

Tester says...



Cranchi is Italian, therefore it confuses and excites my Anglo-Saxon mind in equal amounts. But if there is one thing this yard should be able to do well, it's build an exciting 30-footer. So how did it fare?



FACTFILE
Endurance 33
 LOA: 33ft 6in (10.24m)
 PRICE: from £114,000
 TOP SPEED: 40 knots

MOTOR BOATS TESTED

Tough it out

Why Cranchi's latest 33ft Endurance sportscruiser might just be its best boat yet **REPORT BY CARL RICHARDSON**



The first test day threw up some challenging sea conditions, which this 36-knot Cranchi duly conquered with some real flair and swagger

Cranchi isn't the easiest of brands to understand. Capable of almost unequalled greatness – see the Endurance 39 and 41 for recent proof – it has also been known to blur the picture by producing boats so ordinary I have actually found myself looking for a 'made in Belgium' stamp on them.

Of course, this suggestion of the mundane is tantamount to treason in Italy, so I should quickly point out that the boat we have here, the Endurance 33, is actually rather wonderful.

Design & build

Cranchi's Endurance models have always been more about performance than pudding. That is to say they resist any notion of fattening up for a bit of extra cabin space, preferring to remain lithe, slim and very sporty. Accordingly, the 33 looks every inch the sleek, cutting-edge sportscruiser, sitting low in the water like all good performance craft should. It is very sharp in line, and both

confidently understated and daringly detailed in places – just take a look at the long shards of hull window.

The cockpit's triple helm layout immediately tells you that this is a boat designed for serious fun, while the graphite upholstery looks seriously sporty, and a choice of racy metallic paintwork finishes adds some sparkle to the hull. Sadly, the gold finish here costs an extra £10,000, and seeing as it's only paint and not real gold, that seems a tad high.

Below the waterline, the 33's hull design is the creation of Cranchi MD, Aldo Cranchi, and looks to have an enticingly deep entry. It's the sort of form that begs to be tried out over some chop and, as it turned out, we were in luck.

But in spite of all its performance-honed looks, the Endurance 33 delivers plenty of cruising

comfort, with four berths, a galley and a proper toilet and shower compartment all included.

The only snag is that none of those four berths sit inside what could be described as a separate cabin. The main seating converts for one double berth and an open-plan mid cabin supplies the

other. It's the sort of layout you might find on a 25ft craft, only with better space and lots more style.

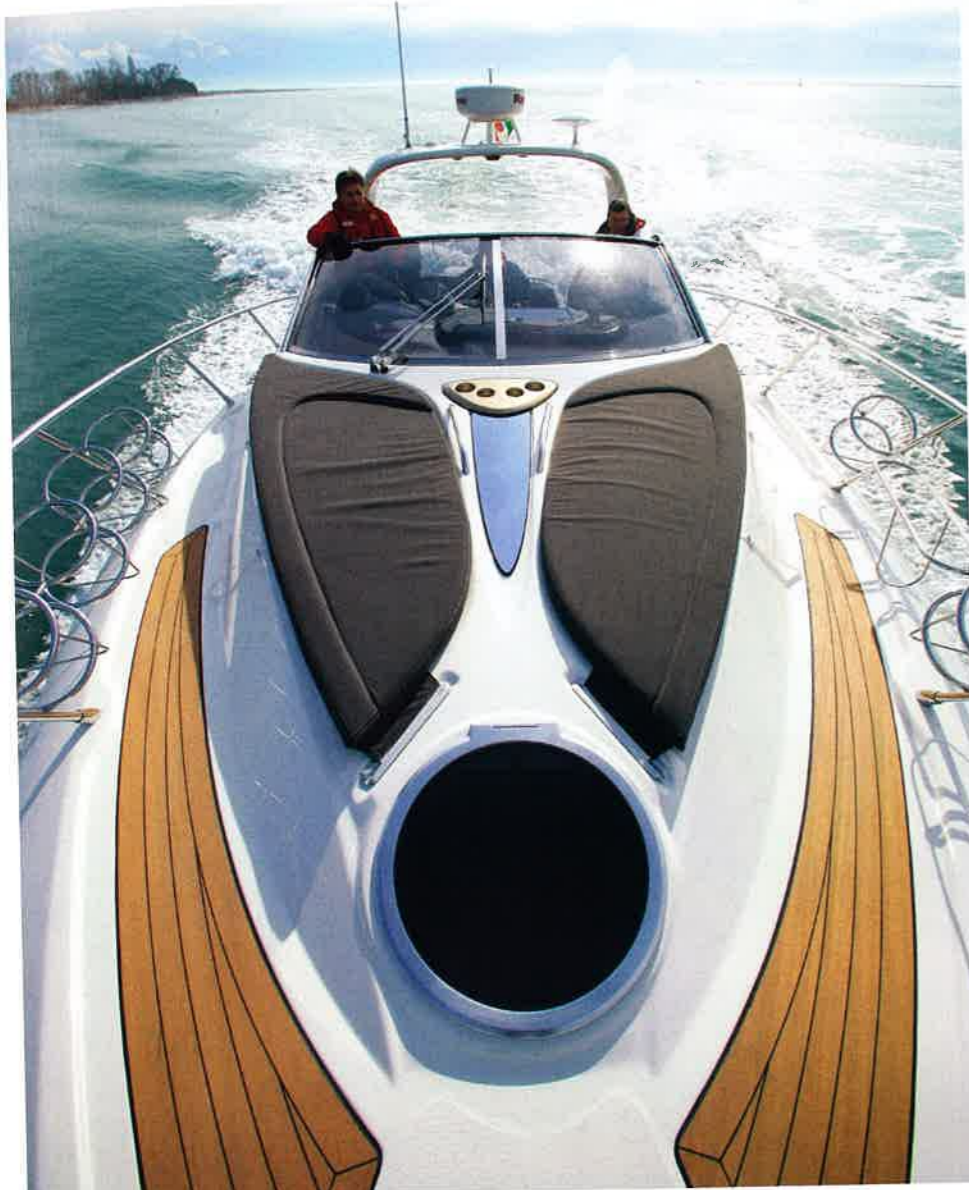
The interior fitout and finish is typically Italian, mixing high gloss GRP with natural timbers.

