

## **Grand Banks 42: [www.grandbanks.com](http://www.grandbanks.com)**

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In a world where boats that have worked just fine for years are cast aside to satisfy market demand for more modern styling, the Grand Banks 42 has changed little in her four decades of production. Trawler yachts are known for their timelessly handsome style and solid construction, and few, if any, are in greater demand than the Grand Banks 42 Classic.

Drawn by Ken Smith, the original Grand Banks 42 Classic design remained unchanged until 1991 when the company retooled and made the hull longer and wider. While the GB42 Classic featured here is unquestionably the most popular model, there have been several variations on the original Classic model: The Motoryacht, the Europa, and the somewhat rare Sport Cruiser model.

All Grand Banks models are built by American Marine Limited which began operations in Hong Kong, later moved to Singapore and finally to Malaysia where production is now headquartered.

Originally the GB42s were built of wood utilizing traditional carvel planking and sawn frame construction techniques. Beginning with hull #353 in 1973, the hulls have been built with hand-laid fiberglass with an integral, full-length keel that protects underwater running gear. Even though Grand Banks has built their boats of fiberglass to this day, they retain the molded-in planking lines reminiscent of their wood heritage.

The quality of joiner work of Grand Banks has become the benchmark for this class of yacht and, although often copied, quite frankly is seldom matched by competitors.

Two steps along the port cabin house take you to the deck area over the aft cabin where there is room for storage of a 10-foot dinghy to starboard. The boom for the steadying sail serves as a convenient davit for raising and lowering the dinghy to and from the deck. There are steps from the aft cabin top to the flybridge and early models had a ladder from the aft cabin top while later models have molded-in steps. The flybridge is nearly 15-feet long with seating for six or more and affords excellent visibility.

Inside the GB42 Classic, the layout features a two-stateroom/two-head arrangement divided by midship saloon and galley. There have been very few changes over the years to the basic interior arrangement

although in recent years Grand Banks has reduced its use of teak veneered plywood in favor of lighter colored Formica. The GB42 has large cabin windows that let in plenty of light so the interior never appears dungeon-like.

The arrangement of the GB42 is centered around the main saloon with entrance companionways on either side. The saloon is spacious with an L-shaped dinette aft to starboard and an opposite side settee. The galley is arranged on the port side forward and, although is a bit short on counter space, storage is ample and easily reached.

From the main saloon you go down several steps to the forward cabin that features a large V-berth, head to starboard and hanging lockers to port; headroom is well over six feet and there are opening ports and an overhead deck hatch for natural ventilation. The master stateroom is aft of the main saloon and again down several steps with a double berth to starboard and single port berth, a large head and shower forward of the double berth and a hanging locker forward of the port berth. An optional layout offers a queen-size island berth.

The hull form of the GB42 is a semi-displacement design meaning that given enough horsepower planing speeds can be attained. In fact, Grand Banks now builds the GB42 with engine options that offer top speeds of more than 20 knots (23 mph), although at a whopping reduction in operating efficiency. Powered by a single engine, cruising speed ranges from 7 to 10 knots depending on engine horsepower from 120 to 375. The long, deep keel provides excellent directional stability at all speeds but the turning radius is not good and bow or stem thrusters are desirable on single engine models.

Although standard equipment on the GB42 has always been and still is a single diesel engine, the majority of original buyers seem to have opted for twin-engine installations. Ford Lehman's 120- and 135-hp models dominated in the 1970s and 1980s. Since their introduction, 210-hp Caterpillar engines have been a popular choice among Grand Banks buyers due to their ability to operate very efficiently at displacement speed and still yet have the reserve power for planing performance.

Fuel capacity is 600 gallons with two steel tanks outboard of the engine. Corrosion can be a major problem and if replacement is necessary cost can easily range from \$4,000 to \$6,000 each, so it is important to keep tanks dry, protected and insulated from wood frames and supports.

A recent check of the Yacht World Web site showed an astounding 215 Grand Banks 42s offered for sale worldwide. Nearly all models and all years were represented and asking prices ranged from under \$100,000 to over \$800,000.

The Grand Banks 42 easily accommodates a dozen people for cocktails, six for dinner and when it's time to turn in for the evening she provides privacy and comfort for four. This may be why many who are willing to travel at a leisurely, slow pace consider the Grand Banks 42 Classic a near perfect coastal cruising powerboat.

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