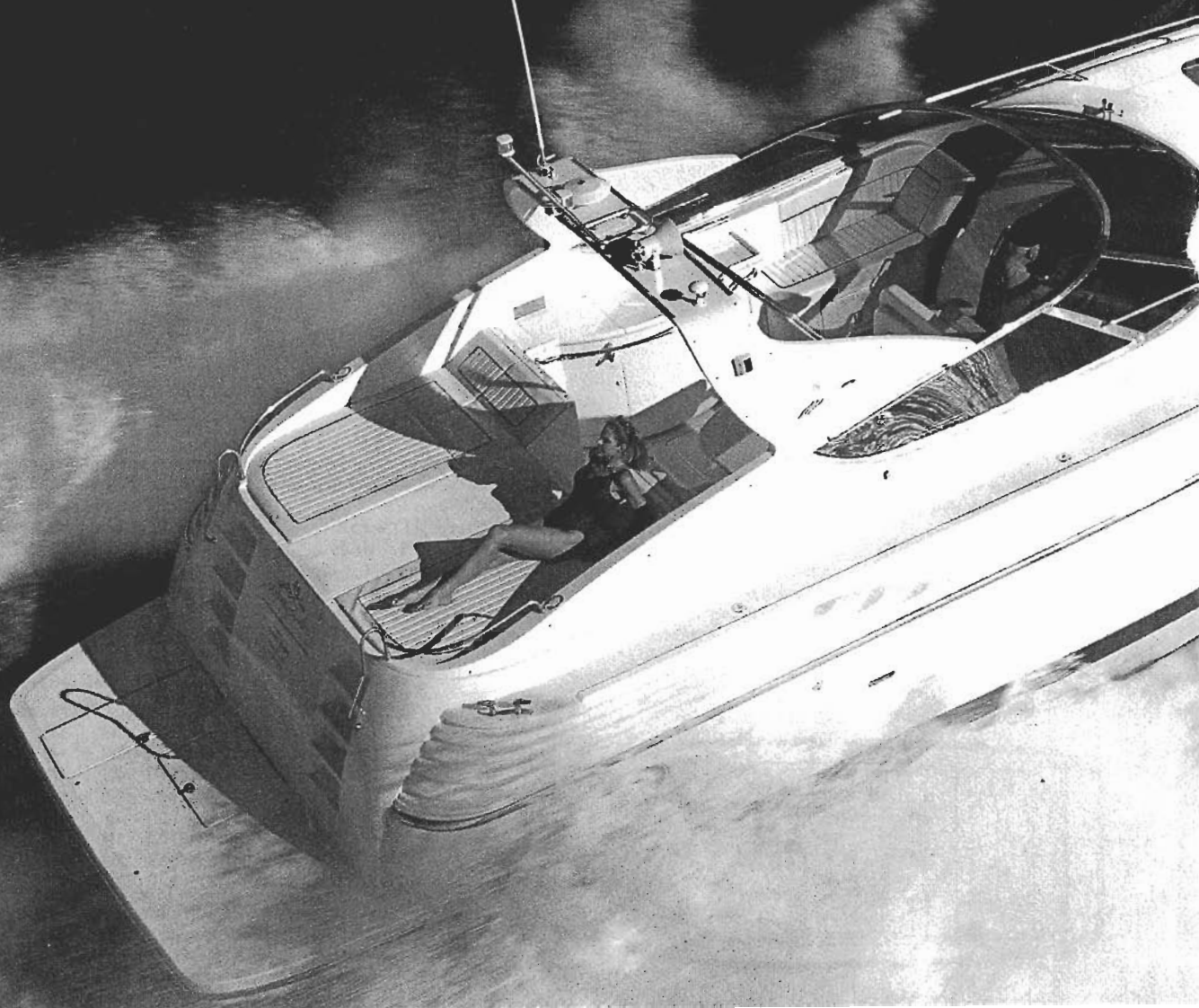
