

Cantieri di Sarnico's latest powercruiser, the impressive Sarnico 50, has been designed by the revered Venice-based Nuvolari-Lenard team. Powered by twin 900hp MANs, she will reach 39 knots flat out. Report by Phil Draper

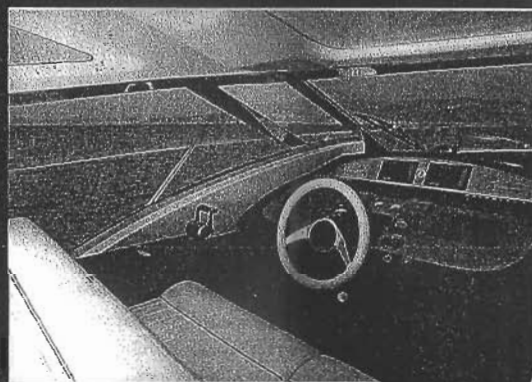
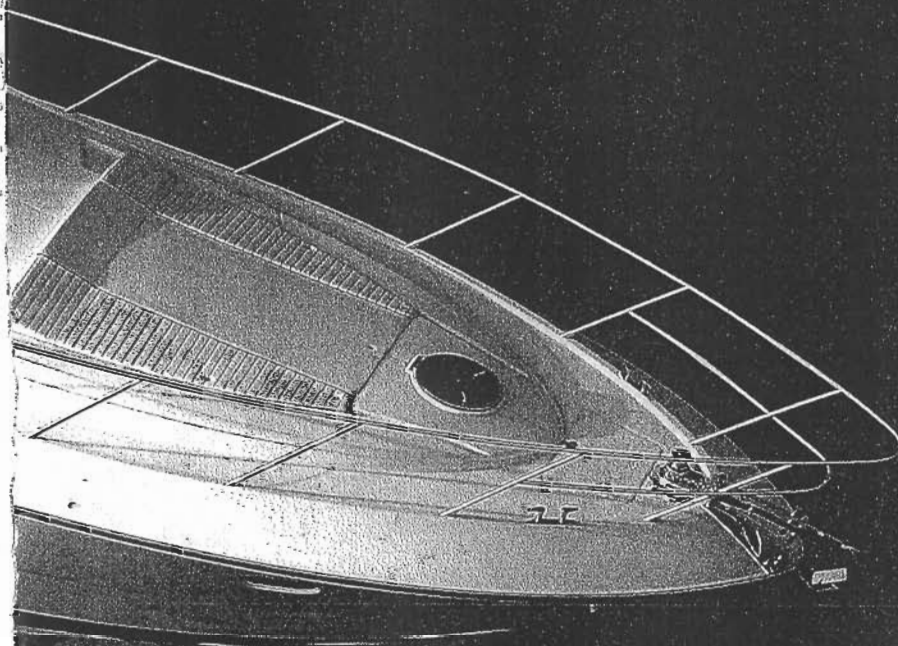
Few designers can receive as open and welcome a brief as Carlo Nuvolari-Duodo and Dan Lenard, when they ply their skills for revered Italian powercruiser builder Cantieri di Sarnico. Beyond specifying the size – apparently the overriding requirement for any new model according to the yard's owners, brothers

Antonio and Luigi Foresti – their only requirement is that she must be 'beautiful' – a worthy priority if ever there was one, and one that reflects a yard committed to a particular kind of excellence.

Thanks to just such values, Cantieri di Sarnico has established a major presence in the Italian powercruiser industry in a relatively short time. Based 10 kilometres or

so from the town of Sarnico, which nestles on the western tip of Lago d'Iseo near Bergamo in northern Italy, it was founded in 1992 by local entrepreneurs involved in the boating industry – a fact that has no doubt contributed significantly to the pedigree of the marque. The Foresti brothers acquired the yard outright in 1997 and have run it with a passion ever since.

SARNICO 50



Cantieri di Sarnico now offers a five-model range of performance powercruisers ranging from 13 metres to 20 metres – namely the Sarnico 43, 45, 50, 58 and 65. The 65 and the new 50 have hardtops while the other three are open models, and all except the 58 were designed by the Nuvolari-Lenard Yacht Design studio in Zerman, Italy. Their impressive interiors were created in-house.





The smallest model in the line-up is the Sarnico 43, of which 30 or so have been built since it was introduced in 2000. The oldest model is the Sarnico 45, launched in 1995, and around 57 of these have been built. Around 20 of the 58s have been delivered since the model debuted in 2001, and also new that year was the flagship 65, the 12th of which launched recently. In the middle of the line-up, the newest model is the Sarnico 50, shown for the first time at the Genoa International Boat Show.

