GRAND TRAWLER 62

Product book

BENETEAU
AVANT-GARDE IN BOATING

Grand Trawler 62

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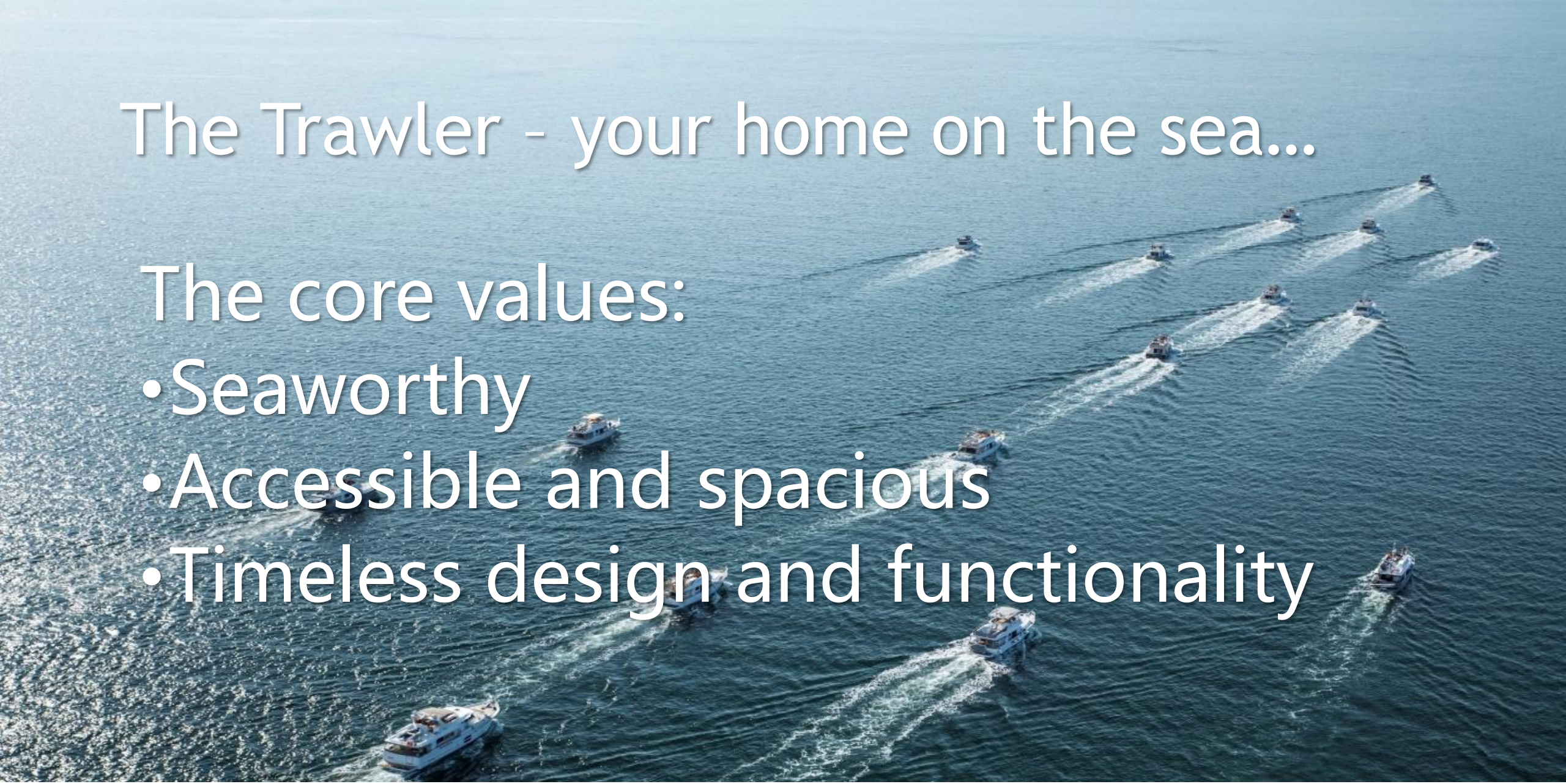
THE TRAWLER RANGE
Overview

The Trawler - your home on the sea...



The core values:

- Seaworthy
- Accessible and spacious
- Timeless design and functionality

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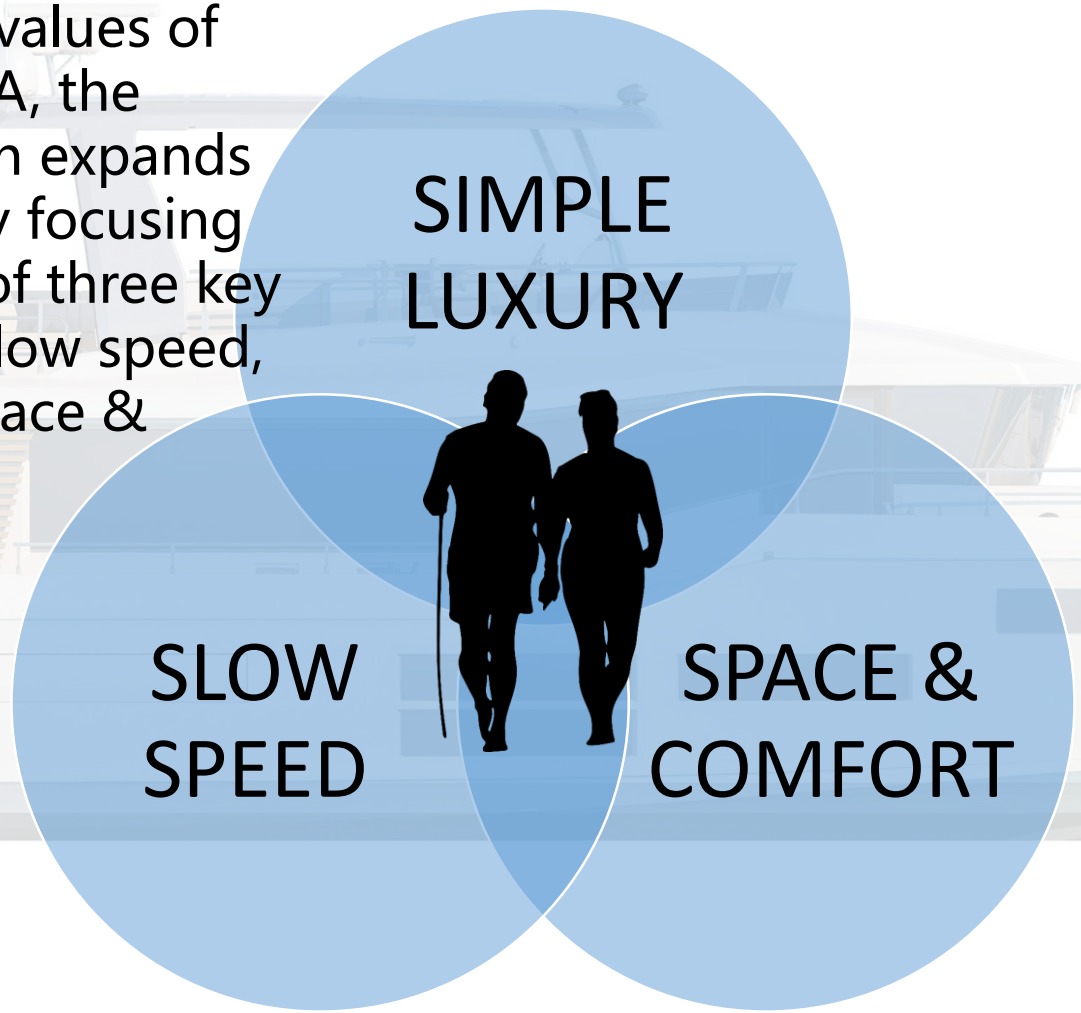
The Grand Trawler 62 UX

Building on the core values of Beneteau trawler DNA, the Grand Trawler 62 then expands on this foundation by focusing on the combination of three key user experiences of slow speed, simple luxury with space & comfort.