It all looks smartly sophisticated, but up close

Cranchi's heavily industrialised build process leaves its mark. The factory where the 33 is built uses the latest in CAD-managed robots for much of the build. It is a very efficient, clean shortcut to old school craftsmanship but the use of spongy hull linings and

“The cockpit's triple helm layout tells you that this boat is designed for serious fun”





The foredeck is detailed with teak pads while the coachroof's hatch and skylight illuminate the main cabin



Even when seated, the helm position leaves your head exposed – or in this case frozen

metallic finishing strips to hide bulkhead and cabinetry joins lacks some love and attention.

Elsewhere, though, there is plenty of evidence of the kind of detail and thought that only caring human types could create, like the individually labelled wiring, foot pads in the well-engineered enginebay and the hose reel that clips onto the transom gate.

Design & build
Questions on fitout but it looks fab
 ✓✓✓✓✓

Performance & handling

Tested outside the Laguna de Marano, in the Northern Adriatic, the sea conditions were near perfect for this kind of boat. A fairly well spread 4ft chop was broken up by some bigger swells – exactly the kind of conditions you are likely to find when out for an offshore blast.

Sadly, the weather proved less than ideal for this stupid British journalist who assumed that, because he was travelling to Italy, the temperature would be somewhere above brass monkeys. The snow-capped mountains that were our backdrop illustrate just how cold it was, so having forsaken my pride and stolen every last piece of spare clothing from my hosts, I whimpered manfully from behind a helm clearly designed with balmy Mediterranean afternoons in mind. The reality of the test day's grey skies meant that the tinted windscreen wasn't going to

👉 The boat landed with the grace of a Bolshoi ballet dancer 👈

deliver a good view forward, so the bolstered standing position was the only option. I may have been

frozen from the neck up but everything else about this boat was red hot.

On test, there is usually a moment, a split second, when a boat's abilities or limitations are understood. Often it is the latter, as we come down hard on the chine, with a spine-shuddering, windscreen-wobbling thud that is usually followed by a look of betrayal and anger from the supplying dealer.

The decisive moment on the 33 came when the chop turned into a deeper swell and we found ourselves airborne at 30 knots. As the crew adopted the brace position and I waited for the slam, something wonderful happened – the boat landed with the grace and balance of a Bolshoi ballet dancer. I was relieved and our Italian crew looked mightily impressed, if not a little relieved.

The wind chill was forgotten as we warmed to the task of finding out more about this incredible boat, and all the while the Endurance proceeded to cut through everything placed in front of its bow, turning in with an agility that made us glad of the snug helm seats.

Like all the best hulls, Aldo Cranchi's design is also very easy to use. It has an intuitive balance that seems to place the centre of gravity directly beneath your feet. Simply set the leg trim anywhere from -3 to +2 and enjoy the ride. You can turn in hard at +2 with little cavitation or loss of grip and the bow will respond obediently when the tabs or leg trim is adjusted. It not only feels strong and able but also beautifully clean, with no spray and very little resistance at the helm.

