

Grand Banks 85 (2022-)

Brief Summary

The GB85 is a flush-deck motoryacht, as opposed to a raised pilothouse trawler-type vessel. Grand Banks is now blending the best characteristics of motoryachts and trawlers. With twin 1,000-hp pod drives, she has more motoryacht DNA.

Price

Base Price \$9000000.00

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.

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	6.7	5.8	2.6	2.6	2.3	6243	5428.5	60.3
1000	10.4	9	8.6	1.2	1.1	2876	2501.1	60.5
1250	11.1	9.6	16	0.7	0.6	1641	1426.9	60.3
1500	11.6	10.1	30	0.4	0.3	919	798.9	60.9
1750	16.7	14.5	43.5	0.4	0.3	909	790.8	65.5
2000	22.6	19.6	56.5	0.4	0.3	948	824.6	62.8
2200	26.1	22.7	74	0.4	0.3	838	728.7	62.8
2400	29.1	25.3	93	0.3	0.3	743	646.5	69.4
2470	30.1	26.1	101	0.3	0.3	707	614.7	67.7

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

Specifications

Length Overall	87' 2" 26.58 m
BEAM	22' 2" 6.75 m
Dry Weight	108,025 lbs. 49,000 kg
Tested Weight	121,996 lbs. 55,336.45 kg
Draft	4' 11" 1.5 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	29' 8.8 m
Weight Capacity	
Person Capacity	
Fuel Capacity	2,640 gallons 10,000 L
Water Capacity	370 gallons 1,400 L
Length on Trailer	

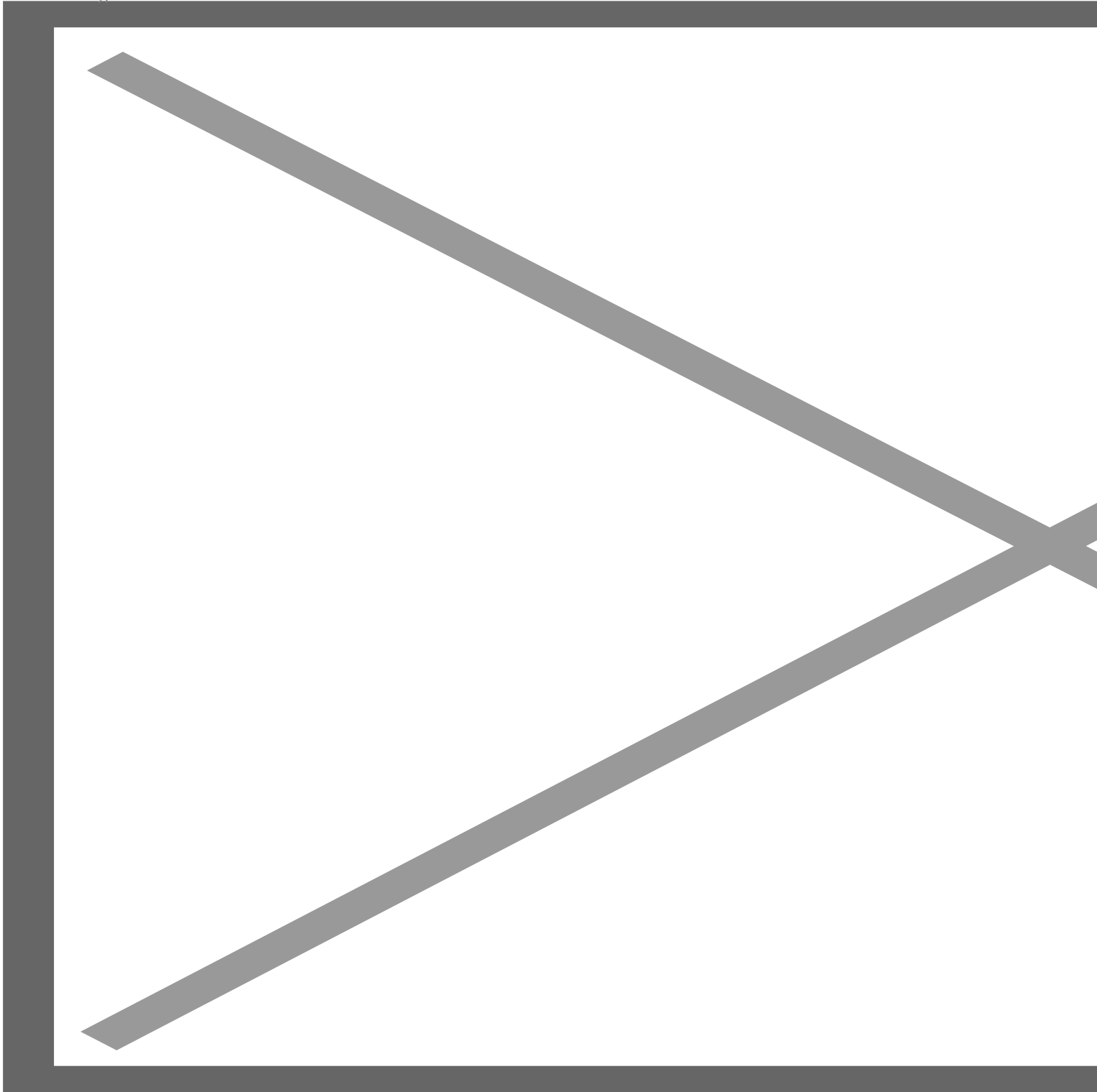
Height on Trailer	
Trailer Weight	
Total Weight	121,996 lbs. 55,336.45 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	

Ratio	
Props	
Load	4 persons; 1,900 gal. fuel; 222 gal. water; 50 lbs. gear
Climate	85 deg., 68 humid., winds: 15-20, seas <1

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The Grand Banks 85 is available as an open flying bridge, an enclosed version and a skylounge version.

Editor's Report by Eric Colby

The word coming from Grand Banks' plant in Malaysia is that the sea-trialing of the first Grand Banks 85 was successful. Each new GB85 will have custom-designed layouts to suit the requirements of the owner. While there are only so many layouts possible, the ones suggested by the builder are usually the best. After all, they've been building boats for a long time, have gotten decades of user feedback and know what will serve the owner best on the used boat market.

