

TROLL

DIMENSIONS

LOA:	52' 0"
LWL:	50'-0"
HULL BEAM:	14' 11"
CHINE BEAM:	12' 2"
BEAM/LENGTH RATIO:	29%
MAXIMUM DRAFT:	4' 1"
HEIGHT ABOVE DWL:	12' 0"
DEADRISE AT TRANSOM:	5 deg
DEADRISE AT AMIDSHIPS:	20 deg
PRISMATIC COEFF.	.638
BLOCK COEFF.	.393

FUEL:	460 gal
WATER:	330 gal
DISPLACEMENT:	54,500 lbs
LBS/HP RATIO:	363
MAIN ENGINES:	John Deere
twin 4045-DFM M1	75 hp each
SPEED:	8.5K wot / 8K cruise
MIN. CABIN HEADROOM:	6' 4"
INTERIOR DESIGN:	Gerard Bachy
DESIGNER:	C.W. Paine Inc.

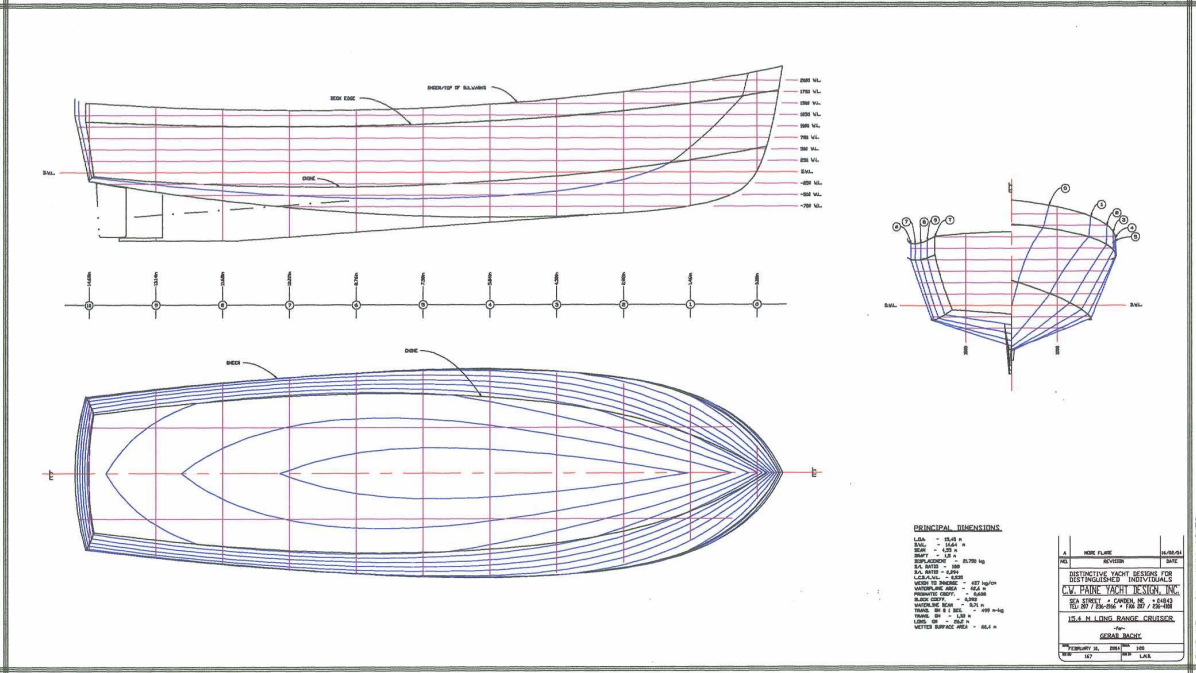


TROLL CRUISING EUROPE IN LATE 2007 WITH HER MAST LOWERED SHE CAN CRUISE EUROPE'S LARGER CANALS

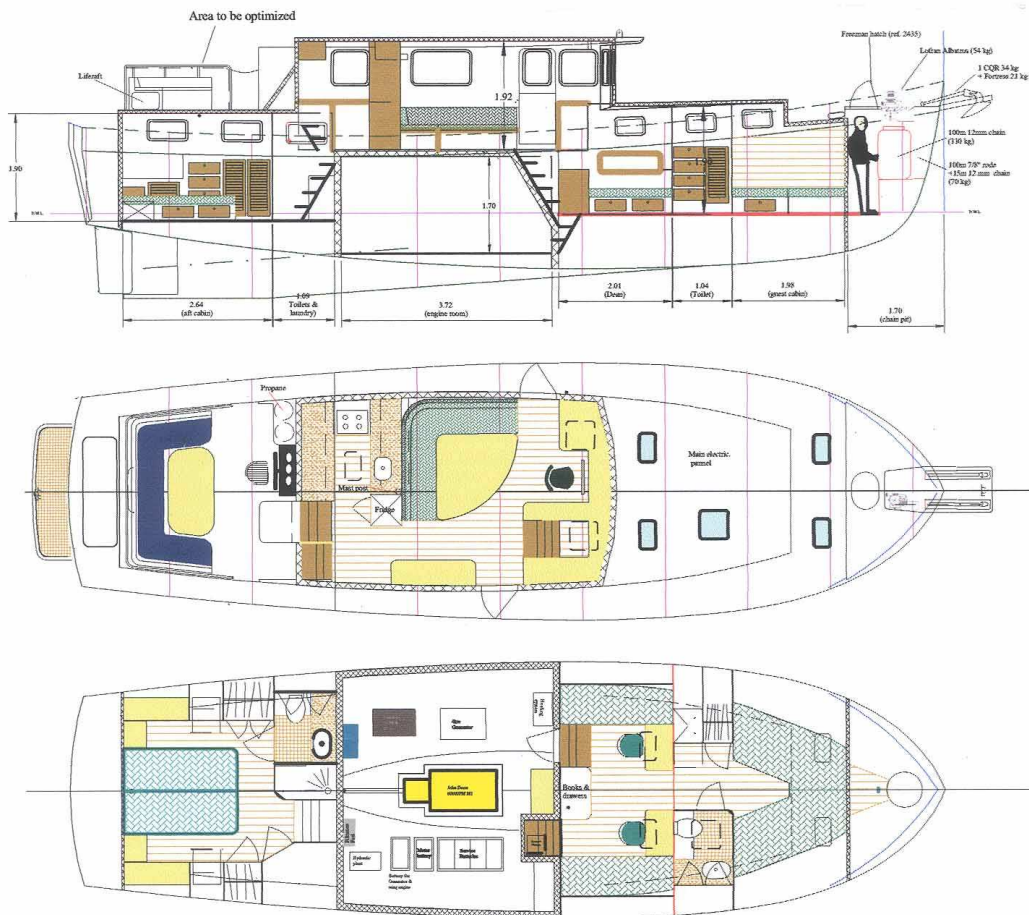
TROLL is a oneoff aluminum motor cruiser for a French client and perhaps the ideal canal cruiser with oceangoing abilities. His requirements were for a strongly built aluminum cruiser of shallow draft and bridge clearance which could cruise the larger French canals. At the same time the boat had to be capable of extensive bluewater cruising with potential transatlantic range at 8 knots. The owner had owned a Chuck Paine designed 42 foot sailing yacht for many years which he had cruised extensively. In **TROLL** he has achieved the same predictable structural strength and longevity as well as easy motion at sea that he enjoyed in his earlier sailing yacht. Sistership construction is available.

The hull is a modified warped vee bottom of moderate displacement. The deadrise at the transom is a shallow 5 degrees. Amidships it is a 20 degrees. The topsides are not flat in section as is true of more cheaply built metal trawlers, but of compound curved shape in order

to be as beautiful as possible. An added advantage is the superior strength and stiffness that a fully curvilinear shape provides.



