

Beneteau Gran Turismo 50 (2018-)

Brief Summary

The Beneteau Gran Turismo 50 is a showcase of new-model development for the French boatbuilder. She's an all-new boat with innovations throughout, including the Airstep 2 hull system, the builder's proprietary Ship Control digital-switching and control system, and a continued evolution of the use of onboard space. She also uses the Volvo Penta IPS600 system, which has evolved in its own right over the years.

Price

Base Price \$834900.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Two- or three-stateroom, two-head layout
- Beneteau Ship Control integrated digital-switching system
- Volvo Penta IPS600 with digital throttle and shift and joystick
- Full-beam master stateroom amidships
- 11 kW generator

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.8	3.3	0.7	5.8	5	1786	1553.2	N/A
1000	6.2	5.4	1.5	4.1	3.6	1280	1112.8	N/A
1250	7.7	6.7	2.1	3.7	3.2	1155	1004.6	N/A
1500	9.2	8	4.6	2	1.8	626	544.4	N/A
1750	10.1	8.7	7.5	1.3	1.2	418	363.2	N/A

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	11.3	9.8	11	1	0.9	317	275.3	N/A
2200	12.8	11.1	15	0.9	0.7	263	228.8	N/A
2400	14.5	12.6	18.5	0.8	0.7	243	211	N/A
2600	16.7	14.5	22.5	0.7	0.6	229	199.2	N/A
2800	18.8	16.3	26	0.7	0.6	223	194.1	N/A
3000	21.5	18.7	29.5	0.7	0.6	225	195.8	N/A
3200	24.7	21.4	33	0.7	0.6	231	201.1	N/A
3400	27.7	24	38.5	0.7	0.6	222	193.3	N/A
3630	31.3	27.2	44.5	0.7	0.6	218	189.4	N/A

[View the test results in metric units](#)

beneteau_gran Turismo 50_chart_2018.jpg

Specifications

Length Overall	51' 9" / 15.78 m
BEAM	14' 4" 4.38 m
Dry Weight	30,063 lbs. 13,640 kg
Tested Weight	32,187 lbs. 14,600 kg
Draft	2' 11" .90 m

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	N/A
Bridge Clearance	N/A
Weight Capacity	N/A
Person Capacity	N/A
Fuel Capacity	344 gal. 1,300 L
Water Capacity	106 gal. 400 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	32,187 lbs. 14,600 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	

Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	7.2 sec.
0 to 20	
Ratio	N/A
Props	N/A
Load	3 persons, 7/10 fuel load, 1/3 water, 50 lbs. of gear
Climate	76 deg., 60 humid.; wind: 10-15 mph; seas: 2

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Beneteau Gran Turismo 50 running

The Beneteau Gran Turismo 50 has huge expanses of glass in her salon, a large sunroof, and the handling and performance we've come to expect from Beneteau's express cruiser line.

Overview

The Beneteau Gran Turismo 50, known as the GT 50, is an express cruiser with an open layout that makes the most of headroom, large windows, and natural light. The boat has indoor and outdoor separate

gathering areas for family and friends, yet maintains a sporty profile. She's offered in either a two- or three-stateroom layout and is powered exclusively with twin 435-hp Volvo Penta IPS600 drives that provide positive control offshore and simplified maneuvering in close quarters.

Beneteau and Gran Turismo
Beneteau Gran Turismo 50 main deck layout

The main deck layout of the Gran Turismo 50 suggests the boat's unified social area.

Major Features

- **Layout Options:** Two staterooms and two heads or three staterooms and two heads. On an elegant build like the Gran Turismo 50, of course the heads have separate showers. The third stateroom adds twin accommodations but the boat loses the lower seating area. With indoor and outdoor dinettes on the main deck, that's little concern.
- **Beneteau Ship Control.** The builder has integrated the Scheiber touchscreen to control many of the ship's functions. Basically it works as the main electrical panel, and on the Gran Turismo 50, it's located next to the helm behind a glass door. But the system is also integrated into the Simrad NSS Evo3 helm display to manage all of the switching for the entire boat with an intuitive graphical interface.
- **Volvo Penta IPS600 power** with digital throttle and shift control and joystick control for close-quarters maneuvering. Essentially the Volvo Penta IPS system has been evolving right along, tweaking features, and improving the function through software updates.
- **Optional Hydraulic Swim Platform:** The idea of having a Williams Minijet 270 on board and having the ability to use the swim platform to launch and retrieve it makes a mooring or remote anchorage a more interesting option.

