

AFTER ALMOST 40 YEARS IN BUSINESS AND MORE THAN 300 GARCIA SAILING VESSELS CRUISING ALL OVER THE WORLD, FROM THE ARCTIC TO THE ANTARCTIC, WE RECOGNIZE THAT THE TIME HAS COME TO START BUILDING A LONG RANGE TRAWLER.

LE TRAWLER BY

GARCIA

54 ◀

64



BLUE WATER CRUISING WITH A DIFFERENCE



GENUINE OCEAN CROSSING TRAWLER

- > **Aluminum built** : impact, corrosion and fire resistant, weight reduction, manufacturing optimization and durability
- > **European shipyard** : reliable quality resulting from 40 years of experience
- > **Safety first** : fully redundant motorization with wing engine and sailing rig
- > **Contemporary design** : new approach to passage making
- > **Ultimate efficiency** : custom propeller design and hull displacement optimization for transoceanic range
- > **Autonomy** : over 4000 nm at an average cruising speed of 8 kts and less than 3 gallons / hour

GARCIA YACHTING BUILDING HAND-MADE QUALITY PASSAGEMAKERS SINCE 1974

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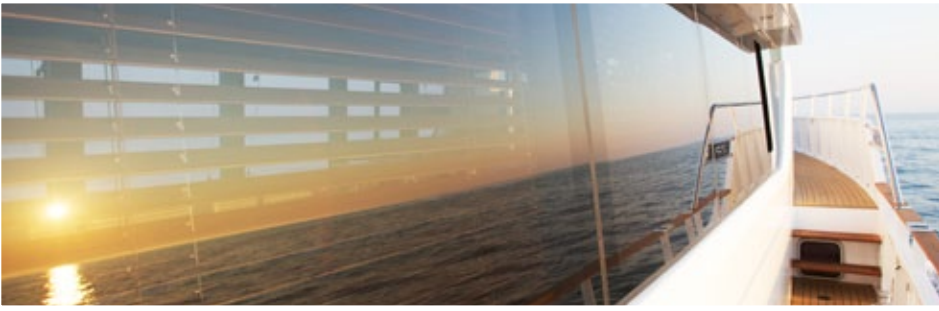
LE TRAWLER BY
GARCIA



GARCIA TRAWLER 54 **GENERAL SPECIFICATIONS**

Overall length	17,20 Meters	56' 04" Ft
Hull length	16,50 Meters	54' 01" Ft
Waterline length	15,90 Meters	52' 02" Ft
Beam	4,90 Meters	16' 01" Ft
Draught	1,68 Meters	5' 05" Ft
Air draught without/with mast	4,46 / 5,96 Meters	14'8"/19'7" Ft
Air draught rigging	12,50 Meters	41' Ft
Displacement (light)	26 Tons	57 300 Lbs
Displacement (laden)	32 Tons	70 500 Lbs
Power	185 HP	185 HP
Maximum speed	10,50 knots	10,50 Knots
Cruising speed	8,00 knots	8,00 Knots
Range at cruising speed	~ 4,000 N Miles	~4,000 N Miles
Diesel capacity	5,200 Liters	1,370 US Gal
Water capacity	540 Liters	142 US Gal
Grey water storage capacity	300 Liters	79 US Gal
Foul water storage capacity	200 Liters	53 US Gal
Number of cabins	2 / 3 / 4	2 / 3 / 4
Number of berths	4 / 6 / 8	4 / 6 / 8





GLOBE SKIPPER REPORTING ON THE GARCIA TRAWLER 54 MAIDEN VOYAGE

When boarding the Garcia Trawler 54 for the first time, one thing for sure, you can feel the offshore spirit. Quickly, everything is fluid, the circulation is easy, no need to be a professional sailor to understand that this new model is the result of a longstanding experience. When reaching the heart of the boat, her engine room, the first words that come to mind are “simple, intuitive and safe”.

