



S&P RIDE:

CANTIERI DI SARNICO SPIDER

It started out when visiting the Cantieri di Sarnico Shipyard last may. Strolling around the various warehouses of the complex, ending up in one special. With large "chiuso" and "no photos" signs, this looked interesting. We talked with one of the guys and got permission first to look and then to shoot what was needed. What we looked at was the hull (or more precisely what was to be the mold for the hull) of the latest from the Italian yard. By GPH / Photography. gphp.com / Cantieri di Sarnico









↖ The Spider is also the smallest of the bunch. Walking into another part of the yard we found a mock up of what was to be the cabin section of the new baby.

LUIGI'S SHOW

Move the clock some months forward to the boat show in Cannes this autumn. The Cantieri di Sarnico booth is jam packed with people from the most important yachting magazines from around the world. Cantieri di Sarnico boss, Luigi (Forrest), is running the show. Telling the story about how the Spider was born while spicing it all up with jokes in between.

The Spider started with some designs from renowned Cantieri di Sarnico designers Nuvolari & Lenard. The hull was worked out by Victory Design. I am not talking Victory Team Dubai but Brunello Acampora who has (as Victory Team) done a whole deal of offshore racing stuff. Best known up here, I guess would be Edoardo Polli's Bilba/Bilboa in which Edoardo raced together with Lamberto Leoni and Erik Kirkedelen in the mid-late 90's. Anyway, Victory Design did a whole lot of the hull design to the Spider leaving the rest to Nuvolari & Lenard known for their work with Cantieri di Sarnico but also custom work for Palmer Johnson. Then came the mock up of the interior before the finished boat was sea trialed and tested before showing it off publicly in Cannes.

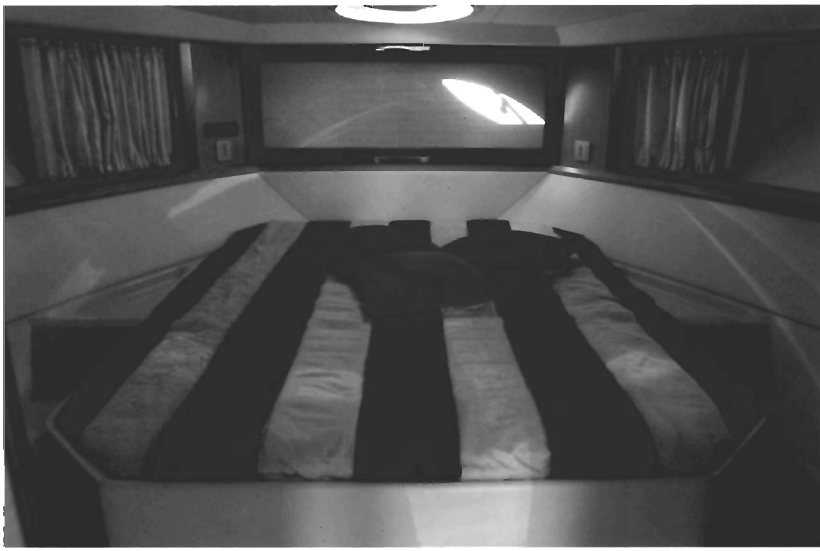
The first Spider was made a rather more Italian way than Scandinavian with a black hull and a deck in a gold-bronze hue. The point was it looked sober, exclusive and expensive. I guess for the Nordic countries the more popular colour will be eggshell or white. Definitely not red, which I guess would be a great contrast together with a yellow Ferrari or a Gallardo Spider. That'll probably fit better in Florida or Italy.

THE BOAT

Having a walk around the Spider, we understand some of the genius thinking of Nuvolari & Lenard (and I guess Luigi too had more than one finger in with this one....) This is of course a nice weather cruiser; it has an open cockpit with two big sun beds each side of the gangway. The sun bed unit opens to reveal a tender garage underneath. The cockpit is filled with two sofas, one of them reminiscent of a chaise longue in addition to a barbeque unit. The dash is well designed, carrying a complete instrumentation including a radar screen and everything needed to monitor the twin diesels. The drivers seat is a nice double unit. As a prototype/demonstrator, this boat was put together in a nice way however we expect improvements for the regular production boats as Cantieri di Sarnico is at the top shelf when it comes to quality.