Like the rest of the portfolio, the new Sarnico 50 cuts quite a dash. Her bold profile is perfectly proportioned – which should come as little surprise considering the design brief – and the fine curves of her hardtop fuse exquisitely with the top of the windscreen and the side glazing, seeming to almost float above the cockpit. A huge electric sunroof



Top: in the three-cabin layout, the cosy saloon area doubles up as a television room and ideal breakfast area for the kids

Right: the owner's double cabin, forward in the bow, has a good-sized en suite shower room

Above: a compact galley is tucked into the aft starboard corner of the saloon

that exposes much of the cockpit as far as the windscreen boosts this perception, effectively providing the best of both open and enclosed cockpit arrangements.

The cockpit itself has been equally well drawn, and packs in everything that such a craft requires. Aft are two big sunpads, in the middle a dinette and a wet-bar, while forward are a built-in lounge and a bench seat facing the helm and console, which is offset to port and features dark-blue anti-glare mouldings. It is an attractive and comfortable arrangement, providing excellent all-round visibility, and to starboard, a sliding companionway door provides access below.

Inside, the yard's creative team has really excelled itself. Not only is the quality of the joinery and the choice of fixtures and furnishings excellent, but full-scale mock-ups of the two layouts were produced long

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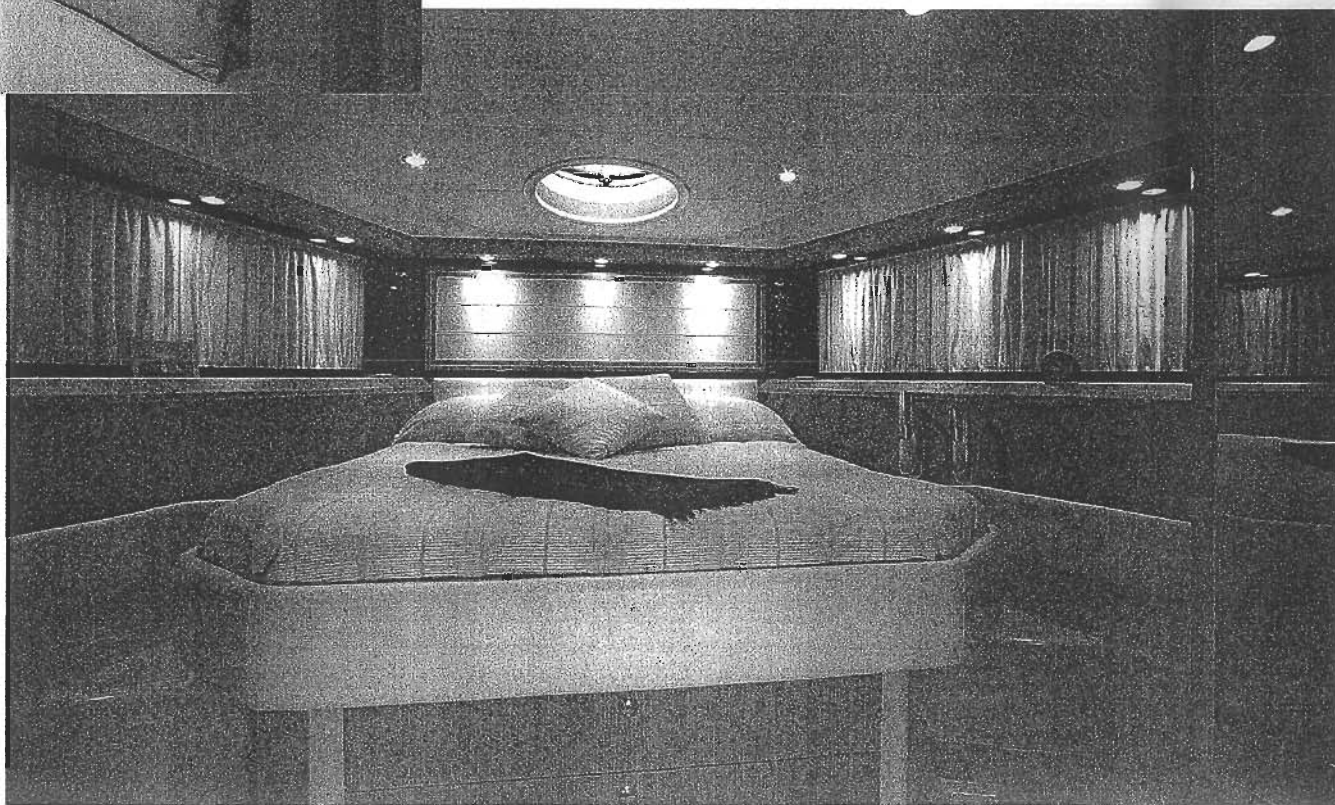
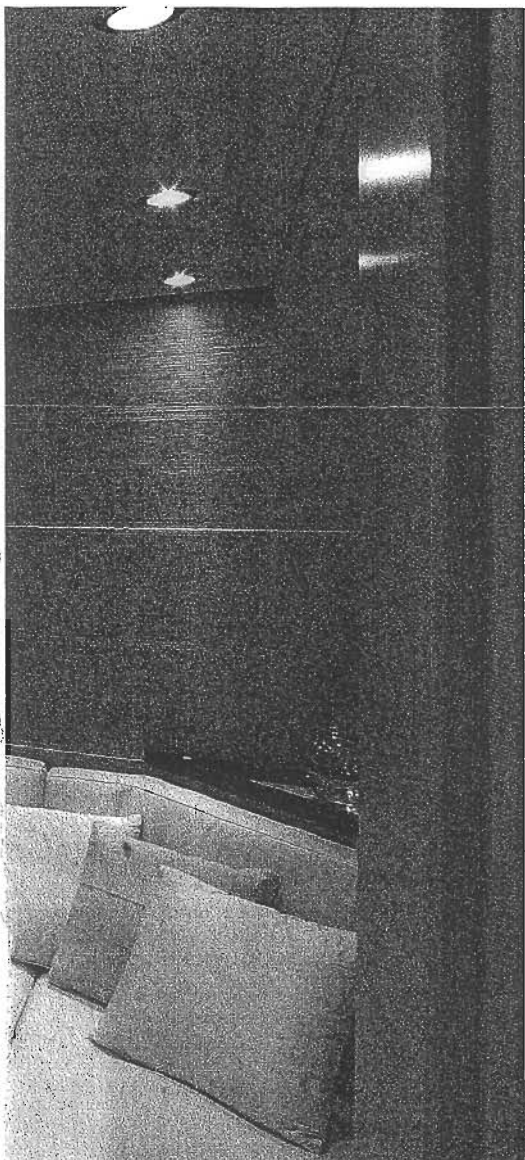
before the model went into production. Developing the interior in this way is the mark of a serious builder, and the effort shows in the way the onboard spaces work – there are no awkward corners here, and the cabins are everything you would expect.

