



Beneteau Gran Turismo 49

€371,000 • IJsselmeer Nederland • Gebruikt • 2013

Gepresenteerd door

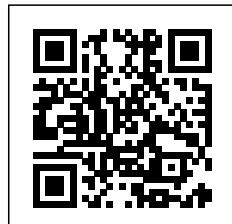
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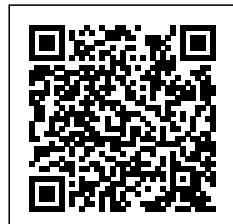
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Details

Fabrikant:	Beneteau
Model:	Gran Turismo 49
Jaar:	2013
Conditie:	Gebruikt
Romp:	Glasvezel
Motor:	Volvo Penta IPS 600 2013
Motor type:	
Brandstoftype:	Diesel
Benzinetank:	1300 l (343.42 gal)
Lengte:	15.73 m (51.61 ft)
Breedte:	4.27 m (14.01 ft)
Cabins:	0
Ligplaatsen:	2
Watertank:	642 l (169.60 gal)



GrandYachts BV



7zea.com

Omschrijving

Boat location: Markermeer / The Netherlands

****VAT is deductible**.** Price excl. VAT is € 371.000,- (perfect for export!)

Incl. VAT is only € 449.000,-

--ALL PICTURES ARE REAL, NO FACTORY PICTURES!—

132 pictures on our website grandyachts.eu and in high resolution upon request by email

(Below the extra-long description you can find all technical information)

The Gran Turismo line is built by Beneteau in France, and if we've learned one thing from them, it's that the craftsmen at Beneteau have a knack for getting it right. This Gran Turismo 49 is one of the most sought versions with the double staterooms and dinette opposite of the large galley. Noteworthy aspect of this boat is that it is one of the most comfortable riding boats in this class we have ever sold.

The Performance

While handling the **Gran Turismo 49**, it quickly became apparent that everything about the way this boat handled was different -- and for the better! By that I mean not pounding into a wave, but rather cutting through it, not slamming down in re-entry after catching air, and no over-wide turns at full speed as often occurs with pod drives. It seems clear to me that the design of the hull matched to the IPS pods really comes together in the 49 Fly. The first difference you'll likely notice is in the acceleration curve. Our 14.900kgs Gran Turismo 49 reached 20 knots in only 6.9 seconds. That is remarkable for a boat this long and heavy. While a fast time to plane is not in itself particularly useful in a boat of this type, it does dramatically illustrate that something fundamentally different is going on under this boat.

With the twin 435-hp Volvo Penta D6 engines and IPS600 pods, we reached a top speed of 31.1 knots at 3600 rpm.

Handling the 49

There was also a marked difference in the way the 49 handles. She seemed to have a much quicker response to the helm than I've come to expect. Twin pod drives had us cranking around in a very tight turn radius, but it did so with a gentle roll into the turn so neither I, nor the mechanics onboard producing our data reports (GrandYachts standard) felt the need to hold on in order to prevent being tossed out of our seats. Likewise, none of the contents of the cupboards down below found their way to the deck.

More importantly, the main benefit was in how the 49 handled in the large waves produced by our Predator 60 photo boat.

Powering straight into 1.5m wake had me bracing for an impact that never came. We sliced through cleanly and effortlessly and continued on our merry way. Approaching from the backside of the wave had similar results, with no tendency to stuff the bow or push the stern off course. As a matter of fact, I did everything I could to try and get spray on the windshield and failed. The simple fact is, the more I drove this boat...the more I liked the way it handled.

Features a Walkthrough Flybridge

So now that we've determined that we are selling an exceptionally good handling boat, let's take a look at the features from the top down.

The optional flybridge is well laid out for entertaining with a roomy L-shaped settee aft. There's a solid wood table that will transform the aft settee into a sun pad. In the folded position the table reveals a grab handle that serves double duty of supporting the table in the extended position.

There is a hatch over the companionway that will allow you to lock out access to the flybridge when not onboard, and provide safety for younger occupants while underway. A safety rail surrounds the companionway as well.

