansui, Technics
Tender
Novamarine RH 360
Firefighting system
Chubb Autofoam 20

Accommodation
8 guests in 4 cabins + 4 crew
Construction
All aluminium hull
Designer
Martin Francis
Refit/year
2002/Tréhard
Broker
CNI, Golfe Juan, France office
Builder/year
Chantier Naval Tréhard/1982
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