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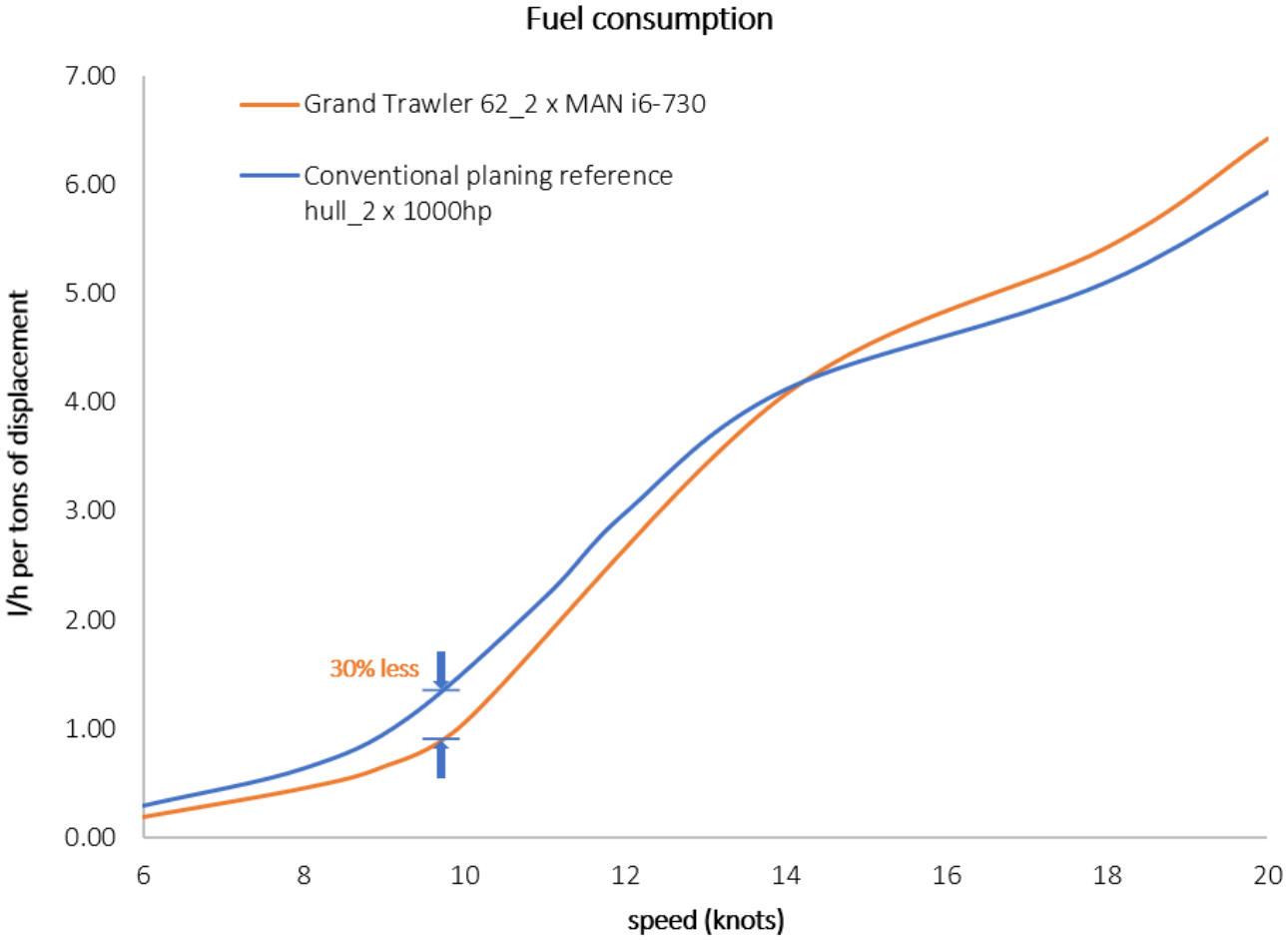
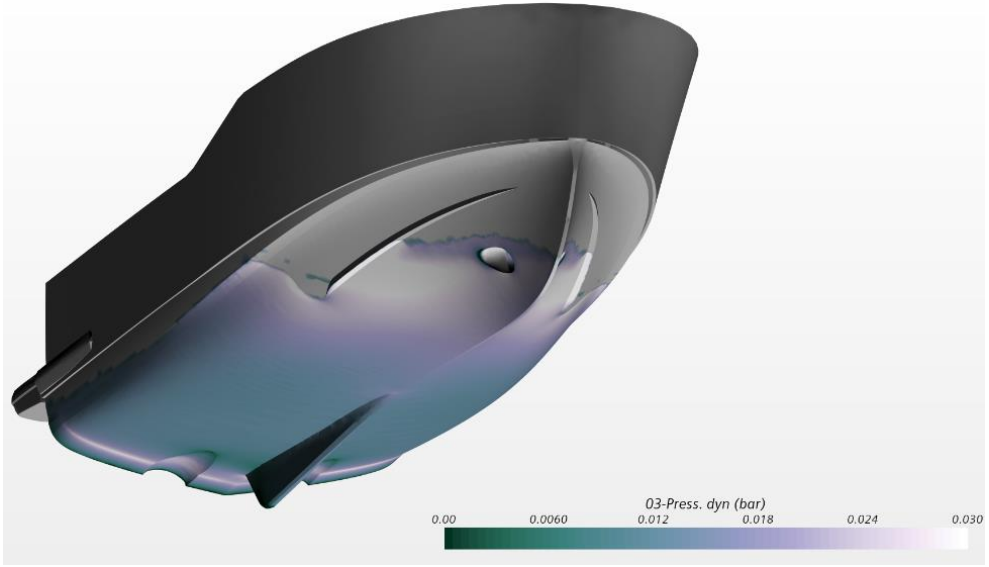
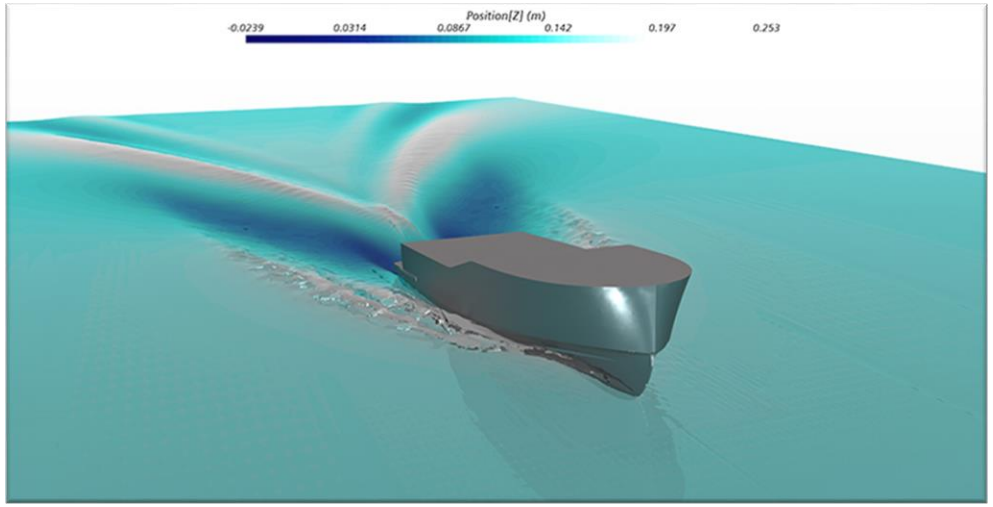
The UX: Slow speed







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The UX: Slow speed

MICAD's naval architecture brief focused on long-range low speed comfort and seaworthiness in combination with optimum fuel efficiency. The maximum hull speed is just over 20 knots with economic cruising between 8 to12 knots, which Swift Trawler customer feedback & research shows is the most common speed range.

Efficiency:
A full displacement hull at speeds up to the mid-teens is more efficient than a planing hull for the following reasons:
A full displacement hull form is designed to push water out of the way as efficiently as possible.
At 9 knots the Grand Trawler 62 hull requires 30% less fuel and 35% less engine power than an equivalent planing hull.
A planing hull is designed to "plane" over the surface of the water by lifting the hull up and reducing the wetted area and therefore drag on the hull. Pushing the hull out of the water to get to this "planing" state takes a lot of energy requiring more powerful engines.
From the graph you can see once the planing hull is above 14 knots and on the plane it uses less energy but in difficult sea states when you have to throttle back then re-apply power - this consumes more power than a displacement hull holding a steady speed.

The Grand Trawler 62 hull and drivetrain allows our clients to enjoy the journey with slow time taking in the experience of being at sea as well as the eventual destination.

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The UX: Simple luxury

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The UX: Space & Comfort






NAUTA's design brief builds on all of practical elements appreciated by our trawler customers and incorporates these into an elegant exterior that is respectful of trawler heritage and an interior that take's full advantage of the boats 5.45m beam overall and voluminous hull. Worth noting is the fact the Grand Trawler 62 boasts an impressive internal volume of 235 cubic metres.

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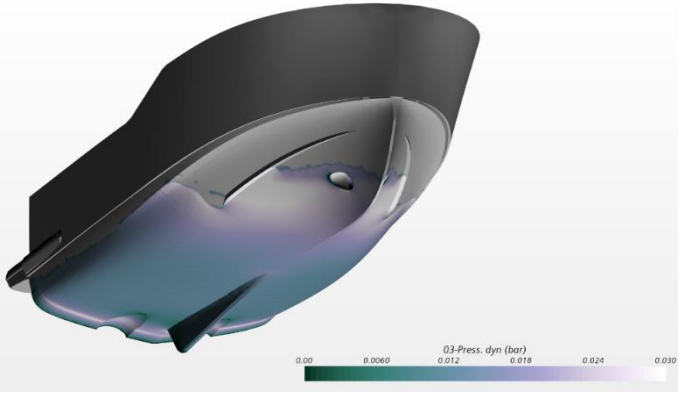
The key USP’s

Full displacement hull



The 5.41 metre beam hull allows plentiful interior volume.

Handling:
The Grand Trawler hull features a fine entry bow to efficiently cleave through the water in addition under the flared bow there are bow spray deflectors to ensure sea spray is keep to the minimum. This fine entry bow then transitions into rounded bilge sections mishaps with a skeg keel to ensure directional stability and course keeping. Because a displacement hull with skeg keel sits “in” rather than “on” the water the effects of windage are reduced compared to a planing hull. Comfort on board can be further enhanced by the optional Quick gyro-stabilizer

Points against a competitor planing hull:
A “V”-shaped planing hull with chines has the following features which impact comfort on board. Firstly when the water hits the flat surfaces of the hull in certain sea states & speeds you can get slamming which makes for a noisy & uncomfortable ride. Secondly at anchor the intersection of the outboard chines to the waterline gives rise to what’s called chine slap. If this intersection happens directly underneath a cabin it can lead to a disturbed nights sleep. The gently rounded “U”-shape full displacement hull of the Grands Trawler 62 does not suffer these issues.

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Terrace to the sea

The transparent transom coaming with sliding port and starboard transom gates creates a seamless arrangement to connect the aft cockpit to the sea.
Most rival boats feature cockpit seating facing the patio doors – here the layout is orientated to enjoy the views over the water.

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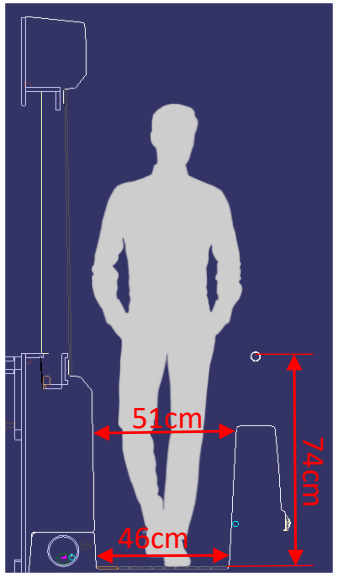
Safe and easy circulation

- Starting aft – full width bathing platform stairs for easy handling of the dingy.
- Port & starboard transom gates
- Port & starboard bulwark gates
- Flybridge stairs from aft cockpit
- Flush floor from cockpit to aft saloon
- Plentiful overhead and bulkhead grabrails
- Portside galley side door
- Flybridge stairs from lower helm
- Central helm with great visibility
- Starboard side door from lowerhelm
- Slide & stow dinette table for comfortable passage making
- Wide & well protected symmetrical sidedecks



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Choice of 3 or 4 cabin layouts

NOTES:
The port guest cabin and the port & starboard guest cabins in the four cabin layouts have bunk infills to create large double bed instead of singles when required.

In addition the separate crew cabin aft further enhances the boats versatility.

