

Into the blue

Cranchi's latest Endurance looks the part and comes priced to please, so what's the catch? REPORT BY NICK BURNHAM

BOAT REPORT
CRANCHI ENDURANCE 30



The brief...



A 30ft cabin boat that thinks it's a RIB. Could this be the best way to spend £100,000 on a weekender? **Nick**

LOA: 31ft 2in (9.5m)
PRICE: £91,252 inc VAT
TOP SPEED: 34 knots
BUILDERS: Cantieri Nautico Cranchi S.p.A
ENQUIRIES Tel: +39 0342 683 359
www.cranchi.it

Assuming you are lucky enough to live near your boat, here's a question for you: how often do you stay on board? We're guessing the majority of owners would reply, "the occasional weekend at most". Which is absolutely fine, except it does beg the question, why do so many people run big sportscruisers just to lug around all those cabins that rarely get used? The answer is probably seakeeping, cockpit space and facilities. So what if we could show you a 30ft weekender with great seakeeping, large spacious cockpit, and enough space down below to cover the basics? Welcome to the Cranchi Endurance 30.

The Endurance has a distinctly contemporary look, a swathe of sharp edges and fine creases set off by a low profile and flowing deck line topped by full length rails. The wide side decks, deeply bulwarked around the helm, give the boat an almost centre console style, despite the fact that the cabin is full width. It looks practical and useable, yet still stylish and fast. Powder blue topsides might not be to everybody's taste however. I did ask the dealer whether other options were available and it would appear not, although Cranchi offer other colours on different models so it's hard to believe that this would be an insurmountable issue. The layout clearly majors on deck space.

The large sunbed over the engine extends by dropping the L shaped dinette backrest forward, creating a long lounge with headrest, and the dinette itself has a small seat that pulls out from beneath the helm seat to enable seating round most of the table.

The helm is easily accessed from both sides, with double helm seat and lift-up bolsters facing a clear dash that's protected by a high wraparound screen. Deep bulwarks either side make moving forward safe and easy, and the high rails stretching from pulpit to transom are almost waist high in places, further increasing

the feeling of security on board. The wet bar, with its sink, fridge and griddle complete the alfresco experience. With such priority given to outside living, it's a surprise to pass through the deeply tinted, sliding perspex door set into the helm console and discover just how much Cranchi have squeezed in down below. Three open tread steps lead to a small cabin with standing headroom at the entrance and illuminated by a large skylight tucked into the deckhead beneath the windscreen. A built-in microwave lives in the storage area to port, and opposite a small heads with

standing headroom features a sea toilet and a shower that pulls out of the sink tap. Forward, an L shaped settee gives enough space for three or four people to tuck in out of the weather if needed.

Interestingly the brochure shows a large section that would in fill the L to make a good sized double bed, but there was no evidence of it on our test boat so as it stands, it's a generous single. However, back behind the steps is a small double berth which sits beneath the cockpit. It's not going to give Fleming any sleepless nights, but it certainly provides enough space and facilities to satisfy the majority of weekend boaters.

"Practical, useable, yet stylish and fast"



GALLEY



CABIN



HIT-AND-MISS FINISH



Interiors

More muddled than minimalist

A little minimalist down below, but that's OK, with everything required for a weekend afloat. What you see is the standard finish, with no upholstery options available. Some of Cranchi's industrial fitout is hit and miss, with gaps around bulkheads and internal furniture joins, and some rather roughly cut

plywood under the seat cushions, but it is nothing to lose sleep over. A bigger issue is the rather odd decision to fit a shallow open topped storage bin at the foot of the mid cabin's double berth.

Storage is king, but shortening the berth to six feet makes for a tight overnight fit. Compounding the problem, the forward seating plan does not work as an occasional double berth option.



HEADS



WET BAR



PULL-OUT SEAT



SEAT-TO-SUNPAD



Performance & handling

If ever there were a need for a kill cord on a 30ft weekender, this is it. Putting the helm hard down at speed results in the nose tucking hard in and the stern pirouetting like an Olympic ice skater. It's as though no one thought to tell the boat that it's a capacious weekend cruiser, so it thinks it's a RIB. Even if you're holding on, it can (and does) spit the helmsman out of his seat! After we recover our composure (and pick ourselves off the floor) we try again, this time with the bolster

down so that we can wedge ourselves into the seat, which works much better. It's a quite incredible cornering display, banking over and hurling itself into turns with complete abandon, and the grip on the water is truly remarkable.

The depth of talent doesn't end there. Running out of Poole Harbour past Old Harry Rocks, the fresh force five is whipping up a short rolling swell, topped by a sharp chop. Leg down and tabbed in, the Endurance 30 rolls up its sleeves and sets to work, punching well above its weight as it demolishes the confused sea

coming at us with barely a slam. Impressive, but not as much fun as coming back the other way.

Tabs up, leg out, throttle down, the Cranchi leaps from crest to crest, catching serious air and landing stern first in a blaze of spray. It's infectious and we could stay out here and do this all day.

Back in more sheltered waters, the single D4 300 proves well matched to the hull, offering strong pick up, a 34 knot top end, and with over 3mpg at cruise, a well rounded set of attributes unlikely to be matched by the single or twin petrol, or twin diesel options also available.

