

Grandezza 33 OC

Hot on the heels of the 27 OC and the 39 CA is this hard-edged 33-footer. There is no stopping this Finnish yard in terms of style and quality REPORT BY NICK BURNHAM



PHOTOS: Nick Burnham

The brief...



Slotting into the gap between the 27 and the flagship 39, the new 33 OC is the latest sharp-edged sports cruiser from Grandezza. **Nick**

LOA: 32ft 11in (10.03m)
PRICE: from £205,250
TOP SPEED: 36 knots
BUILDERS: Oy Finn Marin Ltd
ENQUIRIES www.grandezza.fi

Grandezza is one of those brands that seems to have sprung from nowhere. The more glamorous, racy sibling to the practical Finnmaster brand, Grandezza has, in fact, been around since 2005 building quirky sports cruisers that were meant to deliver some Mediterranean style to its Finnish home market. Then suddenly it burst onto the world stage in 2011 with the sharply styled and ultra contemporary 27 OC. We tested the very first one into the UK and concluded that it was one of the finest sub-30ft cruisers ever built. Six months later we were in Finland aboard

Grandezza's ambitious entry into the most hotly contested 40ft sports cruiser sector. Taking on the likes of the Princess V39 and Sunseeker Portofino 40 was a tall order for anyone, not least a company with no experience over 30 feet, yet Grandezza pulled it off, creating a genuinely credible alternative that remarkably beat the establishment in a couple of key areas, such as the fully enclosed deck saloon and full beam owner's cabin.

So when we heard that a brand new 33-footer was in the offing for 2013, we were straight on the plane to test the first boat the moment that it hit the water.

Design & build

My first glimpse of the new 33 OC is from the stern, tied up at the dock outside the Naantali Spa Hotel. The styling follows the dramatic lines of the 27 and 39, hard edged and modern, with sharp creases extending forward through the topside lines and hardtop. On board, the layout and concept owe more to the 27 than the 39, the hardtop being open backed with a roof line stretching right back to the transom, minimising the amount of canopy required.

So, similar to the 27 but a whole lot larger. All of the living space is at deck level and well

sheltered, the large dinette aft facing a run of galley to port, double helm seat forward flanked by a further forward facing seat to port that folds flat to extend the galley. With the vertical drop of aft canopy in place and solid roof above, this area works well as a cozy living area, although it's a shame that the table doesn't fold, meaning that any relaxing has to be done sat around it. It will drop to form a sunbed, albeit one of limited value given the extended hardtop roof.

Placing all the living space upstairs is stock in trade for Grandezza, freeing up the lower level for nocturnal accommodation. Where the 33

gains over the 27 is privacy, having separate cabins off a small lobby area at the base of the companionway stairs rather than being open plan. Both cabins are doubles, the forward berth being offset to port and complemented by a decent hanging locker and large drawers under the bed. The aft cabin has standing headroom in the entrance and features a transverse bed running beneath the cockpit. Hull windows at the head end add natural light but there's less storage than the forward cabin, although a large hanging locker in the lobby area outside helps.





COCKPIT



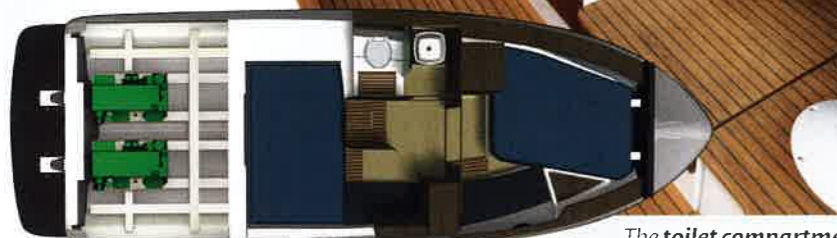
COCKPIT AFT



CROCKERY STOWAGE



GALLEY EXTENSION



Interiors

Spacious cabins

Two double cabins in a 33ft sportscruiser is no mean feat. But it's the fact that neither of them feel remotely cramped that is the real achievement, a lack of storage in the mid cabin being the only visible compromise. Neither is there any sense that space has been lost elsewhere as a result.

The toilet compartment is a good size and features a separate shower area, and putting the living space under the hardtop allows plenty of space at the galley and around the table. Galley storage is augmented by large drawers beneath the helm seat and forward end of the dinette, including two specially shaped to hold a full set of crockery, cutlery and glasses. Lights built into the edges of the ceiling and an easy-to-deploy vertical aft canopy turn the cockpit into a cozy saloon at night.



GALLEY



AFT CABIN



FORECABIN



TOILET COMPARTMENT

From the helm

Clean and simple

We love the adjustable helm seat and isolated, easy to use, wiper switches... are you listening Princess (V39) and Sunseeker (Portofino 40)? A fold-down step at the helm increases height when standing to drive, but a seated position gives all the visibility needed for anything other than close quarters manoeuvring. The large solid opening roof section doesn't retract as far back as a canvas one, but is a good size nonetheless. A manual slide rather than electric will never go wrong, but the single catch that secures it in place needs upgrading to a double.



MANUAL-SLIDE SUNROOF



TRANSOM LOCKER



FORDECK SUNPAD

On deck

Plenty of grabrails aid easy access

Six inch side decks aren't wide, but putting the stanchion bases outboard makes a surprising difference to access forward. The pulpit rails could really do with being higher, but grabrails the length of the hardtop plus further handles on the trailing edge of the roof and just inside the edges of the hardtop make moving around the boat feel safe and secure. A large transom locker keeps four fenders and plenty of warps out of the way, yet conveniently accessible.



