

# Endurance 41



Cranchi are renowned for delivering big on both style and practicality. But does their latest sportscruising contender strike the right balance between pleasure seeking and sailing function? **REPORT BY CARL RICHARDSON**

If you are contemplating buying a 40ft sportscruiser, can I suggest you take a moment to answer a few questions? And before you hurriedly skip these pages to avoid another dreaded questionnaire, I should add that your motivation for doing this is saving about £20,000 of your hard-earned readies.

Q1 How do you plan to use your boat? (a) cruise over weekends or for about a week or so at a time, mainly as a couple; (b) spend months away with your entire extended family; or (c) plan solo, one armed, blind-folded circumnavigations of the globe.

Q2 What sort of boating experience do you enjoy? (a) you like to get places; (b) you relish the journey or (c) you like to spend most of the

day fighting a 3 knot current only to discover that the weather has changed when you finally clear the harbour?

If you answered (b) to these questions you may need a bigger boat. If you went for (c) then you are reading the wrong magazine, but if (a) sounded just like you then I've some good news: Cranchi's latest 41ft Endurance is not only one of the best handling boats in its class, it is also the cheapest.

The catch? Well, it is not that big and the cockpit clearly took precedence over the cabin, but remember, it is normally just the two of you staying on board. And build quality? Well, we broke out the official MBM toothcomb during a full two days on board, making this the Cranchi's ultimate Endurance test.

## DESIGN & BUILD

The new 41 is not that different to its predecessor, the 39. It certainly looks similar and designed to appeal to a similar sort of owner, but the attention to detail has risen, and the finish behind the scenes on our test boat was very impressive. The engine bay is lined with insulation and comes with a stainless steel fuel tank as standard. The bilges are finished in a colour-coded blue to match up with the detailing in the cockpit, and the cable runs are all gloved and neatly finished. You can access pretty much any part of the boat and we could find very few rough or untreated areas of GRP.

For such a generally well put together boat, though, the interior lockers need to be beefed







**above** The entertainment centre with its LCD TV, CD player and a fridge tucked beneath. **above** A Corian topped galley with recessed hob and microwave.

up. Catches let go too easily, and with no mouldings or compartments to hold crockery and general stores, there is always a danger of breakage.

✓✓✓✓  
Quality where it can and can't be seen. But better stowage please.

## EXTERIOR

The main, or at least the most obvious, style change for the 41 is its forward swept radar arch. This not only looks the business but also makes fitting the all-important forward canopy a faster, easier job by cutting down on the distance between the arch and windscreen.

The cockpit beneath has a lot to live up to. Taking up a good two-thirds of the boat's useable length it restricts the interior space and would need to work very well to earn its place. It's a good job it succeeds.

J-shaped seating offers a sociable, central area, where sheltered guests are kept in contact with the helm and the sunpad aft. Opposite, the wet bar comes with a hot-plate as well as the essential al-fresco fridge.

Practicality wants for nothing either. Side deck access is very safe, with cut-out steps

taking you the short distance up and stanchions posts looking after the rest. A recess for a liferaft canister sits sensibly inside the companionway leading down to the bathing platform, and best of all, Cranchi have left space for a large lazarette beneath the cockpit sole. Some may argue that this would have been better used as extra interior accommodation, especially considering this is a boat that loses ground below decks. But, in truth, proper deck storage space is a godsend. The lazarette can be easily entered from a step down inside and a grab rail mounted along the wet bar. Inside there is a slot for the cockpit table and enough space to take all your fenders and heavy cruising gear, with enough left over for a couple of fold-up bikes or whatever else you need.

Your biggest bit of gear, the tender, has its own garage under the aft sunpad. A standard-fit winch helps with launch and recovery, and although there is no roller to protect the bathing platform's teak sole, we are told that it works extremely well. The new extended bathing platform does allow you to rest the tender out of the garage before deployment. A

great feature for boarding or swimming is the loop of grabrail just above the pull-out swim ladder. It's such a good idea, you wonder why no-one else has done it.

The stern of the boat is packed with cruising kit. Its Mediterranean genes are obvious from the passarelle flap and over-specified stern gear. Cute rounded fairleads, electric winches and neat rope bins all make for a tidy set-up, although for alongside mooring the single set of spring cleats is typically puny.

