



Main datas

Builder : Cranchi
Year : 2005
Length : 15,30
Draft minimum : 1,00
Hull : Monohull
Area : France East Med
Berth details :
Flag : France

Subtype :
Architect :
Material : GRP
Beam : 4,33
keel : Unknown
Life Raft : Yes
Mooring : No
Leasing in progress : No

Engines

Model : D12
Montage : In Board (IB)
Power Unit. (CV) : 715
Hours : 1210
Fuel capacity : 1500

Brand : VOLVO PENTA
Fuel : Diesel
Engine(s) : 2
Owner's Comments :
Drive : Shaft drive

Facilities

Sailor Cabin : 0

WC : Electric

Helm : No

Double Cabin : 3

Head : 2

Berth : 6

Flybridge : No

Electronics

Radar details :

Pilot details :

Sounder details :

GPS details : Raymarine GPS Plotter

Plotter details : Raymarine GPS Plotter (to be replaced)

Converter 12/220 : No

Watermaker details :

Radar : Yes

Autopilot : Yes

Sounder : Yes

GPS : No

Chartplotter : No

VHF : Yes

Watermaker : No

Bridge equipment

Hydraulic Gangway : Yes

Bath platform : Yes

Winter cover : No

Sprayhood : Yes

Teak cockpit : Yes

Sails details :

Gangway : Yes

Davits : No

Electric windlass : Yes

Cockpit awning : No

Teak deck : Yes

Spinnaker : No

Major equipment

Stern thruster : No

Group and thruster details : Panda Fisher 6.5kVA

Charger and AC details :

Black Water : Yes

Tender : Yes

Details :

Bow Thruster : Yes

Marine Gen. : Yes

AC : Yes

Hot water : Yes

Flaps : Yes

Tender Engine : Yes

Appliances

Freezer : Yes

Microwaves : Yes

Electric stove : Yes

Heating details :

Dishwasher : No

TV : Yes

IceMaker : Yes

Oven : No

Gas stove : No

Heater : Yes

Washing machine : No

TV antenna : Yes

SAT-TV : No

Owner's Comments

I bought my Cranchi 50 Mediterranean a few years ago and I'm very, very satisfied with it. It has always brought me joy, whether sailing or at anchor. With its Open configuration, we are always well ventilated in the summer and in the piloting position, I can see well ahead very easily. With its three double cabins, spacious and comfortable cockpit, and annex garage, it perfectly meets my family's usage expectations during the summer season and throughout the year on weekends. I have always had the mechanical maintenance done regularly to have no trouble at sea with the family. Recently, the heat exchangers were removed and cleaned, the exhaust manifolds refurbished, and that's not all: the cockpit and the bow passages have been fitted with synthetic teak (no maintenance required). The annex garage can accommodate an annex of 3.5 m. I am changing my Mediterranean 50 for a slightly larger Open. You always want more when you've tasted the joys of Open sailing.

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