

# Atlantic Trawler, ATR62'

Hull Material: Steel, Aluminum Supersutstructure

Engine/Fuel Type: Twin Diesel

## Specs, Equipment and Information:

### Dimensions

LOA: 62' (18.90mt), LWL: 57' 6" (17.40mt), Beam: 18' 3" (5.60mt)

Displacement (half load): 175,000 lbs.(80.000kg), Draft: 6' 7" (2.00mt)

### Engines

Engine(s): (2) Cummins Engine(s) HP: 255 Engine Model: 6CTA8.3M

Cruising Speed: 9 k (55 lt/hr fuel consumption with both engines)

Max Speed: 11 k

Excellent continuous duty engines. 1193 Nm High torque at 1200 rpm.

Twin Disc 1:2.88 heavy duty gearbox

### Tankage

Fuel: 2800 usg, Water: 520 usg

### More Specs

Range

2,000 NM

Tankage

Fuel: 2,800 usgal // 11,500 liters

Fresh water: 520 usgal // 2,000 liters

Gray water: 520 usgal // 2,000 liters

Black water: 210 usgal // 800 liters (PE)

Classification

RINA 100 A 1.1 "Y", CE

Construction

Steel hull, aluminum superstructure, teak decks.

Bulbous bow for smooth ride and fuel efficiency.

### Accommodations/Walkthrough

Finished in quality light satin Burmese teak, the salon features comfortable off-white leather sofas, chairs, armchairs, and coffee table. A Burmese teak dining table accommodates eight guests for formal dining. The forward salon has twin marble topped Burmese wooden bars with bar stools which act as a divider for the galley space. This area can flexibly accommodate family style relaxation with the audio visual equipment. The aft deck has outdoor seating for al fresco dining.

The master stateroom has a queen sized bed, accompanied by a marble fitted en-suite bathroom, decorated in highest quality teak of Burmese origin, plenty of cupboards and storage, and brass portholes. The stateroom is equipped with an audio system and air conditioning control panel. As a unique feature, the overhead has a skylight affording the stateroom natural light and a view of the sky, which also doubles as convenient safety access. Also equipped with Raymarine multi repeater to see the wind speed, wind direction, depth, alarm, boat speed, heading, etc.

In addition, there are two twin staterooms for further accommodation requirements, decorated to equal standard, each providing two single beds with en-suite marbled bathrooms, brass portholes, and air conditioning control panels.

The galley is complete with all quality appliances (refrigerator, freezer, oven, cook tops, extractor fan, microwave, dishwasher) and fully marbled surfaces. The laundry equipment is housed in a discreet cupboard adjoining the master and twin cabins (washing machine and clothes dryer). For outdoor activities, GLOBE TROTTER offers an outside dining table with seating for six, an R.I.B. tender with an outboard for trips ashore, and a beautiful retracting swim platform controlled by a panel on the aft deck. The yacht has abundant period features that include, but are not limited to; the Derrick styled davit on the boat deck, brass cleats, brass retractable capstans, and brass window frames. Teak chests for mooring lines ensure a tidy deck.

### **Main Salon**

32" LG LCD plasma TV

Yamaha AM/FM/CD player

Burmese teak dining table with seating for eight

(2) Off white leather sofas

(5) Wood and leather chairs

Twin marble topped Burmese wooden bars with bar stools which act as a divider for the galley space

(2) Leather arm chairs

Coffee tables

Decorated in Burmese teak, satin finish throughout

### **Galley**

Whirlpool refrigerator/freezer

Whirlpool microwave/oven

Whirlpool dishwasher

(2) Whirlpool electric cook tops

(2) Whirlpool gas cook tops

Whirlpool extractor fan

Marble surfaces

Corian stainless steel sink with hot/cold water

### **Master Stateroom**

Queen size bed

Raymarine multi-repeater, to monitor depth/wind/speed

Yamaha AM/FM/CD player (wiring for further A/V)

Brass port holes

Skylight/emergency escape hatch

Cupboards and ample storage

A/C control panel

Decorated in Burmese teak, satin finish throughout

Ensuite bath with:

Head

Shower

Marble surfaces

### **(2) Twin Guest Staterooms**

Each equipped with: "(2) Single beds with storage beneath

Wiring for A/V equipment

Brass port holes  
A/C Control panel  
Cupboards and storage  
Decorated in Burmese teak, satin finish throughout  
Ensuite head with enclosed glass shower stall, marble surfaces  
Yamaha AM/FM/CD player