Boarding the boat from the stern also gives the first real sense of the detail and overall quality on offer. Light and canopy fittings are stainless steel, grab rails are finished in stitched leather and handy little pockets line seat backs.

Essentially, Cranchi are very clever in their branding. They have established a look that leaves you in no doubt as to which make of boat you are on. It is not just the grand Cranchi crest that proudly adorns the radar arch, their use of colour on mouldings and fascias is just as identifiable.

✓✓✓✓  
Offers a perfect blend of practicality and sociality.

**below** No forward cabin means there is plenty of space for the saloon, complete with room for six or seven around the cherrywood table.



## ACCOMMODATION

Below decks, there is the same 'you're on a Cranchi' style. Glossy cherrywood is hard to miss, but its richness is offset by the cream upholstery and sculpted deckhead. Blue panelling behind the vee saloon seating is matched by colour-coded blue Oceanair blinds.

By keeping the forward section as one open cabin, Cranchi have found some great living space, able to seat six or seven around a triangular table. The traditional ports that work so well outside look far bigger inside, and together with the twin overhead hatches and 6ft 2in (1.88m) of headroom, you won't want for space or light.

The reality is that the boat's slim figure means you don't enjoy anywhere near the interior square footage of, say, Fairline's relatively lean Targa 40. You lose the separate forward cabin, a fact that places pressure on the only separate sleeping quarters amidships. For its obvious style and luxury, the floor area is quite narrow and could become a little congested when more than a couple of people are moving around.

Going on the basis that there will usually only be two of you staying aboard, though, it all works perfectly.

The Corian-topped galley packs in plenty of lockers (though none are compartmentalised) and is easily up to the job of a decent lunch, with a recessed hob, microwave and sink. The fridge lives opposite, at the base of the cherrywood entertainment centre. An LCD TV and CD player are laid on, with space for a DVD player too.

Two doors either side of the stairwell lead to a perfectly useable toilet and shower compartment as well as the mid cabin, which will be used as the master by most. Headroom in the cabin entranceway hits 6ft 2in, and with the sole pushed right down to bilge level, Cranchi have squeezed out every last drop of accommodation space.

As the only separate cabin, this one is intelligently laid out, with two separate beds that can easily convert into a double. Suitably well finished, the cabin is packed with locker space and even manages to squeeze in a comfy seat and a small vanity unit. There is also a hidden wash basin so that teeth can be brushed when the toilet is engaged.

Interior stowage is again generous across the board; bins are built in beneath saloon seats, with further locker space forward behind a curve of cherrywood panelling. As a

✓✓✓✓  
On the small side, but perfectly formed for cruising.

## PERFORMANCE & HANDLING

The accolade of 'best handling sportscruiser' is something we have been pondering over here at MBM, especially during June issue's group test of the most able 35ft wave crunchers. Whether the Endurance 41 can take the crown

final point though, a few more fiddled edges other than just the one around the table would be far better.



**above** The sleeping quarters amidships are big on style but small on floor space for moving around.



**above** Toilet and shower compartment.



**above** There is plenty of stowage in the midcabin.

in its own class is open to argument, but I reckon it must be the most nimble 40ft sportscruiser out there at the moment. In fact, it's probably the most nimble 40ft anything out there, full stop.

The 41's hull is a development of its predecessor's, the 39. The medium-to-deep vee stepped hull design remains, but tweaks to the aft sections create better lift while still enabling good grip and poise through the water. The extra length of the new hull helps out as well, but there is another contributing factor to this boat's excellent handling, in the shape of Volvo's latest D-series engines and specifically the excellent DP drives that accompany them. The 620hp from the Cranchi's D6 diesels delivers immediate blasts of power through the rev range, up to our recorded top speed of 38 knots at 3600rpm. At this speed the ride feels secure and utterly composed, although it doesn't have to. You could, for instance, decide to push the legs out to around +3 or +4 and skip across the waves with only a minimal amount of hull in the water, flicking instructions through the perfectly weighted steering and having them carried out instantly by the drives. It's real sportsboat stuff, but on a 41ft hull. This is also a hull that loves to turn, diving into your commands with relish and powering out forcefully.

