

Palm Beach Palm Beach 70 (2020-)

Brief Summary

The Palm Beach 70 looks like a giant lobster boat and is available with straight shaft inboards or Volvo Penta’s IPS pod drives. Because she’s a custom boat, there’s a choice of belowdecks layouts. Built by Grand Banks, she combines old-world craftsmanship and modern systems on a boat that offers strong performance.

Price

Base Price\$4200000.00

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

- Choice of layouts
- Plenty of shimmering teak
- Polished stainless-steel hardware
- Choice of hull color polished to perfection
- Tender garage

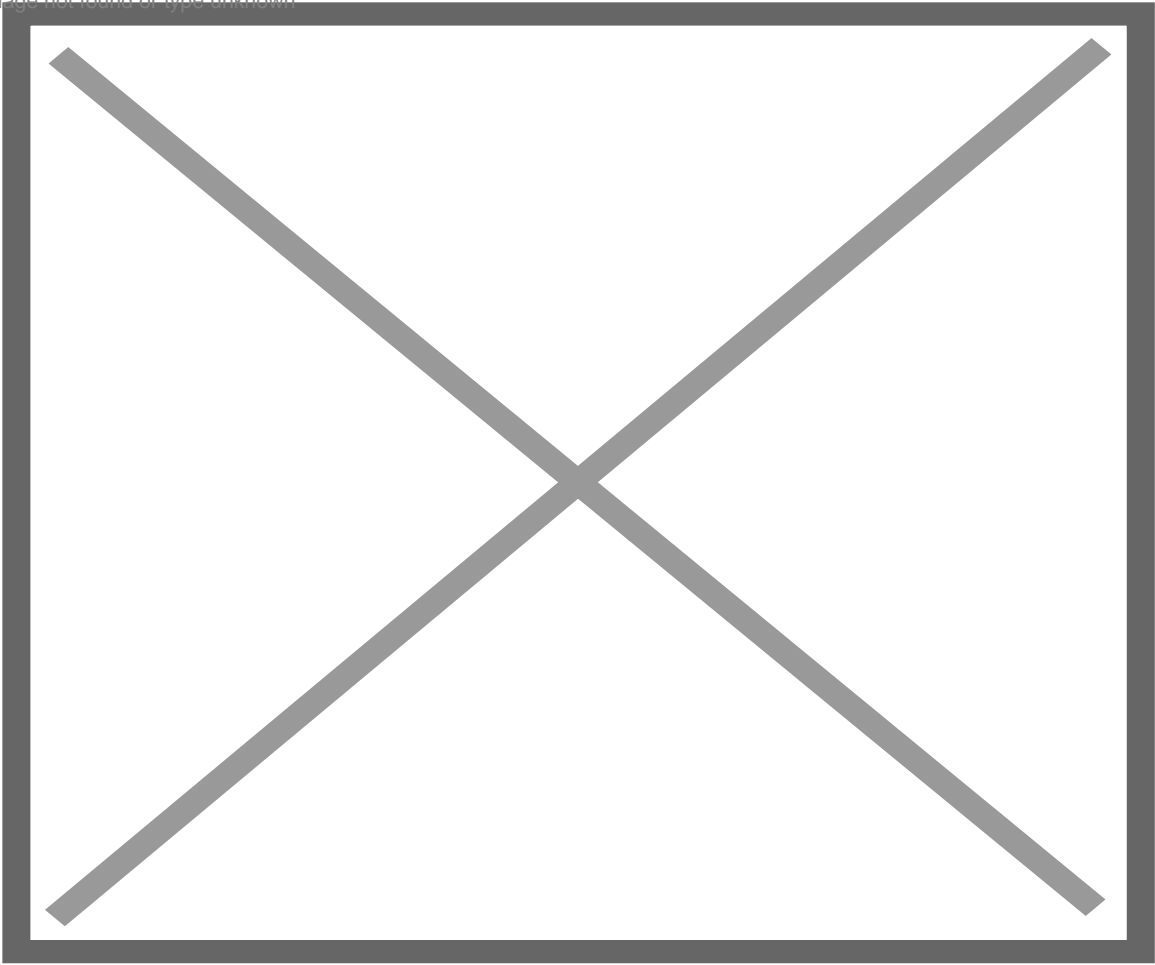
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
630	8.4	7.3	2.7	3.1	2.7	4412	3836.2	58
1000	12	10.4	9.4	1.3	1.1	1831	1592	62
1250	15.2	13.2	16	1	0.8	1355	1178.4	62
1500	19	16.5	26	0.7	0.6	1042	906.5	66