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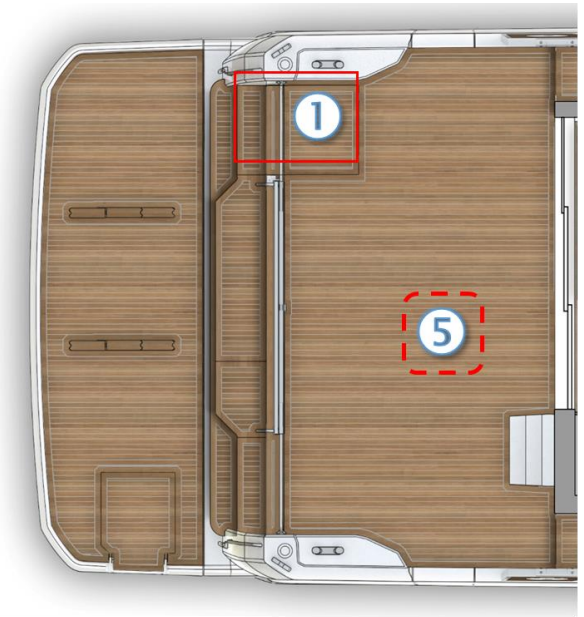
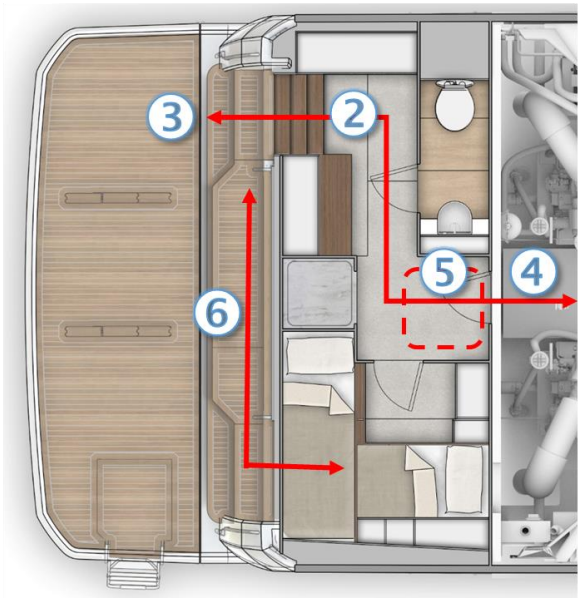
Aft lazerette with dual use head

The duel use day head & separate shower cubicle easily access through gull-wing hatch on portside offer a great amenity under the aft cockpit for swimmers and sunbathers to use rather than having to walk to the port guest head in the lower accommodation forward. Also note the sensible access to the engine room through the lazerette passageway.





1. Primary entrance to Lazerette / Crew / Engine room access is gull-wing hatch located on portside of transom*.
2. Steps from hatch down to lazerette with handrail on bulkhead*.
3. Route to engine room.
4. Engine room door in aft engine room bulkhead*.
5. Secondary escape hatch in cockpit sole with ladder* on adjacent crew bulkhead. Allows access within cockpit during rough weather.
6. Transverse route to lazerette hatch. The full width transverse mid-step allows easy access to hatch even when the dingy is stowed on the bathing platform.

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Tenderlift platform and flybridge crane

1. Tenderlift:
Max dingy weight (incl. engine & full fuel): 400kg
Max recommend dingy length: 3.25m

2. Flybridge crane:
Max wetbike weight (incl. engine & full fuel): 400kg

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2 x MAN i6-730 engines with straight shafts

- The most economic fuel consumption in their class
- The best power to weight ratio in the market
- Full power is developed even in the low speed range
- Always low-vibration and quiet in operation
- Proven operational power in all weathers
- MAN engines fulfil all applicable exhaust-gas standards worldwide
- A worldwide service network

Normal first service: 400 hours / 12 months
In addition because Monfalcone yard is MAN Gold approved installer the Grand Trawler 62 gets in standard the full MAN 5 year warranty (3 years warranty / 2 years on dedicated components).
1. RECOMMENDED OPTION: AVENTICS JOYSTICK This integrates engines with Sleipner bow & stern thrusters (both giving 300kgf thrust)

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GRAND TRAWLER

62

KEY POINTS

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AVANT-GARDE IN BOATING

EXTERIOR KEY POINTS

EXTERIOR KEY POINTS

BENETEAU

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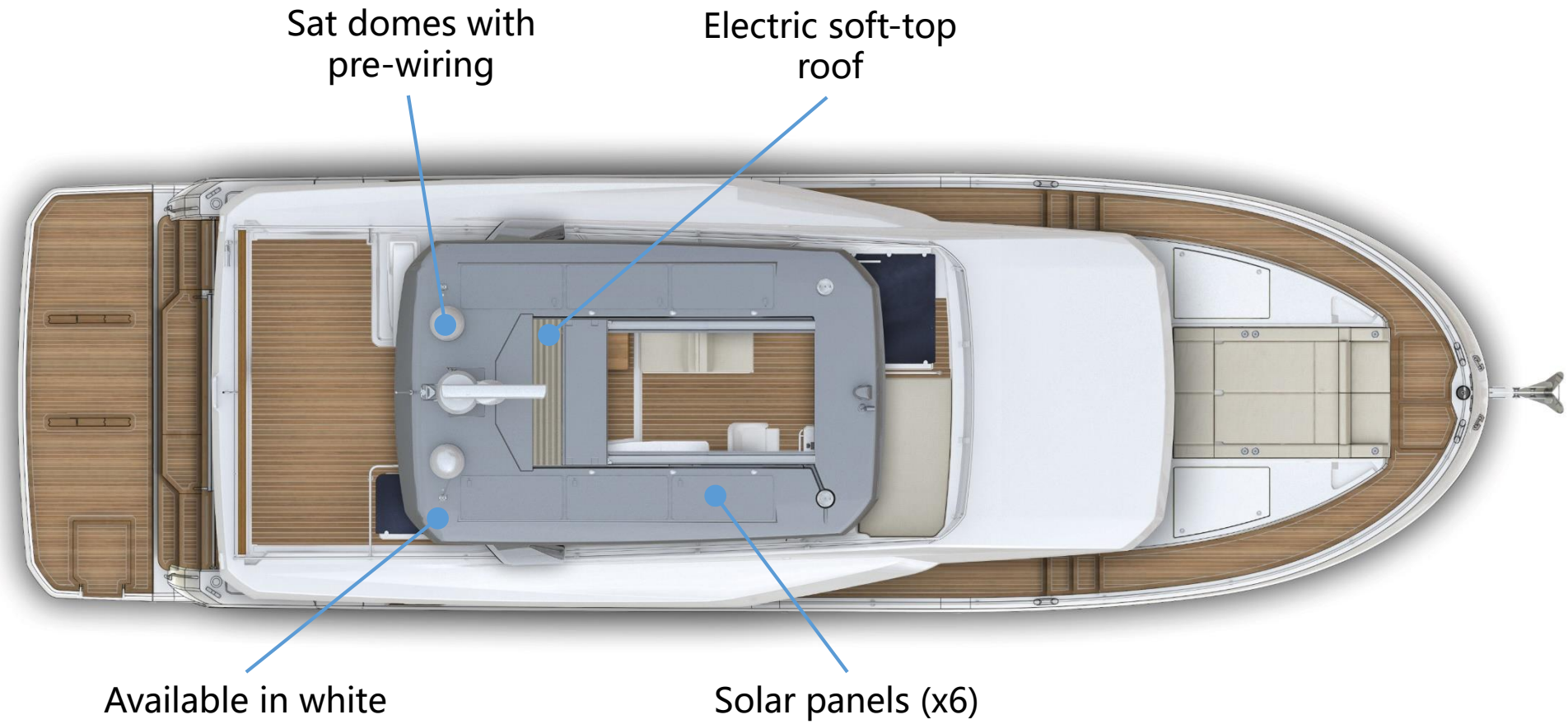
EXTERIOR KEY POINTS



FLYBRIDGE T-TOP

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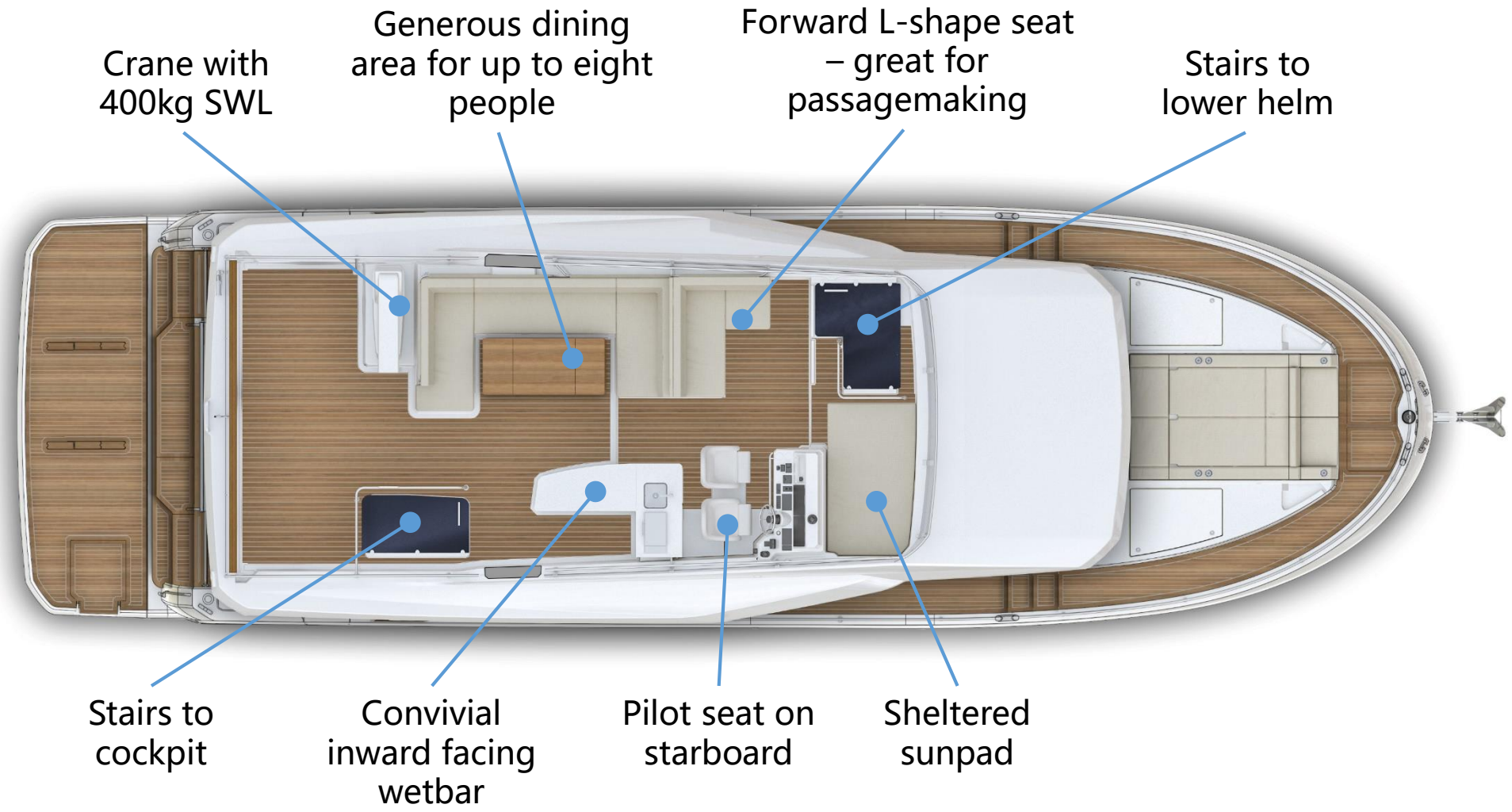
EXTERIOR KEY POINTS