Now, this type of antic may not come up high on your list, but what it demonstrates is the sheer ability of the boat. It also highlights a very undervalued quality in this size of cruiser, that of fun, in this case delivered by the cockpit load.

Another quality can be found if you let off the throttles. At 3000rpm a fast cruising speed of 30 knots delivers 1.74mpg and a range of well over 200 miles. Ease off a bit more to around 24 knots and you break past the 2mpg barrier, causing words like 'economy' to enter the mind.

Of course, all these figures are dependent on other factors, such as weather. Calm seas on our first test day meant the wake of our 50ft photo boat was the most testing chop that we could find. This the Cranchi dealt with easily, happily launching off the wake but always landing with the craft of a Romanian gymnast, softly and with panache. Conditions the next day were more testing, though, with a sharp chop of the feisty, adolescent kind whipped up by variable winds. Running upwind, the bows can be easily trimmed down to smooth your passage, with the sharpest section of hull cutting into the waves. At 25 knots it is all very smooth from the helm, although below decks a

**below** No stone unturned as MBM views the bilges







**above** The aft sunpad was rigorously tested by our three experts.



**above** All in a day's work for MBM tester and James Bond-alike, Carl Richardson

fair amount of slap emanates through the teak-effect sole, reflected in the higher-than-average dB(A) reading. Even with the bows lowered there is very little spray kicked up, and even less can make its way towards the stainless steel windscreen.

Turning onto a following sea, calmness is totally restored and life becomes easy. For a boat with such an obvious performance pedigree the Endurance 41 is remarkably easy and forgiving to handle in most conditions. Running with the leg trim set anywhere between -4 and +2 you can be the proud owner of positive steering, a decent trim angle and good grip, which just leaves you to enjoy the ride and concentrate on matters of navigation, two areas the Cranchi does plenty to enhance.

The helm console is separated into three clearly defined walnut-faced areas. Straight ahead you have the main engine instruments,

to your right the thrust and trim controls set out on a long console that keeps throttle, tab and leg trim and bow thrusters within reach. A blank panel is then set to the left of the helm, where a 12in plotter and radar display screen can be sited.

Better still is the helm seating. Three bucket seats, two bolster types at the helm and one fixed seat over to port make sure the skipper need not feel neglected and that the crew get a perfect vantage. The view for the skipper, whether seated or standing, is spot on. The height of the screen is pretty much perfect, delivering protection from wind and spray as well as a clear view forward, and there is an electric height adjuster too. Arguably the best

seat in the house is the one to port, tucked into its own little grab-railed haven. It's the perfect VIP spot.

✓✓✓✓✓  
**No nasty surprises from the step. Just superb handling and smiles.**

### ENGINE OPTIONS & ACCESS

Hard evidence of Cranchi's eye for practical features as well as stylish touches is to be found around the engine bay. Tender-garaged boats can suffer for engine access but Cranchi deliver some canny solutions for this most basic of requirements. Each engine is afforded its own hatch. Cut into the cockpit companionway, the portside entrance is the most easily accessible. Again, there is a step and grab rail right where you need it to lower yourself down, and from here you can actually get all around the neat bay. A rechargeable 12V torch awaits your arrival, fastened to the forward bulkhead along with the fuel pre-filters.

If you have more time you might decide to use the starboard hatch found in the tender garage. It does mean lifting out the tender, and once you have done that you may then decide to lift out the entire garage tray. It may

take a while, but the option is there and it should be appreciated.

Even with the fairly long D6 engines fitted, there is space by the portside for a genset, which is designed with a GRP arm above to hold the generator in place. The starboard side is then utterly clear, and ripe for some kind of paddock to be installed to store engine spares and heavier gear.

At the moment only the 310hp D6 Volvos seem to be finding their way over to the UK, but the Endurance is capable of carrying 350hp lumps and still leave plenty of space in the engine bay.

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**Intelligent access throughout and the right engines.**

### SPECIFICATION & VALUE

It starts like a dream, but there is a little more to it than meets the eye. £156,000 for a 41ft sportscruiser of some stature is quite simply superb. But that's with the last generation KAD300 diesels, which we don't really want. No, we would rather have the next generation D series, a choice that pushes the price tag up to over £169,000. Then you need to scrutinise a fairly long options list that includes items such as canopies, a VHF, a second wiper and CE certification. It is still fantastic value and

there is plenty of standard kit included, it's just that it is not quite as perfect as we first thought.