The helm is forward and centre-mounted with double bucket seats that swivel and slide. To the left is a Raymarine navigation display, and while it faces the captain, its location in front of the observer allows another person to take part in the navigation. The entire starboard side of the flybridge is all seating that extends from the aft settee fully forward. The forward section culminates in a chaise lounge and a refrigerated drawer is located underneath the seat right next to the helm.

Side Decks and Bow Features

Accessing the side decks is a simple affair thanks to the grab handle at the aft end of the hardtop. Once on deck, a second grab handle runs along the hardtop, and by the time that rail ends, the side rails are at 76.2 cm high, which exceeds ABYC standards. There is a raised toe rail that does a very good job of keeping your feet in the centre of the deck. At the working end of the bow, the deck slopes downward just a bit, while the rail stays level. This has the effect of increasing the rail height to 89 cm once you reach the ground tackle.

I have to take my hat off to the designers for insisting on these high safety rails. Too many builders keep them low to make the boat look "cool." Unfortunately, they are not as safe.

Fully forward there are two hatches that lead you to the windlass, and you are able to reach under the windlass through a hatch to manage any tangles that may occur. A nice touch is the foredeck that is covered in teak.

A double-wide sun pad lies over the cabin, and it is in a fixed position. There are two rails to the sides and stainless drink holders. Standing on the cabin roof showed a solid deck with no flexing or oil canning, even when I jumped up and down on it (for reference, I'm 78 kgs)

Cockpit and Swim Platform

This Gran Turismo benefits of having a third control station with IPS joystick and bow thruster control integrated inside the grp mouldings on starboard just near the mirrored glass sliding door. The cockpit measures 2.69 m x 2.24 m and features teak decking and a solid wood table that is on an electrically actuated lift that raises it to dining position, and lowers to sun pad level. A settee seats 6 and there's room for two deck chairs for two to three more. An entertainment centre with sink, grill and fridge is forward and to port. In the deck is a hatch leading to the engine compartment. Under the seats is storage that holds two life rafts.

The swim platform integrates Teflon rollers that folds out to assist pulling the tender inside by the touch of a button. The tender garage is big enough to accommodate a 2.5 m RIB with the outboard attached.

Saloon

The saloon features C-shaped seating on a raised platform. A table offers versatility in that it rises to buffet height, or lowers to dining height at the push

of a button. It also slides in and out to allow for an easier time getting behind the table to sit. You can even stand behind the table and after sitting, slide it into dining position...very convenient. And naturally it folds up and expands as desired.

To starboard is a credenza with storage cabinets below, and a retractable 40" flatscreen above.

Lower Helm

The lower helm really has it all, and you'll be just as happy operating from this station as from the upper. The ergonomics are spot on perfect as far as I'm concerned, with everything falling right to the hand in a natural position.

Beneteau has taken non-glare panels to another level with a leather and suede panel housing the electronics packages. The look is outstanding. The opening side windows are great, allowing fresh air to flow across the cabin.

Galley

The galley is centrally located in the accommodations deck and is well laid out, and even has some innovations. Under the sink are the trash bins (double) which shows Beneteau's thoughts on recycling. Just to the left is a clever storage area that consists of wire shelving. When you pull one out, another falls into place, in effect doubling your storage capacity.

There is a full sized refrigerator/freezer behind wood panelled doors, and just next to the fridge is a narrow set of cabinets with pull out storage that recesses into the cabinet housing. This makes for a galley with as much storage as much larger yachts we've sold. Our Gran Turismo is even fitted with a dishwasher, just under the silverware drawer and not to forget a good sized washing machine and tumble dryer that is found under the staircase in the galley.

Dinette

Across from the galley is the fully integrated dinette with comfortable sofa and table. There's roomy storage above behind cabinet doors, and just below to either side of an opening portlight. There's storage under the companionway stairs, and this space will accommodate the combo washer/dryer. This is also the location of the air conditioning pumps, which makes more sense than putting them under a berth where they'll keep everyone awake.

Forward Stateroom

The forward stateroom has an island queen berth, with storage all around. There's natural light coming in from elongated hull side windows with opening portlights just abaft. An overhead hatch adds to the natural light. On the starboard side there's access to the head, and from the stateroom you would enter through the shower. A second access allows this head to double as a day head. Interestingly enough, this head has more storage capacity than most staterooms I've seen.