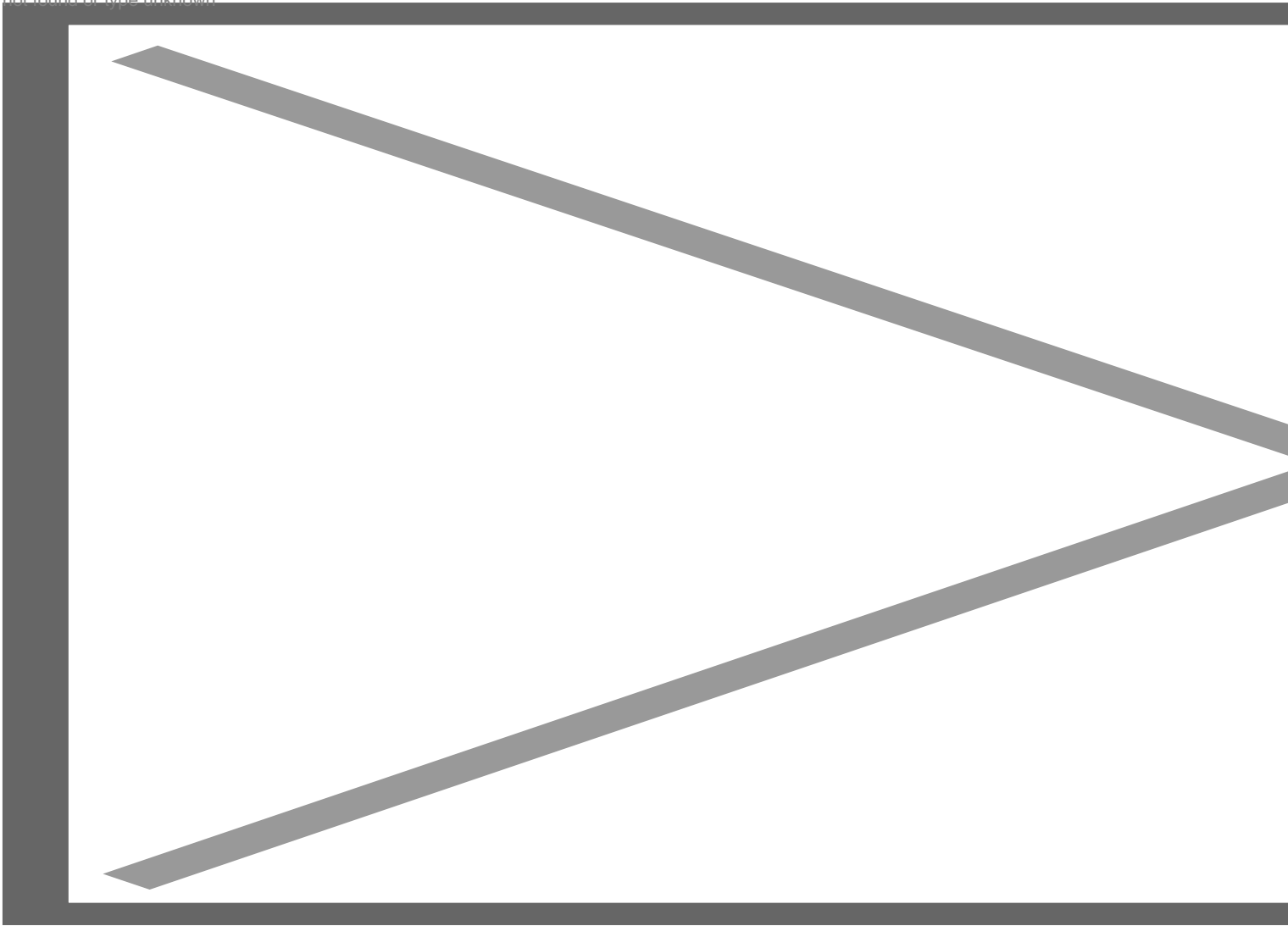
The Basics

First, the GB85 is a flush-deck motoryacht, as opposed to a raised pilothouse trawler-type vessel. Grand Banks is now blending the best characteristics of motoryachts and trawlers. But with twin 1,000-hp pod drives, she definitely has more motoryacht DNA. The GB85 measures 87'2" (26.58 m) long overall with a 22'2" (6.75 m) beam and a draft of 4'1" (1.09 m) with Volvo Penta IPS propulsion systems. With this propulsion system, the GB85 displaces 108,025 lbs. (49,000 kg). She carries 2,640 gallons (10,000 liters) of diesel and 370 gallons of freshwater (1,400 liters).

The 85 is available either with Volvo Penta IPS1350 pods or with MAN 1300hp V8 shaft drives. Grand Banks says the Volvo IPS1350 pods push the 85 to a cruise of 20 knots. We haven't tested the boat so we will not comment on her range. Comparing the GB85 to other boats in class, we find that she is relatively light. We have no doubt that she'll comfortably hit the best cruise number, even when loaded with fuel.

Note the relatively shallow draft of the boat, which makes her perfect for the Bahamas, Chesapeake Bay, to say nothing about tying up in front of the owner's house. This is due to her careful construction and robust beam.