Swim Platform

We'll start at the swim platform that comes out 3'10" (1.17 m) from the transom. There are pull-up cradles for securing a tender or more likely a PWC (Personal WaterCraft). A reboarding ladder and grab handle are over to the starboard side. And, since we have those cradles as well as a garage designed to house a Williams mini-jet tender behind this elevating transom hatch, the platform is hydraulically actuated to lower into the water. In this manner, it not only launches the watercraft from two locations, but it also serves as a private beach. With the garage closed, there's also a cover over the electric grill and the grab handle is appreciated since we're close to water level here.

Beneteau and Gran Turismo
Beneteau Gran Turismo 50 swim platform

The hydraulic swim platform can help deploy and retrieve a Williams Minijet 270 tender.

Stairs to the port side lead to the port side decks. To the starboard side they lead to the cockpit and also the starboard sidedecks.

Cockpit

At the top of the steps from the swim platform, there's an inward opening gate. One of the first of many improvements to this latest model is the L-shaped seating that replaces the aft bench seating used on other Gran Turismo models. The teak pedestal table had grabrails and beverage holders that both serve to support the flip portion of the table. It's on an electrically actuated pedestal, allowing it to raise and lower. Lowered fully it can accept filler cushions to convert the area into a full sun pad. Forward and to starboard is a teak cabinet housing a covered sink and below is an icemaker, with a wrapped grabrail just behind.

Beneteau Gran Turismo 50 aft lounge

A filler cushion on the hi-lo teak pedestal table makes the aft lounge into a spacious sun pad.

Beneteau Gran Turismo 50 wet bar

A wet bar in the cockpit simplifies onboard entertaining, and has an icemaker tucked underneath.

A door in the bulkhead conceals switches for the platform, the main power for the rockers that control the tender garage, the cockpit-table actuator, and the cord reels... none of which are labeled. An optional docking joystick can also be placed here. A teak option is available for the decking, and this non-skid fiberglass deck is standard. An overhead, extendable awning provides additional protection.

Beneteau Gran Turismo 50 shore power

The shore power cable hookup is beneath the step on the starboard side aft.

Salon

Entering the salon, we found the space inviting with a 6'7" (2.01 m) overhead height at the entry point. The salon has an atmosphere of openness that blends the inside with the outside. Huge side windows bring in plenty of natural light. They reach high up to the overhead, as well as low down, to allow excellent lines of sight from all seating inside.

Beneteau Gran Turismo 50 salon

The salon has plenty of windows to make sure no one misses the view.

The salon seating consists of an L-shaped settee on the port side, around a folding pedestal table that is height-adjustable. A moveable armrest has two drink holders and is designed to mimic the contours of the seats. Opposite to starboard is a loveseat. A console abaft the loveseat houses an air conditioning unit and

a drawer-style refrigerator, and has a leather inlay on top.

Beneteau Gran Turismo 50 table

The elegant hi-lo matte-finished walnut table has leather inlay and unfolds for dining.

Beneteau Gran Turismo 50 salon windows

The lower aft salon windows to both port and starboard power down for ventilation.

Material Choices

Beneteau's upgraded level of fit-and-finish shows through with materials that feel good to the hand – suede bulkheads, suede in the overhead. Even the table is made of solid walnut with a silky matte finish, and it's inlaid with leather edged with stainless steel. Traditional teak decking brings the entire space together and gives it a classic feel.

Beneteau Gran Turismo 50 love seat

The love seat to starboard rounds out the social area.

Indoor-Outdoor Feel

Power windows to port and starboard open fully to allow fresh air, plus there's a large sunroof overhead that bathes the room in natural light. We can open the sliding doors wide, turn the floating armrest into a filler cushion and create continuous seating across the stern, along the port side and across the front. The ottoman can be positioned anywhere it's needed. The upholstery is the same both inside and outside – weather-resistant Sunbrella.