We are now embarking for this 1,800 nm maiden voyage, heading for La Grande Motte. Very soon, the trawler is comfortably at home in her environment, as evidenced by the dolphins escorting the boat. The first hours of cruising in the channel confirm our initial impression of a vessel designed for offshore and adventure. Quiet and simple in her layout, we quickly felt comfortable with the onboard experience, whether in the pilothouse, in the galley or in the living quarters. One would not think a minute that we are on the first hull of a new series. The longstanding experience of an established boatyard like Garcia Yachting allows this accomplishment.

We have no apprehension about the journey as we enter the Biscay Bay crossing knotsown for its heavy seas. We enjoy the sights of the night skies while steering from the fly bridge. It is finally when entering the Mediterranean

sea that we encounter our first demanding conditions with over 36 knots of winds and short wave periods. This is an opportunity to test the mettle.

Hoisting the main, we start heaving the boat, she stabilizes and drifts away slowly without rolling. This definitely confirms her seaworthiness. We then change tack, head back into the wind and the seas, increasing progressively the rpm's to reach her cruising speed of 8 knots. The Garcia Trawler 54 does the job without a hitch, she does not roll, does not pound and does not hobby-horse – she is perfectly in her element, incredible! This boat is made to navigate, surprisingly easily. Even in adverse wind and sea conditions, the enjoyment of our lunch was not affected.

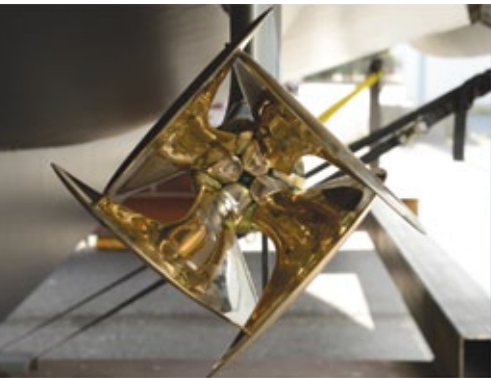
We arrive in La Grande Motte 9 days after departing from Cherbourg, completing the 1,800 nautical miles journey at an average cruising speed of 8.1 knots.

In conclusion, we are confident that this ocean going yacht can take her owner to any destination with full trust in her capabilities.

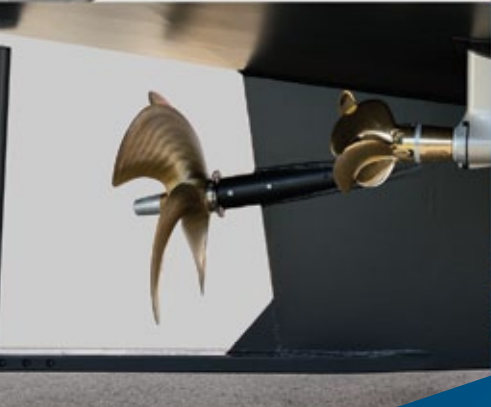
See you in Cannes.

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After almost 40 years in business and more than 300 Garcia sailing vessels cruising all over the world, from the Arctic to the Antarctic, we recognize that the time has come to start building a long range trawler.



AS FOR THE AIRCRAFT AND UTILITY BOAT INDUSTRY, ALUMINUM IS THE MATERIAL OF CHOICE WHEN IT COMES TO LONG DISTANCE CRUISING

- > **Reduction of weight vs Steel** : 50% weight reduction at equal rigidity and savings of 43% at equal stress
- > **Structural resistance to impact vs Fiberglass** : due to much increased ductility, an aluminum hull will better absorb the energy of the impact, creating a flex rather than breaking
- > **Corrosion resistance vs Steel** : Aluminum is a “marine grade” metal, minimum maintenance is required even if not painted nor anodized
- > **Fire resistance vs Fiberglass** : non-flammability (ignition temperature above 1800 degrees F), no release of smoke, no sparking
- > **Manufacturing optimization vs Steel** : Aluminum can handle complex forms ideally suited to hull shape and design optimization
- > **Durability vs Fiberglass** : the mechanical properties of Aluminum remain stable over time, no “aging” deterioration

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YACHTING

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