

SPECIFICATIONS

GRAND BANKS 39 EASTBAY SX

BASE PRICE: \$609,700

LOA (w/swim platform): 42'2"

BEAM: 13'2"

FUEL: 352 GALS.

TEST POWER: (2) 480-hp Yanmar

6LY3 diesel engines

PERFORMANCE

RPM	MPH	KNOTS	DB-A
900	8.5	7.4	69
1200	10.2	8.9	74
1500	11.6	10.1	76
1800	13.6	11.8	79
2100	22.9	19.9	80
2400	28.6	24.9	82
2700	33.4	29.0	85
3000	38.2	33.2	86

Speeds measured by GPS on the Gulf of Mexico off Sanibel Island, Fla., in a light chop w/five adults on board, 60 gals. water and 126 gals. fuel. Sound levels measured at the helm in dB-A.

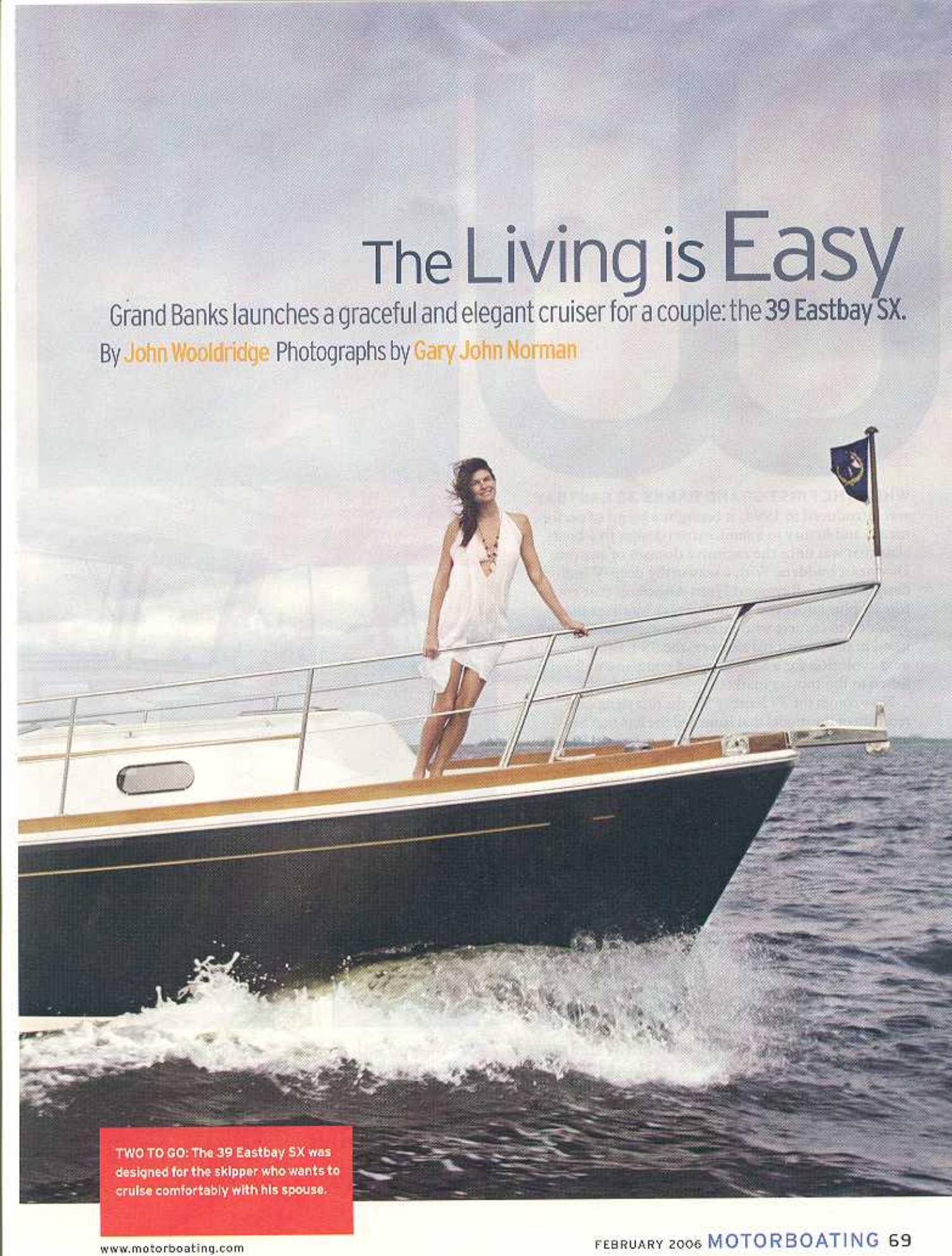
Grand Banks Yachts
www.granbanks.com



The Living is Easy

Grand Banks launches a graceful and elegant cruiser for a couple: the 39 Eastbay SX.

By **John Wooldridge** Photographs by **Gary John Norman**

A woman with long dark hair, wearing a white sleeveless dress, stands on the deck of a motorboat. She is leaning against the stainless steel railing and looking towards the camera with a slight smile. The boat is dark blue with a light-colored stripe and is moving through the water, creating a white wake. A blue flag with a white emblem is flying from the stern. The background shows a calm sea and a distant lighthouse under a clear sky.

TWO TO GO: The 39 Eastbay SX was designed for the skipper who wants to cruise comfortably with his spouse.