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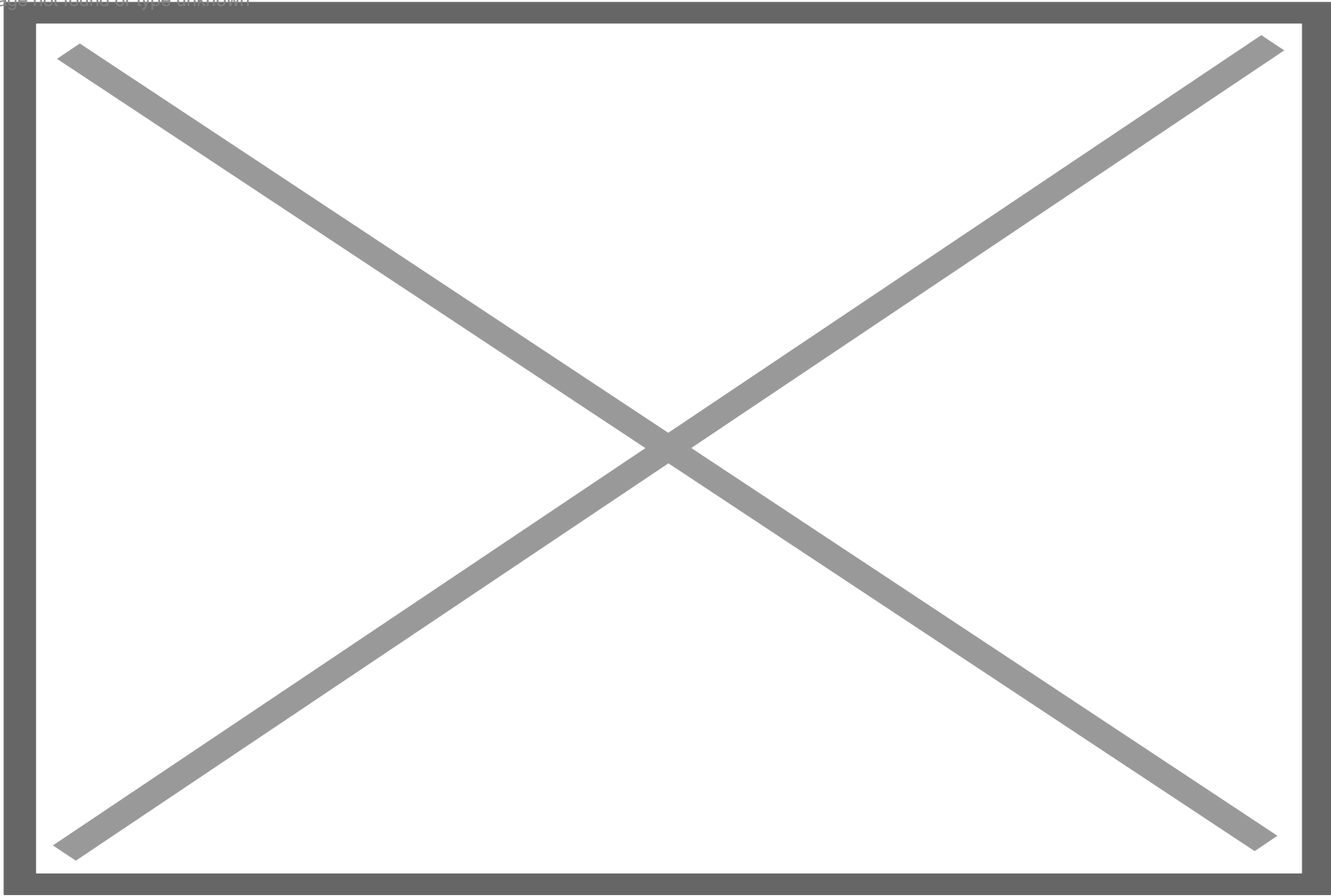


The main deck takes full advantage of the boat's length and flush deck, to be comfortable and roomy for entertaining. We particularly like the formal dining area, something that we rarely see in this size raised pilothouse designs.

Versatile Layouts

In her living and gathering areas, the GB85 was designed with a focus on sociability and privacy. "First, we focused on what makes a superior long-distance cruiser while underway for long legs," said Mark Richards, Grand Banks CEO. "This means understanding the rhythm that occurs while on passage and creating various spaces where you can separate from others off-watch. Some people onboard are focused on running the boat, others are relaxing and others may be sleeping. This approach ticks a lot of boxes in how the design comes together."

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The salon is designed with an open plan for flexibility and notice the extra-large windows that come all the way down to the top of the sofa. Note the step up to the dining area and the galley.

Decks are arranged for outdoor dining and entertaining and there's a seamless transition between the aft deck and the salon. Expansive windows on each side of the salon and the electrically opening aft window let guests view their surroundings from either area. Grand Banks says that a morning anchorage is more memorable if an owner can open windows and enjoy the local fresh air, sights and scents.

Hull No. 1 of the GB85 has a skylounge and the motoryacht is available in an open bridge configuration as well. There's a lower helm on this model.