FLYBRIDGE
Optional crane & co-pilot seat

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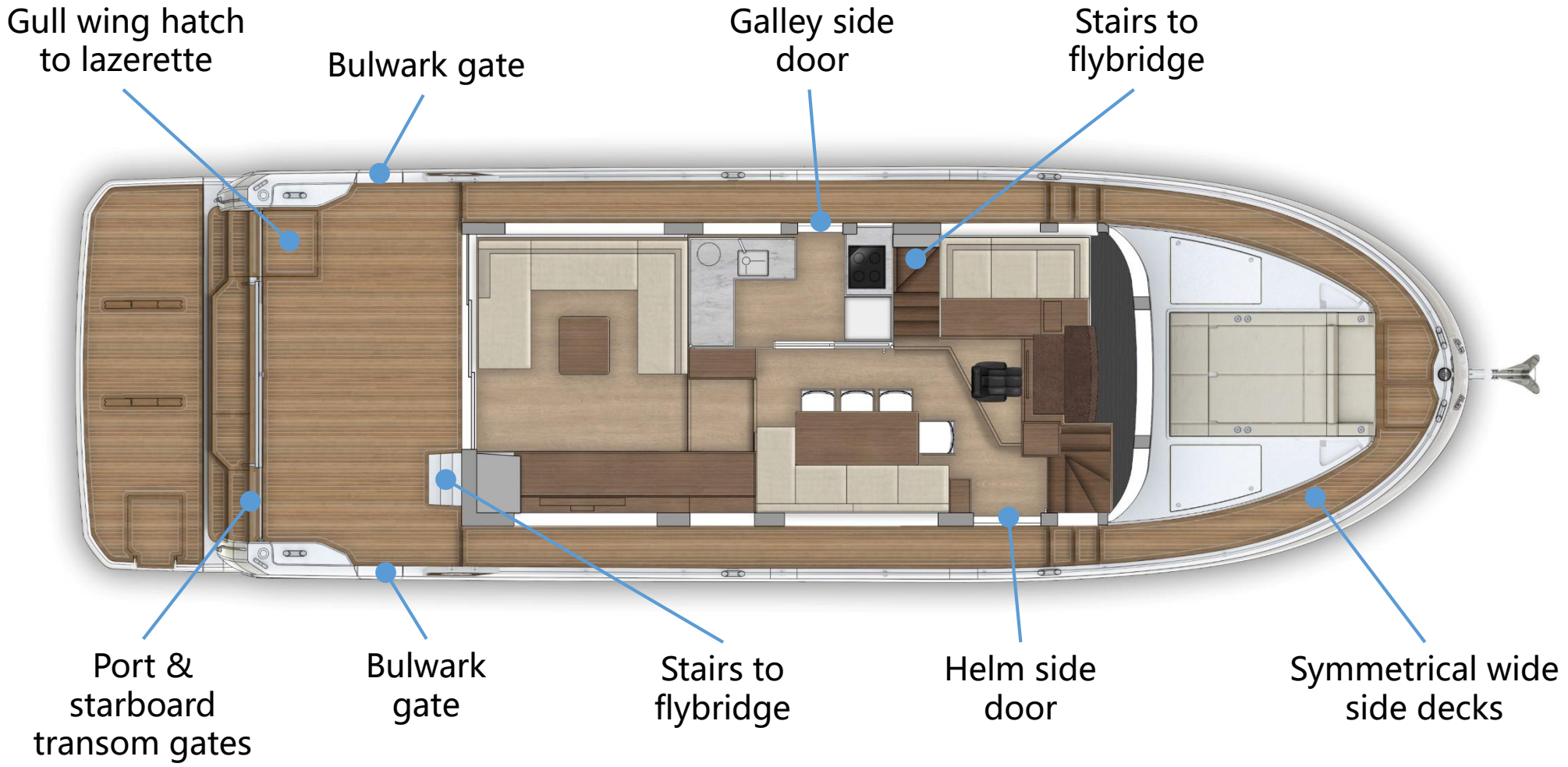
EXTERIOR KEY POINTS



MAIN DECK – EASY CIRCULATION

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FLYBRIDGE HELM

3*16" Garmin Displays (pack electronic upgraded)

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EXTERIOR KEY POINTS

Transverse step allows easy access when platform deployed and it's a nice place to sit