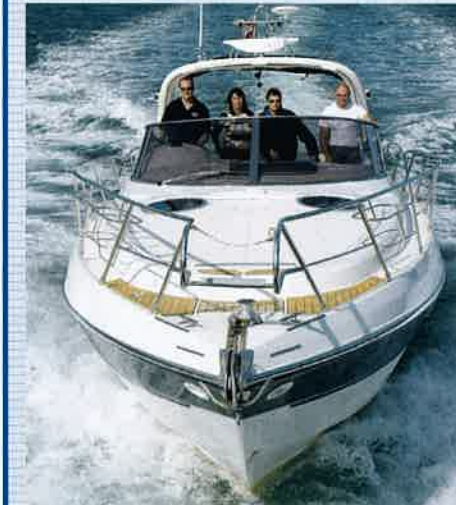
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**Without doubt the best value sportscruiser in its class.**

## Verdict

In many ways the Endurance 41 is one of the most honest boats around. It stays true to the ideals of great handling, practicality and just getting out there and enjoying the water. Yes, you do lose something below decks, especially with the new D6 engines fitted, and the pricing is not as keen as it was six months ago. Even so, this is the best value sportscruiser out there, bar none, with a fine balance between sporting fun and cruising function. We have also had the good fortune to speak to an owner who has put his own 41 through some pretty serious cruising. He'd suffered only one fault, and that was an engine valve issue that could hardly be blamed on Cranchi. So there you have it: looks, performance, luxury and reliability. Not bad for the cheapest 40 footer around.

**MBM RATING** 8/10  
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### Endurance 41 technical data



#### specifications

BUILD	glass-reinforced plastic
RCD	design category B
LENGTH OVERALL	42ft 6in (12.95m)
HULL LENGTH	39ft 1in (11.91m)
BEAM	11ft 5in (3.48m)
DRAUGHT	2ft 3in (0.69m)
AIR DRAUGHT	12ft 1in (3.67m)
DISPLACEMENT	6.9 tonnes light
FUEL CAPACITY	172gal (782lt)
WATER CAPACITY	50gal (227lt)

#### key dimensions

WIDTH OF SIDE DECKS	9in
HEADROOM IN SALOON	6ft 2in
MID CABIN BERTH AS DBL	6ft 4in x 5ft 6in

#### performance

engines twin Volvo Penta D6310dp diesels  
configuration 6cyl, 5.5lt, 310hp at 3600rpm  
conditions southwesterly Force 3-4, sea moderate  
load fuel 25%, water 50%, crew 6

rpm	knots	gph	mpg	range	noise
2400	18.3	9.2	1.99	273	80
2600	23.8	11	2.16	297	81
2800	23.5	13.6	1.72	236	81
3000	29.8	17	1.74	240	81
3200	31.8	22.8	1.39	192	82
3400	34.2	25.7	1.33	183	83
3600	37.2	28.6	1.30	178	83

Range figures above are in miles (based on standard fuel tanks), with 20% margin.  
Noise figures are in dB(A), recorded in the forward cabin.

#### prices

STANDARD BOAT	inc VAT
with 310hp Volvo Penta D6 diesels	£169,385
CE CERTIFICATION	£215
CANOPIES	£3418
WIPER	£262
COCKPIT FRIDGE	£458
HOLDING TANK	£1078
BOAT AS TESTED	£182,000

ENQUIRIES Abersoch Land & Sea, Pwllheli, Gwynedd, Wales LL53 7AH. Tel: 01758 713434.  
www.cranchi.com

#### the rivals



**FAIRLINE TARGA 40**  
from £248,065  
A sportscruising benchmark with performance guaranteed.  
Tel: 01243 511381.  
www.fairline.com



**SUNSEEKER PORTOFINO 35**  
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www.searay.com

**below** High-specification Med-style mooring gear.



**below** A wet bar with hot plate, sink and fridge.



**below** Plenty of space across the engine bay.



**below** Open wide for an 8ft 10in (2.7m) RIB



**below** The view from the helm is good whether sitting or standing.



**below** Leather grab rails.