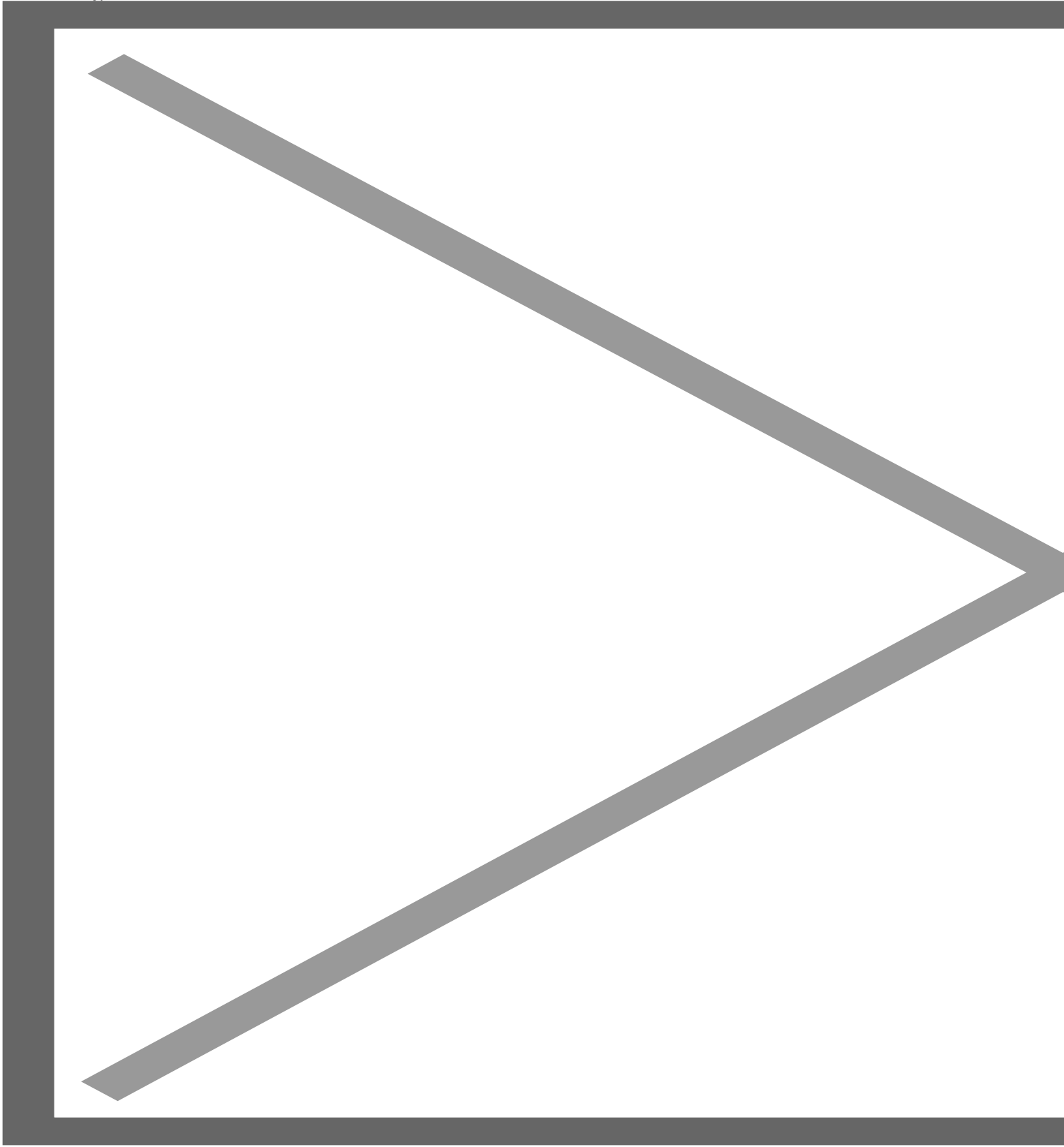
The Skylounge

On the main deck, the Skylounge places the galley forward in place of the lower helm. An internal dining area features hand-crafted furnishings in a private area between the galley and salon.

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When the Skylounge option is chosen, whoever takes on the cooking duties will love the views out the windshield.

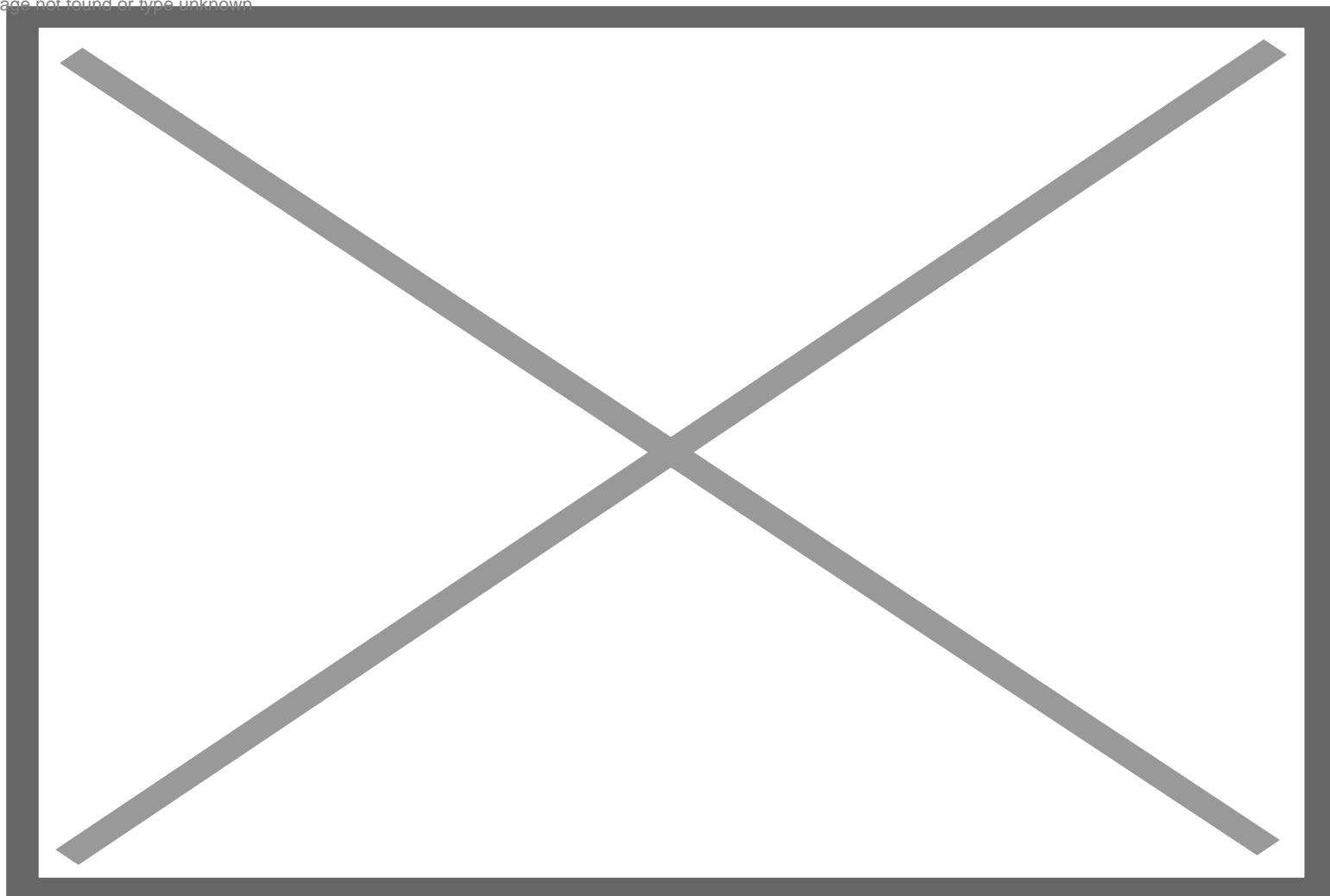
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When the GB85 has the skylounge, there's a private dining area on the main deck.