Transform steps give easy access to deployed platform

Tenderlift with 400kg SWL and folding dingy chocks

Bathing ladder with teak treads and swimming pool handles

BATHING PLATFORM FEATURES

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EXTERIOR KEY POINTS

2 large fender and mooring lines storages

Large sunpad with adjustable backrest
Bow sun awning option

Bow facing bench functionnality

Large sidewalk access from both sides

BATHING PLATFORM FEATURES

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EXTERIOR KEY POINTS

UNIQUE “TERRACE TO THE SEA”
Connecting the saloon and cockpit to the water

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INTERIOR KEY POINTS

INTERIOR KEY POINTS

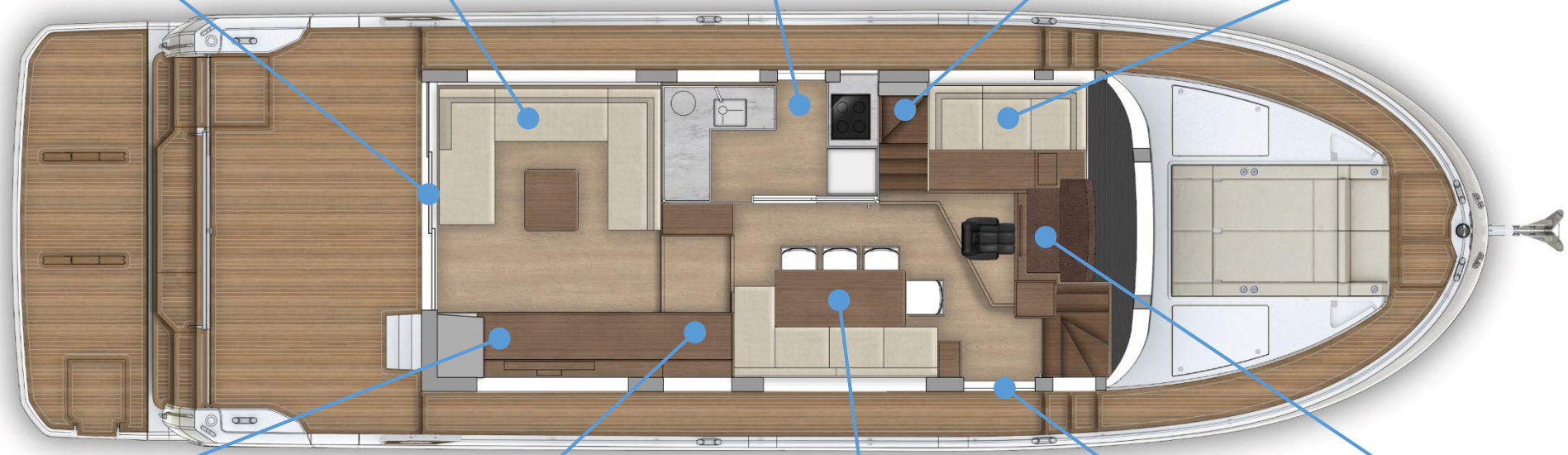
Three panel patio door

U-shaped sofa with coffee table

Galley with sidedoor & option to enclose space

Internal stairs to flybridge

Banquette / Daybed adjacent to helm



Sideboard with plentiful stowage. Space behind for pop-up 50” TV

Servery units adjacent to dinette

8 place dinette with inside/outside use folding chairs

Helm side door

“Command Bridge” helm on boat centreline

MAIN DECK

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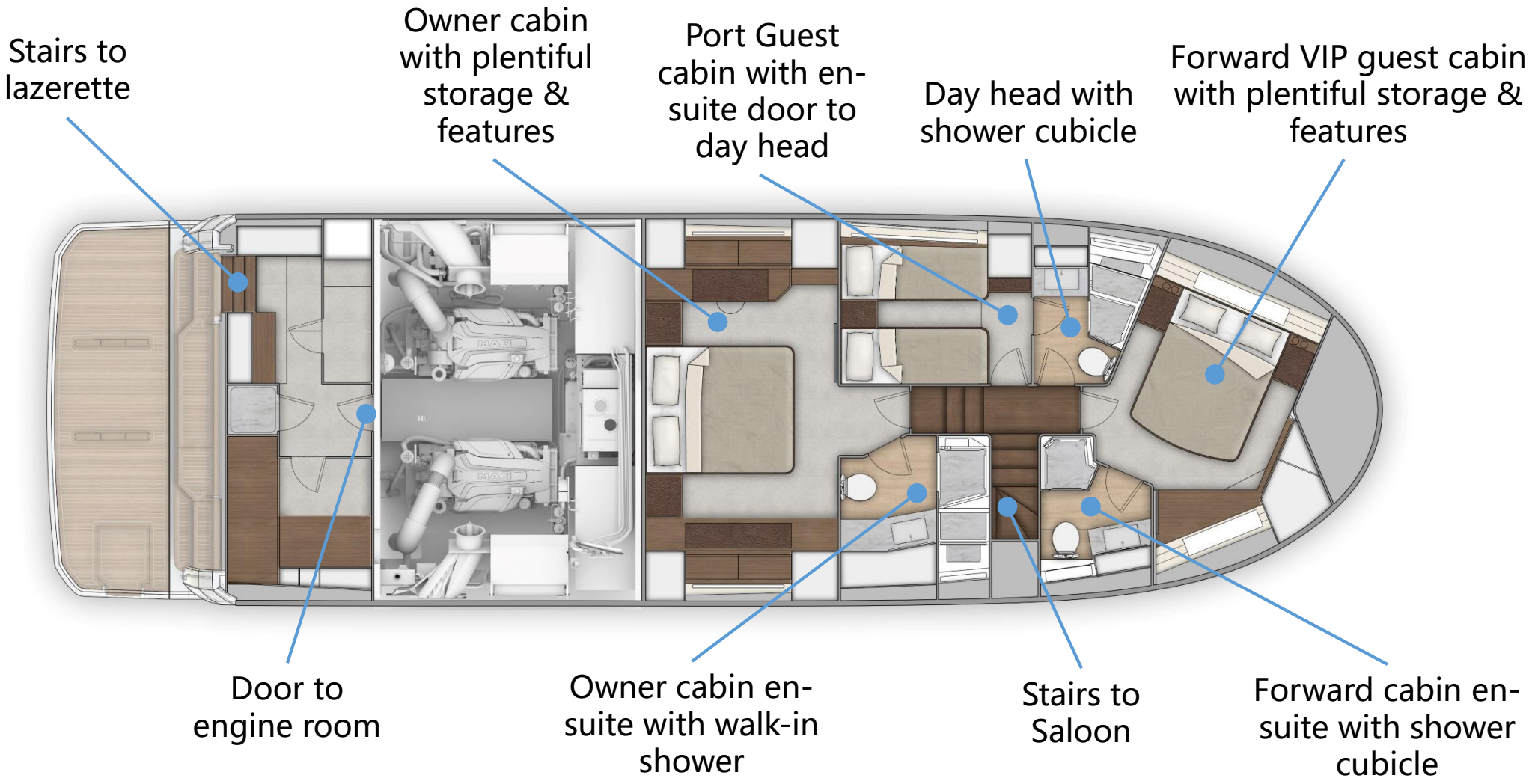

LOWER ACCOMMODATION PLAN – 3 CABIN LAYOUT

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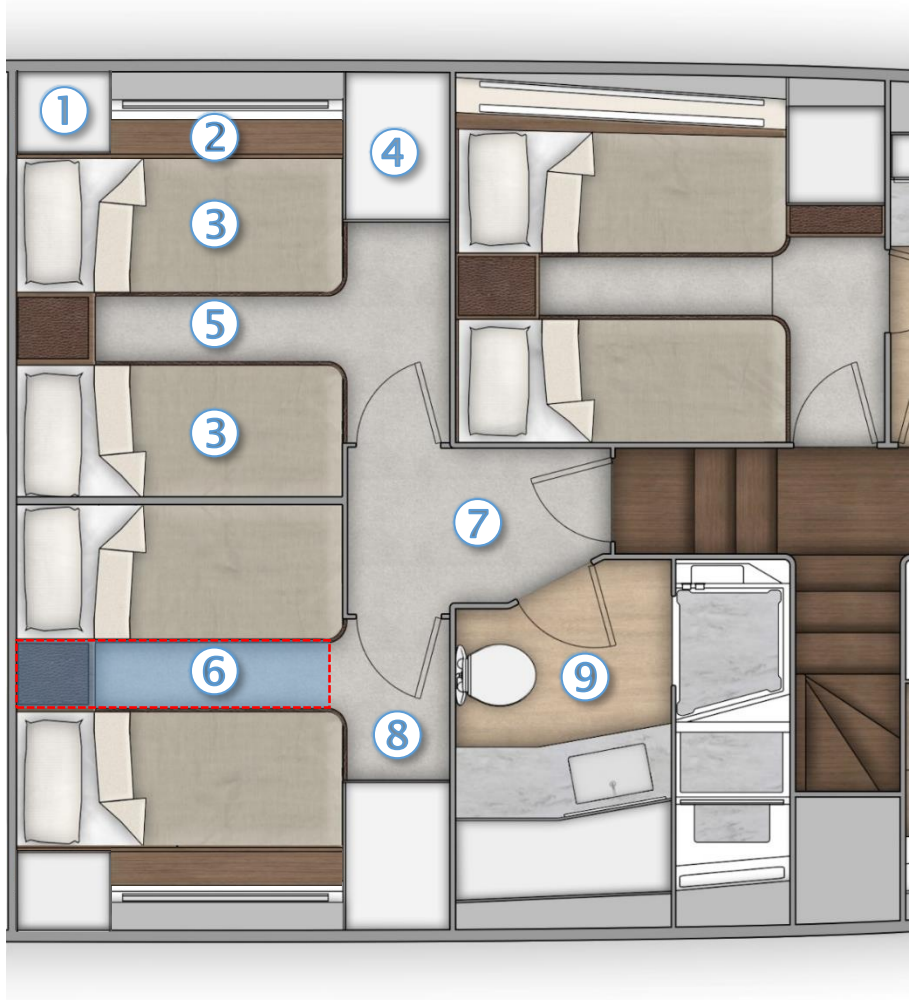
INTERIOR KEY POINTS

1. Aft shelving locker
2. Stowage boxes under hinging lids
3. Mattress 200cm x 75cm (all four mattresses the same size). Stowage under inboard & outboard berths
4. Wardrobe
5. Passage between berths 34cm
6. Both cabins are provided with mattress infills to make up double bed (infill stows under berth)
7. Private lobby for increased privacy for these cabins
8. Headroom 2 metres
9. Spacious shared bathroom



LOWER ACCOMMODATION PLAN – 4 CABIN LAYOUT

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Space for 50”TV Lift
with pre-wiring

Space for 95L drawer
fridge

Space for 23 bottle
wine cellar

SALOON FEATURES GENEROUS SEATING & STORAGE

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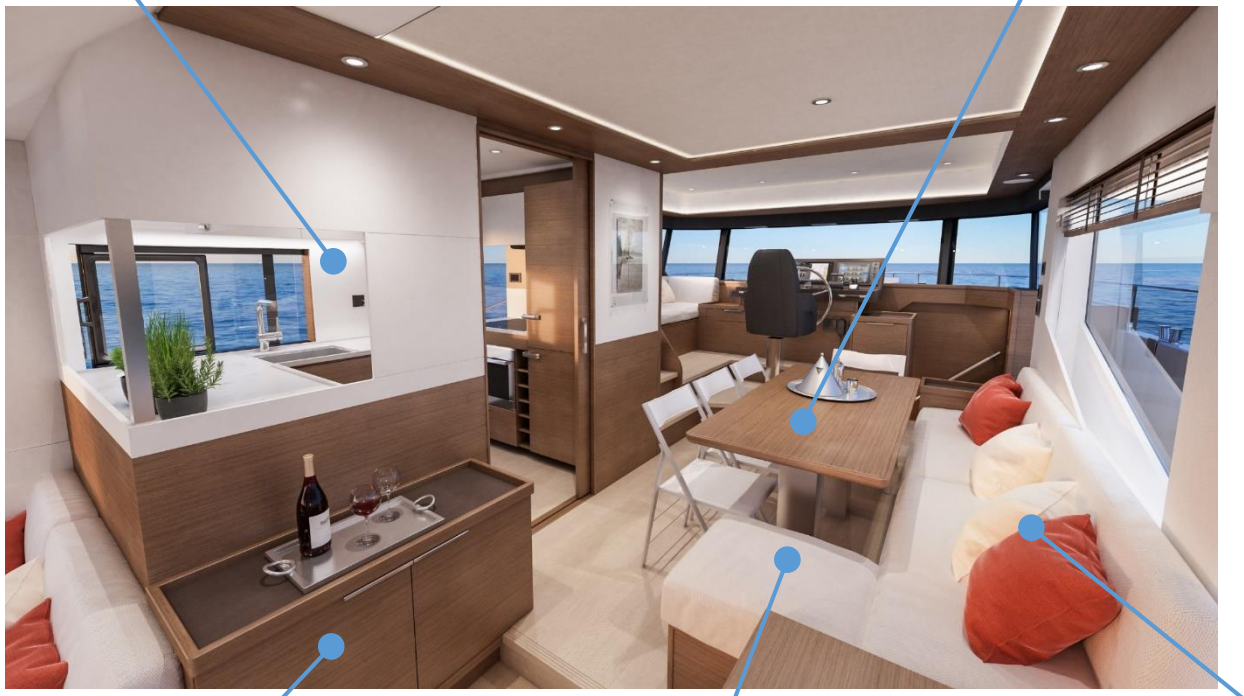
Galley can be fully enclosed with sliding door and inboard glass sliding hatch

Table top slides outboard to reveal handrail when not in use



Crockery stowage

Dining area for up to eight people

Under dinette stowage for folding dining chairs

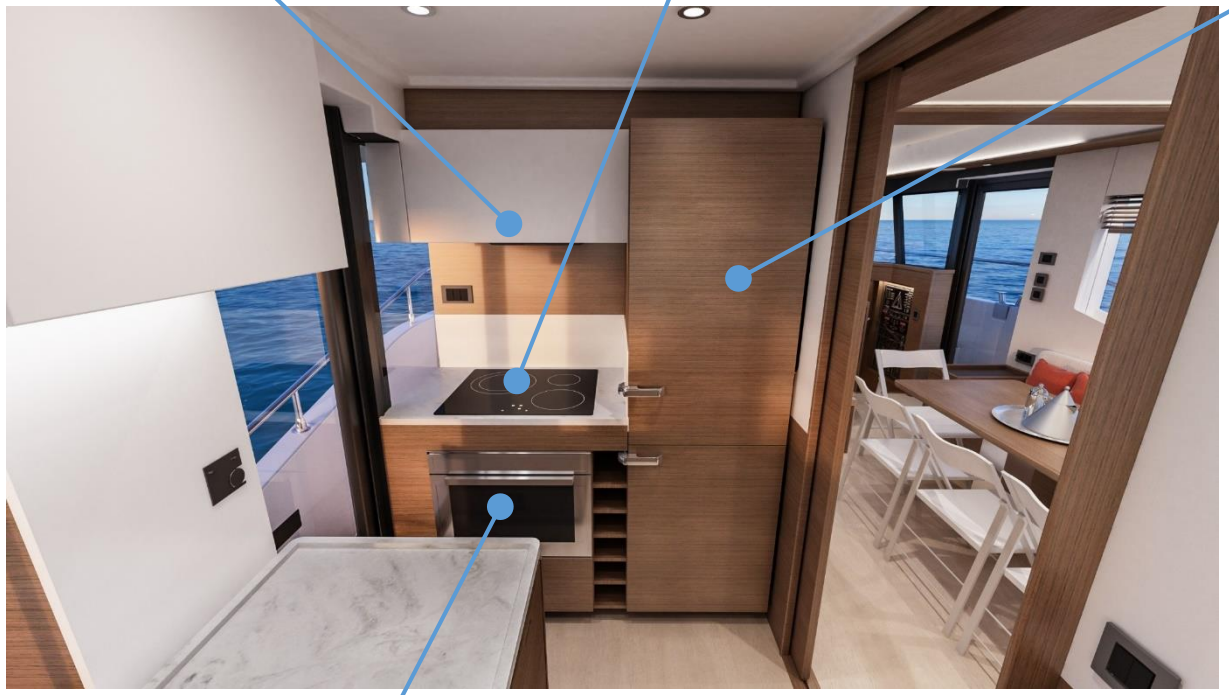
DINING AREA FEATURES

Cooker hood

4 Burner induction hob

Galley Fridge (198L) & Freezer (57L)