On test we noted the navigator position is afforded good support and a grabrail, while the third port-side seat is just as good and proved the position of choice for our passengers. And a 8in chartplotter is given pride of place on the dash.

Overall the windscreen was the only let down, aside from its tint it only has one wiper blade. Everything else is near perfect, even the economy is good, with around 2.4mpg between 20-25 knots.

Performance & handling
Puts the sports into sports cruiser
 ✓✓✓✓✓

Exterior

Covered in Cranchi's new graphite Sunbrella upholstery, the cockpit area is open and social, but also exudes exactly the right kind of purposeful, sporting intent that sports cruisers should. But life on board is about more than Cranchi's obvious gift for style and flair.

The entire boat is dotted with clever, practical touches, such as the useful lazarette locker in the cockpit sole – the hatch of which is designed to hold an exclusive little director's chair. Under the sunpad, a deep fender locker will help keep the



Now you see it, now you don't: the table drops hydraulically into a deck recess

decks clear, as will a cockpit recess for the liferaft. Best of all, though, is the table – not usually the high point of a cockpit – which is a shining example of Cranchi's unparalleled

consideration for its owners. Before we talk tables, I have a question. When you're relaxing at home do you usually sit with a table permanently hemming you in? OK, most cockpit tables can be removed but that's a pain as you have to stow the big, heavy thing somewhere. Long ago, Sunseeker realised this and created the fold-out table, which Fairline duly copied. Now, Cranchi has come up with an Italian alternative. At the touch of a button, the 33's table drops into a recess in the deck, its teak top forming part of the sole. The only drawback is

Smart graphite upholstery looks the part, and note the hose reel clipped into the transom gate

that this design relies on the crew being made up of freshly scrubbed bare-footed maidens.

Above this seating area the radar arch beams down lighting, and a small wet-bar and optional fridge can be found over to port. On a summer's day, with the sunpad in use and a few more of you sat around in the cockpit, it will work very well.

Deck access forward is easy from either side of the cockpit, however the guardrails are not the tallest so it's good to see handrails on the arch.

To add an extra dab of colour and quality, teak pads are inset into the foredeck area with a standard-fit electric windlass also included. >>>

Exterior
Looks as good as it drives
 ✓✓✓✓✓



Three seats across the helm get more people in on the action. Small wet-bar to port can house a fridge



Bespoke drawer space



Cockpit lazarette



Surprisingly big shower stall



The tight mid-cabin berth is a potential banana skin



The bright and shiny main cabin offers plenty of seating and style

Accommodation

Like the cockpit, the interior is packed with clever and thoughtful touches. Three big teak steps lead down to the open-plan main cabin. It's very light and clean down here, the mix of high-gloss GRP, ash cabinetry, leather upholstery and masses of down lights working well together. When it comes to natural light, it turns out those hull-side windows aren't actually that big on the inside, so the overhead skylight, set into the 6ft 2in deckhead, is a welcome addition.

You certainly won't struggle for locker space below decks. There are cubby holes, drawers and cupboards for every occasion. Around the

U-shaped dinette seating deep pockets will take care of the bedding. The TV and stereo area comes with DVD and CD slots and there is even a magazine rack for your favourite boating journal.

It's the same story in the galley. Sitting on a teak pad, it looks very slick but somewhat compact. The trick here is that it doesn't have to be big, with bespoke lockers for cutlery, crockery and food. That just leaves the stainless steel worktop to house a hob and sink, although workspace is almost non-existent.

With the table dropped, a large double is made up



Galley makes the most of its space

We must consider the lack of a separate cabin, a factor that is going to put some of you off especially as the mid-cabin berth is pretty tight at just 3ft wide. You do get a little seat at the entrance to the cabin and your own locker but it has to be viewed as a drawback.

Given that the interior is on the tight side, it was surprising to find such a well-worked toilet and shower compartment. The shower stall is especially good with over 6ft of headroom, an overhead hatch and no messy curtain to wrap around you.

Accommodation

High on thought and finish, low on cabins



The world's best toy shop?

Cranchi's San Giorgio di Nogaro factory is one of the most advanced in the world, with robots cutting and spraying craft into existence. But its test facility next door might be of more interest to prospective owners. A Santa's grotto for boaters, the entire range is found under one, almost clinically clean roof. An overhead crane plucks your Cranchi of choice from its cradle and smoothly lowers it into the dock outside. It really is a first-class facility.



The entire Cranchi range awaits



Boats are lifted and run out by crane



Your Endurance 33 awaits...