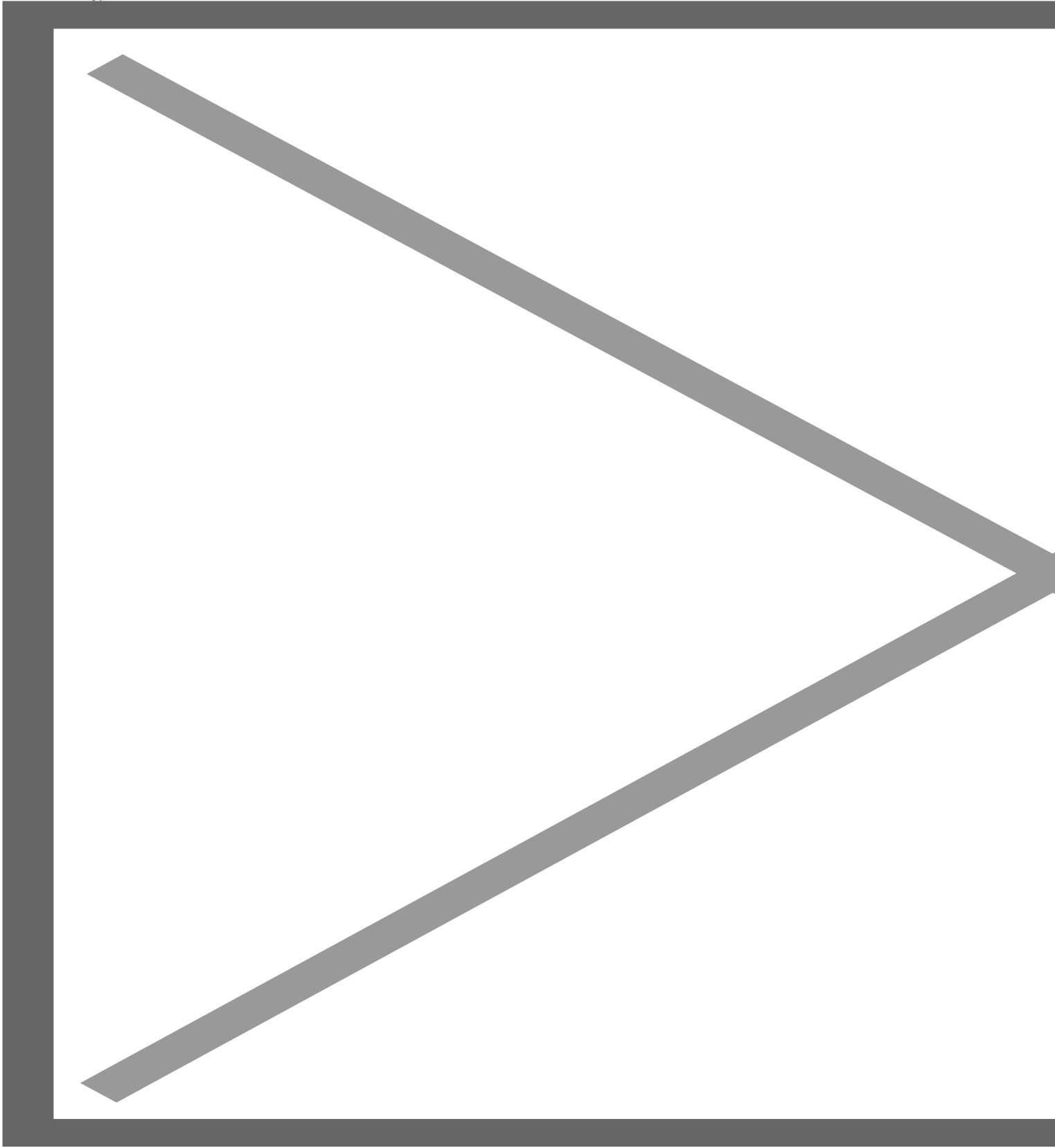
Up top, the salon abaft the skylounge helm rivals the main deck gathering area for comfort and luxury. While the adults enjoy a dinner and conversation below, the kids can relax on the upper lounge that has its own additional refrigeration and pantry stowage. The upper helm is forward with seating for four adults while underway. The starboard helm position and lowering side and aft windows offer good sightlines. Overhead, the expansive electric opening sunroof transforms the space, making the area feel as open as the flying bridge model.

