

https://www.xboat.uk/2525-CRANCHI_CRANCHI-50-MEDITERRANEE.html



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	Double Cabin : 3
WC : Electric	Head : 2
Helm : No	Berth : 6

Flybridge : No

Electronics

Radar details :	Radar : Yes
Pilot details :	Autopilot : Yes
Sounder details :	Sounder : Yes
GPS details : Raymarine GPS Plotter	GPS : No
Plotter details : Raymarine GPS Plotter (to be replaced)	Chartplotter : No
Converter 12/220 : No	VHF : Yes
Watermaker details :	Watermaker : No

Bridge equipment

Hydrolic Gangway : Yes	Gangway : Yes
Bath platform : Yes	Davits : No
Winter cover : No	Electric windlass : Yes
Sprayhood : Yes	Cockpit awning : No
Teak cockpit : Yes	Furling genoa : No
Sails details :	Spinnaker : No

Major equipment

Stern thruster : No	Bow Thruster : Yes
Group and thruster details : Panda Fisher 6.5kVA	Marine Gen. : Yes
Charger and AC details :	AC : Yes
Black Water : Yes	Hot water : Yes
Tender : Yes	Flaps : Yes
Details :	Tender Engine : Yes

Appliances

Freezer : Yes	IceMaker : Yes
Microwaves : Yes	Oven : No
Electric stove : Yes	Gas stove : No
Heating details :	Heater : Yes
Dishwasher : No	Washing machine : No
TV : Yes	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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