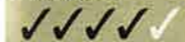
Specification & value

At a time when most euro boats look prohibitively expensive this very expensive looking boat manages to be pretty good value. Petrol versions start at £114,000 with the single D6 diesel-powered boat an interesting option at £130,000. The twin diesel version that many buyers will want starts at £150,000, which isn't much more than Sealine's SC29, and it has to be said, the Cranchi is a significantly bigger boat, regardless of its lack of separate cabins.

Annoyingly, a few essential items need to be optioned in, like canopies and a holding tank but a fully commissioned on-the-water price of £160,000 seems a valiant effort given the weak pound.

Specification & value

Beats the sterling trap with keen base price



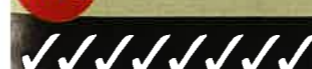
Engine options

Single and twin petrol and diesel options are available from Volvo Penta's stable, all running on DuoProp sterndrives. V6 and V8 petrol options will keep the price low but diesel efficiency and power is the right choice with a single 330hp D6 or the twin 300hp D4s.

MBM verdict

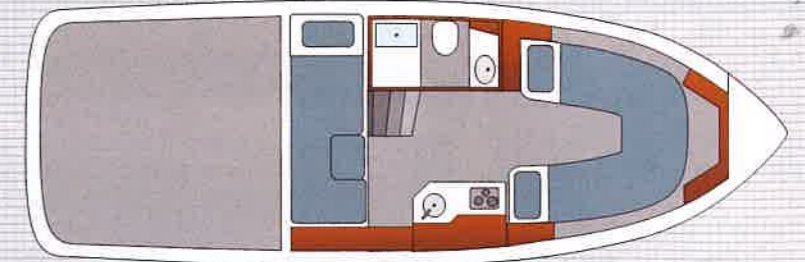
Why doesn't Cranchi make all its boats like this and be done with it? The Endurance range is a reminder of how good this Italian yard can be and the latest 33 is arguably its best yet. Great handling, incredible levels of owner-friendly detail and it manages to be good value, too. If you really want to enjoy the hell out of your next sports cruiser then take a look at this boat.

MBM rating



8/10

Cranchi Endurance 33 technical data



specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	33ft 6in (10.2m)
HULL LENGTH	32ft 7in (9.9m)
BEAM	11ft 5in (3.5m)
DRAUGHT	3ft 0in (1.2m)
AIR DRAUGHT	10ft 8in (3.2m)
DISPLACEMENT	6.3 tonnes (loaded)
FUEL CAPACITY	117gal (530lt)
WATER CAPACITY	26gal (118lt)

key dimensions

WIDTH OF SIDE DECKS	7in (17cm)
HEADROOM IN MAIN CABIN	6ft 2in (1.8m)
MAIN CABIN BERTH	6ft 9in x 6ft 1in (2.1m x 1.8m)
MID CABIN BERTH	8ft 1in x 3ft 3in (2.4m x 1.0m)

performance

Engines	twin Volvo Penta D4-300
Configuration	4cyl, 3.7lt turbocharged, supercharged diesel 300hp @ 3500rpm
Conditions	wind SW'ly Force 4, sea state moderate
Load	fuel 65% water 0% crew 3

Rpm	knots	lph	gph	mpg	range	noise
2000	15.8	28	6.2	2.54	237	80
2200	19.4	36	7.9	2.45	229	78
2500	23.9	46	10.1	2.39	223	78
2700	28.8	56	12.3	2.34	219	79
3000	30.5	74	16.2	1.88	175	80
3300	34	98	21.6	1.57	146	82
3550	36.2	116	25.5	1.41	131	82

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 cockpit.

prices

STANDARD BOAT with twin Volvo Penta D4-300	inc VAT £151,771
COMMISSIONING	£2446
BOW THRUSTER	£2993
CANOPY	£4665
GENERATOR (3.4KVA)	£9585
HOLDING TANK	£1599

BOAT AS TESTED £172,375

ENQUIRIES For your nearest dealer, visit www.cranchi.com

the rivals



SEALINE SC29

From £134,342
A genuine mould-breaker when launched, this boat still impresses with its effortless convertible roof, separate mid cabin and some sparkling performance.
www.sealine.com



MONTEREY 355

From £159,214
Another great all-rounder from Monterey, offers real interior comfort but still manages to deliver some serious performance.
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www.southwater.com



BÉNÉTEAU MC 32

From £130,577 (petrol)
If you want to cover up, how about this hardtop version of the very bright Monté Carlo 32? Believe it or not, the extra weight of the roof seems to help the ride too.
www.beneteau.com