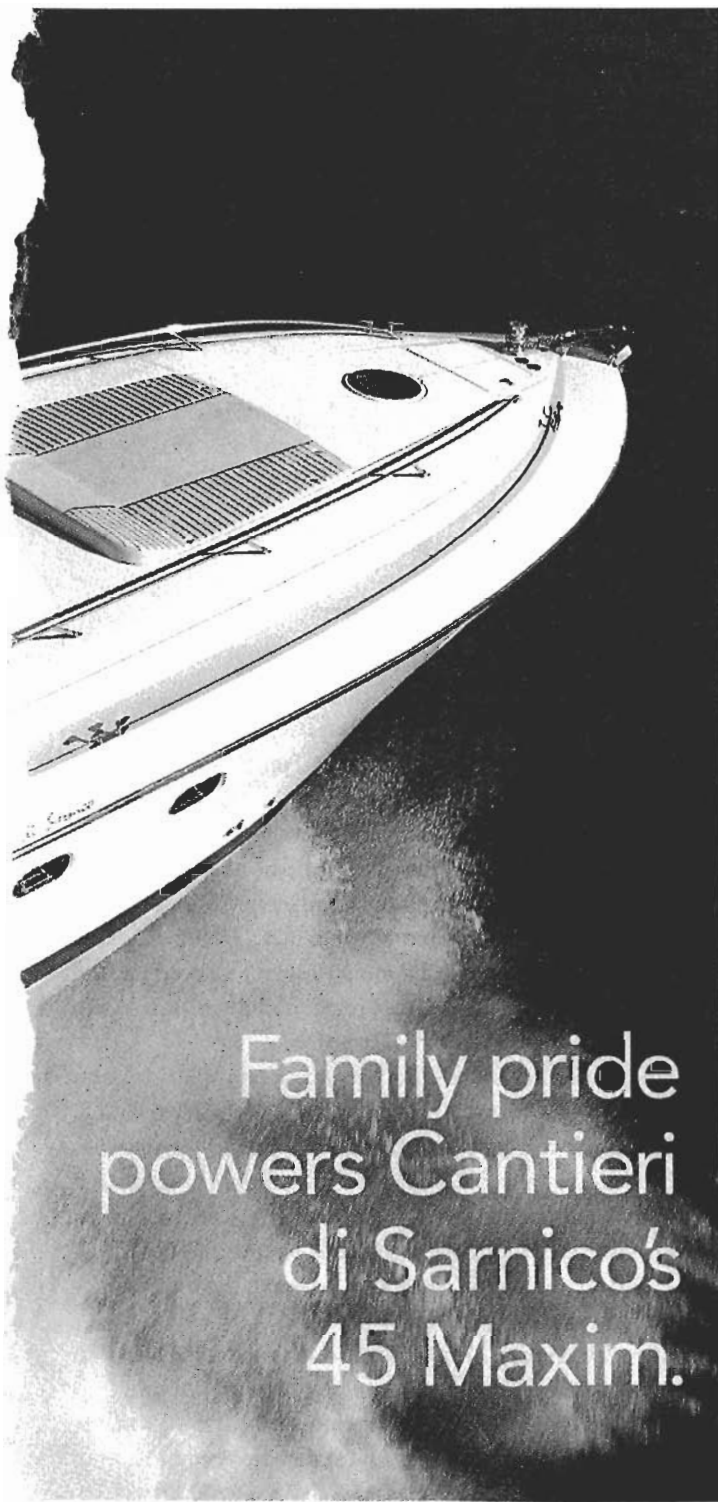


