

GRAND BANKS 70 ALEUTIAN CP

Gorgeous and gracious, it's the largest GB yet



Blue-water cruising is a breeze in the 70 Aleutian CP.

While some yachts had small beginnings before becoming the magnificent vessels they are today, Grand Banks was born an instant thoroughbred. Since the launching of the very first GB 36 back in 1965, Grand Banks has been recognized as the yacht that defines the trawler class. More recently, the introduction of the East Bay and other semi-displacement and full-planing hulls has brought the line into the fellowship of other luxury performance cruising yachts.

DESIGN/CONSTRUCTION The Tom Texas designed, raised-pilothouse Aleutian Series made its debut in 2001 with the 64RP model. Over the next four years the series was expanded to include the 70CP, which is similar to the 64 but has an extended aft deck and expansive cockpit area. The extension gives the yacht a longer, sleeker profile, as well as some useful added space. The bow has a raised sheerline that flows beneath the structure of the Portuguese bridge. This is topped by the pilothouse with its raked-back roofline and flying bridge,

set back to lie amidships. Spacious side decks step up forward to the Portuguese bridge and run aft beneath a generous overhang that complements, rather than overwhelms, the graceful lines of the overall design. The components still retain that traditional Grand Banks look with square windows and angular house sides, fore and aft.

The design includes a spacious, covered aft deck with wide bench seating and a cockpit with space and features for serious sport fishing, plus a transom door that leads to the wide low-slung swimstep.

Like other GBs, the Aleutian has a faux-carvel planked fiberglass hull. The sweep of the sheerline is broken by a scallop amidships and another where the cockpit stretches from the aft deck. Clean lines on the traditionally styled superstructure are achieved through a frameless window system that blends into the boat's smooth fiberglass surface.

Airex composite coring is used in the superstructure, bulkheads, hull sides and sole with solid hand-laid fiberglass on the hull bottom to the waterline. The hull lamination is coated with a non-permeable

resin skin. The stringers and transversal members are part of a wholly integrated assembly. Lead and foam insulation are used extensively for soundproofing and firewalls, and bulkheads have extra layers of fiberglassing for noise reduction.

ON DECK A Portuguese bridge is a useful addition to any boat large enough to accommodate one. The Aleutian's is generous, with access from the side decks and foredeck, and it's a convenient location from which to manage docking.

The side decks and Portuguese bridge decks are covered with traditional teak planks while the foredeck, aft deck and cockpit are nonskid fiberglass. Access to the command bridge is by way of a stainless ladder from the aft deck or a stairwell in the pilothouse. The upper station is covered by a fiberglass top and enclosed by snap-on curtains with clear plastic windows. A heavy stainless handrail supports the tinted venturi screen. Lockers under the sun seats on the forward deck about a central step and gateway to the Portuguese Bridge.

GRAND BANKS 70 ALEUTIAN CP

LOA	22.86 m	75'
Beam	6.05 m	19' 10"
Draft	1.68 m	5' 6"
Approx. dry weight		
	53,070 kg	117,000 lbs
Fuel	9,936 L	2,186 imp. gal
Water	1,325 L	291 imp. gal

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Fairleads are hefty and placed at the right positions for easy handling of dock lines. There are pop-up fender cleats, a deck hatch for fuel inspection and a self-draining anchor locker that is divided for chain and rope. Bulwarks are teak capped and there are doors for dock access to and from the side decks.

A hydraulic windlass is controlled remotely from three stations. The antenna arch supports the aft section of the command bridge hard top and a stainless radar arch is mounted above.

INTERIOR The automatic Freeman weather-tight doors open from the aft deck. Pull one aside by sliding it and the other side automatically slides open in the opposite direction. The main saloon opens expansively under a leather-like vinyl-covered deckhead of removable panels and walls of bright teak. Beautifully handcrafted enclosures and cupboards contain the television and entertainment centre as well as bookshelves and a bar cabinet. A plush lounge seat forms a gentle curve around the port side from the aft bulkhead forward to the galley with matching casual chairs to starboard. An inlaid compass rose embellishes an adjustable teak 10-person dining table at the lounge. A double Ottoman stores under the dining table. There are also two chairs that match the settee and a small occasional table. The sole is teak and holly planking.

Forward of the lounge, the galley is located to port. Fore and aft, large cupboards are suspended over the countertops from the deckhead. An opening between the overhead cupboard and the aft countertop offers a view into the lounge or astern. Overhead of the forward counter

The main saloon has plush lounge seating, a teak 10-person dining table with inlaid compass rose, two comfy matching chairs and beautifully handcrafted entertainment centre, bookshelves and bar cabinet.

the suspended cupboard retracts into the deckhead at the push of a button, opening up the galley for increased viewing forward and socializing with people in the dinette. Comprised of a teak table and settee, the dinette—a cozy nook that easily seats four—is raised and located to port of the helm and forward of the galley.

