

BRITAIN'S BEST POWERBOATING MAGAZINE

# POWERBOAT & RIB

WWW.POWERBOATANDRIB.COM

#152 JANUARY/FEBRUARY 2019

## Grandezza

ON TEST

### 28 OC



### POSTCARD FROM PADSTOW

Fabulous Westcountry Cruising

### POWERING A LEGEND

Buzzi Record Breaker

### SKERRY STUFF RIBS TO THE RED DRAGON COAST

Cruise

Inside: 3-PART FEATURE

### GOING DUTCH

BOAT YARDS, BOAT TEST & MEGA LIFEBOAT RIBS

TESTED & REVIEWED

Elling E6 - Beneteau Swift Trawler 47 - Nimbus C9 - Arba 555  
Cheetah Marine - Palm Beach GT Express - Maritimo X60  
GPS SHOOT OUT with Humminbird, Lowrance & Garmin



# Palm Beach GT50 Express



## SPECIFICATIONS

**Length overall:** 16.4m (54ft)

**Beam:** 4.5m (14ft 8in)

**Draught:** 0.93m (3ft 1in)

**Displacement:** 13 tonnes

**Hull material:** Vinylester cored e-glass

**Deck & superstructure material:**  
Carbon fibre

**Engines:** 2 x Volvo Penta IPS800 (2 x 600hp)

**Max. speed:** 42 knots (claimed)

**Cruising speed:** 35 knots

**Fuel capacity:** 396 gallons

**Water capacity:** 132 gallons

### Contact:

[www.palmbeachmotoryachts.com](http://www.palmbeachmotoryachts.com)

Launched at the Newport International Boat Show last September, the Palm Beach GT50 is the first in a line of high-performance, retro-styled coupés from this yard. **Greg Copp** reports on an example of US luxury ...

Though virtually unknown in the UK, Palm Beach have been building boats for 25 years. Their new retro-styled GT series craft go up to 70ft, with the GT50 being the baby of the range. Already available in the Express Coupé form, an open version will be launched at the Düsseldorf boat show in January.

Driven by twin 600hp Volvo IPS800s, it has an infused 'vinylester cored e-glass hull' that is complemented by a fully infused

*This boat effectively has a small second galley in the cockpit.*





Plenty of seating. The large side windows open up the whole beam of the wheelhouse. The bathing platform sits just above the water.

## Up top is where you will want to be with this boat, either driving it, enjoying the views, al fresco dining in the big cockpit or soaking up the sun.

100% carbon-fibre deck and superstructure. The deck and bulkheads are structurally bonded to the hull for increased strength, forming a very strong semi-monocoque construction.

The aim of the yard was to create 'a visually elegant cruiser capable of 40-plus knots, with an economic cruise speed in the mid-30-knot range'. With a major focus on lightweight rigid construction, an efficient hull design and an effective propulsion system like IPS, Palm Beach are claiming this boat burns 20gph at 25 knots, or 1.25mpg. Pushing up to 35 knots, this drops to 1.05mpg, with the GT50 being able to reach a claimed top speed of 42 knots.

Displacing just 13 tonnes, the hardtop 54ft Express is certainly no heavyweight, and is testament to the effectiveness of the infused construction and carbon-fibre topsides. Palm Beach are also claiming this boat runs at a low trim angle for an IPS boat, not unrealistically saying that this benefits both her handling and fuel

efficiency. The boat has been constructed with the engines mounted very far forward of the IPS pod drives – actually underneath the helm. This is unusual, as normally to save room and benefit internal accommodation the engines are mounted much further aft. This will be a primary factor in improving the boat's trim angle, and something rarely done in an industry focused on squeezing living space into a boat.

Entering the boat from its large teak-covered bathing platform brings you into a cockpit flanked with L-shaped settees. However, on entering the wheelhouse, the combined retro/contemporary styling starts to come to life. The box-stitched upholstery and old-school wooden steering wheel seem to sit well with modern electronics and a carbon-fibre dash. A large sunroof lets in an abundance of light, and an extra refrigerator and ice maker in the cockpit provide the most crucial supplies on a hot day up top. The wheelhouse has the

lion's share of seating in the form of two double forward-facing seats and two long sofas. Below, accommodation is limited to a galley, a heads compartment with shower and two double cabins. To be fair, the design makes sense, as who buys a fast offshore cruiser to sit below decks and watch television? Up top is where you will want to be with this boat, either driving it, enjoying the views, al fresco dining in the big cockpit or soaking up the sun. **PBR**

**The cost is around \$2,000,000 in the USA.**

*A retro/modern dash.*



The design maximises natural light in the wheelhouse.