OUTBOARD STANCHION BASES

Performance & handling

Available with Volvo Penta's twin five-cylinder D3s or a single six-cylinder D6 engine options, our test boat came with the latter in the largest 370hp guise. Traditionally this size of boat is right on the cusp of moving from single to twin installations. Staying single means you pay a lower price, gain a big smooth engine and achieve better fuel efficiency, something that's becoming ever more relevant. And truth be told, unless you really, and I mean really, want a twin installation, it's all you need on this size and type of boat. With the aid of a powerful bow thruster the boat is easy to handle in close quarters, while

out at sea the pick up onto the plane is effortless, while a raucous top speed of 36 knots is all the fun you'll need. And with a mpg figure that refuses to drop below 2mpg, you can have your fun for extended periods. The Finnish Archipelago is a stunning place to go boating. Deeply wooded banks dotted with cottages line miles of unrestricted waterways snaking between the islands. But it is also very protected and flat calm, so no rough weather feedback today. However, the raised helm and deep cockpit windows offer a wonderful, almost uninterrupted, 360° vista and the ability to seat three across, two at the double helm and one alongside on the passenger seat, is a real

advantage. It's possible to open the roof, lift the bolster, and stand to drive but there's little visibility advantage to be had. The big six-cylinder Volvo back aft is quiet and smooth, and engenders the boat with a long legged feel, able to cruise quickly and capably, the crew sheltered and comfortable, eating up the miles in typical Finnish boat style. Criticisms? The throttle is a bit of a stretch, a tilt wheel would be nice, and there's nowhere for a paper chart, but beyond that there's little to complain about and much to like. It's the sort of boat you can stay out on and cruise until the fuel runs out. So we do, literally. It seems fuel gauge calibration is still on the to-do list of this inaugural model...



Specification & value

Just over £200,000 will buy you a 33 OC, fitted with the smallest (but perfectly adequate) Volvo Penta D6-330. An extra £5k will upgrade you to the extra oomph of the D6-370 fitted to our test boat, up the ante to £218,000 for the smaller of the two twin D3 options, or £223,750 will move you from 200hp to 220hp each. Leave the £18,750 required for joystick control and engage the services of a skipper for a few days of fun instead.

Generous standard equipment includes a colour chartplotter, diesel heating, and a teak cockpit sole yet strangely shorepower and electric anchor windlass remain options.

With the Sessa C32 sitting comfortably under £200,000 (but lacking the two separate cabins) and the larger two-cabin Sealine SC35 sat at £220,680, it's clear that Grandezza aren't gunning for the budget end of the market, yet somehow the 33 OC feels such a complete boat that it wears its price tag comfortably.

Technical data

KEY DIMENSIONS

BUILD	GRP
RCD	C
LENGTH OVERALL	32ft 11in (10.03m)
BEAM	10ft 7in (3.23m)
DRAUGHT	3ft 11in (1.20m)
DISPLACEMENT	4.8 tonnes
FUEL CAPACITY	110gal (500lt)
WATER CAPACITY	26gal (120lt)
WIDTH OF SIDE DECKS	6in (16cm)
HEADROOM IN SALOON	6ft 3in (1.9m)
FORECABIN BERTH	6ft 9in x 4ft 6in (2.05 x 1.38m)
AFT-CABIN BERTH	7ft 5in x 4ft 6in (2.25 x 1.37m)
Engines	Volvo Penta D6-370 DPH EVC-EC diesel

PERFORMANCE

Configuration	6cyl 5.5lt 330hp @ 3500rpm
conditions	variable Force 1-2, sea state calm
Load	fuel 20%, water 0%, crew 3

RPM	KNOTS	LPH	GPH	MPG	RANGE	NOISE
1000	6	4	0.9	6.7	590	71
1500	8	14	3.1	2.6	229	75
2000	11	26	5.7	1.9	167	76
2500	20	35	7.7	2.6	229	80
3000	28	49	10.8	2.6	229	80
3500	34	71	15.6	2.2	194	82
3650	36	78	17.2	2.1	185	83

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.

PRICES

STANDARD BOAT	inc VAT
with Volvo Penta D6-370 diesel	£210,250
BOW THRUSTER	£2400
ELECTRIC ANCHOR WINCH	£4700
STERN ANCHOR & WINCH	£4800
ANTIFOULING	£1650
SHOREPOWER	£2300
DARK GREY HULL	£1775

BOAT AS TESTED £229,325*

Boat as tested price may include alternative options



Enginebay

A single engine in a bay big enough for twins guarantees fantastic engine access, but there appears to be enough space for a twin installation to still be easily worked on. Huge hydraulic hatch opens wide and has remote terminals to enable the pump to be activated even in the event of total power failure. If the pump itself goes however, you're going to need plenty of strong friends...

THE VERDICT

Greater than the sum of its parts, the Grandezza transcends its 33ft hull length to feel a far more substantial boat than it is. Partly down to clever packaging that includes two separate cabins as well as a large living space, and partly down to its typically Finnish solid build quality and capable demeanor, it punches above its weight.

Meet the family



SMALLER

Grandeza 27 OC from £125,500

LOA: 27ft 3in (8.3m)

Smaller boat but a very similar concept, the first of the new wave of Grandezza's.



LARGER

Grandeza 39 CA from £340,000

LOA: 39ft 2in (11.95m)

Similar styling but larger size gives fully enclosed deck saloon and full beam owner's cabin.

The rivals



Sessa C32 from £170,883

LOA: 32ft 0in (9.75m) Base engines: twin Volvo Penta D3-200 sterndrive diesels. Traditional sports cruiser fare with converting lower dinette plus one cabin. Good value and stylish.



Sealine SC35 from £220,680

LOA: 36ft 5in (11.1m) Base engine: twin Volvo Penta D3-200 sterndrive diesels. Two cabins and a hardtop. Bigger, not much dearer, but not quite the class of the Grandezza.