Top loading bin



Multi-function microwave oven (40L)

Space for dishwasher

GALLEY FEATURES STORAGE LOCKERS & DRAWERS

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MAIN HELM

3*16″ Garmin Displays (pack electronic upgraded)

NEED PICTURE FROM BOAT

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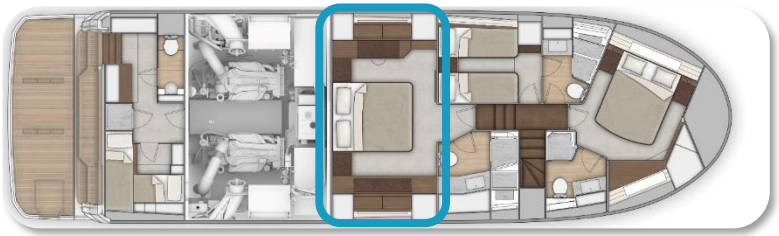
Louvred doors (Luxe package)

Panoramic hull windows

Double bed (2m x 1,7m / 6’6¾” x 5’7”) on gas struts for stowage access

Space for 50”TV & pre-wiring

Dressing table / desk with cable management and stowage for laptop



OWNER'S CABIN - 3-cabin layout
Plentiful cupboard and drawer stowage

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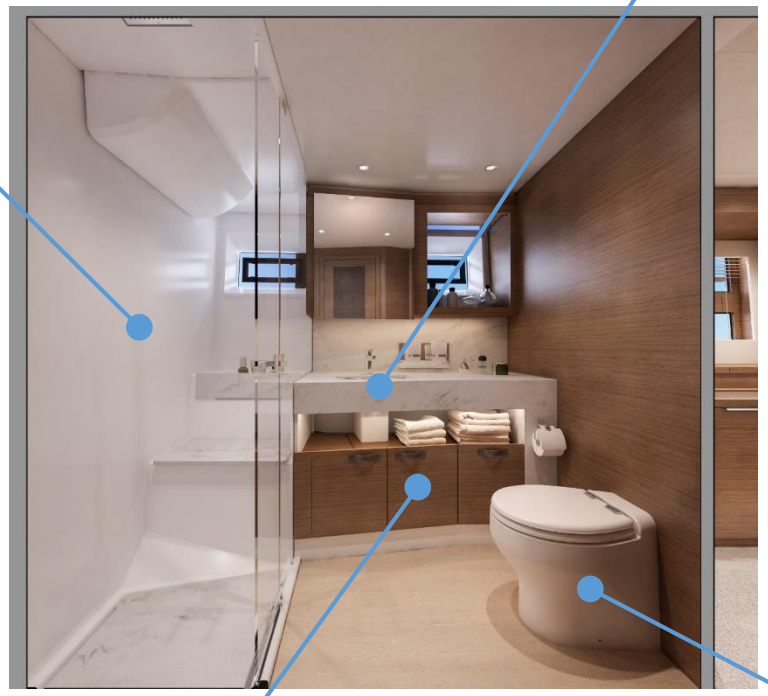
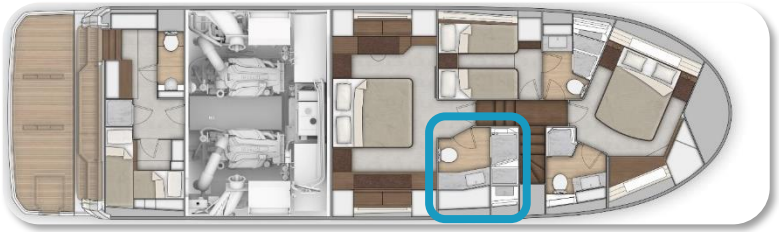
Shower cubicle with seat & rain shower

Corian work surfaces with Villeroy & Boch porcelain basin



Generous cupboards with towel stowage above

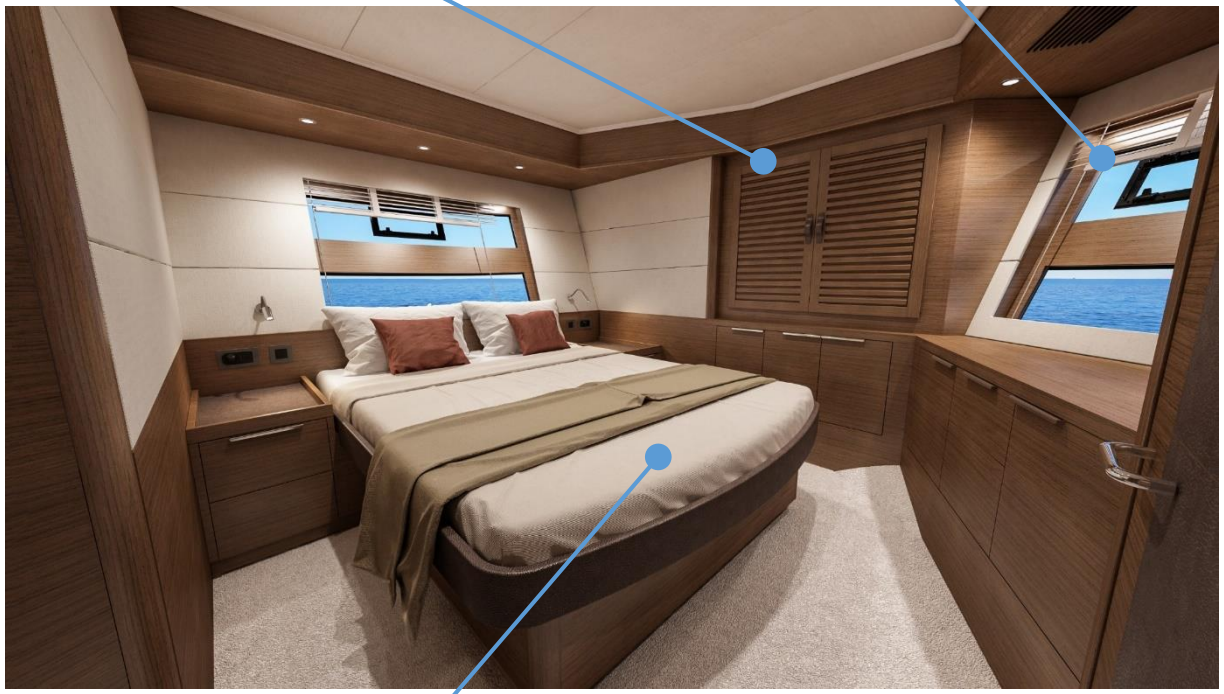
Tecma electric toilet can be specified with bidet function



OWNER'S HEAD COMPARTMENT - 3-cabin layout

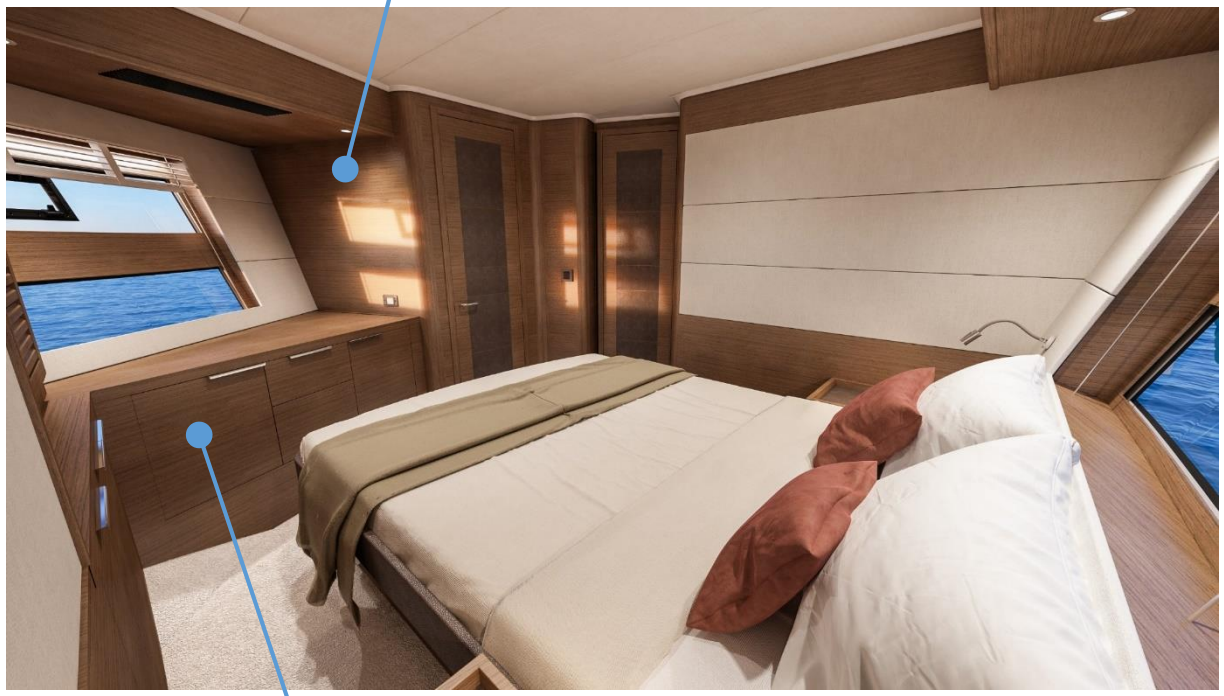
Louvred doors
(Luxe package)