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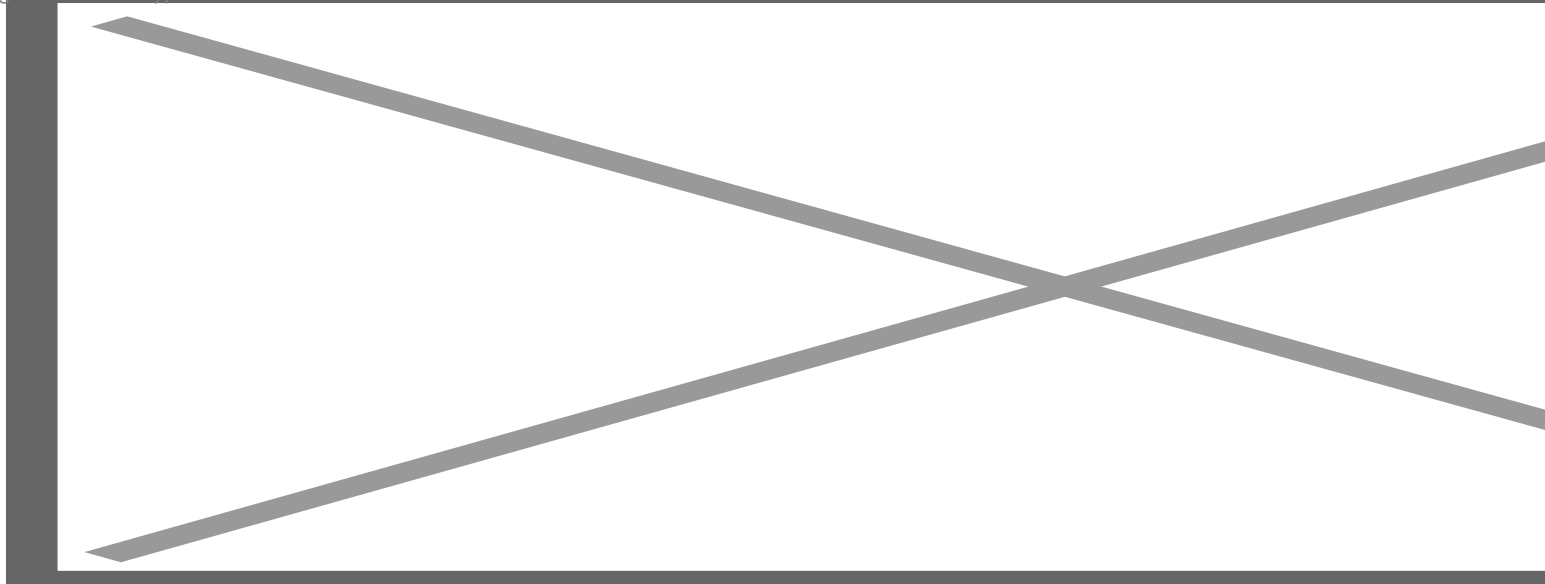
The GB85's Skylounge salon rivals the main gathering area found on many 60' to 70' (18.29 m to 21.34 m) motoryachts.

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Three adults can join the captain at the skylounge helm and when the conditions allow, the large sunroof can be opened.

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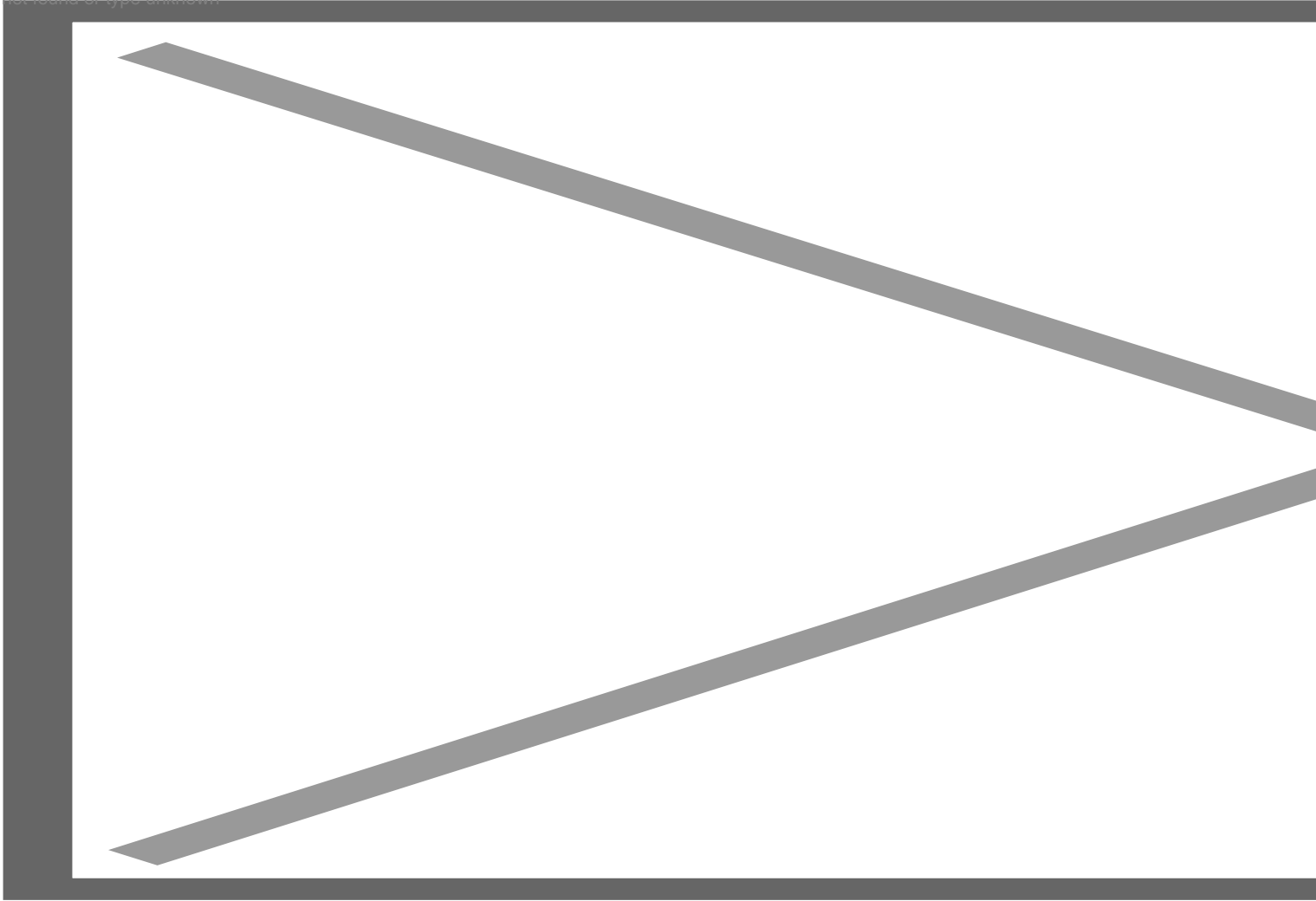


Here we see the open flying bridge that has the helm to starboard and stairs to the main deck forward to port.

The Accommodations Level

Belowdecks, Grand Banks says it realizes that potential owners will be owner/operators, but some might want crew as well. “We ensured we have very comfortable crew accommodations that can also be enjoyed as another area for kids or the in-laws,” said Richards. Currently, the GB85 offers two distinct crew accommodation layouts.

