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## BOATING CANADA

### CRANCHI T36 CROSSOVER

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**In the three cabin layout, the v-berth would likely function as the guest cabin with a queen island berth and generous headroom.**



**The wide sidewalk and flat bow area provide a myriad of opportunities. Notice the nearly vertical windshield.**







# Cranchi T36 Crossover

This unique semi-custom yacht offers open space and beautiful quality in under forty feet combined with a performance that invites you to go exploring.

By Brad Roberts

I had the opportunity a couple of weeks back to travel to Oka, Quebec and test the Cranchi T36 Crossover yacht (it is pronounced “cranky”). I had seen this new-to-Canada model for the first time at the Toronto Boat Show last January and was intrigued as I did a walk through, so I couldn’t wait to do an actual on-water test.

The day was cloudy and rainy as I met with Denis Polisenio of Polisenio Marine in his office overlooking the Pointe-Aux-Anglais Yacht Club in Oka, Quebec on the east bank of the Ottawa River, just about an hour north-west of Montreal. We talked about Cranchi Yachts being a major boat builder since 1870 in Europe, and why he brought the brand to Canada. “We were looking for something different, a brand that was exclusive with a strong reputation and very good build quality, I didn’t want to sell on price alone,” Denis said.

“It’s been a great brand for us so far, we’ve already sold seven boats to Canadian customers, and have several more on order. The Cranchi is a semi-custom boat so customers get to outfit it the way they want and then the factory builds it and ships it to us. From confirmed order to arrival it’s about a ten week time frame.”

The Cranchi line consists of over a dozen models including day cruisers, flybridge, trawler and motor yachts with the T36 being their only crossover. At just over 38 feet, it sits mid-range of the Cranchi fleet and was

unveiled as a brand new model at the 2018 Dusseldorf Boat Show.

As a crossover model, the T36 is a unique blend of some of the very best function and design elements of an express cruiser, trawler, and a pilothouse in one boat. One impressive boat I might add.

As I stepped aboard the teak finished swim platform and entered the water-level aft deck from the starboard side, I reflected on the ease of entry. An I-shaped lounge to port and across the stern would easily accommodate a nice gathering for lunch or dinner. There’s a hatch to the engine room in the floor of the cockpit which provides great access for service and maintenance. Down there, you’ll find the twin Volvo-Penta D4 diesel engines mated to two all-new Volvo-Penta DPH sterndrives. Sterndrives in an 18,000 pound boat with an overall length of over 38 feet? – I was intrigued to see how it would run.

There is also a 4KW generator in a beautiful sound proof box to power all of the accessories when you decide you want to anchor out away from plug-in convenience for a day or a week at a time. Why a week? The T36 Crossover invites adventurous exploration. In the company supplied photography the T36 has bicycles mounted to the hardtop – but you could just as easily put a pair of standup paddleboards on the foredeck, or a pair of kayaks on the hardtop as well.

Stepping into the cabin though a full



The salon features plenty of glass all around, including a sliding window on both sides.





**The single helm seat and compact but efficient dash layout don't overwhelm the cabin space.**

height sliding glass door, you'll find the galley to starboard. It is well equipped with an electric two-burner stove, a single stainless steel sink large enough to actually prep dinner or do dishes in, and a Dometic fridge below the counter concealed behind a cabinet door that matches the rest of the cabinetry in the boat. Storage space isn't massive but it's more than ample to let you escape for a long weekend, only needing to re-provision every few days if you're on an extended journey.

To port, a large u-shaped sofa wraps around a table that drops down to create another berth when necessary. Sitting here, or standing in the galley, you're surrounded by big beautiful windows that let the outside



**A teak sole in the aft cockpit adds elegance and tradition to the outdoor lounging and dining area.**

in when you wish, or you can pull the privacy blinds to create a cozy space when it's time to retire for the evening. I pictured myself sitting here quietly watching the sun rise over the anchorage in the morning enjoying a hot coffee while everyone else sleeps. Overhead in the hardtop, a fixed skylight run almost the full length of the cabin bathing it in natural light.

The starboard-side helm features a single Captain's chair (that swivels to join the conversation at the dining table), and a well laid out helm display that is equally visible whether seated or standing. I particularly like the generously large sliding side window to allow the breeze to blow in or the captain to stick their head out for docking pur-

poses – and a matching window on the port side. Overhead in the hardtop, two large hatches add to the open air feeling causing one to question if this is an express cruiser or a trawler. The T36 has elements of both blended extremely well.