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1750	23.4	20.3	38.5	0.6	0.5	867	753.9	66
2000	28.1	24.4	54.5	0.5	0.4	734	638.4	71
2200	31.4	27.3	71	0.4	0.4	630	547.7	76
2400	35.8	31.1	98.5	0.4	0.3	518	450.8	75

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

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Specifications

Length Overall	74' 11" 22.84 m
BEAM	19' 2" 5.85 m
Dry Weight	70,500 lbs. 32,000 kg
Tested Weight	74,349 lbs. 33,724 kg
Draft	4' 3" 1.3 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,585 gallons 6,000 L
Water Capacity	290 gallons 1,100 L
Length on Trailer	
Height on Trailer	

Trailer Weight	
Total Weight	74,349 lbs. 33,724 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	7.7 seconds
0 to 20	
Ratio	

Props	
Load	5 persons, 1/5 fuel, 3/8 water, 50 lbs. of gear
Climate	98 deg., 75 humid; wind: 5-10 mph; seas: 0

By Capt. Martin Frobisher

Palm beach 70
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The Palm Beach 70 has an LOA of 74’ (22.84 m) with a beam of 19’2” (5.85 m) and, with twin 1000-hp Volvo Penta inboards, she ran 31 knots.

Mission Statement

An owner who buys the Palm Beach 70 to keep her in the docks as a place to enjoy cocktails would be doing the boat and himself a disservice. This is a luxuriously appointed performance yacht that lends itself equally well to being a fun day boat or weekend-getaway cruiser. She wants to get out and run.

She’s available in a variety of configurations — one owner ordered a single-stateroom layout — above and belowdecks. Our test model had three staterooms, a comfortable salon and spacious cockpit and flybridge.

Major Features

- Semi-displacement hull with shallow aft deadrise and sharp entry provide maximum efficiency
- Available with IPS or inboards
- High-tech layout saves weight and adds strength
- Twin Disc joystick connects engines and thrusters for improved maneuvering
- Second helm station in cockpit
- Well laid-out engine room
- Large cockpit for entertaining

Layout
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A straightforward layout gives the Palm Beach 70's flybridge plenty of space for entertaining.

Features Inspection

The Flybridge

The Upper Helm. On a boat of this size, it's easiest to start with the flybridge and work our way down, so that's what we'll do. Forward, the upper helm has a 15" multifunction display in the center of the compact dash. To starboard are the digital controls and the Twin Disc joystick that combines the thrusters and the shifting, giving the captain total control for docking. Down low to starboard are the VHF radio and Volvo Penta engine screens. Working outboard from the steering wheel, to port are the Humphree stabilizer controls, the Flir camera system, the Muir windlass switches, the Garmin autopilot and the Twin Disc thruster controls. The flybridge has three helm seats that swivel, slide fore and aft, and have adjustable height. Each also has a fold-out cupholder.

Flybridge GPS

The Garmin multifunction display on our test model had a 15" screen and could show course, systems and engine information.

Flybridge control

The Twin-Disc Quick Shift controls perform multiple functions and the joystick includes control over the thrusters.

Port fly bridge helm

The port side of the wheel includes the Garmin autopilot and the Twin Disc thruster controls plus accessory switches and the searchlight control down low.

Triple flybridge seats

Triple Stidd seats can be adjusted in numerous ways for individual comfort.

Flybridge seat cupholders

For added convenience, cupholders fold out of the armrests for the flybridge helm seats.