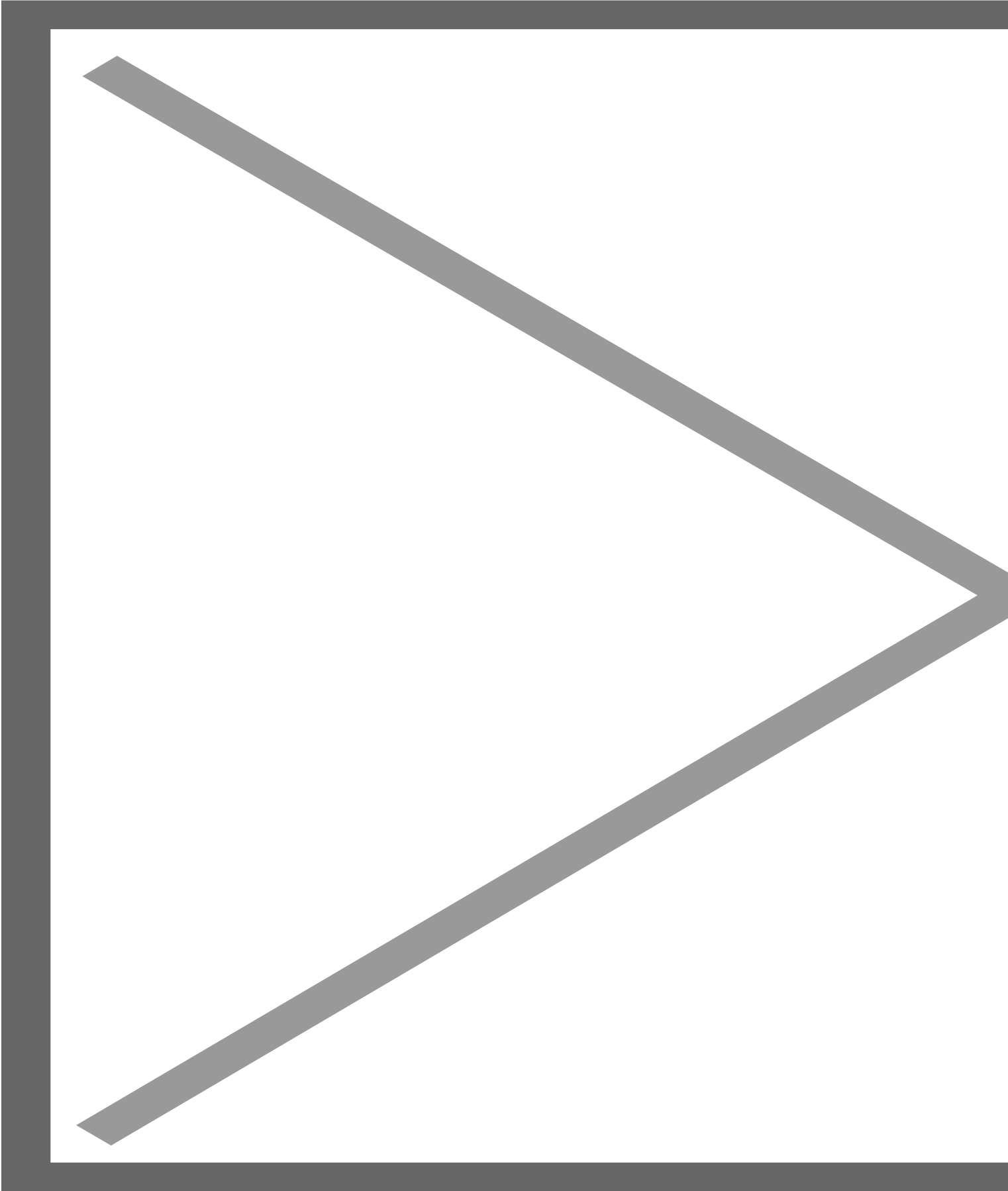
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The designers took full advantage of the GB85's expansive beam to create a spacious master stateroom, large head and walk-in closet.

The master stateroom is laid out to maximize the yacht's beam. A king berth is positioned to give the occupants a view to the anchorage from the pillowtop. There's also a lounge where an owning couple can enjoy a morning cup of coffee as it plans the passage to the next destination. The three-quarter beam master head has two sinks and a large separate shower.

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One option available on the GB85 is twin heads in the master as shown here.

The crew accommodations are accessible via the cockpit and transom/lazarette. They span the yacht's beam and allow options for multiple berths in separate cabins with a full-sized galley and head. An owner can opt for a single stateroom with a walk-around queen berth with hanging lockers and a larger galley.

Grand Banks will work with each owner to fine-tune the on-board areas and based on initial interest, the company says that clients are realizing that the fundamentals are the way they like them and the focus has been on soft goods. All wood and joinery work is executed by expert craftsmen. Grains are selected and book-matched and blended with fabrics to create a contemporary yet classic presentation. Of course, every owner is invited to hire their own interior decorator.

“Our approach is to build beautifully finished interiors with a timeless feel that will give generations of owners pride of ownership,” said Richards. “There are so many different trends from builders today, that to us appear to be moving boats farther away from aesthetically appealing, just beautiful pieces of art. I’m not saying they’re wrong and we’re right. We are just building boats for a clientele that still appreciates classic design, with a warmth and beauty true to traditional nautical style.”

Performance

There was a lot about the performance of the Grand Banks 85 that was remarkable, starting with the V-Warp technology. This design makes her quite effective at making an efficient transition through the water and that's what allows her to have a top speed of over 26 knots. During our tests we found her most comfortable setting to be at roughly 20 knots. That nearly coincides with her measured best efficient cruise of 19.6 knots where she burned only 56.5 gallons per hour giving her a range of 859 nautical miles. Grand Banks has actually created an 87' boat cruising at 20 knots while having such a low fuel burn. Her minimum planing speed of 14.3 knots will increase her range to a remarkable 1217.1 nautical miles, and at a full displacement speed of nine knots she'll keep running for 2605.3 nautical miles.