BIG UNDER DECK AS WELL

The big surprise is when you enter down the steps to the lounge. There is a sofa and a table on the port side while the galley is mounted just underneath the dash. At the first glance, you'll only notice the door to the owners cabin out front. On the other side of the door there's the usual stuff. A big bed with drawers and lockers for your dings. The style is minimalist, thus with a very nice personalized flair.



Next to the galley is the door leading to the bathroom equipped with a shower. But the big surprise is when you move the staircase leading up to the cockpit – it leads into another cabin perfect for the kids, some friends or even (worst case) mother in law. The big thing being how the guys at Cantieri di Sarnico (and of course at Nuvolari & Lenard), managed to figure this out and make it happen. There is an additional “escape hatch” for this cabin ending up in the cockpit.

POWER

Unlike bigger siblings from the yard powered by MAN diesels, the Spider was set up with Volvo diesels. The one we tested, carried one D6 and one D4 diesel..! This because of problems with delivery. However, don't even think about that this will be an issue for the customer boats. With the D4/D6 combination we saw more than 38 knots on the GPS screen, so passing the 40 with a pair of D6's shouldn't be a big issue. The drives were also picked in the shelves of Volvo; the guys opting for the rather new IPS units.

ON THE WATER

Of course we wanted to go for a ride. We planned on going together with the guys from Ital Marin – the dealer for Cantieri di Sarnico in Norway. But both our and his schedule was quite busy, so we messed it up. However, that was obviously no problem as the guys from the yard set up an appointment. Luigi was taking the Spider out for a spin before opening hours of the show with another magazine and I jumped in. Lucky for me the weather was nice as I strolled along the Croisette as the wide walkway got its morning cleanup. Rushing through the still closed show to reach Luigi before take off, we had to wait for the other magazine guy. He got there in the end, so Luigi fired up the Volvo's easing the Spider slowly out of its dock between tightly moored boats and yachts on the close piers.

OUT AT SEA

Out on the water, we discovered another issue. The water outside the show was filled with wood and debris from the rainstorm some days ago. Definitely not the best conditions for testing. Good this is not a hi performance boat. Speeds of 100+ mph was surely NOT recommended.

But it wasn't much to worry about. The Spider handled like a Mercedes on an Italian autostrada. If it wasn't for the missing top speed, I might have compared it to a Maserati. It was a delight to drive. It handled the turns with ease and absorbed bumps and waves in the same fashionable way. The Spider is a very comfortable Open.

PHOTO SHOOT

After having driven around in the outskirts of Cannes, we met up with another boat with a fellow photographer. We took the Spider for another spin, making her look good in front of the camera. The guys left while we waited for a chopper with yet another camera team, this time for Yachts. Then the pilot demonstrated how to get a newbie sea sick, or should we call it fly sick, as he flew backwards just a couple of meters above sea level... Usually, I'm the one in the air, but it was great fun experiencing how these guys were working. I assume they got some good shots. At least they had absolutely all possibilities. ©

TECHNICAL SPECIFICATIONS

CANTIERI DI SARNICO SPIDER

Length Over All	13,20 m
Length Hull	13,06 m
Beam	4,15 m
Draft	1,06 m
Displacement dry	11,00 t
Motors	2 x Volvo Diesel
Power	2 x 260 to 2 x 370hp
Drives	Volvo Penta IPS
Autonomia	12 ore (330 m.n. ca)
Fuel capacity	900 litres
Water capacity	350 litres
Max speed	30-37 knots
Cruising speed	26-32 knots
Max persons on board	10

Info www.italmarin.no
www.ariboats.se

