

Grand Banks 60 (2020-)

Brief Summary

World famous sailboat racer Mark Richards presides over Grand Banks as CEO these days. His time in raceboats has prompted Grand Banks to design an efficient hull for their new open flybridge cruiser, the Grand Banks 60.

Price

Base Price

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

- Three staterooms
- Twin 900-hp Volvo Penta IPS 1200
- Open Flybridge

Specifications

| | |
|----------------|-------------------------|
| Length Overall | 65' 4" 19.9 m |
| BEAM | 19' 2" 5.85 m |
| Dry Weight | 61,730 lbs. 28,000 kg |
| Tested Weight | |
| Draft | 4' 3" 1.3 m |
| Draft Up | |
| Draft Down | |

| | |
|-----------------------------|----------------------|
| Air Draft | |
| Deadrise/Transom | |
| Max Headroom | |
| Bridge Clearance | |
| Weight Capacity | |
| Person Capacity | |
| Fuel Capacity | 1,530 gal. 5,800 L |
| Water Capacity | 300 gal. 1,100 L |
| Length on Trailer | |
| Height on Trailer | |
| Trailer Weight | |
| Total Weight | |
| 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 | |
| 0 to 20 | |
| Ratio | |
| Props | |
| Load | |
| Climate | |

by Capt. Peter d’Anjou

running not found or type unknown

The Grand Banks 60.

wood not found or type unknown

The traditional wood plank look on the Grand Banks 60 hull belies her efficient new hull and top speed of 30.8 knots.

Mission

The Grand Banks 60's mission is to be the most efficient cruiser in its class. She is a true blue water long-range cruiser that is ideal for passage-making and easily handled by two people. New construction techniques in carbon fiber create a stable boat with a low center of gravity that can take on rough seas and do it in style.

Distinguishing Features

- Carbon-fiber and epoxy resin superstructure
- Burmese teak joinery

Major Features

- Stidd helm chairs
- 30+ knot speed
- 1,286 nm range @ 10 knots and 11.5 gph

Design

running layout not found or type unknown

layout not found or type unknown

layout not found or type unknown

layout not found or type unknown

The Grand Banks 60 has a three-cabin layout on the lower level, aft galley in the main deck salon and an open air flybridge. The yacht can accommodate straight shafts or IPS pods.

The semi-displacement hull was tank-tested in Australia and the report back, according to Grand Banks, was that it was the best performing monohull under 100' the facility had ever tested. The engine and tankage are carefully placed to keep the entire waterline length in the water. The low center of gravity and the 19'2" (5.85 m) beam add to her stability. The tankage is a single full-beam 1,530 gallon (5,800 L) saddle tank sitting ahead of the engines. While the superstructure is lightweight carbon-fiber, the joinery is Burmese teak, sometimes with veneers in certain places to keep the weight down.

hull not found or type unknown

The Grand Banks 60's hull design has a deep forward section rising to a relatively shallow deadrise of 7-degrees at the transom.

The stability and ride from this design is such that options like SeaKeeper Gyro stabilizers and Vector stabilizer fins are available, but not deemed necessary.

Construction

factory not found or type unknown

The Grand Banks factory in Malaysia is bustling.

CNC robots not found or type unknown

The use of CNC robots to detail plugs for tooling has contributed to enhanced processes in construction that has garnered awards and industry attention for Grand Banks.

The exterior profile still speaks of the Grand Banks heritage, particularly with the planking lines down the hull. The design's efficiency and speed goals meant that weight was a consideration, so the company's new standard of resin-infused carbon fiber construction above the waterline resulted in a very low center of gravity and inherent form stability at all speeds. Below the waterline, the hull is resin-infused e-glass with a Gurit closed cell foam core. The use of carbon fiber has multiple advantages in strength, rigidity, weight, and performance.

CEO not found or type unknown

Grand Banks CEO Mark Richards tours the factory. Richards is an eight time winning skipper of the Sydney Hobart Race.

detail not found or type unknown

The finish detail of the engine exhaust pipe is of the highest quality. When Grand Banks told Volvo Penta that they wanted to wrap the exhaust pipes, Volvo was concerned, until they witnessed the final product and put their own stamp of approval on it.

award not found or type unknown

Grand Banks won a 2019 Mets award for innovation in production process. Eight companies were honored from the 36 shortlisted.