Move down four steps to the accommodations deck. On our test boat, the accommodations deck was set up with the three stateroom and one head layout option. You could order the T36 with two staterooms and two heads for more privacy. The two main berths are large and bright, especially for a boat of this size. What I would use as the guest cabin is forward and features an island v-beth with two opening ports and a large overhead hatch for plenty of air circu-



**I would choose to use the full beam mid-cabin as the master suite in the three cabin layout.**



**The light cabinetry and large mirrors make the port-side head appear large and spacious.**





The starboard-side galley features a two-burner stove, stainless sink and undercounter fridge and storage in a compact design.

lation for those nights that you don't want to run the optional heat or air conditioning. There's a TV for some private viewing when your guests may need to escape and get some alone time, as well as hanging storage and reading lights. My choice for the master stateroom is aft and uses the full beam of the boat under the cabin. It features twin single beds with a filler cushion to make the bed into a king, generous and convenient storage space on the port side, a full length hanging locker and reading lights.

The single head is located to port between the two staterooms and features a rainfall showerhead and toilet behind a clear plexiglass door, and a separate single sink and countertop.

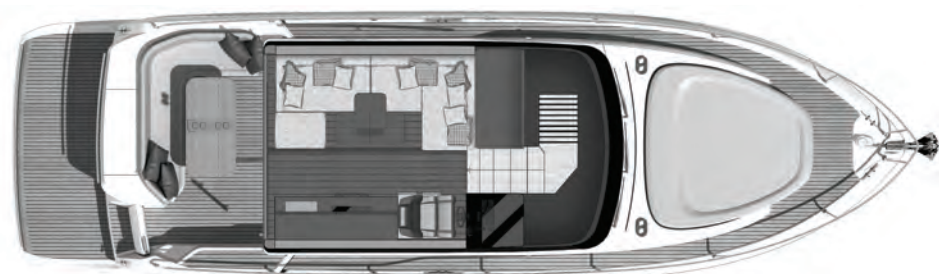
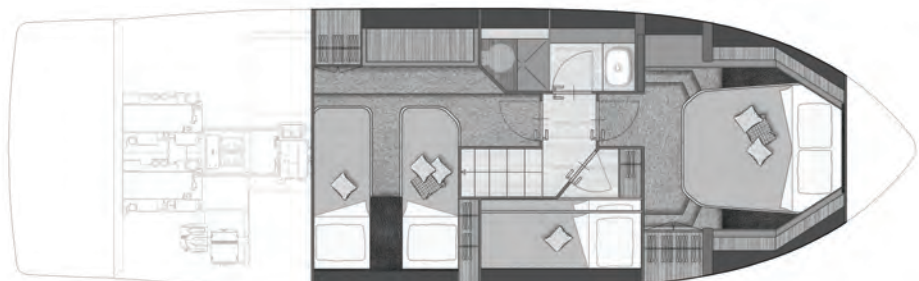
The third stateroom is opposite the head to starboard and features two twin bunks with room to stand and change behind the solid door. It's a perfect spot for the grandkids and they'd love it. In the optional two stateroom layout, this space would be utilized as the forward stateroom's ensuite head, likely making the forward cabin the master stateroom.

Back up at the helm, we tossed aside the lines and headed out on the Ottawa River. The twin Volvo-Penta D4 diesels cruised relatively quietly at just above idle out to the

main channel. I recorded a time to plane of just over four seconds – which is pretty good for an 18,000 pound boat. The D4 diesels mated to the all-new DPH duo-prop stern-

drive powered us to a top speed of 41 mph at 3,600 rpms, and I found a comfortable cruising speed at about 2,800 rpms moving along at 30 mph.

The T36 is a unique crossover with a semi-custom layout that will appeal to a cruising couple who occasionally wants to have their children and grandchildren join them aboard, or entertain another couple for a weekend or week long adventure. She's a fast and capable performer and the designers have managed to pack an incredible amount of useable space and functionality into an under forty-foot yacht. She'll turn heads wherever you wander. ⚓



## SPECIFICATIONS

LOA:	11.7m / 38' 4"
Beam:	3.49 m / 11' 5"
Draft:	0.99 m / 3' 3"
Dry Weight:	8,449 kg / 18,739 lbs.
Fuel:	598 L / 158 US gal.
Water:	189 L / 50 US gal.
Waste:	98 L / 26 US gal.
Price:	\$695,000 CDN

For more information:  
<http://www.cranchi.com>  
 or  
[www.cranchiyachtcanada.ca](http://www.cranchiyachtcanada.ca)