



Gran Turismo 45, also bottom

## BENETEAU POWERS UP, SAILS ON

The French builder's new models include the Gran Turismo 45 and Swift Trawler 48 powerboats, as well as Oceanis 34.1 and First 36, the latter sailing yacht heading to Asia.

Beneteau's launches in late 2021 included the Gran Turismo 45 express cruiser and the Oceanis 34.1 sailing yacht, while its new models for 2022 include the Swift Trawler 48 and First 36, which had both been scheduled to premiere at Boot Düsseldorf in late January. The Swift Trawler 48 is scheduled to display at the Miami International Boat Show (February 16-20).

Following in the wake of the Gran Turismo 32, 36 and 41, the 45 is the new flagship of Beneteau's express cruiser range. The 14.78m GT45 features large windows, a flexible aft sundeck, covered lounge and wet bar, and a foredeck with canopy. Details include 'fashion plates' on the sides of the hardtop and on the engine air intakes.

The Air Step® hull is powered by either twin 380hp or 440hp Volvo D6 inboards. At low speeds, the boat can be steered using the joystick, while the optional bow thruster gives more control over in-harbour manoeuvres and berthing operations.

Aft is a large hydraulically-controlled bathing platform and sun pad for two, which houses a discreet electric grill that can be used when standing on the swim platform. The sunpad covers the tender garage, which has an electric door while an electric winch assists in recovering the tender. The garage can also be used as storage space.

The foredeck houses a second integrated sun pad with comfortable deck-level cushions, while optional features include flip-up headrests, a canopy and courtesy lights.

In the covered area, the new electric hard-top has a sunroof and the option of a glass panel to increase natural light. The superstructure has been redesigned from the former 46 to include much larger side windows, with the starboard electric window hinging up into the hardtop.

The cockpit features a C-shaped lounge facing a wet bar with sink, fridge and ice-maker, and conceals a retractable TV. Among options is a patio door that protects occupants from bad weather.

The lower deck features grey walnut and white lacquered joinery characteristic of the new Gran Turismo generation of express cruisers. Steps lead down to a lower saloon lit by large hull windows. To port is a fridge-freezer, dishwasher and storage areas, while starboard is a C-shaped sofa and table. As an option, the seating area can be replaced by a third cabin with two singles.

Midships, the full-beam owner's cabin has a forward-facing double bed, large side windows and an en-suite to starboard with separate shower cubicle. The VIP cabin in the bow is fitted with scissor berths that guests can arrange as a double bed or two singles. This cabin



Swift Trawler 48 (CGI)



First 36 (CGI)

also has access to the forward head and shower area, which can be accessed via the saloon.

Meanwhile, Beneteau's new sailing yachts include the Oceanis 34.1 designed by French designer Marc Lombard with an interior by Italy's Nauta Design. Lombard's flared hull provides greater interior space for the forward cabin in this addition to the seventh generation of Oceanis yachts, which feature slender waterline entries, a lower angle of heel and a hull resting on the chine for greater comfort.

Standard equipment includes a 31sqm mainsail and 18sqm self-tacking jib, while options include an in-mast furling system. More experienced sailors can opt for rigging packs that include a stemhead for downwind sails, extra winches and a 26sqm furling genoa for longer cruises.

The bulb-free hydraulic lifting keel (1.25-2.55m) reduces drag and combines with the 35sqm square-top mainsail for increased speed, while the lifting keel allows simple beaching. The ropes for the halyard and furling system are forward of the cockpit, while there is a winch on each side to set the foresails. The uncluttered cockpit has no backstay, making it easy to get to the swim platform.

The interior can be finished in oak or walnut and is lit by four deck hatches and four hull portholes. There's an L-shaped galley to starboard, head compartment to port and a full-beam saloon with two sofas and a large dining table. Guest accommodation is in two or three double cabins.

Meanwhile, a new First 36 is scheduled to arrive in Asia in spring. Asian dealer Simpson Marine has secured a stock model of a boat that Beneteau believe "will be a weapon for club handicap racing" yet has a 12ft 6in-wide hull with a spacious three-cabin interior that offers similar living volume to the First 40.7.

Richard Allen, Group General Manager of Simpson Marine, said: "This will be a very popular model as it goes back to the Beneteau heritage of building fast cruiser-racers that can perform well on a racecourse but also be perfect for a family cruising."

Featuring a 36ft 1in hull, the yacht has an all-star design team including French naval architect Sam Manuard, whose designs have won Mini, Class 40, Orma, Multi 50 and IMOCA 60 classes. Manuard is also the designer of Beneteau's new First and First SE series from 14-27ft, following Beneteau's partnership with Slovenia's Seascope in 2018.

Exterior styling is by Italian Lorenzo Argento, with the First 36 following the design language of Beneteau's First Yacht 53 and Oceanis Yacht 54.

New Zealand's Pure Design & Engineering is responsible for structural engineering, having worked on some of the world's most advanced sailing boats including TP52, AC75, AC72, IMOCA 60s and Club Swan, as well as high-end production yachts. Slovenia's Gigodesign worked on innovation and research.

In February, Beneteau is scheduled to debut an upgraded Swift Trawler 48 with twin 425hp Cummins engines at the Miami show. By Andreani Design, the 48 is 14.74m long overall, has a beam of 4.50m and is the new flagship of the range, succeeding the 47. Features include the new teak-slat fashion plates aligned with those introduced on the Grand Trawler 62 (see Review).

Italy's MICAD has designed a semi-planing hull that increases fuel efficiency across the speed range. With 1,930 litres of fuel on board, the range is expected to be over 600nm at nine knots displacement speed or 280nm at 18 knots efficient planing speed while retaining a fuel reserve of 10 per cent. The range plus large fuel and water capacity allow for considerable autonomy.

Twin 380hp Cummins QSB 6.7-litre engines produce a top speed of 21 knots, with the optional 425hp engines giving a top speed of 25 knots. For more details, visit [YachtStyle.co](http://YachtStyle.co) or read the next issue, which will include photos. ✂

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Oceanis 34.1