Master Stateroom

The aft stateroom is clearly the master. It's full beam with good headroom to the port side at 1.85m. On both sides a wonderful view out the hull side windows is found and it's on an elevated platform 2-4 cm above the deck. Above that step the headroom increases to even 1.9 m.

The master has an ensuite head with very high ceilings at 2.39 m. There's a separate shower stall with a seat, and Beneteau added the sinks to the top of the counter rather than recessed into the counters. It just provides more space for storage below and it is the stylish way of doing it these days.

Engines, gen-set, gearbox, hydraulics and controls:

- 2 x Volvo Penta IPS 600
- 1350 hours only!
- 2 x 3 Blade Aquafoil nickel-alu-bronze propellers
- 1 x Onan generator 7kw
- **Full Joystick** control steering
- Digital electronic controls with Joystick (3x)
- Bow thruster control (3x)

Specifications:

- Length: 15.73m
- Hull length: 14.09m
- Waterline length: 12.11m
- Beam: 4.37m
- Draft: 0.90m
- Air draft: 4.70m
- Displacement light: 14990kg

- Displacement max: 20040kg
- Fuel: 2 x 650 Litres
- Water: 2 x 320 Litres plus boiler
- Holding: 150 Litres
- Grey holding: 50 litres
- Cruising: 26 knots
- Maximum: 31 knots
- Domestic: 4 x 140Ah / 24v
- Engines: 4 x 50Ah /24v
- Bow thruster: 4 x 50Ah /24v
- Generator: 1 x 110Ah / 12v
- Design category: B (14 persons)

Lay-out:

- Cabins: 2 + 1
- Berth: 4 + 2
- Toilet: 2
- Master stateroom over her full beam amidships
- Master bathroom ensuite
- Master guestroom over her full beam in bow
- Guest bathroom ensuite
- VIP twin guestroom on portside
- Large saloon
- Large galley with all facilities
- Large dinette at galley level
- Dinette convertible to large double with curtain

General:

- Air conditioning in all cabins and saloon
- Inverted heating in all cabins and saloon
- Diesel heating in all cabins and saloon by 2 x Webasto marine diesel heater
- Cd/radio/dvd in all cabins, saloon and dinette with double-DIN touchscreen panels
- Bose 48 cinema surround sound system in saloon
- Bose 321`surround system in master stateroom
- Bose waterproof speaker on fly bridge
- Satellite TV Dome on radar arch KVH M5 with decoders in all cabins, saloon and dinette
- Phillips 40" LED TV/DVD in saloon with integrated TV-lift
- SAT-TV decoder for saloon
- Phillips 32" LED TV/DVD in master stateroom
- SAT-TV decoder for master stateroom
- Phillips 27" LED TV/DVD in guest stateroom
- SAT-TV decoder for guest stateroom
- Phillips 27" LED TV/DVD in dinette / galley
- SAT-TV decoder for dinette
- QL-line trim tabs with full automatic level system
- 2 x Raymarine E120w touch chart plotter @ lower helm
- 1 x Raymarine E120w touch chart plotter @ fly bridge
- 1 x Raymarine 4kw HD-digital radar
- Raymarine ST70 autopilot @ lower helm
- Raymarine ST70 autopilot @ fly bridge
- Raymarine VHF @ helm
- Raymarine VHF @ fly bridge
- Raymarine speedometer
- Raymarine echo sounder
- Volvo Penta engine monitor @ helm
- Volvo Penta engine monitor @ fly bridge

- 7 KG Brandt Washer / Dryer
- Leather upholstery in saloon and dinette
- Full automatic vacuum flush marine toilets
- Electric anchor winch
- Bow thruster with 3 x control stations
- IPS Joysticks with 3 x control stations
- Trim tabs
- Compass
- Grill in cockpit
- Large Waeco drawer fridge on fly
- Large sun pads on fly and bow
- Chaise Longue on fly
- Teak in cockpit
- Teak on platform
- Teak on side-steps
- Extra heavy duty swimming ladder
- Full fly-bridge cover
- Full cockpit cover