LOOKING FORWARD THROUGH HER LARGE PILOTHOUSE WINDOWS



The interior is laid out for two couples- the owners and their guests- to enjoy complete privacy in separate staterooms at either end of the hull. The idea of an aft cabin is hardly new, but here it is kept low enough for a cockpit to be fitted atop it without negating reasonable low bridge clearance.



The main salon has a large L-shaped dinette for meals and a cupboard to starboard. As aboard any proper seagoing ship there is a navigation station adjacent the helm for piloting and dealing with other office duties. The Galley is "U" shaped and secure for seagoing meal preparation in all conditions. The central salon is surrounded by large windows for excellent natural lighting, has access to the side decks port and starboard, as well as overhead hatches for additional light and ventilation.



Forward of the main salon is a "ship's office" with sea berths port and starboard plus two desks which are convenient for reading or writing. Access to the full headroom engine room is via a stairway amidships, not to port as shown in the accompanying illustration. The yacht is now fitted with twin engines rather than the large single engine depicted in the drawing.



There is extensive tankage in wing tanks abreast the engine room as well as a central tank forward beneath the office area. Twin 75 horsepower John Deere diesels are detuned to a commercial rating at 2400 RPM. Although neither a bow thruster nor active stabilizers are being fitted as new, provision has been made for the possible addition of these features by welding in the necessary bow tube and midships thickening plates, and the specification of a power takeoff on the starboard engine gearbox.



More info is available (en francaise) at the owners' website <http://troll.bachy.net/>