Beneteau Gran Turismo 50 doors

The wide-opening doors make the salon and cockpit a single seamless space. Note the floating armrest filling the gap where the door slides shut.

Helm

The Scheiber touchscreen digital-switching system has display control units mounted next to the helm behind a glass door. The helm is well equipped to handle all of the switching and controls for the entire boat. The design embraces the glass helm concept all based around a Simrad NSS evo3 touchscreen display. Charting, depth sounding, and radar are all controlled through the display, but also Ship Control which gives touchscreen control of the lights, air conditioning, the stereo.

Beneteau Gran Turismo 50 touch screen

Touchscreen control through the Beneteau Ship Control and the Simrad NSS evo3 means the captain can run all onboard systems from the helm.

The Volvo Penta digital engine controls, joystick, and bow thruster control are all located on the left side of the helm. The steering wheel is mounted to a tilt base. To the right-hand side are Lenco trim tab controls with LED indicators and the Volvo Penta EVC displays. Rocker switches are located for easy access and a pair of air-conditioning registers will be useful since the helm is surrounded by glass. An opening side window will help with ventilation as well as hearing a dock attendant. There are even more good features, including a compass positioned in line with the steering wheel, and mounted in a soft-touch glare-free visor atop the dash, a storage bin to keep phones close at hand, and defogging vents for that large windshield consisting of two-panel 4'2" by 4' (1.27 m by 1.22 m) panes.

Beneteau Gran Turismo 50 helm

The helm has a clean design, thanks to the touchscreen taking on so many functions.

Beneteau Gran Turismo 50 joystick

The joystick position allows the captain to stand in the middle of the boat facing aft with a view out of the back door and to maneuver the boat.

The helm seat adjusts fore and aft, has a single bolster and diamond-pattern stitching as well as three flip-down armrests. The fabric choices and branded "GT 50" embroidery on the seatbacks are elegant touches. A flip-down footrest helps ensure comfort on longer runs.

Beneteau Gran Turismo 50 helm seat

The helm seat accommodates the helmsman and a companion to starboard.

Beneteau Gran Turismo 50 touch screen

While touchscreen control offers terrific functionality, manual controls for the digital switching system are located belowdecks in a dedicated locker.

Belowdecks

Beneteau Gran Turismo 50 two stateroom

Our test boat had a two-stateroom layout, with galley-down and sitting area opposite.

Beneteau Gran Turismo 50 three stateroom

The three-stateroom layout swaps a twin-berth guest stateroom in for the starboard sitting area.

The Galley

Belowdecks, the galley is to port and exhibits the same quality of materials we've come to expect from the Gran Turismo lineup. The overhead is 6'5" (1.96 m). There's a refrigerator and freezer combo, and our test boat had a cabinet drawer beneath the cooktop and sink that could be spec'd for an additional drawer-style freezer or a dishwasher, respectively. There's a convection microwave oven and a two-burner Kenyon

electric cooktop.

Beneteau Gran Turismo 50

The galley has plenty of storage and countertop space.

An opening portlight lets in light and ventilation and there's good working space on the Corian counter. Two stainless sinks have matching Corian covers. Beneath the cabinets are smart storage solutions, including "the magic corner", a sliding shelving system that ensures very little space is wasted in the galley.

Beneteau Gran Turismo 50 cabinets

Inventive solutions in the galley cabinets ensure no space is wasted.

Our test boat had the two-stateroom layout so there was a seating area with an L-shaped lounge opposite the galley. Down a couple of steps is the door to the master, but outside the master to port is a locker concealing a washer-dryer unit for the convenience of onboard laundry. Our test captain wanted the open locker doors to slide in alongside the washer-dryer to allow a little more room to work.

Beneteau Gran Turismo 50 below decks

The belowdecks seating area on our two-stateroom test boat is where the third stateroom would be located, and the overhead has a channel where the bulkhead is positioned.