Boat Inspection

Upper Helm

seats not found or type unknown

Captain Steve inspects the two Stidd seats facing the flybridge helm.

organized
Image not found or type unknown

The Grand Banks 60's neatly organized upper helm sports a destroyer-style wheel.

We'll start at the flying bridge helm. Two ultra-leather upholstered seats are fully adjustable and include flip footrests. The helm console is a center-mounted pod style. The upper panel includes two 17" (43.18 cm) displays. To the left is a Garmin tri-data display, and to the right is a forward looking infra-red camera controller. The compass is top center. Below and left are the two bow thruster sticks, the Zipwake trim controller, spotlight remote, electrical rockers including the horn, the 7" (17.78 cm) Garmin engine display, the IPS joystick, the digital engine controls, and the windlass control.

Below are the engine start/stops and the VHF. The wood wheel is beautifully finished and includes the Grand Banks logo in the hub. To the left is the Fusion stereo and an accessory plug.

storage
Image not found or type unknown

Storage is under the entire console and to the left.

curtain
Image not found or type unknown

The flybridge curtain enclosure attaches to the stainless-steel frame of the tinted acrylic windscreen and to the hardtop. Note the FLIR camera on the hardtop, upper left.

Flying Bridge

inspection
Image not found or type unknown

Captain Steve inspects storage below the stairs leading from the aft deck to the flybridge before ascending to the upper level.

Stairs from the aft deck to the flying bridge are to the starboard side with storage drawers in each of the lower steps. This upper deck is a large gathering space.

18
Image not found or type unknown

The open flybridge extends beyond the hardtop to a boatdeck with sun pad.

sun pad
Image not found or type unknown

The sun pad on the flybridge hinges up on gas shocks with storage beneath. Note the crane to the outboard side for launching the tender.

Aft is a boat deck holding an 11'4" (3.45 m) RIB that can be launched with the 1,000-lb. (454 kg) capacity crane. Forward is a 73" (185.42 cm) x 53" (134.62 cm) sun pad with storage underneath. We'd like to see some rails to the sides of the pad.

flybridge table
Image not found or type unknown

Captain Steve admires the Grand Banks inlay on the flybridge table.
The gathering takes place at an L-shaped settee wrapping around a solid wood table on a fixed pedestal.
It's gloss-finished with an intricate logo inlay, all under the hardtop 6'7" (2.01 m) overhead.

refreshment center not found or type unknown
refreshment center

The flybridge refreshment center is on the starboard side opposite the table.
Across, the refreshment center includes a long Silestone counter with a stainless-steel sink. Storage is beneath with dedicated stemware holders and then there's a refrigerator. All decking is natural teak. Now let's head back down to the aft deck.

glassware not found or type unknown
glassware

Monogrammed glassware stored in the flybridge refreshment center adds a touch of elegance.

flybridge not found or type unknown
flybridge

The flybridge under the hardtop could be curtained completely, or there is a fully enclosed skylounge (SL) version of the Grand Banks 60.

Aft Deck

measurements not found or type unknown
measurements

Captain Steve takes measurements on the aft deck of the GB60.
The 16' x 5 1/2' (4.88m x 1.68m) aft deck consists of a center-mounted bench seat just ahead of the transom. It sits behind a gloss-finished and 6'3" x 3' (1.91m x .91m) expandable golden teak table.

teak table not found or type unknown
teak table

The golden teak table with the leaf folded in place sits on a fixed pedestal.

dining table not found or type unknown
dining table

Ahead of the dining table on the aft deck is a double 57" (144.78 cm) bench seat adjacent to a stone-topped cabinet that includes a trash receptacle. It sits beneath a smoked glass window that opens to the galley.

aft deck not found or type unknown
aft deck

The aft deck refreshment center is located under the stairs to the flybridge.
The refreshment center has an undermount sink in the Silestone countertop. Storage beneath includes

image not found or type unknown



sorters for the logo'd stemware. Alongside is an icemaker and freezer drawer.

aft deck not found or type unknown
aft deck

Bulwarks on both sides of the aft deck contain storage lockers.

transom door transom door not found or type unknown

The transom door to the swim platform is on the starboard side. Note the shore power and fresh-water washdown connections just to the right of the door, and the 12" (30.48cm) stern cleat and stern chock to the left of the door.