Panoramic hull windows



Double bed (2m x 1,55m / 6’6¾” x 5’1”)
on gas struts for stowage access

Space for 32”TV on swing
arm with pre-wiring



Generous cupboard space

VIP CABIN - 3-cabin layout

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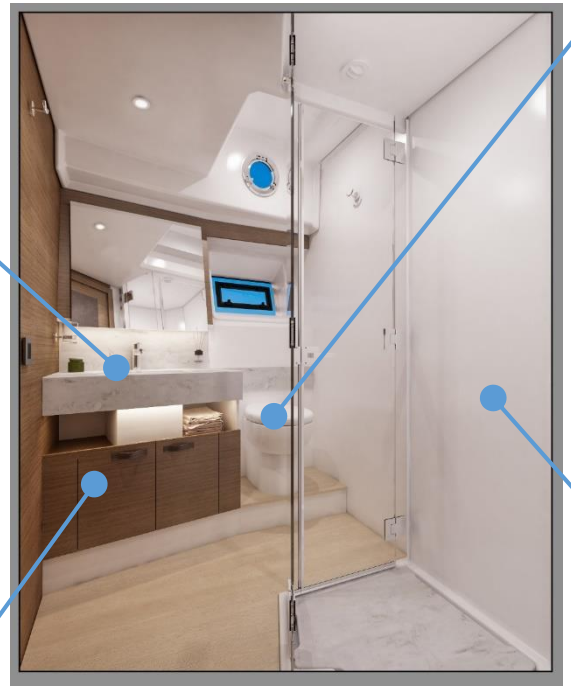
Corian work surfaces with Villeroy & Boch porcelain basin

Tecma electric toilet can be specified with bidet function



Generous cupboards with towel stowage above

Shower cubicle

VIP CABIN HEAD - 3-cabin layout

Louvred door (Luxe package)

Panoramic hull windows

Single beds (1,96m x 0,75m / 6’5¼” x 2’5½”)
Note: Mattress infill to create double bed in standard

En-suite door to port head

PORT GUEST CABIN

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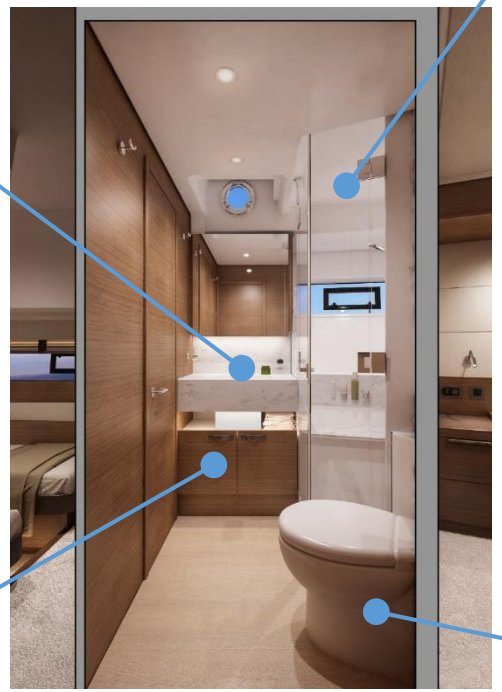
Corian work surfaces with Villeroy & Boch porcelain basin

Shower cubicle



Generous cupboards with towel stowage above

Tecma electric toilet can be specified with bidet function

PORT CABIN / DAY HEAD

TECHNICAL INFORMATION

Dimensions

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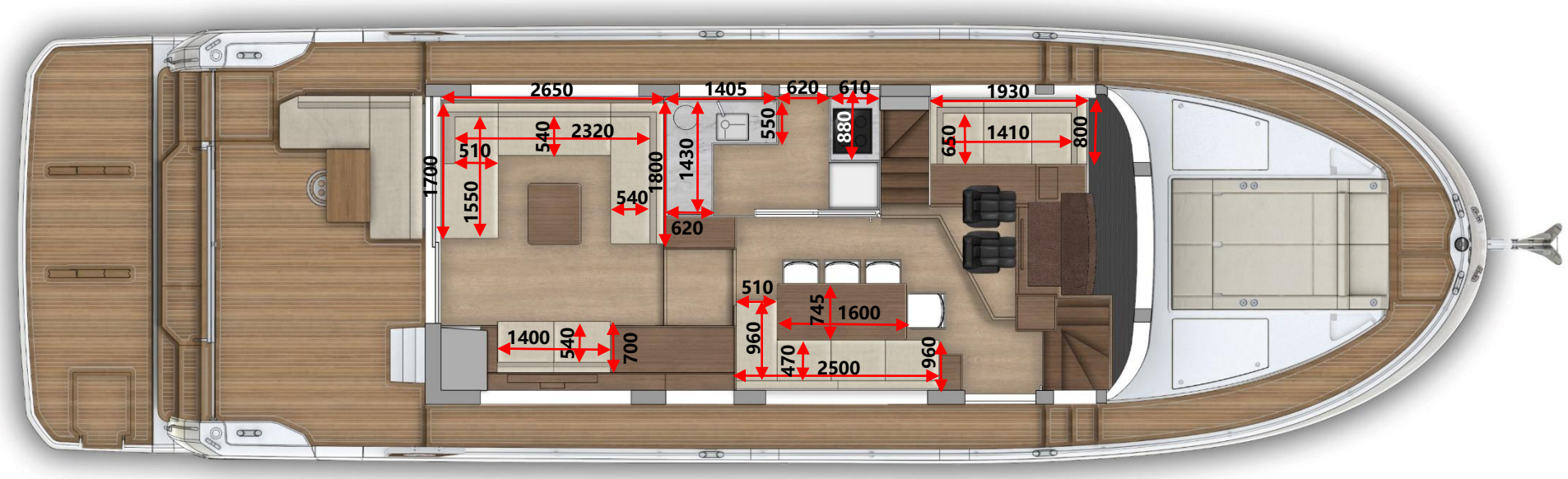
Dimensions



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Electrical & 12v outlets

USB socket

Electrical & 12v outlets

AC socket

USB socket

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Electrical & 12v outlets (3 cabins)

AC socket

USB socket

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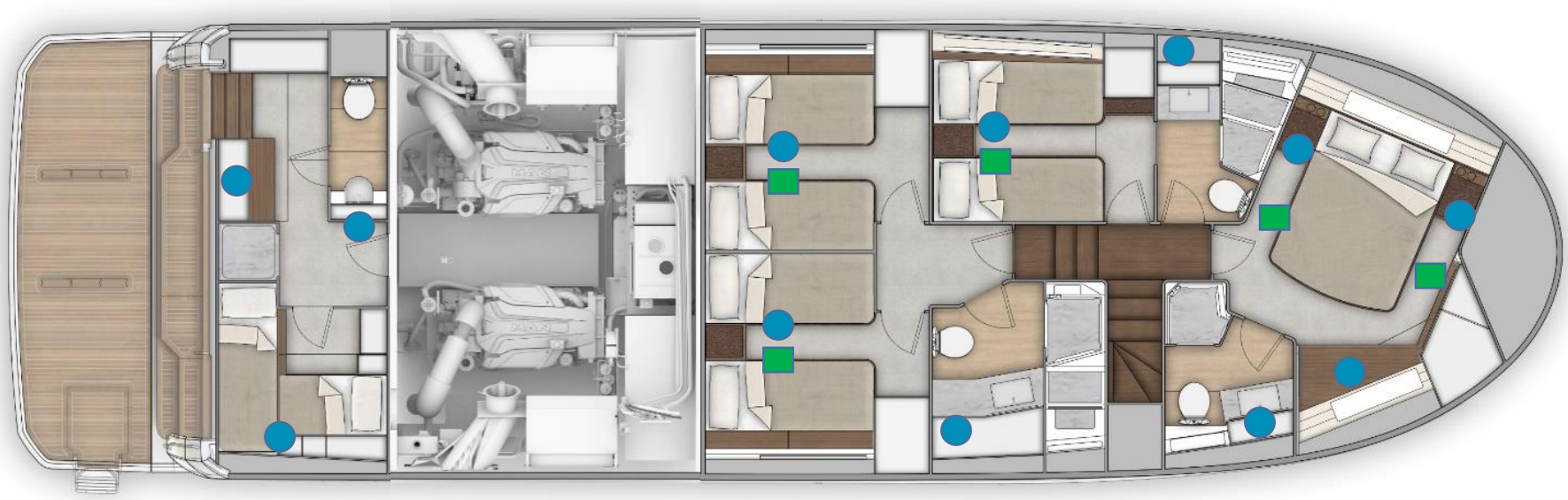
Electrical & 12v outlets (4 cabins)

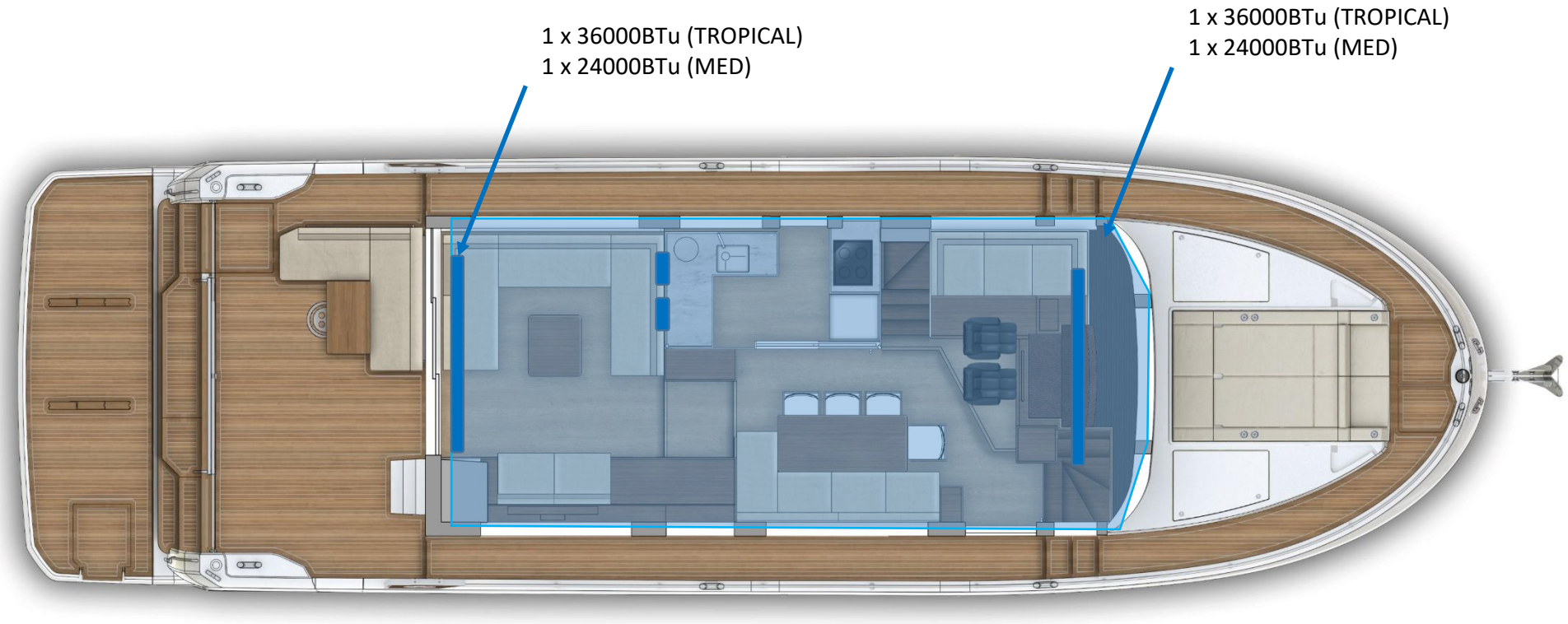


AC socket

USB socket

AIR CONDITIONING SPECS

- A/C Ceiling outlet
- A/C Ø75mm outlet
- A/C Ø75mm ceiling outlet
- A/C wall outlet