The Flybridge. Aft of the upper helm, the flybridge has a lounge that wraps to starboard around a table. We measured the height of the lounge at 16" (40.64 cm) off the deck, which felt low to our test captain. He would have liked it to have been at least 3" (7.62 cm) higher. Still, the craftsmanship on the table was outstanding. Headroom on the flybridge is 6'9" (2.06 m) and the deck is arched slightly to improve water drainage. Continuing aft to port there's an entertainment center with a sink and grille beneath a cover and storage drawers. Press a switch at the helm to lower the radar mast, which reduces 21'2" (6.45 m) bridge clearance by 6'4" (1.93 m). A hatch to port closes the access to the flybridge stairs.

Flybridge lounge table

Notice the robust base for the table. It's rugged enough that two aren't required, which provides better legroom for passengers.

Flybridge grill closed

Aft, there's an entertainment center with a spacious countertop.

Image of flybridge grill open
Flybridge grill open

The hinged section of the counter-top raises on twin stainless-steel struts to reveal the grill.

Image of flybridge sink
Flybridge sink

Flybridge sink is inboard of the radar mast and is recessed beneath the custom counter-top in a clean installation.

Image of flybridge storage closed
Flybridge storage closed

There are three doors in the base of the grill.

Image of flybridge storage open
Flybridge storage open

On our test boat, there was storage behind all of the cabinet doors. We imagine that appliances such as a refrigerator or icemaker are available options.

Image of lowering radar mast
Lowering radar mast

Press a switch at the flybridge helm and the radar mast is lowered to improve bridge clearance and make it easier to service the equipment on it.

Image of flybridge stairs hatch
Flybridge stairs hatch

The hatch to the flybridge stairs is ringed in stainless steel and locks with twin latches.

Image of flybridge stairs
Flybridge stairs

Using open flybridge stairs was a smart choice because it saves cockpit space.

The Cockpit. A stainless-steel and canvas overhead provides shade over the entirety of the Palm Beach 70's cockpit that measures 14' (4.27 m) at its widest and 10' (3.05 m) from the salon entry to the front of the table. Headroom is 7'8" (2.34 m), the aft cockpit lounge is 6'2" (1.88 m) wide, and the table just ahead of it is 6'6" x 2'11" (1.98 m x .89 m). Forward to starboard are a smaller lounge and another table. In short, the cockpit and table have plenty of space for entertaining. Forward of the flybridge stairs to port, the cockpit wet bar has an icemaker and the fold-away second helm station. In the starboard side of the bar adjacent to the salon entry is a small refrigerator.

Image of cockpit from rear
Cockpit from rear

With the canvas overhead, the Palm Beach 70's cockpit provides a welcome respite from strong sun or a passing shower.

Image of cockpit lounge
Cockpit lounge

As we saw throughout the Palm Beach 70, the finish work on the cockpit table was impeccable.

Image of cockpit ice maker
Cockpit ice maker

The stereo remote and icemaker ensures that all passengers can chill out in the cockpit.

Cockpit sink

Just above the icemaker is a stainless-steel sink.

Second helm station

The fold-up second helm station comes in handy for captains docking in tight quarters.

Cockpit fridge

The cockpit refrigerator opens into the passageway to the salon, so make sure it's closed before moving forward.

Cockpit Storage An in-deck hatch to starboard opens to access the autopilot hydraulics and while the port hatch reveals water maker that produces 75 gph (283.91 lph) and 1,800 gallons (6,813.74 liters) per day. Outboard on each side in the rear of the cockpit are two gunwale compartments. There's also a central deck hatch that accesses the front of the tender compartment. The entire center section of the cockpit raises on two hydraulic struts to reveal storage for a 10' (3.05 m)-long tender.

Water maker

The watermaking system is under the port deck hatch in the cockpit, but the way it's installed could make it hard to service the membrane (left red arrow) or change the filter cartridge (right red arrow).

Cockpit deck storage

The Palm Beach 70's plentiful hatches in the cockpit provide good access to equipment and storage.

Tender storage

An indication of the extra steps that Palm Beach and parent company Grand Banks go to, all the surfaces in the tender compartment are finished in gelcoat.