The first Sarnico 50 featured the three cabin and shower room arrangement, which is unusual in a powercruiser of this size, while the alternative interior provides two cabins and two shower rooms. Both versions offer the same fore- and aft-cabin approach, with a double owner's cabin in the forepeak and a twin cabin with an L-shaped arrangement behind the engines, but the three-cabin version has an extra single cabin amidships to port – a small but versatile space with an additional Pullman berth. All the cabins have their own sound systems, and space is reserved in each for flat-screen televisions should the owner require them.

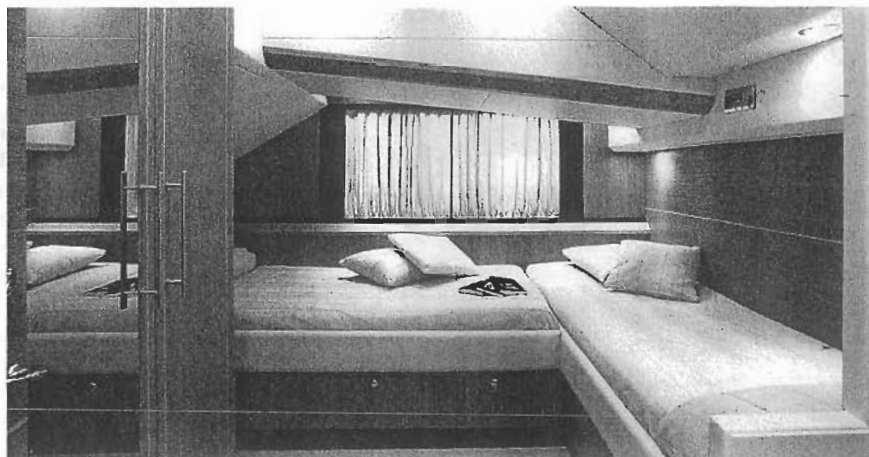
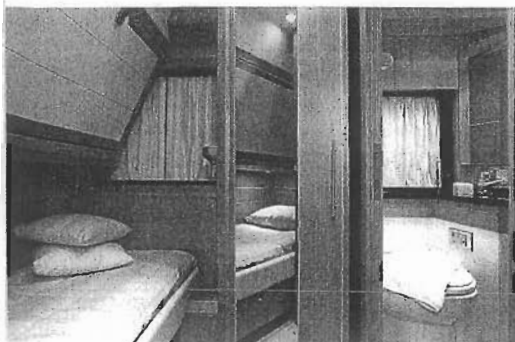
In the three-cabin version, the saloon provides a corner sofa to starboard, with a leaved table and a couple of stools that stow neatly away to port when not required, when the tabletop serves as a sideboard. A small corner galley occupies the space aft of the sofa. In the two-cabin version, the area previously occupied by the single cabin and its shower room provides room for a larger saloon with a longer corner sofa to port and a more spacious galley to starboard.