of

QUALITY



BY CAPT. KEN KREISLER



Family pride
powers Cantieri
di Sarnico's
45 Maxim.

The town of Sarnico is located in the southwestern corner of Italy's Lago d'Iseo, a 15-mile-long lake not far from the Swiss border. It is here that the Foresti family has resided for the past 1,000 years and where today its worldwide business interests include canning, plastics, auxiliary generators, and marble and granite quarries. This is also an area that is synonymous with fine boatbuilding. How fine? Try Riva.

But the connection is far more important to the Forestis than just sharing the same geographical location. When Riva decided to cease production of its distinctive wooden speedboats in 1995, ex-Riva engineers and artisans established Cantieri di Sarnico—the Sarnico Shipyard. Inspired by the notion that pride runs deep and quality counts, the Forestis purchased the shipyard in 1997.

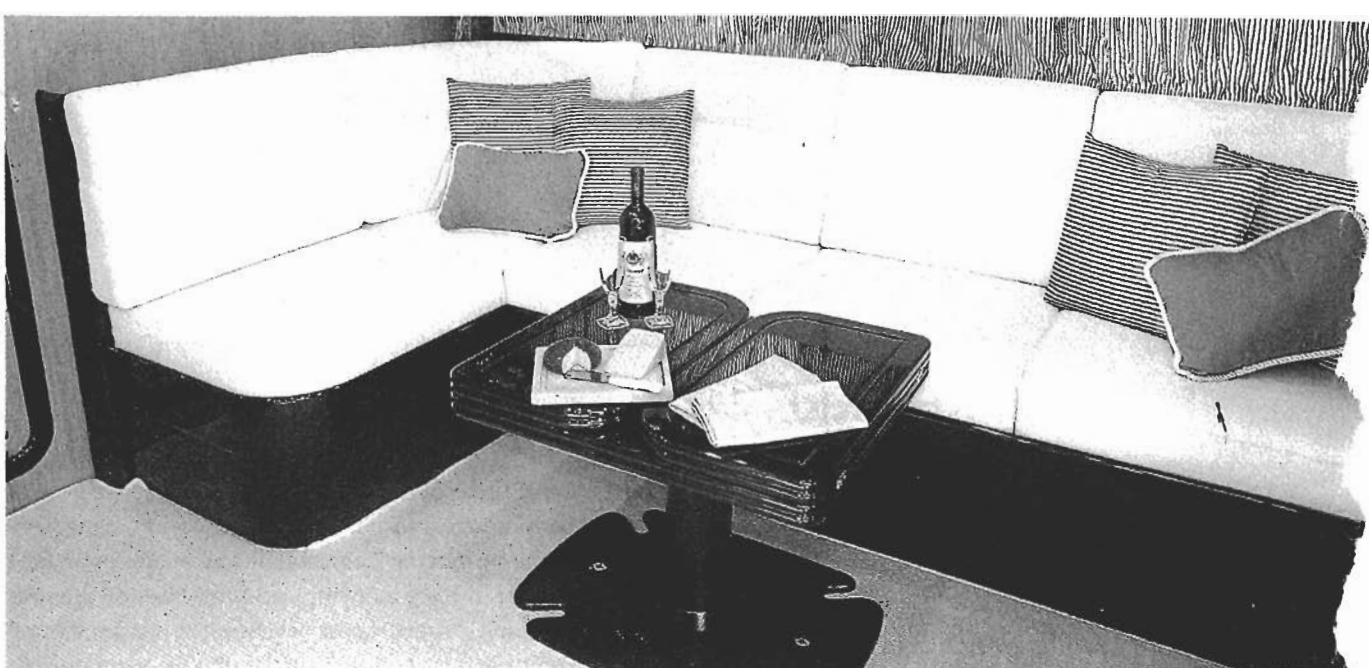
It's not hard to see the same craftsmanship that made Riva famous in Sarnico's 40-, 45-, and 55-foot Maxims. Some 40 boats are built each year in the Riva tradition: as if each were a custom project. The Sarnico 45 is the culmination of all these talents and inspiration. From stem to stern, this Italian beauty sizzles with sleek styling; her low profile and rakish good looks are appealing from any angle, as I found when I walked around her in the slip. Distinctive sculpted air intakes accent her smooth hull lines, and her overall demeanor suggests action, which was something I would hope to verify once I got her away from the dock.