Galley:

- 2 zone ceramic HOB
- Extractor fan
- Combi oven-grill-microwave
- Large sink with mixer tab
- Extra-large fridge and freezer
- Avonite worktop
- Waste disposal bin
- Dishwasher
- Overhead and concealed lighting

Steering System
Joystick Control
Disclaimer

Focus Marine Center offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Algemene informatie

Fabrikant:	Beneteau
Model:	Gran Turismo 49
Jaar:	2013
Conditie:	Gebruikt
Romp:	Glasvezel

Motor

Motor:	Volvo Penta IPS 600 2013
Motor type:	
Brandstoftype:	Diesel
Benzinetank:	1300 l (343.42 gal)

Afmetingen

Lengte:	15.73 m (51.61 ft)
Breedte:	4.27 m (14.01 ft)
Diep:	0 m (0.00 ft)

Accommodatie

Cabins:	0
Ligplaatsen:	2
Watertank:	642 l (169.60 gal)
Holdingtank:	150 l (39.63 gal)

Afbeeldingen



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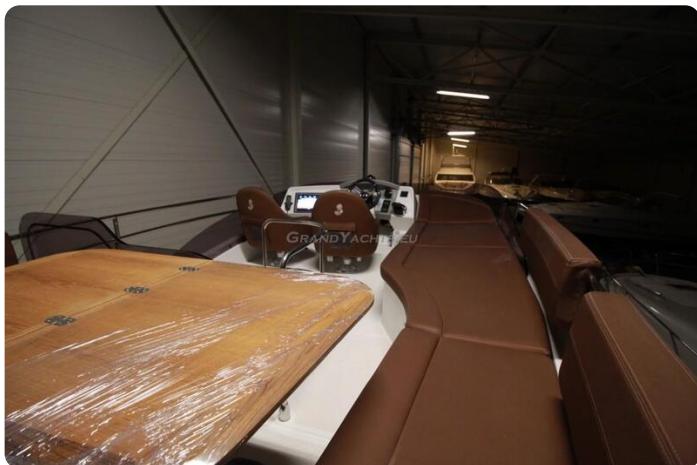
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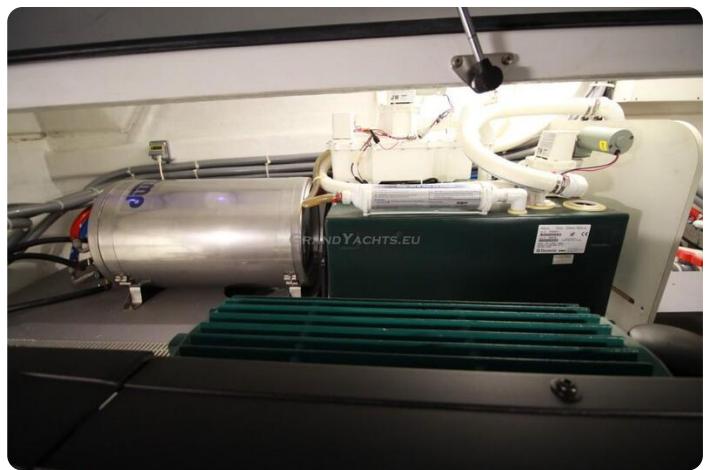
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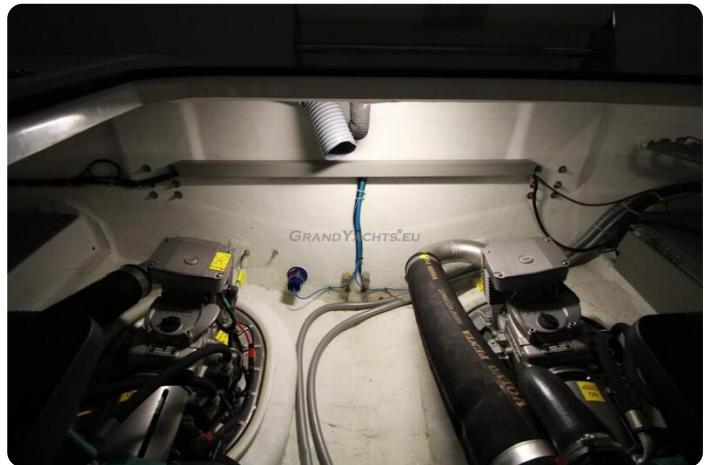
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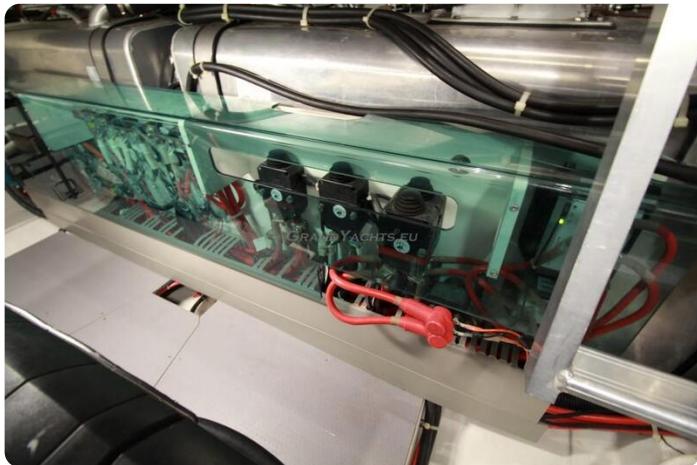
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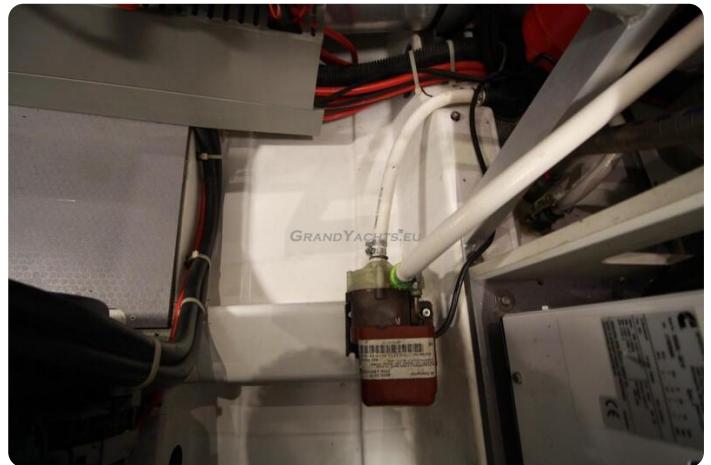
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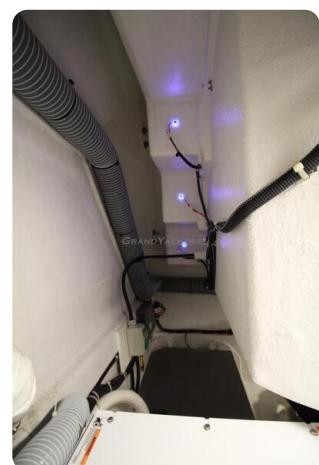
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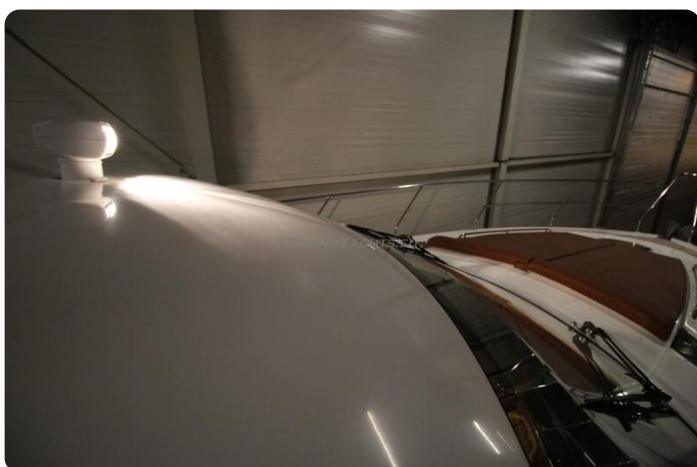
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