

7 things to consider before
SIGNING THE CONTRACT

the socially distanced guide to
PANDEMIC BOAT SHOPPING

learn from the experts
HOW TO USE PROP WALK

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***BREAKING
THE MOLD***

12 *Bold New Boats for
a Brave New World*

OCTOBER 2020

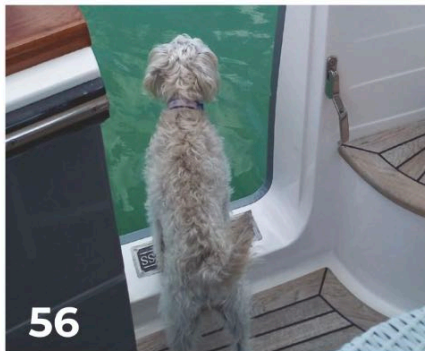
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ON THE COVER
The new Grand Banks 54 in Newport, Rhode Island
PHOTO
ONNE VAN DER WAL



ONNE VAN DER WAL

BREAKING THE MOLD

12 BOLD NEW BOATS
FOR A BRAVE NEW WORLD

What a year this turned out to be. Despite the Covid-19 pandemic's best efforts to put the pleasure cruising world on the hard, builders and manufacturers instead rose to the challenge, yielding a substantial list of new makes and models that are set to roll out this fall and early next year. Perhaps what excites us most about the Class of 2020-21 is how each of these builders brings something fresh and remarkable to the table, at a time when we could all use a little inspiration and innovation.



Grand Banks 54

In many ways, Grand Banks popularized the concept of the trawler yacht, both in form and function. Ripples spread through the boating world anew in 2018 with the introduction of the Asian builder's 60, which has updated styling and a slippery, softer-riding hull.

Now comes another new Grand Banks—the 54—with similar features and styling in a package more likely to hit the sweet spot for families and cruising couples.

Like her big sister, the 54 is available in open flybridge or climate-controlled skylounge versions, in either two- or three-stateroom configurations. The two-stateroom version is galley-down, and the three-stateroom version is galley-up. In both versions, the interior is finished in what the builder calls golden blended teak from sustainable sources.

The 54 runs on a hull that Grand Banks says has a “warped semi-displacement” shape. First seen on the 60, the shape was inspired by ocean-racing sailboats. The company says the hull has more in common with a naval destroyer than a full-displacement deep-V. The fine entry of the stem splits the waves, and then the soft shoulder of the midsection rolls the water away and eliminates hull slapping.

Above the water, the hull shows some tumblehome and then continues to warp beneath the waterline into a relatively flat after section with 8 degrees of deadrise. Grand Banks says the shape results in form stability at all speeds and at rest.

To reduce weight, vacuum infusion is used in the lamination process, and carbon fiber is employed in the deck and superstructure (the carbon fiber also adds stiffness and lowers the center of gravity). Fuel tanks are amidships.

Standard power is a pair of 725-hp Volvo Penta D11 diesels with straight shafts. Grand Banks says the boat will reach a top speed of 30 knots with a high cruise speed of 27. At 20 knots, the boat is expected to see a range of about 460 miles. Volvo Penta IPS800s are available as an option. ⚓

BACK COVE 390

LOA

41ft. 8in.

Beam

13ft. 6in.

Draft

3ft. (half load)

Engines

3 x 350-hp Suzuki outboard

Fuel

550 gal.

Water

97 gal.

Info

backcoveyachts.com

BENETEAU ANTARES 11

LOA

36ft. 7in.

Beam

11ft. 2in.

Draft

4ft. 3in. (engines down)

Displacement

13,451 lbs.

Engines

2 x 300-hp outboards

Fuel

212 gal.

Water

53 gal.

Info

beneteau.com

GRAND BANKS 54

LOA

59ft. 5in.

Beam

17ft. 6in.

Draft

4ft. (half load)

Displacement

47,400 lbs. (dry)

Engines

2 x 725-hp Volvo Penta D11s

Fuel

898 gal.

Water

290 gal.

Info

grandbanks.com