

Preview

Cranchi E26 Classic

PBR Reports on the Cranchi E26 Classic, a modern Italian design with a twist...



Cranchi's take on the retro concept, though typically Italian, has a slightly different twist to its contemporaries.

As its designer, Christian Grande, puts it, this boat combines both traditional and contemporary themes. He has reinterpreted the traditional concept by introducing some

distinguishing and markedly modern traits, such as a vertical stem, long side windows and the absence of hull flare – as seen on pretty much all 1960s-lookalike powerboats.

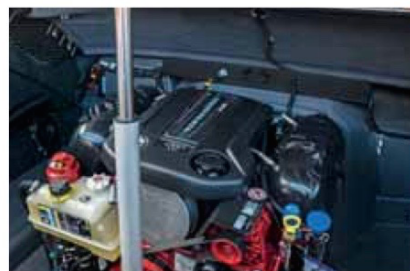
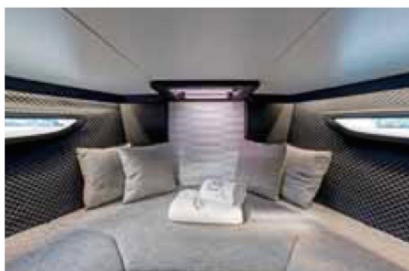
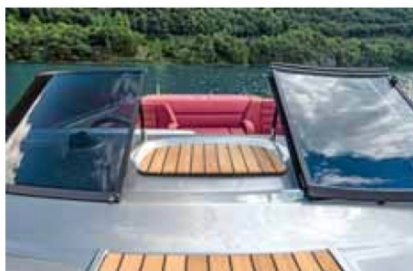
The end result is the E26 Classic, a 7.85m day cruiser-cum-superyacht tender. Its eye-catching sophisticated looks and its

unique style based on a balance of vintage and contemporary lines, though obviously Italian, are a new take for this established Italian yard.

Its internal design focuses on a contrast between shiny and matt, rigid and solid materials – like that of a luxury car. With

The boat is powered by either a stern-driven 300hp Volvo Penta V8 petrol engine or





Forward deck access is straightforward and safe. Below-decks accommodation comprises simply a double bed, toilet, storage and a fridge. With this 280hp V6 petrol engine access is superb. Below right: The red-grey colour scheme works a treat.

a reasonable degree of beam, losing no internal space to a flared bow, and designed with a vertical stem, the E26 has a sensible degree of internal accommodation for a 26ft sports boat whose design is based on a long cockpit. Though it is unlikely to be used much as a weekender, its double convertible V berth and sea toilet mean you can overnight should the need arise. A 50L fridge also sits below deck. Unusually, the accommodation is not separated from the cockpit by a door and bulkhead, which, considering this boat's Med focus, actually makes reasonable sense.

Of course, a boat like this is built for external fun, and this is obvious in its full-beam teak-lined cockpit, big sun pad and long full-beam bathing platform. The helmsman and navigator can enjoy the security of a pair of reversible armchair seats, while any guests, if not sprawled out on the sun pad, have an L-shaped bench seat. This is all complemented by a small central dinette table, and a fold-away bimini when needed. Under one of the

seats sits an igloo cool box for those extra refreshments, and a sink is located next to the navigator.

With its full-beam wrap-around tinted windscreen, foredeck access is courtesy of some neat teak steps leading up to a gate in the windscreen. A central teak section takes you to a large teak-capped anchor locker and a pair of drop-down cleats – a sensibly safe feature. What is obvious is that fashion has taken priority over form to some degree, as there are no spring cleats, and the only method of securing fenders between the bow and stern appears to be two small button-like fixing points.

The boat is powered by either a stern-driven 300hp Volvo Penta V8 petrol engine or the smaller 280hp Volvo V6. These are great purpose-built marine engines, rather than marinised automotive engines. Consequently they are light and compact, making them ideal for a 26ft sports boat. There may be a diesel option, but if there is, I can't help but feel it would spoil the boat's character. There is also an outboard bowrider version known as the E26 Rider,

which, though it loses some of the traditional character of the E26 Classic, is likely to be just as appealing. **PBR**

Contact www.cranchi.com



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