The Master Stateroom

The full-beam master is located amidships and features 6'3" (1.91 m) of headroom all around the berth. To both sides are cushioned window benches with storage beneath along the large hullside windows with opening ports. The overhead above the berth is lower than the rest of the room because the salon is directly above, but it doesn't feel low by any means, and, in fact, it has an appealing wood finish with a "starry-night" LED lighting treatment. There's even more storage in hanging lockers and also underneath the berth with its lifted-on gas-assist rams. The master head has its own separate head and shower compartments with the sink outside between them.

Beneteau Gran Turismo 50

The master stateroom is amidships and sits very low in the hull, better for comfort aboard, and 6'3" (1.91 m) headroom surrounds the berth.

Beneteau Gran Turismo 50

The master uses the full beam of the Gran Turismo 50, with storage in lockers both port and starboard beneath the cushions, and there's more room for gear beneath the berth.

Beneteau Gran Turismo 50 hull

Because the Airstep 2 hull creates a cushion of aerated water to reduce wetted surface drag, Beneteau had to get inventive to make sure the engines and genset had clean water for cooling, so it placed the seacocks forward, but easily accessible beneath the master berth.

Forward Stateroom

In the bow stateroom, an island queen berth can be divided and separated to twin berths. Large hullside windows admit natural light and each has an opening port built into it, if ventilation is needed. The stateroom had plenty of storage space with hanging lockers and shelves.

Beneteau Gran Turismo 50

The forward stateroom has the sunlight and opening ports that one expects from a Beneteau Gran Turismo.

Guest Head

The forepeak cabin has its own entrance to the head through the shower compartment. A vessel sink on the counter is accompanied by a large mirror and ample shelf space. The head has a portlight that opens for ventilation and there's also an air-conditioning register. The guest head is also the day head and so it has a door from the common lower deck space, encompassing the galley and seating area.

Beneteau Gran Turismo 50 guest head

The guest head has two entrances, one from the forward stateroom and one from the common lower-deck area, where it is used as a day head.

Engine Room

There are two access points to the engine room. One is a hatch in the tender garage, the other is here in the cockpit. Just lift the seatback out of the way, raise the seat base, and open this hatch. The engine room is well laid out with the focal point being the twin 435-hp IPS600 main engines. The pods are directly connected just behind.

Beneteau Gran Turismo 50 pods

The tops of the Volvo Penta IPS pods are located directly aft the Volvo D6 diesels.

Now because we have a tender garage, there's a low overhang, but it's cleverly used to advantage. We can see the gasket that outlines the hatch, which is positioned directly above the daily engine checkpoints. So we can do quick inspections from the tender garage without actually entering the engine room, though it's a good idea to peruse the engine space in person regularly to spot leaks and other potential problems.

Beneteau Gran Turismo 50 engine room

The tender garage impinges on the engine room a bit, but a clever hatch allows access to service points from the garage (when the tender is not on the chocks).

The fuel tanks are located to either side of the 11 kW generator. When exiting the engine room, we lowered the seat, and noticed the elegant way the seatback sets back into position: There's no extra work to align it, no hook-and-loop fasteners.

Beneteau Gran Turismo 50 genset

The genset is a key part of this boat because it speaks to the intended use as a cruiser, to visit remote anchorages.

Beneteau Gran Turismo 50 access

Cockpit engine room access is through a hatch beneath a cockpit seat that folds completely out of the way.

Bow

As we made our way to the bow, a grab handle as we leave the cockpit would be welcome. We measured 18" (45.7 cm) wide sidedecks, and 26" (66 cm) high rails, including the 2" (5.08 cm) toe rail. Amidships, there's a 10" (25.4 cm) cleat. Fully forward the rail height increases to 33" (84 cm). The two cleats include chafing strips to the outside of the toerail. On the bow are two large side-by-side sun pads with flip-up backrests for flexible lounging.

Beneteau Gran Turismo 50

A pair of bow sun pads have backrests that fold up on props for versatile lounging.

A hatch in the foredeck is opened with the preferred lift-and-lock latch so it won't be popping open when underway. Inside is a 2,000-watt electric windlass, and to the starboard side is open to access the rode. A removable control is mounted right alongside. A stainless anchor roller is mounted atop the deck.

Beneteau Gran Turismo 50 windlass

The windlass and chain locker are easily accessible on the bow, and the handy remote simplifies anchoring.

