

Test Report: Frauscher 909 Benaco

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One class better

“909 Benaco” is the new flagship of Frauscher. The most luxurious motor yacht built by the Austrian showcase shipyard is styled to the nth degree.



The Frauscher shipyard in Gmunden at Lake Traunsee (Salzkammergut region) has been famous for years for the high quality and successful regatta participation of their H boats. In 2002, Stefan Frauscher became H Boat World Champion when racing one of his own models. In recent years, however, the production moved more and more towards motor yachts. Classic runabouts, elegant and timeless, but relatively conservative. The first step into the future was taken by the yard's management consisting of Michael, Stefan and Andrea Frauscher, when they introduced the

686 Lido - a fresher design with more rakish lines. The 909 Benaco is still more advanced - larger, more luxurious and perfectly styled - without completely leaving her roots behind. The unconventional hull shape with the sharply-defined bow, the high-draw underwater and the flat-ended aft area reminds at a first glance of the 686 Lido. But only at the first glance.

Clear concept

What the lines promise in the harbour, the 909 Benaco retains on open water. Equipped with two Volvo Penta 5.7l 8-cylinder engines with 320PS each, the boat immediately achieves a calm glide. The double-stepped hull takes effect. At about 1800 rpm, the first applies and the bow is slightly

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lifted, protecting against waves. Gliding starts at 2500 rpm, the bow is lifted off the water and the boat runs actually on the second step only. During the test, the 909 Benaco reached just under 70km/h and Stefan Frauscher promises "at least 5 km/h more" with the customized propellers on order in Italy. The entire exterior layout matches the concept. 2 stand-up moulded chairs for pilot and passenger, with a bench to seat three or four persons behind. The many beautifully thought-out details are eye-catching: all chromium-steel parts (railing, cleats, trim) are not "off-the-shelf" but were specifically designed and machined

to size. Even the LED position lamps are not just plunked onto the deck, but fully integrated into the design with respect to their shape and placement.

A real eye-catcher is the two-stepped bathing platform with a flush mounted ladder.

In addition to her appearance, some practical features should be mentioned, in particular, the electrically-folding Bimini top (optional). Just like magic, the teak decks open beside the inviting sun bed and release the sun top. It automatically moves into position and you only have to lash it down. The refrigerator is integrated into the side boardwalk and two fenders are ready at any time in their customized box beneath the aft bench.



Luxurious interior

Back in the harbour, a look into the interior of the 909 Benaco is a revelation; if the exterior displays perfect design, the interior is "pure lifestyle". The companionway is closed with a rolling bulkhead that can be lowered into the bottom and a horizontal sliding element from tinted acrylic glass. Particular attention was given to pleasing lighting in the boat's interior. The side windows and panorama skylights (which can be opened with a gas-pressurized spring) provide much light complemented by a hidden LED strip in the roof lining as indirect light source and also two LED leading lamps. The salon table can be folded and lowered, thus, the U-shaped bench becomes a generously-sized couch for two people. Various stowing cabinets and drawers complete

the space. The only compromise: no standing height. For this, the line of the 909 Benaco is simply too rakish.

Item for item

Exterior

The renowned yacht designer Georg Nissen from Hamburg – involved in practically every Frauscher project - developed the rakish lines. The architect company arge.atelier was responsible for the exquisite details in the interior. The cooperation between Frauscher, Nissen and arge.atelier has continually developed in the last years and the three different perspectives - ship building, yacht design and architecture complement each other perfectly.



Interior

Certainly, the 909 Benaco is not intended for long trips, but a (long) weekend for two on the water - why not? Evenings can be spent better on deck under the starry skies or in the picturesque harbour bar. In order not to have to drive home, one can "construct" a proper double-berth from the U-shaped bench and lowered table. There is even enough space for a chemical head within the bow area.

Drive options

The equipment with two 5.7l petrol engines fits nicely with the concept of the boat. Alternatively, Frauscher offers a Diesel variant with two VW tDi V6 engines or a configuration with two Steyr hybrid engines. The latter however, is only useful where regulations limit the use



of combustion engines, on Lake Traunsee for example. Differently from cars, on water a hybrid engine does not provide a better energy balance.

As a matter of course, the 909 Benaco is equipped with two shaft drives as Z drives would not fit the concept, either visually or technically. Both reverse gears are situated below the cockpit, from where the forces are then transmitted to the two shafts. In order to be able to pick up these forces, the engines, the transmissions and the tanks are placed on a single-piece aluminium bottom component which also stiffens the hull.

Shipyard	Frauscher Bootswerft,(Gmunden, AUT)
Design	Georg Nissen
L.O.A.	9.09m
Width	2.99m
Weight	3200kg approx.
Water tank	100l
Fuel tank	2 x 220l
Engines	2 x Volvo Penta 5.7l
Power	2 z 239kW (2 x 320 PS)
Alternative drives	Diesel or hybrid engine
CE Category	B
Base price	EUR 240,000.00

Excl. VAT from Shipyard Gmunden
 Krüger Werft AG, CH-8274 Gottlieben
 Tel.: 0041 (0)71 669 12 69 www.krueger-werft.ch

Handling characteristics

The handling characteristics of the 909 Benaco are controlled by the two-stepped hull and the shaft drive. The first hull step comes into play at approx. 1800 RPM and lifts the bow slightly. The second engages at about 2500 RPM and ensure a smooth gliding. All manoeuvres can be executed problem-free, although the curve radius naturally cannot be run as tightly as with Z-driven boats, due to the two shaft drives. Of note: the boat clearly loses speed in the curves but immediately accelerates when returning to straight running. Idle: 700 RPM, Top speed: 67.3 km/h at 3800 RPM Measured with GPS; 3 people on board, small waves, wind speed 3 bft.