Storage is in the 21" (53.34 cm) high bulwarks. Support rails are 32" (81.28 cm) above the teak deck. And all this is protected by the extended flying bridge deck a full 7'8" (2.34m) overhead and fully fitted with LED lighting.

Swim Platform

swim platform swim platform not found or type unknown

The door to the swim platform has a latch at the bottom to hold it open.

A starboard side door, not a gate, leads to the swim platform. The door is quite substantial, and includes a latch at the bottom that's a bit hard to reach. We'd like to see either a magnetic latch or a higher-positioned one.

rails rails not found or type unknown

The staple rails on the perimeter of the swim platform have mounting holes for accessories.

Down a 14" (35.56 cm) step, the 6' (1.83m) platform is covered in teak. Staple rails line the trailing edge and can accommodate accessories such as a grill or bait table.

ladder ladder not found or type unknown

Sockets for a reboarding ladder are to starboard. Six-inch (15.24 cm) folding cleats are in the corners.

grill grill not found or type unknown

The swim platform grill cover is supported by a gas strut.

flag flag not found or type unknown

And, of course, in the center of any proper yacht is a flag holder.

At the transom, a hatch lifts to reveal an electric grill. An optional sink would go alongside. The adjacent hatches lead to deep storage. Support struts hold the hatches open.

Now let's move forward along the side decks and inspect the operational aspects on the bow.

Side Decks

side deck side deck not found or type unknown

The covered side deck of the Grand Banks 60 protects engine room vents.

As we make our way to the bow, side decks are 20" (50.80 cm) wide. There's a 13" (33.02 cm) midship cleat. To the inboard side, there's venting for the engine room in a position to reduce salt spray. Protection overhead comes out 2'2" (.66 m).

bulwark door not found or type unknown

The rail opens above the bulwark door for access to a fixed pier. Note the engine vent on the cabin house.
side deck not found or type unknown

The side deck has three steps up to the foredeck. Inboard is a fuel fill. A waste pumpout is in the deck just beyond the top step.

There's a gate integrated into the rail over an outward-opening bulwarks door. The bulwarks come up 20" (50.80 cm), and rails top out at 32" (81.28 cm). Further forward are 3, 8" (20.32 cm) steps and there's a waste pumpout and diesel fill. At the top, the rails top out at 27" (68.58 cm) over another 13" (33.02 cm) cleat. A 13" (33.02 cm) cleat is broad on the bow, and then we come to a 7" (17.78 cm) elevated platform supporting the ground tackle.

caprail not found or type unknown

The caprail is beautifully finished leading to the bow.

Ground Tackle

shore power not found or type unknown

When docking bow in, the two forward 50-amp shore power connections will be much appreciated.

windlass not found or type unknown

Windlass controls lie under the shorecord.

Fully forward there is a recessed Muir windlass leading out to a stainless anchor roller supporting the 77 lb. (35 kg) Ultra plow anchor on a stainless swivel. 12" (30.48 cm) cleats lead to chocks that blend into the varnished caprails. Just behind there's a hatch leading to compartmentalized storage for the all-chain rode.

chain locker not found or type unknown

The chain locker forward and a storage locker behind are accessible through the forward hatch. Now let's go aft and check out the engine room before moving inside.

Engine Room

hatch not found or type unknown

This hatch in the aft deck opens to a mechanical room with access forward into the engine space. The hatches in the teak deck behind and to either side lead to the IPS pods.

We can't help but notice the thoughtful touches start with a convenient grab rail fixed to the underside of the hatch. At the aft end of the compartment, there are battery chargers and a power converter providing clean electrical from shore power as well as taking full advantage of solar panels on the hardtop.

watermaker
term not found or type unknown

Capt. Steve locates the optional watermaker under the shelf in the mechanical space. We notice that all the shelf space is not only collapsible, but also has rails to keep items secure in a seaway.

battery switch
term not found or type unknown

Battery switches and sea strainers flank the door into the engine room.