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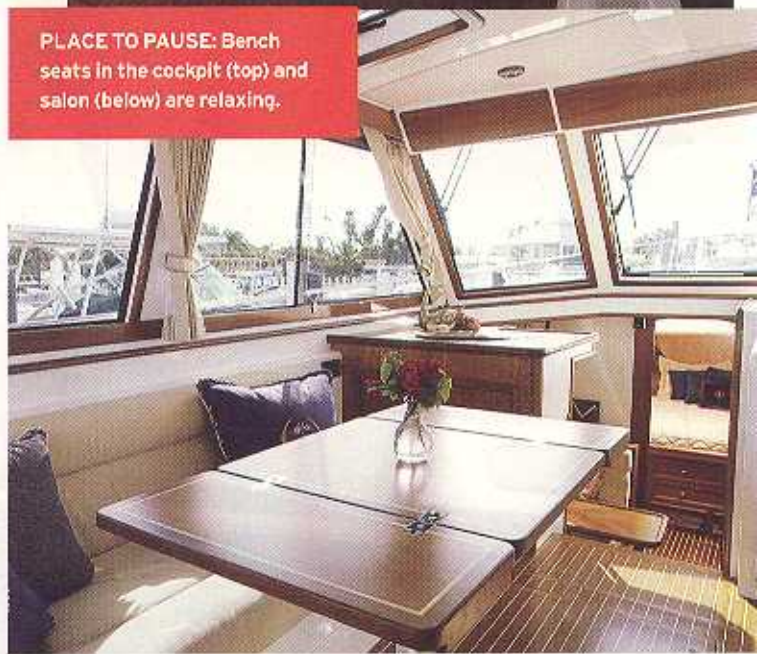
WHEN THE FIRST GRAND BANKS 38 EASTBAY was introduced in 1994, it brought a blend of performance and luxury in a semicustom design to a boat class that was once the exclusive domain of custom Downeast builders. With a seaworthy deep-V hull designed by C. Raymond Hunt Associates that could top 30-plus knots and gleaming teak interiors that appealed to owners who prized accommodations finished in the traditional manner, the 38 Eastbay was the next evolution for a Seattle-based company well-established in the trawler market.

Now comes the 39 Eastbay SX, the first significant redesign of the model that launched the line that has grown to include models up to 58 feet in length. The 39 SX is still the smallest Eastbay, but it has a terrific ride. And, because its dimensions are slightly bigger, it also has an interior layout comparable to one found on larger express cruisers in this category.

Twin Yanmar 6LY3 diesel inboards on hull number one, the boat I tested, spooled out continuous power with no flat spots in the acceleration curve. Hard-over turns at high cruising speeds produced no untoward lean and minimal loss of speed. On the day of my test drive, the well-flared bow had no more trouble deflecting the spray from the one-foot waves marching in toward Sanibel Island from the Gulf of Mexico than it did the wakes we criss-crossed. Given the care which C. Raymond Hunt Associates takes to achieve a



PLACE TO PAUSE: Bench seats in the cockpit (top) and salon (below) are relaxing.



PEER GROUP

BRENTON REEF



With a retail price of \$730,000, this 40-footer cruises in the mid-20s and tops out at 30 knots with twin 440-hp diesels. Available in one- or two-stateroom models.

LEGACY 42



Powered with a single Cummins QSM11, the 42 tops out at 25 knots and costs \$690,000. Twin 440-hp Yanmars move the needle up to 31 knots for an extra \$35,000.

SABRELINE 38



Built in Maine, the 38 Hard Top Express starts at \$408,000 with 370-hp Yanmars, tops out at 29 knots or cruises at just under 20 knots with a range of about 320 miles.



SAFETY ON DECK: Wide side decks (left) and stout rails (right) make docking easier.

conditions with aplomb, I expect the 39 Eastbay SX to be nothing short of brilliant when wind and waves build.

More contemporary in style than its 38-foot predecessor, the 39 SX shows beautifully curved glass windows in the aft deckhouse corners, as well as sealed windows all around to eliminate leaks. Hand-laid teak decking is standard in the aft cockpit and on the steps leading up to the side decks. There's a nice forward sweep to the tall and stout safety rails. Thus, it will be easy for the crew to go forward when docking or anchoring duties beckon. Fairleads set into the varnished teak toerail show a craftsman's touch, and in the cockpit there are small, pull-up cleats for fenders as well as hawse holes set in the coamings.

The enclosed deckhouse offers excellent protection from the elements, as well as outstanding views in every direction, but there's plenty of natural ventilation, too, with an opening center windshield and small hatches in the cabin top. The L-shaped bench to port can be shortened to accommodate a second

comfortable-riding, well-balanced hull capable of tackling a wide range of rough

Stidd captain's chair—absolutely the way to go when cruising as a couple. The dinette and galley area are down but left open to the salon for good communication and for excellent natural light from the windows above. The dinette can double as a berth for the couple with one or two small children, or occasional visitors, but the layout—which is lavish with teak and custom fabrics—spends its capital on a comfortable cabin forward for the owners, with room left over for a head compartment and shower.

The engine room, accessed through the deckhouse sole, shows typical Grand Banks quality. There are Groco safety seacocks on engine raw-water inlets, dripless shaft logs, Racor water-separating filters on engines and the genset, and Delta-T air demisters. The Grand Banks 39 Eastbay SX is likely the next evolution in design for the builder's popular lineup. It should pick up where the 38 left off without missing a beat. ♪

THE LAYOUT: 39 EASTBAY SX



1 Built-in cockpit seating has easy-to-access storage beneath thanks to hydraulic lifts. **2** The head compartment is large enough for a separate cylindrical Plexiglas shower stall. **3** The dinette and galley are down, but open to the salon above. **4** An optional Stidd chair to port gives the navigator wonderful panoramic views, especially aft through curved-glass corner windows.