

## NEW BOAT: GRAND BANKS 47



# Wide Open Spaces

**A CLASSIC BENEFITS FROM SOME  
REINVIGORATING UPDATES**

PHOTO BY GARY JOHN NORMAN

**W**hen we are able to blend the old with the new, creating a seamless transition between the traditions that have served us well and the innovations that propel us forward, celebrated creations often result. A prime example is the new Grand Banks 47 Heritage Classic, designed to replace the tried and true Heritage 42. At its core, the 47CL is a traditional Grand Banks delivering what owners have come to expect from this line of well-established trawlers. Yet, thanks to a wider beam, contemporary interior updates, generous living spaces, and a completely redesigned hull, it is reborn.

For more than 40 years, since the introduction of the first Grand Banks 36 Classic, the Heritage Series (originally known

simply as the Grand Banks) boats characteristically cruised at displacement speeds. This has all changed with the 47CL, which features a Sparkman & Stephens-designed modified deep-V hull with new planing characteristics. "One of the chief benefits of this new hull design is that it is better able to accommodate the more powerful engines that Grand Banks owners have been putting in our boats," says Grand Banks' Marketing Director David Hensel. The original semi-displacement hull accommodated a single 135-horsepower engine or a pair of 230-horsepower engines and was not designed for the twin 450-500 horsepower diesel engines that many owners opt for today to achieve speeds in excess of 20 knots.

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*Left: Thanks to its innovative Sparkman & Stephens-designed hull, the 47CL can zip along at speeds in excess of 20 knots. This page: The new aft door arrangement provides easy access to the flybridge, while large windows deliver panoramic views and lend to the open feel of the saloon.*

Other benefits of the new hull are numerous. Subtle features like strategically designed weight distribution and specialized geometry of the propeller tunnels contribute to the low trim angle and excellent visibility at speed. Working in tune with the new hull, the twin tunnels allow for the use of larger and more efficient props when larger engines are utilized without increasing draft. With a flared bow and dual-chine hull, the 47CL gets swiftly up onto plane for a smooth, dry ride and the rakish bow and shallower forefoot provide a softer entry in rough waters.

Grand Banks has a reputation of reliable, dependable boatbuilding—its first build, a 52-foot ketch sailboat named *Cutty Sark*, is still sailing. The company went on to become

one of the pioneers in the trawler style of recreational boats when it introduced the first Classic in 1964. "Back then, a 'classic' was a reliable but relatively slow-moving eight- to 10-knot boat known more for its seaworthiness and stalwart style than for the kind of speed and sophistication today's 47CL offers," Hensele says. The Classic's rebirth is seen not just in its redesigned shell, but also in its stylish interiors and thoughtfully designed living spaces. Across its model lineup, Grand Banks has begun to bring in more up-to-date styling elements while retaining its distinctive look.

**By RISA MERL**



*The roomy master stateroom is a true walk-around with storage space galore for long-range cruises.*

For the 47CL, the company's in-house design team worked with U.K.-based Design Unlimited, best known for its custom interior work on megayachts. "They brought some great new ideas and design features to the 47CL that helped to refresh the traditional Grand Banks style," says Hensel.

The first thing one notices when stepping aboard the new 47CL is its open, spacious design. From the extended beam to the large picture windows and redesigned flybridge, it is evident that there is room to breathe and then some. Like updating styling, increasing the beam on the boat is a goal across the entire Grand Banks lineup. The 47CL's measures fifteen feet, nine inches. "It not only provides for more space throughout the living areas, it also serves to increase stability at sea for an even more comfortable ride," Hensel says.

The saloon is entered from the starboard side at the nav station. This second command post provides good visibility and protection from the elements. To port is the innovative half-down galley, located only a few steps lower than the saloon. This design separates the galley from the saloon for more elegant entertaining and relaxing, yet it is open to the light, air and conversation of the main cabin. The galley is fashionable with a black granite countertop and backsplash, and Coolmatic freezers and refrigerators are hidden beneath leak doors. An electric cooktop, microwave convection oven and extraction fan make it a functional space as well.

In the forward VIP, an overhead hatch and large side port-

holes let in plenty of natural light and a walk-around berth has storage below. Its ensuite head is also accessible from the passageway for use as a day head. There are two layouts for the 47CL: The standard, two-stateroom layout features a half-down galley and VIP forward while the optional, three-stateroom layout moves the galley up into the saloon and adds a third stateroom below. Hensel says that this optional layout is most popular with Grand Banks' European clients who prefer to be able to sleep more guests aboard, but that most American owners choose the spacious two-stateroom layout.

The saloon is a roomy refuge from a day of fun on the water. Wide picture windows span each side letting in light and creating magnificent 360° vistas, and some open to let in rejuvenating cross-breezes. A large L-shaped settee with table is to starboard and a chair and coffee table are to port. A built-in flat screen TV rises from the port side, instantly turning the saloon into a comfortable home theater. The full-beam master stateroom is aft, featuring a true walk-around queen-size berth with space to spare on either side. The headroom is excellent—my tour guide, Hensel, towers over me at 6-foot-something, and he didn't have to crouch one bit. Long-term cruisers will appreciate the additional storage area found beneath the berth, the generous walk-in closet and a desk/vanity to port.

A door leading from the saloon to the aft deck, which replaces the port side door, offers a safer means of passage to

the flybridge during inclement weather. The flybridge itself has undergone various revisions, such as a new centerline helm seat and a new seat can be added as well; there is a large

#### Specifications

LOA: 46' 9"  
 Beam: 15' 9"  
 Draft: 3' 10"  
 Displacement: 52,330 lbs.  
 Fuel: 600 U.S. gal.  
 Water: 260 U.S. gal.  
 Power: 2 X CAT C9  
 Top Speed: 24 knots  
 Cruise: 18.5 knots  
 Range: 280 nm @ 18 knots

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the flybridge during inclement weather, and it's also more convenient on a nice day as the door opens directly to the staircase leading to the flybridge. The flybridge itself has benefited quite a bit from the increased beam and various revisions, such as a built-in wet bar, pop-up instrument panel and a new centerline helm station with a standard Stidd helm seat. A second Stidd seat can be added starboard. The seating design has been revamped as well; there is a large L-shaped settee and table to starboard—perfect for

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alfresco dining—a bench seat across to port and an additional seat facing forward to port of the helm seat. A new remotely operated, flush-mount davit, which tucks out of the way into a built-in recess along the starboard side of the flybridge, is a thoughtful touch. The flybridge is as roomy as anywhere else aboard the new 47CL. I had the pleasure of sitting in on a women's boat handling course hosted on the 47CL. I counted 17 women (plus a captain, one husband and one host) on the flybridge, some sitting, some standing, but all accommodated quite nicely without feeling too squeezed—and I bet we could've had a few more along. *LB*



*A cleverly designed half-down galley keeps this area integrated with the main deck while maintaining an open and elegant atmosphere in the saloon.*

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