Overall, this is a large space even with the optional water maker. To the forward bulkhead there are battery switches to both sides with sea strainers below. The watertight door to the engine room is 5" (12.70 cm) thick. Let's head inside.

engine room
term not found or type unknown

At the entrance to the engine room, there's stooping headroom at 4'5" (1.35 m). The diamond nonskid decking is beveled following the contours of the hull.

To both sides of the entrance, there are main engine and generator batteries, and not only are they well-labeled, they're dated. A freshwater washdown is just alongside the port batteries. The engines are Volvo Penta's IPS1200s built around the D13 block. They're supported by vibration-absorbing mounts atop the thick, gloss-painted stringers.

exhausts
term not found or type unknown

The gloss-finished and custom made engine exhausts are well supported (yellow arrow). Water intakes are just alongside. There is a cover over the engine shaft (purple arrow). In the center of the two engines are the hydraulics for the bow and stern thrusters (far right). Just ahead of the hydraulics are the dual 15 kW generators (red arrow). The single fuel tank spans the beam of the boat, is fitted with internal baffles all the way through, and is centrally located in the hull just forward of the engine room (green arrow).

tube
term not found or type unknown

A sight tube is conveniently placed in the middle. Fuel filter water separators are to both sides; filters for the gensets are to the outside of those, all easily serviceable.

engines
term not found or type unknown

Captain Steve demonstrates the location of the engines vs. the location of the pod drives in the open hatch, representing how long the jack shafts are and how important it was for Grand Banks to get the weight

distribution just right in the Grand Banks 60.

The engines are connected to the IPS pods by long jackshafts allowing the pods to be mounted well aft for better efficiency and, of course, ideal weight distribution. Notice how sound protection built into the hatch cover above is a consideration.

Entering the Cabin

door not found or type unknown

Captain Steve slides open the door and prepares to step up into the cabin.

As we move to the salon, we enter through a 77" x 27" (195.58 x 68.58 cm) sliding door, with a 9" (22.86 cm) step. Inside, we see a lot of golden Burmese teak with a satin finish. Large surrounding windows let in plenty of natural light. The average overhead height is 6'9" (2.06 m).

salon windows not found or type unknown

The tinted salon windows open electrically, dropping into a pocket in the bulwark and adding ventilation to the mix.

joinery work not found or type unknown

The characteristic Grand Banks joinery work that we've come to expect from the brand is ever present, giving the interior a very nautical look, and it is all done in-house.

Galley

counters not found or type unknown

Silestone counters continue into a waterfall effect on the cabinet sides.

We'll start with the galley located aft, between the two main deck gathering areas. We appreciate that the aft window opens on an electric actuator. Forward, the cabinetry is surrounded by Silestone. Storage includes dedicated sorters. There's a dishwasher drawer, and then still more storage.

window not found or type unknown

The window on the left opens for access to the aft deck.

galley not found or type unknown

The galley has storage that may seem out of reach. Not so fast, see next picture...

storage not found or type unknown

Storage drops down at the touch of a button to a more manageable height.

Aft are refrigerated drawers and a convection oven. Overhead is storage, but because of the generous 7'5" (2.26 m) overhead height here, it's far too high to be usable. But Grand Banks thought of that, and made it all

drop down to more convenient heights. The Silestone counters include an undermount stainless sink and a four-burner induction cooktop. In the corner is a trash receptacle.

galley
image not found or type unknown

Galley features continue across to starboard with more Silestone counterspace, a trash compactor, two more refrigerated drawers, a wine chiller and bottle storage.

Salon

transition
image not found or type unknown

The transition to the salon is marked by the teak and holly decking giving way to carpeting. Gatherings start at the L-shaped settee behind a gloss-finished golden teak table on an electrical adjustable-height pedestal. It slides out on angled brackets to ease entry and egress. Directly across is a three-seat sofa. A 48" (121.92 cm) TV is on an electric lift just behind. Drawer storage is below.

tv
image not found or type unknown

The TV drops down into the cabinet behind the sofa when not in use.

overhead
image not found or type unknown

The overhead in the salon has a grab handle running fore and aft and the drop down in the overhead conceals vents for heat and A/C.

