



Boat Report

# CRANCHI TURCHESE 24

*Luxurious cuddy accommodation is balanced by plenty of cockpit entertaining potential in this stylish Italian sports cruiser.*

Such is Italy's passion for engineering and automotive design that even the Pope (a Polish person but an Italian institution) attended the recent anniversary celebrations of car manufacturers Ferrari; a similar occasion in Britain would be lucky to get the President of the Board of Trade.

That same passion extends to sportsboats too, and when you step on a Cranchi and you see design finesse everywhere. Few manufacturers could get away with fitting a roller-shutter door to a cabin and make it blend in with the design, but Cranchi do on the Turchese 24.

### Design

As you would expect, very contemporary styling characterises this deep-vee-hulled sports cruiser. Swept, rounded lines flow smoothly from bow to stern, integrating the windscreen and the bathing platform. In fact from certain angles it is

only the portholes that tell you it has a cuddy cabin, as the telltale raised deck line is not easily apparent.

There is also a nice balance in the space allocated to the cuddy and the cockpit. The latter's floor area at first looks limited, as most of it is taken up with seats and the sundeck is large, but given a seating capacity of seven it is deceptively spacious.

### Interior

The cuddy's styling is simplistic, almost minimalist, without fiddly details. Even so, there is a definite feel of luxury, helped by the ruffled edges to the seat and back cushions. The materials used are of good quality, and the whole effect is stylish, with a feeling of space.

The infill cushions create a good-sized double berth, and stowage is provided by the bases of the side seats and by the shelves running behind the

seat-backs. A portable toilet is secreted under the berth.

Headroom is fine for sitting in the aft part. During the day the cabin is well lit through the deck hatch and two portholes, and at night the artificial lighting is effective.

Flanking the companionway are a tray which can house the VHF to starboard, and a unit housing the electrical panel, radio and optional fridge to port. The roller-shutter door ensures the co-driver has good access to these from his suitably angled seat in the cockpit.

### Exterior

Occupying the forward passenger seat also puts you in charge of domestic duties, as a sink is located within the console ahead of it.

Both forward seats offer substantial bolstering, and you can brace yourself well, in the co-pilot's case with the help of a grabhandle. The bases hinge up, so their occupants can adopt a comfortable lean-back standing stance when underway.

The helm seat to starboard offers a surprisingly good driving position, given that it does not adjust, and the steering wheel cannot be tilted. For the average-sized skipper the wheel falls nicely to hand, while the throttle is perfectly mounted so you can brace your arm and achieve precise control.

Instrumentation is displayed in an easy-to-read format on a smart wooden dash. There is no depth-sounder as standard, but most buyers will probably go for the Bidata sounder/log which is a £510 option.

Mounting a greater range of electronics might prove challenging, as a compass sits atop the dash and anything else mounted here will interfere with it and be in your eyeline when you are seated. Space to the side of the dash is limited by steps that give



access to the bow, through an opening central section of the screen.

The aft section of the cockpit is taken up by the U-shaped settee that will comfortably seat five, though they will not all be able to eat off the small table. There are open lockers under this seating, incorporating the batteries and master switch. Further stowage is offered by a good-sized floor locker, which includes the inspection hatch and dipstick for the fuel tank; the fuel supply has extra filters, and there is a cut-off at the helm.

The bathing platform sits well out of the water, so the pull-out boarding ladder will be well used. Although it is a little narrow, the platform is equipped with a shower, as well as a tow-ring and grabhandle.

At the bow, the standard extension is

*Far left: sleek lines disguise the fact that the Turchese has a cuddy cabin under the foredeck. Above: its styling is minimalist but luxurious, with a feeling of spaciousness. Below: the helm is well laid-out and comfortable, although console space is limited by the steps leading up through the screen.*





Far left: from a choice of Volvo Penta engines, our test boat came with a 300hp petrol unit. Left: in a fair chop, the Turchese gave plenty of confidence at the helm. Below: the cockpit is deceptively spacious, with seating for seven people in all.

removable and an electric winch with Bruce anchor and chain is a £1000 optional extra.

## Engines

Our test boat came with a 300hp Volvo Penta 7.4GL engine. Other petrol options from the same stable are the similarly carburettored 235hp 5.7GL, the injected 270hp 5.7Gi and 360hp 7.4Gi, and the diesel 150hp AD31P, all with DuoProp drives.

The enginecover rises on smooth gas struts, and the installation of the unit and its ancillaries is excellent, with plenty of noise insulation. Attention to detail and finish are good, and there is plenty of room for access on both sides of the engine, even though part of the enginebay is taken up with storage space.

There is a large locker on each side, the port one capable of housing an auxiliary outboard if you opt for the £100 bracket, and the starboard one taking the cockpit table with room to spare. At the back are ski racks and a tray for oddments.

The cockpit canopy, which comes as standard, stows across the bay, without getting in the way, and the boat hook and cruising light mast are clipped onto the underside of the hatch.

## Performance & handling

Driving the Turchese proved highly enjoyable, and the engine is at the heart of the fun. There is power right through the throttle range, and this translates into an impressive set of acceleration figures.

We accelerated from standstill to 25 knots in just 2.2sec, and then took only another 4.51sec to reach 25 knots, before going on to reach a top speed of 43 knots at 4600rpm.

The hull is unfazed by 300hp, and tracks round without drama in even the tightest of turns, with no

hint of skip-out. The DuoProp clearly has a role in this, and it also ensures there is no propeller ventilation.

A fair chop during our trials ensured the ride was properly tested. A speed of 25 knots, with the engine pulling 2900rpm, made for relaxed cruising, and as we pushed up to 35 knots at 3900rpm the hull continued to tackle the waves easily.

In fact, the harder we pushed the more it seemed to thrive on the challenge, giving confidence at the helm as we bounded across the wave-tops.

## Conclusions

Any European sportsboat will be compared with those from the USA, so how does this Cranchi fare?

Its exterior styling does not really set it apart, being similar to the 'Euro-styling' so beloved of American designers. But the cockpit and cabin are a different matter, clearly differentiating it from the transatlantic offerings, and for that matter from those of the rest of Europe. They offer luxury, but it is simply stated.

Combine this with solid performance, good handling and sound build quality, and the Turchese 24 is a desirable craft to own.

You would expect to pay a premium for this, but the boat we tested was being offered at a special promotional price of just under £30,000 inc VAT as we went to press, which seems to represent good value for money. □

## Cranchi Turchese 24

**Loa**  
25ft 7in (7.81m).  
**Hull length**  
24ft 0in (7.39m).  
**Beam**  
8ft 2in (2.50m).  
**Displacement**  
4410lb (2000kg).  
**Fuel capacity**  
51gal (230lt).  
**Water capacity**  
14gal (65lt).  
**Engine**  
single 300hp Volvo Penta 7.4GL petrol.  
**Price**  
£25,490 ex VAT as tested.  
**Suppliers**  
Crest Marine, 17-18 The Slipway, Port Solent, Portsmouth, Hampshire PO6 4TR. Tel: 01705 201506.  
**Builders**  
Cantiere Nautico Cranchi, Via Nazionale, 45-23010 Piantedo (SO), Italy.