The Stern. Twin passageways that close with sliding gates lead aft to the Palm Beach 70's swim platform, which measures 3'11" (1.17 m) fore to aft and extends the full beam. Removable stainless-steel safety rails can be inserted into sockets around the perimeter of the platform and there are two 6" (15.24 cm)-long flip-up cleats on the outboard corners.

Stern gate

Gates that slide into the transom on each side cleanly close the passage from the cockpit to the stern.

Swim platform

Safety rails can be deployed on the swim platform or it can be left open as shown below.

The Bow. It's an easy transition from the swim platform to the bow on the Palm Beach 70's 22" (55.88 cm)-wide side passageways. There are four 13" (35.56 cm) cleats per side and the stainless rails run from the start of the side passages all the way to the bow. A sun pad snaps in place on the foredeck and in the bow,

there's a recessed wraparound lounge with seating for a few people. In the foredeck, the Muir windlass and foot controls are exposed to the elements full-time rather than tucked away in an anchor locker. The anchor and chain pay out via a stainless-steel chute in the bow and there are cleats on each side.

Side passage steps

The three steps that lead up to the side passageways have courtesy lights.

Side passage

With rails outboard and on top of the pilothouse, passengers will always have a handhold as they move forward.

Foredeck sunpad

The foredeck sun pad is protected by a snap-on cover when it's not in use.

Bow lounge

The bow lounge has backrests set at comfortable angle for passengers who want to feel the onrushing wind and spray.

Windlass

Twin cleats outboard of the Muir windlass allow for a Bahamian mooring technique if it's needed.

Rode locker

A hatch in the base of the foredeck provides access to the underside of the windlass and the rode.

The Salon. After a quick trip back to the cockpit on the side walkways, we enter the salon through bi-folding doors. To port are a J-shaped lounge and table that slides out and raises and lowers electrically. To starboard are individual lounges and a small footrest. The overhead is finished in varnished Burmese teak and upholstery with recessed courtesy lighting. Forward in the salon are a couple of bar stools to port. To starboard, a TV retracts into the aft side of the helm seat structure, and nearby there's wine chiller. With the push of a button, windows aft on each side of the salon entry and outboard of the helm and galley open to merge the interior and outdoors.

Salon entry

The salon-entry is 2' (.61 m) wide and the bi-fold door is framed in the same shimmering teak we found throughout the Palm Beach 70.

Salon overall

As is the trend with so many boats today, the salon, galley and lower helm are all on the same level.

Salon lighting

The overhead is practical and attractive with removable panels that make it easy to get to wiring and fixtures.

Salon lounge table

Not only is the table beautifully finished, it slides out to make it easier to take a seat and its height is adjustable.

Starboard side windows

The windows are designed so that passengers seated in the lounges have a clear view to the horizon.

Power salon windows

Windows on each side of the salon entry open electrically to let in fresh air.

Salon TV

Forward to starboard is a 48" TV that retracts into the aft side of the helm-seat console.

The Lower Helm. Forward to starboard, there's a fixed seat that measures 4'11" (1.50 m) across. The helm has dual Garmin MFDs in a vertical section forward of the centrally position steering wheel. The digital shift and throttle and joystick controls are to starboard. Working outboard to port from the steering wheel, there's a digital compass, the control for the Seakeeper gyroscopit stabilizer and the Flir camera controls on the upper level. Down low are the Garmin autopilot and the Twin Disc thruster controls. Accessory switches are in a single row beneath the steering wheel.

Lower helm overall

The helm station has just the right mix of high-tech equipment and a classic appearance to fit in the boat's overall milieu.

Lower helm control

The engine controls, the Twin-Disc joystick and the spotlight, wiper and windlass controls are all on the starboard side of the steering wheel.

Lower helm switches

Positioned beneath the steering wheel, the accessory switches are all clearly labeled and they illuminate when activated.

Lower helm seat

The lower-helm seat is fixed and has room for a companion to join the captain.

Chart table open

To port in the flat section of the helm countertop is a large chart table that raises on stainless-steel struts to provide storage for all the electronic accessory covers and other gear.

The Galley. Across from the helm to port, the galley has a stovetop and oven forward. Outboard to port is a single stainless-steel sink and on the aft side are refrigerator/freezer drawers and a dishwasher. There's

dedicated storage for silverware, espresso cups and dishes plus open space beneath the oven.

