

Preview

Cranchi T36 Crossover

Cranchi have been building innovative powerboats since 1870 - the T36 is evidence that their creativity shows no signs of slowing. **Dave Marsh** takes a look...

European boatbuilder Cranchi and the T36's designer Christian Grande describe their new T36 as a Crossover. Of course, in these days of hyper-branding, it's easy to give something a trendy label, but what exactly is a Crossover? These accomplices, Italians both, seem clear: it's a boat that 'combines the rationality of a trawler with the thrill of a cruiser'.

The key to its trawler credentials is its

more upright superstructure styling. This has allowed Christian to incorporate deep panoramic windows, interrupted by only the slenderest of upright mullions, with none at all impeding the crucial forward view through the windscreen. Two large sliding side windows combine with the opening hatch overhead and the usual patio doors to deliver outstanding cross ventilation. The practicality continues

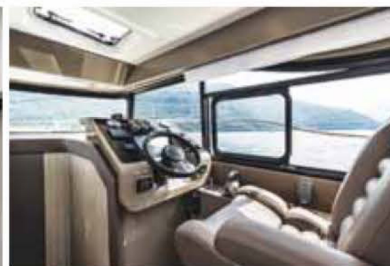
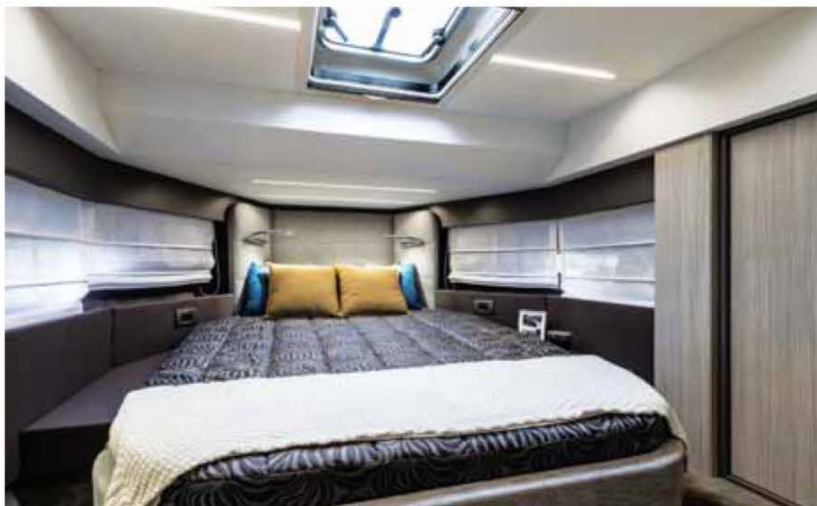
above, with a cabin top that incorporates a skylight, a dedicated radar platform and a roof rack for bicycles or SUPs. It's too much to expect deep walk-around trawler side decks - in fact, the side decks appear quite skinny - but there are four handrails on the coachroof to assist movement forward onto the big sunbed, complete with its optional canopy. The deep bathing platform is completely unencumbered, which will make



With its standard twin Volvo D4-300hp, the T36 is good for 34 knots

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Uncluttered, bold and a little 'masculine' perhaps in its approach, the Italian design suggests understated excellence.



The T36 sports a pair of useful canopies, one to protect the cockpit, and another that shades the foredeck sunbed.

for extremely easy side-boarding.

And yet, despite the upright windows, this is no brutalist trawler. A huge swathe of glass bisects the hull's topsides and helps to disguise the T36's height. The gently arcing curve of the cabin top has softened the lines of the T36 to produce a boat that does look genuinely different to anything else in the marketplace. Inside, although it's impossible for us to judge build quality from photographs alone, the T36's sense of high style is very distinct, especially around the opulent helm seat and the curvy dash area. It's principally a heavily rounded style – another good practical trawler quality – the only transgression I could see being the extremely sharp edges on the corners of the galley unit, which are bound to eventually make contact with less sure-footed crew in choppy conditions.

The T36 comes in two forms, two-cabin and three-cabin, the former with a pair of heads compartments, the latter with a single heads. Although in twin-cabin form it's the forward cabin that gets the en suite, in terms of space and appointments

they appear very even-handed.

To fulfil the 'thrill of a cruiser' aspect, the T36 is propelled by a pair of 300hp Volvo D4-300 diesel sterndrives. Hats off to Cranchi for being one of the very few boatbuilders prepared to publish detailed test figures on their website: for the record, a 34-knot top speed. This seems to be the only engine option at present, but it would be great if Cranchi would eventually consider a big single option in the form of Volvo's D6-370hp sterndrive. In our opinion, this would provide far better fuel consumption, better handling, less noise and vibration (a straight 6-cylinder is inherently far smoother than a straight 4), and according to our calculations should still dish up the magic 30 knots, thanks to reduced weight and the far greater efficiency of a single engine over twins.

According to Christian Grande, the T36's large volumes are achieved by 'maintaining geometrical equilibrium and the balancing of shapes characterised by horizontal lines, which have made the profile lighter, winking at dynamism'. Well, we've never reviewed a boat that 'winks at dynamism'

before, but we are convinced that this unusually styled craft could very well fulfil its promises of trawler rationality and cruiser thrills in spades. **PBB**

SPECIFICATIONS

Length overall: 11.85m (38ft 10in)

Beam: 3.53m (11ft 7in)

Fuel capacity: 600 litres (132 imp. gals)

Water capacity: 190 litres (42 imp. gals)

Draught: 1.00m (3ft 3in)

Air draught: 4.14m (13ft 7in)

RCD category: B (for 12 people)

Displacement: 8.5 tonnes (empty)

Engines: Twin 300hp Volvo D4-300 diesel sterndrive

Max. speed: 33 knots

Cruising speed: 20 to 30 knots

Cabins: 2 or 3

CONTACT

www.cranchi.com

www.tingdeneboatsales.net