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AIR CONDITIONING SPECS

- A/C Ceiling outlet
- A/C Ø75mm outlet
- A/C Ø75mm ceiling outlet
- A/C wall outlet

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HEATING SPECIFICATIONS

Webasto diesel heating 23KW max output

Heating exchanger

A/C Ø75mm outlet

A/C wall outlet

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HEATING SPECIFICATIONS

Webasto diesel heating 23KW max output

Heating exchanger

A/C Ø75mm outlet

A/C wall outlet

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Ligthing

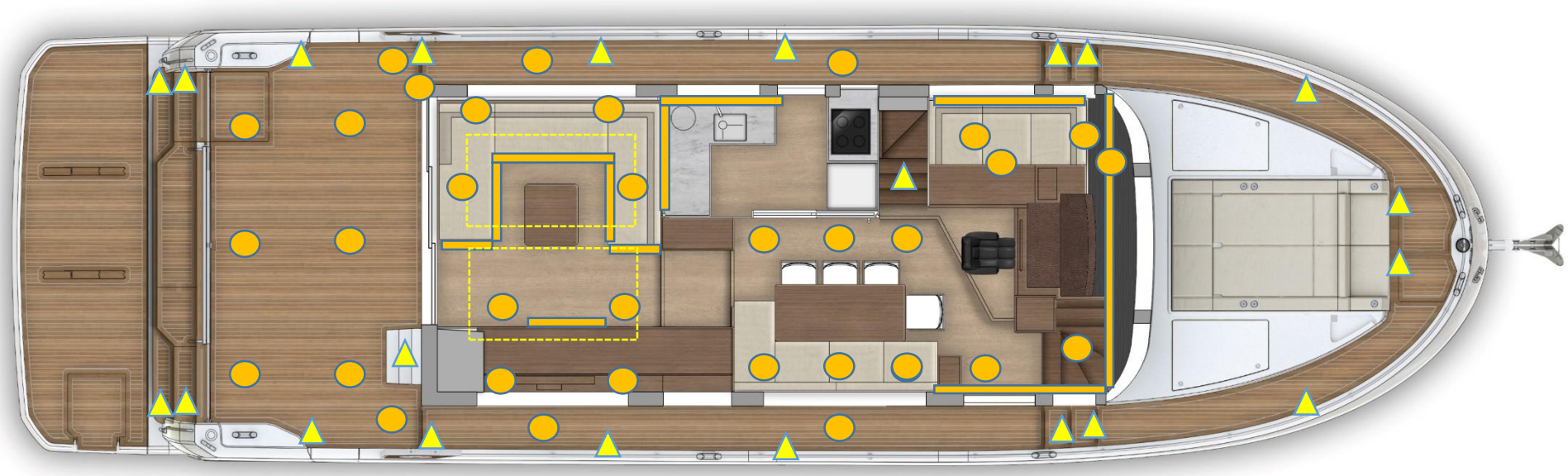
Direct light

Ligthing

Direct light

Courtesy light

Ligthing



Direct light

Courtesy light

Indirect LED strip

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Ligthing

Vertical LED strip

Direct light

Courtesy light

Indirect LED strip

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Ligthing

Vertical LED strip

Direct light

Courtesy light

Indirect LED strip

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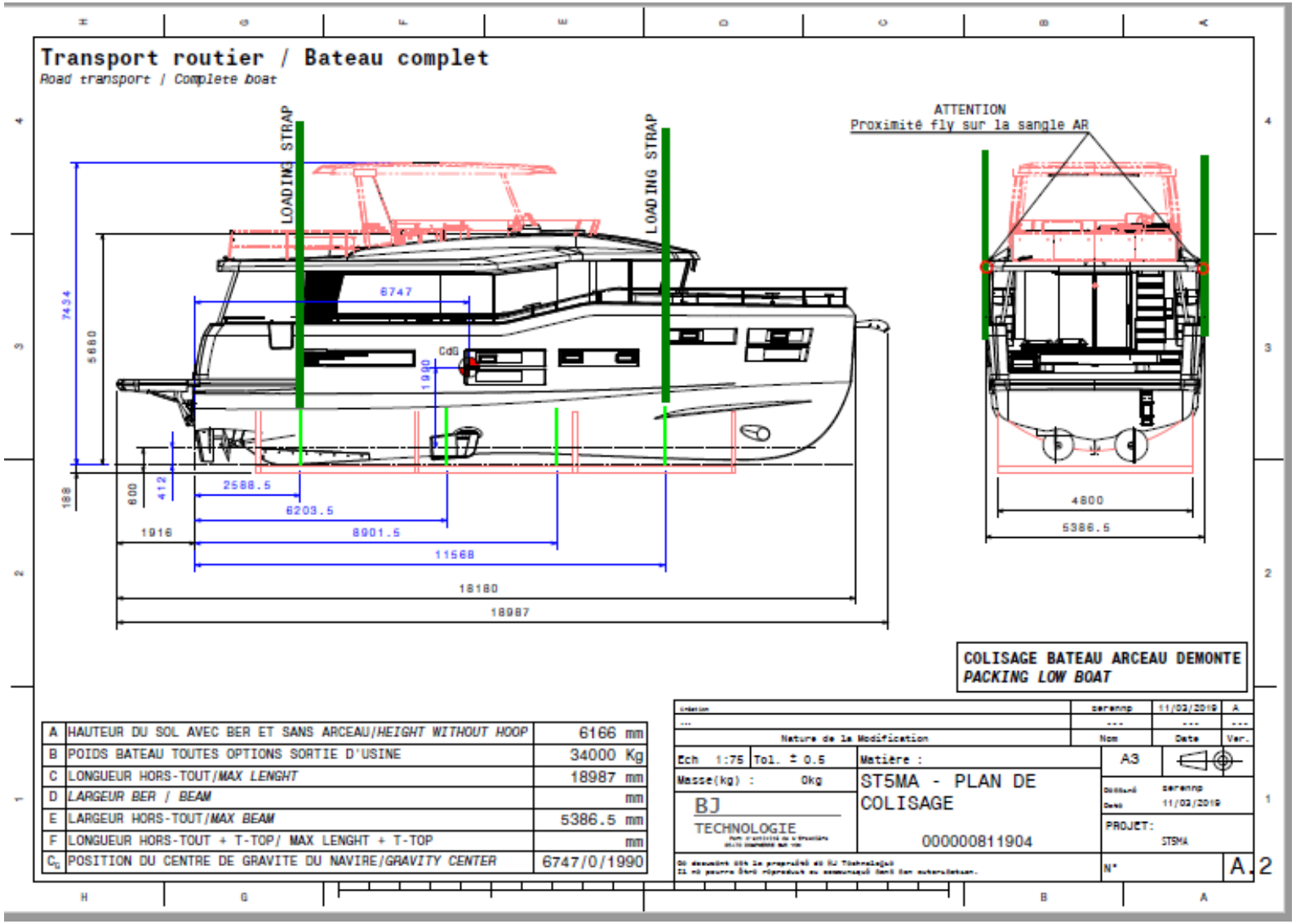
Shipping Dimensions

TECHNICAL

* PDF version available on the prowebsite



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Performance

210219 - ST5MA#1 - PROPELLER RADICE S9-90 750x730 - 39,1T

Caractéristiques / *Specifications* :

MAN i6-730 2 x 730 CV/HP Diesel (2 x 544 kW)

ROPELLER RADICE S9-90 750x730

Déplacement total du bateau testé / *Total displacement of boat tested* : 39,1T / 85980 LBS

Regime en tours par minute au tableau de bord / *RPM on instrument panel*	Vitesse en nœuds moyenne au radar / *Average speed on the radar in knots*	Consommation en litres par heure total / *consumption in liter per hour total*	Rendement / Efficiency (NM/L)	Consommation totale en USGal / heure Total consumption in GPH	Rendement / Efficiency (NM/USGal)	Autonomie en NM (avec réserve 10%) /Range in NM (with 10% fuel supply)
600	5	7	0,71 NM	1,8 USGal	2,7 NM	2487,86 NM
800	7,1	20	0,36 NM	5,3 USGal	1,3 NM	1236,47 NM
1000	8,2	24	0,34 NM	6,3 USGal	1,3 NM	1190,03 NM
1140	9	30	0,30 NM	7,9 USGal	1,1 NM	1044,90 NM
1200	9,4	36	0,26 NM	9,5 USGal	1,0 NM	909,45 NM
1400	10,5	60	0,18 NM	15,9 USGal	0,7 NM	609,53 NM
1600	11,5	88	0,13 NM	23,2 USGal	0,5 NM	455,16 NM
1800	12,9	126	0,10 NM	33,3 USGal	0,4 NM	356,59 NM
2000	14,9	168	0,09 NM	44,4 USGal	0,3 NM	308,91 NM
2200	16,9	210	0,08 NM	55,5 USGal	0,3 NM	280,30 NM
2300	17,7	228	0,08 NM	60,2 USGal	0,3 NM	270,39 NM
2392	20,1	264	0,08 NM	69,7 USGal	0,3 NM	265,18 NM