Galley

Our test boat had the galley-up layout so whoever is preparing the food sees plenty of daylight and the outboard power window lets in fresh air.

Cooktop oven

The cooktop and oven are forward in the galley, but there's no vent hood so chefs will want to use the outboard power window to get rid of cooking-related fumes.

Galley drawer fridge

Of the two cold-storage drawers in the galley, the top one is the refrigerator and the bottom one is the freezer.

Dishwasher

Forward of the drawers is the dishwasher.

Below Decks

Crew quarter layout

The crew quarters' stairs outboard of the galley lead to the crew quarters, which have a single athwartships berth, a head with a sink and toilet, a small galley area with a refrigerator, and a cabinet for circuit breakers.

Crew overall

Many owners of Palm Beach 70s are also the primary operator so the crew who helps keep the boat clean and tend to lines when docking should be comfortable in these quarters.

Master Stateroom. Stairs between the galley and lower helm lead to the belowdecks area. The main distribution panel is on the inboard side of the helm at the top of the stairs. At the bottom of the stairs, the passageway to all the cabins is a straightforward single shot all the way to the VIP quarters in the bow. The entry to the master stateroom is to port and the berth is positioned across the beam with the headboard to port. Our test boat had a TV in the master with a closet aft and storage drawers under the berth. The ensuite head is forward with his and her sinks outboard, a separate shower stall and a toilet.

Cabin stairs

Finished in the high-gloss woods, the cabin stairs make passengers feel like they're entering luxurious accommodations.

Cabin passage

Passage to the bow is unobstructed.

MDP

The main distribution panel is separated by 12-, 120- and 240-volt sections for easy operation.

Master from side

There's plenty of space for passenger movement at the foot of the master berth.

Master storage

The aft storage includes a hanging locker and shelves behind closet doors.

Master berth drawers

There's additional space in drawers in the base of the master berth.

Master sinks

The master head has twin sinks plus extra storage above behind medicine-chest-style doors and below in the cabinet base.

Master shower

The master shower stall has a spacious feel and there's plenty of space for toiletries in the twin shelves.

VIP Quarters. Just ahead, the bow stateroom has a berth on the centerline with the headboard basically at the forward bulkhead. There are steps up on each side to access the berth with storage shelves outboard. Aft to port is a hanging locker and to starboard is the en suite head with a single sink, shower stall, and a toilet.

VIP berth bow

Notice the angled cushioned upholstery outboard of the bow's berth in case someone rolls out.

VIP overhead

In the overhead in the bow is a hatch that lets in extra light.

VIP sink shower

The VIP head has the same fixtures as the master, with the only difference being a single sink instead of twins.

Guest cabin and Laundry. Working aft from the bow, there's a linen closet across from the master stateroom entry and just aft is a laundry room with separate washer and dryer. Aft to starboard is a guest cabin with two berths set longitudinally. There's a hanging locker outboard to port and forward is access to the head that is also the day head. It also has a separate shower stall with a folding glass door, plus a single sink and porcelain toilet.

Linens

A locker in the main cabin passageway provides storage for extra linens.

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washer and dryers

Just ahead of the linen closet is a laundry room that has a counter for sorting.

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Guests berths

Aft to starboard is a third cabin with accommodations for two more passengers.

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Guest shower

Even the guest/day head has a full-sized walk-in shower stall.

The Engine Room. A hatch in the cockpit deck just abaft the salon entry provides access to the Palm Beach 70's engine compartment. The twin 1000-hp Volvo Penta inboards are bolted on heavy-duty mounts that are bolted through the 5.5" (13.97 cm) wide stringers. Aft the transmissions, we noticed oil-cooled Seatorque shaft seals. Above on the aft compartment bulkhead are the oil fills for the system and the battery charging systems. Palm Beach positions all of the accessories that need routine maintenance in the center to facilitate the process. All of the sea strainers are easy to get to for cleaning and through-hulls are in easy reach and clearly labeled. For example, the Racor fuel-water separators are on the forward bulkhead with a sight tube for the fuel tank in between. Kudos to the manufacturer for providing passage all the way around the motors. Forward of the motors, our test boat had the optional Seakeeper 9 gyroscopic stabilizer and just ahead of that are twin Fisher Panda 15 kW generators that are set up to operate in an on-demand system. One generator handles the majority of the demand and when it maxes out, the second one kicks in.