Most of the joinery in the Sarnico 50's interior is satin-finished oak, highlighted with attractive maple bandings, while all the main wall panels are configured horizontally. Hardwood veneers of high-gloss wenge are used for some of the horizontal surfaces, creating a contrast of light and dark, and this finish is particularly effective on the wash-tops in the shower rooms.

A lockable hatch under the starboard sunpad provides access to the twin cabin aft – an area that powercruisers of this size usually reserve for tender garages. Instead, the Sarnico 50 has sufficient space on the bathing platform to stow a 3 metre tender or a personal watercraft. Interestingly, the entire bathing platform can be slid sideways, and as the telescopic passarelle is offset to port, it



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can act as an efficient crane to pass over the middle of the tender – a novel solution. When the 65 is moored, the moveable part of the platform can be slid sideways without moving the tender, leaving the starboard section free for use as a bathing platform.

As for performance, the Sarnico 50 certainly provides the necessary get up and go. Fitted with the optional twin 900hp MANs hooked up to a conventional shaft and four-blade propellers, the first boat is good for a top speed of 39 knots and a cruising speed of 36 knots. A 39-knot capability is important in this sector of the market because powercruiser owners want the power and handling to match such sporty lines. The standard specification includes twin 700hp diesels, which would be good for a top speed of around 35 knots and a 31-knot cruise, while twin 800hp diesels would also be possible.

Handling at Cantieri di Sarnico is taken very seriously, so a great deal of attention is paid to underwater profiles. The Sarnico 50 is typical of the breed, with a deep V forward to cope with rougher seas, which flattens off considerably at the stern to provide a fast planing surface. Generous chine flats and spray rails provide the necessary grip and resistance to roll.

Thanks to underwater exhausts and the efficient use of insulators, she is also said to be a very quiet boat, just like the rest of the range. A good example of how the yard has progressed in such matters is the Sarnico 43, which recently gained approval to operate on Lake Zurich in Switzerland; like the rest of this land-locked country, the lake is protected by strict limitations and regulations regarding sound emissions.

Being a relatively small yard, Cantieri di Sarnico can be reasonably flexible with regard to specifications, without changing its standard interior schemes around too much. The operation now employs around 70

people at one 10,000 metres square facility in Capriolo (Brescia), which it has occupied since 2003. It claims to build an average of 20-25 yachts a year, of which 30 per cent usually end up in export markets, the usual destinations being France, Spain and Greece, although the odd boat has been known to deliver as far afield as the USA.

As to the future, the most exciting news is that the yard plans to go bigger than its existing 65 flagship. Its technical department

is currently working with Nuvolari-Lenard on the Sarnico 75, the first of which it hopes to launch sometime in 2006. The hull for this new model is still being developed, and extensive model testing was recently completed at one of the foremost European naval research institutes: Force Technology in Lyngby, France. Sarnico is aiming for high efficiencies so that this model will plane at slower speeds and not require trimming appendages. □

SARNICO 50

LOA	15.75m	Cruising speed	35 knots	Interior design	In-house
LWL	15.25m	Fuel	2,040 litres	Builder	Cantieri di Sarnico
Beam	4.38m	Cruising range	330nm		Viale Degli Abruzzi 25
Draught	1.35m (including propellers)	Generator	5kW Mase		25031 Capriolo (BS)
Displacement	18 tonnes (dry)	Fresh water	525 litres		Italy
Engines	2 x 900hp MANs	Construction	GRP		Tel: +39 030 746 11 65
Maximum speed	39 knots (half load)	Exterior design	Nuvolari-Lenard		Fax: +39 030 746 17 04
		Yacht Design	Yacht Design		E-mail: info@cantieridisarnico.it
					Web: www.cantieridisarnico.it