Getting Underway

Now when it's time to get underway, we first head to the helm for some prep work. Our test was on a hot South Florida day and we want to keep the air conditioner running, so we go to the Ship Control screen on the Simrad helm display, navigate to the electrical control, start the generator, and then shut off the shore power, and transfer power to the genset. Then we can fire up the mains and get underway. As usual it was tight maneuvering, but the combination of the IPS joystick and bow thruster made it a non-event and soon we were underway.

Beneteau Gran Turismo 50 ship control

Our test captain fired up the genset and turned on the air all from the helm display equipped with Ship Control.

Performance

The Gran Turismo 50 has an LOA of 51'9" (15.78 m), a beam of 14'5" (4.38 m), and a draft of 2'11" (0.90 m). With an empty weight of 30,063 lbs. (13,636 kg), 70-percent fuel, and three people on board, we had an estimated test weight of 32,187 lbs. (14,600 kg).

Beneteau Gran Turismo 50

Our test captain could tell when the Beneteau Gran Turismo 50 was showing the true performance of the Airstep 2 hull.

With the twin 435-hp IPS600 engines spooled up to 3630 rpm, we reached our top speed of 31.3 mph. Best cruise was 3200 rpm and 24.7 mph. It was at that speed that the 33 gph combined fuel burn translated into 0.7 mpg and a range of 231 statute miles. All while still holding back a 10-percent reserve of the boat's 344-gallon (1,302 L) total fuel capacity. We reached planing speed in 7.2 seconds and 20 mph came and went in 9.3.

Beneteau Gran Turismo 50 running

The Gran Turismo 50 seemed to like the half-tab setting on the Lenco trim tabs in our sea trial.

The Gran Turismo 50 was built with Beneteau's proprietary Airstep technology that uses vents in the side of the hull to draw air beneath the hull to reduce friction. This provides the performance and handling that are characteristic of the GT lineup.

Beneteau Gran Turismo 50 air step

This diagram shows how the Airstep design admits a flow of air to the running surface, using it to reduce the friction of the hull as it moves through the water.

Handling

As for her handling, she rolls a gentle 10-degrees into the turns and there's a large turning radius typical of IPS powered boats. With half tabs and at 21 knots we came around 180-degrees in 35 seconds. With the trim tabs full up we did get a little hull slap, so we found that she seems to be most comfortable at that half-tabs setting both from a running attitude standpoint as well as allowing the Airstep 2 hull to work to its full potential. Now, with its cushioning effect working fully, the Airstep produced a relatively dry ride with no pounding and nothing inside creaking or rattling. The Gran Turismo 50 had the solid feel and sound of a well-built boat.

Beneteau Gran Turismo 50 dry ride

The Gran Turismo 50 produced a relatively dry ride with no pounding and was creak- and rattle-free.

Docking

Back at the marina we got another chance to see how she handles around the dock and again, there were no surprises. The IPS system was properly dialed in and provided exacting maneuverability backing into the slip. The positioning of the joystick on the port side of the helm allows for the helmsman to stand beside the helm and face aft, with a full view of the action at the stern.

Beneteau Gran Turismo 50

The Volvo Penta IPS with joystick control, and in combination with a bow thruster, makes docking the Beneteau Gran Turismo 50 simpler.

Observations

The Gran Turismo 50 is a worthy heir to the previous generation of the Gran Turismo line. She maintains the ease of use and docile handling characteristics we've come to appreciate. She's also got some well-thought-out interior features, including the opening side windows and sunroof in the salon, continuous indoor-outdoor seating, and a galley and seating area belowdecks that offer privacy in a marina setting. The finish level and materials throughout the boat are high-grade. Beneteau obviously paid close attention to headroom on board and used that dimension in conjunction with natural light to create an airy feel throughout the boat.

Beneteau made the Gran Turismo 50 a versatile cruiser that's ready for weekends aboard, with a tender garage and swim platform ready for service in remote anchorages. This company is no stranger to the Volvo Penta IPS system, and it shows in this installation, and the positioning of the controls. All in all, the Beneteau Gran Turismo 50 shows the evolution of a company that has had numerous successes, and it doesn't seem to show any signs of slowing down.