We like that there's a lengthy teak grabrail running through the 6'9" (2.06 m) padded overhead. And notice that this is a dropped ceiling. Air handling vents run along the perimeter to evenly control the temperature in the room.

Lower Helm

lower helm
image not found or type unknown

The lower helm has a double bench to port and two Stidd chairs to starboard facing the helm. Just ahead of the salon is a two-person bench seat allowing guests to enjoy the same elevated view as the captain at the helm. Storage is underneath. It includes solid wood armrests, and forward is a wood trimmed skylight to the lower deck surrounded by leather.

helm
image not found or type unknown

The lower helm is light and airy with seating on a raised platform.

helm
image not found or type unknown

The lower helm is starboard mounted and represents a prime example of Grand Banks's in-house joinery work.

wood not found or type unknown

The exquisite wood brow over the helm continues in teak.

flybridge helm not found or type unknown

As with the flybridge helm, the lower helm presents dual 17" (43.18 cm) Garmin displays in the upper panel. Below are the wiper controls, side power control panel, a 7" (17.58 cm) Garmin display that integrates with the Volvo Penta engines, a multi-data display, and windlass control. Back to the left, we have the thruster sticks, a Flir control panel, the Zipwake tab panel, spotlight control, the ignitions, electrical switches including for the salon windows and horn. To the far right are the IPS joystick and digital engine controls. The wheel again is gloss varnished wood.

seats not found or type unknown

Seats are from Stidd and upholstered in Ultraleather. Flip footrests are attached to the cabinetry below.

helm windows not found or type unknown

The helm windows are protected by a 30" (76.20 cm) brow.

Visibility is through three 38" (96.52 cm) high windshields. The side ones are 42" (106.68 cm) wide while the center is 49" (124.46 cm) wide.

helm access not found or type unknown

As is always the case, we're happy to see helm access to the side deck, and notice we have good access to the IPS joystick from outside the door.

lower decks not found or type unknown

Around the corner in the companionway to the lower decks, is the vessel's main electrical panel.

Lower Deck

accommodations not found or type unknown

The accommodation deck has three staterooms - an athwartships master with ensuite and two guest cabins sharing a head. An option for a fourth cabin with access from the guest cabin is available – our test boat had this option.

The companionway to the accommodations level is center mounted and the four steps have raised nonskid strips and courtesy lighting. The Grand Banks 60 is offered in a three-cabin version or with an additional cabin located just behind the existing guest cabin to starboard, both layouts with two heads.

storage not found or type unknown

There's storage in the passageway deck. The first guest cabin is to starboard; the day head and VIP are fully forward.

We'll start with the master to port.

Master Stateroom

master stateroom not found or type unknown

The master has a skylight from the helm and a hatch (upper right) that opens on the cabin house. The oval port below it is in the raised cabin trunk; the port over the headboard is in the vessel's side.

This stateroom takes advantage of the skylight we saw above next to the helm. The berth is mounted athwartships with hullside windows just behind. It measures 85" (215.90 cm) by 75" (190.50 cm). Overhead height runs from 6'6" to 6'9" (1.98 m to 2.06 m).

storage not found or type unknown

Captain Steve checks out storage in the walk-in closet which is a step down from the level of the master. A 48" (121.92 cm) TV is at the foot of the berth. A corner cabinet is below a large mirror. A walk-in closet includes hanging, shelf, and cabinet storage. More storage is under the berth and alongside. An overhead hatch includes a screen and blackout shade.

storage not found or type unknown

Storage in the night stands and below the berth are solid teak.

master stateroom not found or type unknown

Hatches in the master stateroom's deck provide access to the house batteries and the grey water tank.

Master Ensuite

mirror not found or type unknown

The mirror over the toilet reflects the hatch in the ensuite and the door back into the master with its overhead.

The ensuite is forward, fully featured and well-lit from an overhead hatch and hullside window. Teak decking extends into the enclosed glass-door shower.

shower not found or type unknown

Even the shower stall is lined with durable teak decking.