Exterior

Sun-lovers and rope-workers all looked after

Wide access from bathing platform to cockpit, central helm console and double seat, and deeply bulwarked wide side decks make moving around easy and stress free. Tall rails the length of both gunwales add to the feeling of security. The rather cheap looking table pictured is due to be replaced by a classy teak and holly offering, and a small seat pulls out from beneath the helm to enable a third side to be used. The rear seat backrest flips and folds to create a headrest for the extended sunpad.



"The grip on the water is truly remarkable"



HELM



COCKPIT

From the helm

Great for singlehanded skippers

Lift up bolsters offer no side support and so are out cornered by the boat. In the same vein, a grab handle for the passenger would be a very worthwhile addition. Room for a small chartplotter but nowhere for charts; a familiar comment. Trim tabs fast and effective, although controls just forward of the throttle a little tricky to reach when seated. Terrific access from either side, ideal for singlehanded.



Specification & value

The Cranchi comes in at around £100,000, delivered into the UK with the D4-300 engine option. Our test boat adds a bow thruster, shorepower, fridge, griddle, teak laid cockpit, hot water, electric anchor winch and a few other niceties, and still comes in at under £120,000. Normally at this point we like to compare the price to other new boats in the market, but instead we'd like to throw this thought out there: a 10-year-old Fairline Targa 34 is a popular weekender, and it costs about the same. Certainly it's a bigger, heavier, roomier craft, but a brand new boat with full warranties and far lower running costs for the same money? Unless you really need that extra cabin space, it's a no brainer. Our only real gripe is the £354 for C.E. certification.

Technical data

KEY DIMENSIONS

BUILD	GRP
RCD	B
LENGTH OVERALL	31ft 2in (9.5m)
BEAM	9ft 8in (2.98m)
DRAUGHT	3ft 0in (0.90m)
DISPLACEMENT	3.3 tonnes
FUEL CAPACITY	72gal (326lt)
WATER CAPACITY	16gal (70lt)
WIDTH OF SIDE DECKS	11.8in (30cm)
HEADROOM IN CABIN	6ft 0in (1.83m)
FORECABIN BERTH	7ft 0in x 2ft 7in (2.13 x 0.79m)
MID CABIN BERTH	6ft 0in x 4ft 4in (1.83 x 1.32m)

PERFORMANCE

Engines	Volvo D4-300 EVC/EC.DP.H
Configuration	4 cyl 3.7 litre, 300hp @ 3,500rpm
Conditions	South west force four gusting five, sea moderate
Load	fuel 25%, water 0%, crew 3

RPM	KNOTS	GPH	LPH	MPG	RANGE	NOISE
1000	6	0.8	4.5	7.5	432	70
1500	8	2.2	10	3.6	207	69
2000	12.5	4	18	3.1	179	82
2500	20	5.7	26	3.5	202	81
3000	27.5	8.8	40	3.1	179	81
3600	33.5	12.5	57	2.7	156	85

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 saloon.

PRICES

STANDARD BOAT	inc VAT
with twin Volvo D4-300	£91,252
BOW THRUSTER	£3,172
240V SHOREPOWER (INCL BATT CHARGER AND WATER HEATER)	£1,826
ELECTRIC ANCHOR WINCH, ANCHOR AND CHAIN	£2,557
TEAK LAID COCKPIT	£1,503
BLADE STYLE TRIM TABS	£803
TRANSPORT AND COMMISSIONING TO UK	£8,348

BOAT AS TESTED £118,717*

*Boat as tested price may include alternative options



Enginebay

Hydraulically powered engine hatch opens backwards towards the stern. Removable storage tray sits in a rather weak framework. Getting down into the engine compartment is something of a scramble, although reasonable space once in. Little access to front or rear of engine, and a few random wires that appear and disappear.

THE VERDICT

If, like so many boaters, you're torn between the seakeeping and facilities of a cruiser and the purchase and running costs of a sportsboat, this might just be the answer to your prayers. By bridging the divide and combining genuinely capable seakeeping, a big cockpit and useful on-board facilities, all at a reasonable price, this is a boat that covers a lot of bases. The fact that it looks great and handles brilliantly is just the sweetest buffalo mozzarella on a particularly tasty slice of Italian pizza.

Meet the family



BIGGER

Cranchi 33 Endurance from £189,600
LOA: 33ft 6in (10.25m)
Another cutting edge design from Cranchi with the emphasis firmly on cockpit space, yet still reasonable accommodation.



SMALLER

Cranchi 29 Zaffiro from £141,340
LOA: 30ft 1in (8.58m)
Shorter (24ft without platform), fatter and more dated looking boat. Dearer price reflects increased accommodation and twin engines.

The rivals



Sessa Key Largo 27 from £57,782
LOA: 28ft 2in (8.58m)
Brand new from Sessa, this vessel's low, sleek and avant garde. Overall, a good quality boat with nice detailing.



Bénéteau Flyer 850 Sundeck from £65,479
LOA: 27ft 1in (8.25m)
Similar concept with single or twin outboard engines. Big sunpad forward over cabin roof.