However, the most striking design feature awaited below. Light-tone Akatio, an African hardwood, is contrasted with a dark navy trim to create a living space that is both aesthetically pleasing and exciting. As I examined the superb fit and finish of the moldings, door frames, cabinets, and paneling, I was hard pressed to find the slightest flaw.

My first thought, of course, was if Sarnico were this thorough with its joinery, the rest of the boat would be most impressive. To find out, I began my foray in the forepeak. Besides having the aforementioned woodwork, the stateroom here sports berber carpeting (throughout the entire living quarters as well), tasteful fabrics, a full-length closet with louvered double doors, a queen-size island berth with large stowage compartments port and starboard and drawer stowage below, and recessed lighting overhead.

I measured 6'2" headroom here and in the large en suite

With a 35-mph cruise, the 45 can take you to Bimini for lunch.



Light Akatio wood and navy trim add a dramatic touch to the saloon (top), aft stateroom (above), and forepeak stateroom (right).

head, in which a toilet sits beside a bidet, both covered by a common lid. The stand-up shower has a teak-grid sole and teak seating as well as a stowage compartment built into the bulkhead. A light blue Corian countertop on the vanity accents the navy blue trim.

The amidships saloon is directly aft. Taking full advantage of the almost 15-foot beam, this space boasts 6'6" headroom, a patterned overhead with recessed lighting, and an L-shape leather couch to starboard with an accompanying coffee table. An athwartships console aft holds a wine cooler and entertainment center. The port-side galley, with plenty of elbowroom for the chef, offers a two-burner Princess stovetop, Corian countertops, under-counter refrigerator and freezer, and plenty of stowage.

As I sat on the comfortable couch admiring the surroundings, I couldn't help but notice the heavy stainless steel portlights on both sides. Upon closer examination I discovered that not only did they dog down watertight, but also had stainless steel covers. Retracing my steps forward, I found the same equipment in the forepeak and head.

Aft and four steps up from the saloon is the helm, where Sarnico continues its handsome designer touches. Framed in navy and white, the starboard console is both efficient and stylish. Controls and switches are within arm's reach, and

gauges are clustered so that a quick scan provides all necessary information. The flush-mounted electronics, which on my test boat included a VDO MAP 10 plotter and Robertson AP300X Autopilot, were to port of the wheel for ease of operation and reading. A two-person benchseat folds up to provide a comfortable leaning post; whether seated or standing, I found excellent visibility around, but while the shiny wraparound stainless steel windshield frame is attractive, I prefer a matte finish, as sun reflecting off its surface can be distracting.

To port of the helm is another benchseat, and aft of that is an L-shape dinette with table that can seat six for al fresco dining. There is also a full canvas top whose forward section removes easily. Ready access to the engine compartment is via a large hatch with gas-assisted rams, and inside there is plenty of room to take care of all maintenance items. Of particular note is the extensive engine room insulation to contain the sound of the standard twin 600-hp MANs.

Fully aft is a large sunpad, from which two molded-in staircases lead to the oversize swim platform with hot and cold shower and a pair of in-sole stowage lockers. In keeping with the boat's European design, the second stateroom is separate from the forepeak quarters, saloon, and galley areas. Given its loca-



Top: The head has a hidden bidet and toilet. Below: The galley is accented with Corian countertops.



tion aft and accessed via a port-side entry just forward of the sunpad, I found it a little tight going down—I'm 5'10" and of average build, and frankly, I couldn't imagine someone much bigger than I am being able to comfortably make the descent. At the bottom of the steps there's a double berth, 6'1" headroom, stowage cabinets, a closet, an en suite head with stand-up shower, plenty of recessed lighting, and again more Akatio and navy blue trim.