### **Navigation and Electronics**

Raymarine E120 chartplotter  
Raymarine 54E DSC VHF  
Raymarine C120 radar/depth sounder  
Raymarine ST8002 autopilot  
Raymarine ST60+ depth sounder  
Raymarine ST60+ wind speed/direction indicator  
Analog liquid level indicators  
Searchlight  
A/C unit control panel  
Electrical control panel  
Engine controls  
Pilot seat, leather sofa

### **Engine Room and Mechanical Equipment**

Idromar 250L per hour water maker  
MarineAir air conditioning, reverse cycle  
(3) Gianceschi and Ramaciotti extractor fans  
Stainless steel 80L boiler for hot water  
220V G&R seawater pump/fire pump  
24V G&R seawater pump/fire pump  
24V G&R freshwater pump  
24V Fuel transfer pump  
Whirlpool washing machine in cupboard between master and twin cabins  
Dryer as separate unit

### **Electrical Equipment**

Onan 22.5kW generator, 7L per hour  
240V/380V, 3 phase, 24V  
Voltage regulator  
Inverter, 24V/220V \_ 3000W  
(2) Victron 80A battery chargers  
(8) 24V/800AH Service batteries  
(2) 24V/200AH Gel navigation and emergency batteries  
(2) 24V/200AH Main engine starting batteries  
24V/30AH Generator starting battery

### **Deck and Hull**

Data/Sleipner hydraulic/electric bow thruster  
Wesmar stabilizers with 9 sq. ft. fins  
(2) Brass bits (aft deck)  
(2) Retractable hydraulic capstans (aft deck)  
Pilot station (aft deck)  
Teak dining table with six chairs (aft deck)

Teak chest for deck lines (aft deck)  
Telescopic gangway with control panel (aft deck)  
Hydraulic folding swim platform with control panel (aft deck)  
(2) 140kg anchors  
(4) 25m mooring lines  
(2) 140m anchor chain, 14 mm.  
Trawler mast and boom for rigid dinghy (aluminum: wood effect paint, lifting mechanism, easy to operate, manual included, 2-speed Lewmar winches)  
10' Hydraulic extended gangway  
6'6" x 3'6" Hydraulic driven hinges swimming platform with step ladders

### **Hydrostatic Data**

The ATLANTIC 62 was not designed as a near shore cruiser that could run at 15 knots when needed.

She has a full displacement hull designed for only one thing, 9 knot displacement speeds at maximum comfort and range in blue water situations.

Serious blue water yachtsmen consider (Voyaging Under Power) by Captain Robert Beebe their cruising bible. In his book three of the main calculations for the ideal cruising yacht are

D/L ratio,

A/B ratio.

D/L Ratio is the ratio of the displacement of the vessel to its length. Beebe recommends a ratio of at least 270 for a 50' Ocean capable vessel. The ATR 62 has a ratio of 398.

A/B Ratio measures the ratio of the side view of the vessel above the waterline to the side view area below the waterline. Beebe recommends a ratio of 2.6 or below. The ATR 62 has a ratio of 2.05.

### **Bulbous Bow**

Anyone who spends much time around large ships has noticed the bulb shaped protrusions that are common on bows of large ships. To understand the purpose of the bulbous bow, we have to briefly review the characteristics of a displacement hull as it moves through the water.

Displacement hulls push water aside as they move. The water that is pushed aside forms a wave that begins near the bow. The length of this wave is proportional to the speed of the hull through the water the faster the hull moves, the longer the bow wave. At some speed, the length of the bow wave increases to the point that it matches the length of the hull, and the hull operates in the trough of the wave, with a peak near the bow and another peak near the stern. This speed is called the hull speed and it is approximately 1.34 times the square root of the waterline length of the hull.

The purpose of the bulbous bow is to change the nature of this bow wave to reduce the drag it induces on the hull. The bulbous bow creates its own wave that is farther forward and out of phase with the natural bow wave created by the hull, effectively subtracting the normal bow wave and reducing its drag-inducing effect.

Clearly the design of the Atlantic 62 conforms or exceeds to Beebe's ideal offshore design for vessels.

She is retro above the waterline but pretty modern below the waterline!