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Engine access

Twin stainless-steel struts hold up the engine compartment hatch so crew members can climb down safely.

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Starboard motor

Notice how low the starboard 1000-hp motor sits in the stringer. This helps give the boat a lower center of gravity.

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Exhaust details

Throughout the Palm Beach 70's engine compartment we saw excellent attention to details like the vibration dampening mount for the exhaust.

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Racors

Twin Racor fuel-water separators are forward on the engine-compartment bulkhead and notice double clamps on the connections to the stainless-steel fuel lines.

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Sight tube

Even with all of the high-tech stuff going on today, a sight tube remains fool proof for checking fuel level.

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Battery switches

Battery switches and the FLIR camera are positioned high on the aft bulkhead.

Seastrainers
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Notice the faux teak decking beneath the sea strainers. It adds a touch of class to the compartment.

Gyroscopic stabilizer
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The Seakeeper 9 gyroscopic stabilizer is forward of the motors, mounted on the centerline.

Gen sets
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Twin Fisher Panda generators are just ahead of the Seakeeper and, again, are easily accessed for service and maintenance.

Performance

The Numbers. The Palm Beach 70 measures 74'4" (22.84 m) long with a 19'2" (5.85 m) beam and she draws 3'7" (1.1 m). Empty weight is listed at 70,500 lbs. (31,978 kg) and with five people, 336 gallons (1,271.90 liters) of fuel and test equipment on board, we had a test weight of 74,349 pounds (33,724.14 kg). The boat rides on a semi-displacement bottom that has a fine entry and flattens to a shallow deadrise aft. Running in calm conditions, we wound up the motors to 2400 rpm and hit 31 knots. Best cruise was at 1750 rpm where the boat ran 20.3 knots mph and burned 38.5 gph. That gave us 0.5 nmpg and a range of 753.9 statute miles with 10 percent of the boat's 1,585-gallon (5,999.88 liter) fuel capacity in reserve. At 630 rpm, the boat ran 7.3 knots mph and burned 2.7 gph, which resulted in 2.7 nmpg. At 1000 rpm, she ran 10.4 knots and burned 9.4 gph, producing a nmpg rating of 1.1. In acceleration tests, the boat planed in 7.7 seconds and ran through 20 mph in 9.2 seconds.

Running starboard fast
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The optional 1,000-hp inboards enhance the PB 70's versatility. The company says most buyers opt for pod drives.

Construction Except for the wakes from our photo boat, there were no waves to be found on test day. It was flat calm, which was a bummer because we were looking forward to seeing how the boat runs given our experience with the brand. The PB 70 has a Category A rating for Europe and is built with foam coring in the bottom and hullsides and cabin in the deck. Everything is resin-infused for the best saturation and strength.

Price

Base Price with twin Volvo Penta IPS1350s is \$4.2 million.

Observations

The Palm Beach 70 has hints of Downeast Styling, but wouldn't make most people think "lobster boat." She's just too pretty for that. Compared to the Italian builder Mochi Craft, we think Palm Beach pulls it off just a little better in terms of styling. The flybridge is huge and the power salon windows do a great job of bringing the outdoors in.

Even though most of the Palm Beach 70s have been ordered with pod drives for their improved maneuverability, the upgrade to the 1000-hp Volvo Penta inboards with the Twin Disc joystick that links control with the thrusters makes the boat quite maneuverable around the docks and the extra power gives the boat a top end that exceeds 30 knots. That gives the boat the speed for a quick getaway for a night or two or for a destination that's farther away, drop the speed down to 15 knots and her range extends to about 1000 miles. Add the hideaway storage for the tender and the Palm Beach 70 is ready to be a fun dayboat to take friends out for a cruise along the coast or a performance cruiser ready for a weekend adventure.