VIP Stateroom

master stateroom not found or type unknown

Captain Steve leaves the master (left) and heads forward in the passageway, taking a peek into the shared head before entering the forward VIP cabin just ahead.

cabin trunk
page not found or type unknown

The curvature of the raised cabin trunk is detailed exquisitely in teak above the VIP island berth with nary a seam.

Now let's move to the VIP at the bow. This is outfitted with a 79" x 59" (200.66 x 149.86 cm) island berth accessible from both sides. Light comes in from fixed ports and an overhead hatch. There's an upholstered headboard and storage to the sides of the stateroom, under the berth and in a hanging locker. And there's an impressive piece of curved wood over the berth contoured to follow the raised cabin trunk. A 32" (81.28 cm) TV is to the aft bulkhead.

vip
page not found or type unknown

At the entrance to the VIP stateroom, there's a vanity desk.

Shared Head

mirror
page not found or type unknown

The mirror reflects light from the two hatches and two non-opening ports in the shared guest head. The shared head is laid out with many of the same features as the master ensuite.

shower
page not found or type unknown

The shower stall for the shared head has a glass door and a bench as well as the teak flooring.

bedding
page not found or type unknown

A linen and bedding closet is just outside the shared guest head in the passageway.

Guest Stateroom

guest cabin
page not found or type unknown

The guest cabin is aft and to starboard off the passageway. The cabin entrance is down a 9" (22.86 cm) step.

guest berth
page not found or type unknown

The foot of the guest berth is behind the hanging locker.

There's a single 75" (190.50 cm) long berth with a width running from 36" (91.44 cm) at the head tapering down to 26" (66.04 cm) at the foot. Storage is underneath. Headroom is an astonishing 7 ½' (2.32 m). A hanging locker is provided.

guest cabin
page not found or type unknown

The guest cabin leads into the optional fourth cabin. The companionway stairs are at the far right and just inside the guest cabin entrance we can see the step down into the fourth cabin.

headroom
Image not found or type unknown

There is sitting headroom over the berth in the fourth cabin. Captain Steve has just stepped down onto the first platform with another step down to go at the foot of the berth. A battery switch panel is at left and A/C control panel is on the bulkhead by Steve's head.

Aft is the optional fourth cabin, down 10" (25.40 cm) and 13" (33.02 cm) steps. There's lower headroom here ranging from 5'3" to 4'9" (1.60 m to 1.45 m). This cabin has a 77" (195.58 cm) x 27" (68.58 cm) berth with storage below. This space contains battery switches and the main electrical breakers.

Equipment Discussion

Choice of engines and running gear based on customer requirements.

A washer dryer is standard equipment concealed behind paneling in the guest stateroom.

Price

- \$3.6 million

Optional Equipment to Consider

- Skylounge (\$250,000)
- Aft cabin (fourth stateroom) (\$200,000)
- The Volvo Penta 1200 engines (\$125,000)
- Teak-faced carbon-fiber backed transom (\$14,950)
- Passerelle (\$34,450)

Observations

fly
Image not found or type unknown

The Grand Banks 60's open flybridge could easily be a live-aboard cruiser. A recent survey of Grand Bank 60 owners found that half spend weeks on end cruising while the other half use the boat more as a dayboat and entertainment platform.

Captain Steve's big takeaway was how quiet the Grand Banks 60 is underway, and he's not talking about low engine noise. We're talking about no creaking, no rattling, etc. It all speaks of a solidly built boat.

This is certainly a beautiful yacht and because it is luxurious we sometimes have to remind ourselves it is 65'4" (19.9 m). She combines speed and efficiency well per her mission, and she also handles and rides

supremely.

flybridge

The Grand Bank 60 is also available in an enclosed flybridge version – referred to as the Skylounge.

cruising

The Grand Banks 60 exhibits speed and comfort, is well-mannered, efficient, and capable of long-range cruising.

This is an owner-operator's yacht, and she's everything a cruiser should be, in an updated and modern yacht that still manages to retain the classic DNA and high-quality build that made the Grand Banks brand so iconic.

As comfortable as this yacht is to be on, she's even more impressive out on the water. If Grand Banks' aim was to renew elite brand recognition with this yacht, then we believe they have succeeded in grand style.