Underway, the Sarnico 45 is as hot as she looks. Once I cleared the no-wake zone and put her bow into the ocean, I had the feel of being behind the wheel of a sports car. With the helmseat folded up in the leaning position, I settled in, eased the throttles forward, and put her through turns and maneuvers at both high and cruising speed. Responsive and quick to answer the helm, my Sarnico 45 test boat rapidly ate up the distance from the inlet to the offshore waters off Fort Lauderdale at a cool 43.7 mph at wide-open throttle. When I settled her in to a cruising speed of 35.3 mph, I figured that at my present course we could make Bimini in less than two hours. I almost had all aboard convinced that lunch would be a good idea when I was reminded that unless we got back to the dock in a few hours, I would miss my outbound flight. It was a tough choice, but I reluctantly gave in to common sense. But on a boat like this one, it would have been so easy.

My test day was calm, so I had to criss-cross my own wake to get an indication of how she would handle any beam or quartering seas. I found she had good roll recovery and took whatever waves I could generate without any slapping or pounding. By all indications this is a boat that would be at home whether she were cruising the waters of Portofino, exploring the outer banks of the Carolinas, or showing off her curvy lines in Newport.

The Forestis' dedication to quality is easily visible all over the Sarnico 45. There's heavy-duty hardware, including substantial grabrails, and backing plates are used wherever necessary, including beneath each bowrail stanchion. The sole, whether in the living quarters or on deck, has extra acoustical insulation. All this attention to detail is the result of one family's sense of pride and commitment. And having a thousand years of tradition and an influence like Riva doesn't hurt either. □

Aprea Mare of North America (954) 525-7447. Fax: (954) 525-7451. Circle Reader Service No. 255.

PMY TESTED: SARNICO 45

Base price: \$817,486 with 2/600-hp MAN D2840 LE402 diesel inboards

Optional power: 2/660-hp Caterpillar 3196 diesel inboards

Standard equipment: dashboard cover; radar arch; hydraulic swim platform; 60-amp battery charger; Princess 2-burner stovetop; microwave

oven; electric toilets

Construction: hand-laid FRP; balsa-cored deck and sides; reinforced girder system; isophthalic gelcoat

SPECIFICATIONS

LOA: 48'9" w/platform; **Beam:** 14'1"; **Draft:** 3'7"; **Maximum headroom:** 6'5";

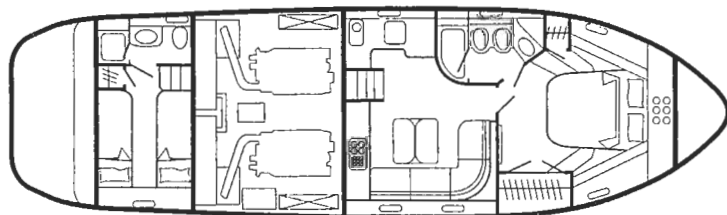
Weight: 27,000 lbs.; **Fuel capacity:** 486 gal.;

Water capacity: 158 gal.; **Test engines:** 2/600-hp MAN D2840 LE402 diesel inboards;

Transmissions: Twin Disc; **Ratio:** 1.73:1;

Props: 26.37x41.73 4-blade; **Steering:** Vetus hydraulic; **Controls:** Ultraflex; **Trim tabs:** Boat Leveler; **Optional equipment on test boat:**

cockpit cover; Mathers MicroCommander electronic controls; anchor-chain washer; AM/FM stereo w/CD; Cruisair A/C; bow thruster; icemaker; Lofrans windlass; 9.3-kW Mase genset



RPM	MPH (KNOTS)	GPH	MPG (NM/PG)	SH RANGE	NM RANGE	DECIBELS
1000	14.0 (12.2)	10.6	1.32 (1.15)	578	502	78
1250	20.3 (17.7)	20.2	1.00 (0.87)	440	382	82
1500	28.8 (25.0)	25.6	1.12 (0.98)	491	427	83
1750	35.3 (30.7)	31.8	1.11 (0.96)	485	422	86
2000	39.5 (34.3)	46.8	0.84 (0.73)	369	321	88
2250	43.7 (38.0)	71.0	0.62 (0.54)	269	234	89

Conditions: temperature: 84°; humidity: 74%; wind: 10 mph; seas: calm; load: 1/4 fuel, full water, 5 persons, moderate gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with DZL fuel monitoring system. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.