Handling

This proprietary V-Warp hull technology is all about three fundamental, but simple, things... hull shape, construction technique and exotic materials. The combination of those three elements together creates this efficiency, but also gives her the superior handling we notice during our sea trial.

During our test, she came up on plane from a relatively level attitude and settled into her running attitude of just under 5 degrees bow-high. At 108,025 lbs. (49,000 kg) she's a relative lightweight, but a strong boat nonetheless. She cuts through seas with no effort and head seas show her parting the waves effortlessly and allowing only a little wind blown spray back on deck. Beam seas show her leaning slightly into the wind before the Humphrey interceptors take over and return her to a level attitude. We found no speed restrictions necessary during these beam operations. With following seas, she simply comes up and over the 4-6' waves we encountered off of Stuart FL, and then plunged through the forward wave where her buoyancy immediately took over to raise her up and over the next with no hint of stuffing the bow. Everything about her handling and efficiency speaks of a capable blue water boat

True to its Roots

The GB85 carries on the company's and Richards' desire to deliver the most fuel-efficient long-range cruiser in its size range. She's a long-range cruiser with legs and is built with state-of-the-art materials and the latest construction techniques. The deck and superstructure are built with carbon fiber that's vacuum-infused with vinylester resin for a combination of strength, reduced weight and durability.

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Carbon fiber is infused with resin to ensure a proper mix of weight savings and strength.

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The GB85 combines classic looks with the latest in construction techniques.

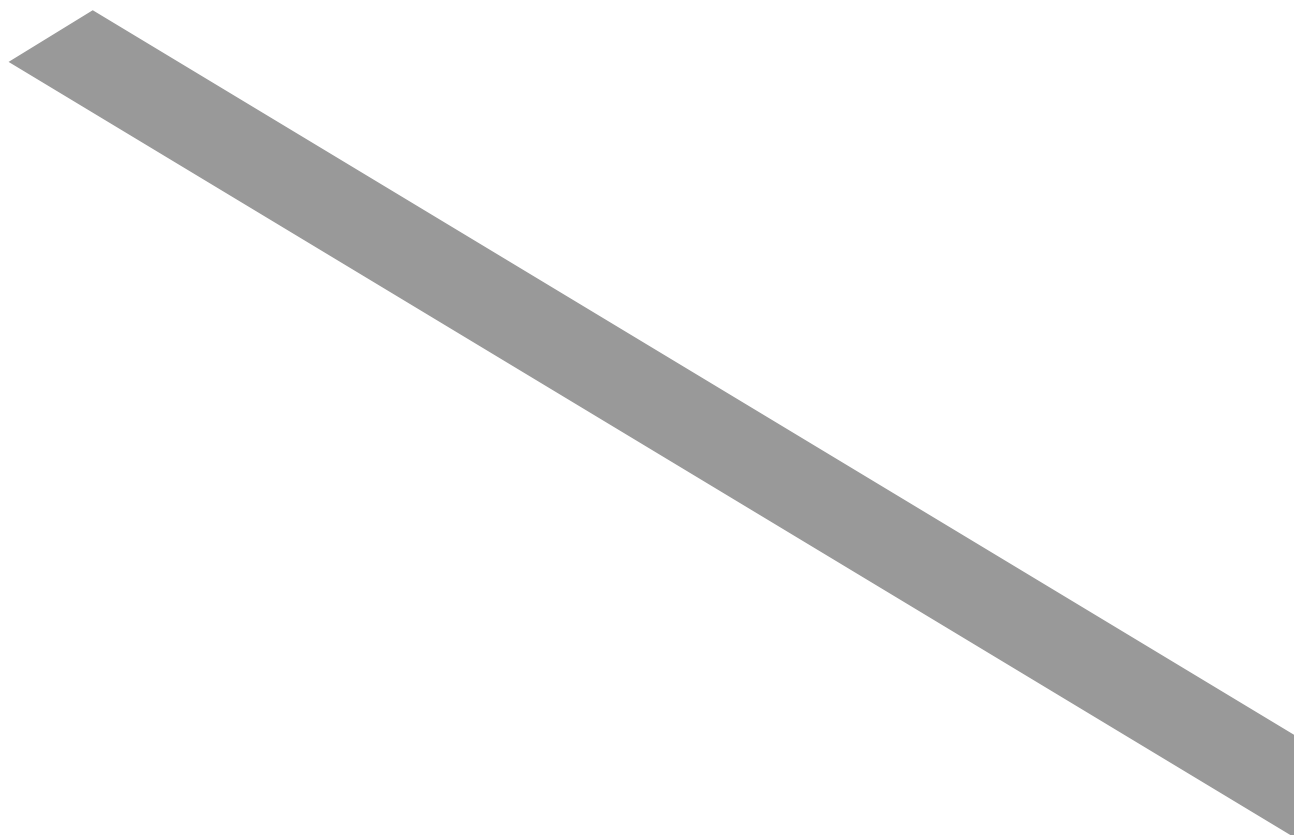
Robotics for Tooling. Almost as if to bely the GB85's classic looks, Grand Banks has taken on a modernization program using robotics, but not to build the boats. The German-made robots are used to develop new products because they run around the clock, which speeds up tooling development and shortens the time from concept to construction.

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Because they can work a 24-hour day, robots are used to make molds and plugs.

Each Grand Banks model goes through multiple stages of testing. Once the deck and superstructure have been fused to the hull with the engines and electronics installed, the boat is lowered into a test pool where all systems undergo extensive trial runs. Then the boat is removed for completion of the joinery work before she's returned to the pool for testing prior to commissioning and transfer to open water.

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Every Grand Banks yacht undergoes extensive tank testing and not just for bottom efficiency. Every onboard system is evaluated.

Consumer Caveat

It should come as no surprise that Grand Banks is back-ordered to 2023 and 2024 on some models. The company will only be able to build a few 85s each year, so this boat will be a very scarce commodity – always. That's good news for the people who plan ahead, get their deposits down and possibly charter or buy something else while they wait. It means that the vessel should hold its value.

In our opinion, CEO Mark Richards and team are building the best Grand Banks ever.