The galley has marble-like Silestone countertops with stainless steel double sinks and a teak cover, and comes equipped with dishwasher, electric stove top and microwave/convection oven, garbage disposal, trash compactor, two refrigerators and a freezer with teak-fronted slide-out drawers to match the cabinetry. Cupboards and lockers are nicely finished inside and out.

The lower helm station is in the centre of the pilothouse. The main electronics monitors are located forward of the large, smoothly finished teak wheel.

Throttle and gear controls are easily reached from the steering position. A swivelling Stidd helm seat allows freedom of movement and provides good visibility over the console. At some speeds, however, this central location causes the rising bow to obscure some of the forward view of the water. There are more electronic panels and electrical gauges and monitors in the overhead console. Equipment includes an Interphase forward-looking sonar, Simrad and Nobeltec GPS chart maps and two 48-mile and 78-mile Simrad radars.

Aft of the galley, to starboard, a stairway leads up to the flybridge and another,

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The luxurious master stateroom, amidships, has an island berth with queen-size bed flanked by teak night tables. A vanity and casual seat are to starboard and a bureau and spacious ensuite bathroom are to port.

located forward in the pilothouse, below to the accommodations. The luxurious master stateroom, located amidships, has an island berth with a queen size bed and inner spring mattress flanked by teak night tables. A vanity and casual seat are located to starboard with a bureau to port. There is also a spacious ensuite bathroom to port, and a large cedar-lined walk-in wardrobe to starboard into which large-capacity drawers have been built. The use of teak, here, as elsewhere in the vessel, is generous.

The guest stateroom is almost as roomy as the master. Its queen island bed, with under-drawer storage, is surrounded by side and overhead lockers in teak. It has an ensuite head with separate shower, which, like the master, has a fibreglass and tile finish.

The third stateroom, which opens to port off the lower foyer, is a convertible office that has a foldout double berth when the desktop is raised. It, too, has an ensuite head, as well as a night table and a cedar-lined hanging locker. All the staterooms have teak TV cabinets ready for the installation of additional entertainment systems.

The flybridge is equipped with dual Stidd helm seats and a large electronics console with all essential monitors and controls duplicating those below. The wheel is teak-rimmed stainless steel. Apart from serving as helm station, the large fibreglass deck supports a

wraparound settee and a teak table on a stainless steel pedestal. It also has a wet bar with icemaker. Aft of the seating is the ship's boat and hydraulic winch.

ENGINE ROOM The engine room is accessed through a doorway at the stern. The two 1,000-horsepower Caterpillar C-18 engines are neatly installed in one of the tidiest engine rooms imaginable. The wiring and peripheral support systems are neatly in place and easy to reach. Two large 20-kw Onan generators, a chilled water, reverse cycle air conditioning/heating system and a 4,000-watt Trace Inverter complete an extensive equipment list.

Forward of the engine room, with access from the port side or through a watertight door from the engine room,




are the full beam crew quarters, with bunk beds, hanging lockers, and a head with shower stall.

Running from Bellingham to Vancouver, we were able to give this vessel a good workout. The wind had been blowing strong at about 25 knots from the west. The wave and chop abated slightly after we left Bellingham Bay, where the quartering seas were still running at three to four feet with some waves five or more. Windswept spray washed across the windshield constantly during the first leg of the trip, the large wiper blades inundated as they cleared the water. Out in the open Strait of Georgia we ran in about three-foot seas. The vessel remained steady in all the conditions we encountered, gently bumping into the waves without making the passengers spill any beverages.

At a sedate 1,766 rpm we were cruising at 14.3 knots. Stepping up to 2,000 rpm, we reached 17.1 knots and were burning 36 gph on each engine. Pushing to maximum for a brief stint, we saw 22.5 knots at 2,300 rpm for a fuel burn of 50 gph per engine. The slowest cruise speed we tested was 11.5 knots at which we were doing 1,200 rpm and burning a mere 8.7 gph on each side. Trimming the vessel for cruise, we settled into a run at 1,980 rpm for 17 knots. The 70 CP's performance reflected well on Tom Fexas' hull design, precisely considering its weight at 117,000 lbs. The yacht tracked well, responded to the helm quickly and provided an impressive experience. Confidence was immediately established for taking it offshore or on extended trips such as one owner Susan Bland has planned for this summer—the vessel is the lead ship in the Grand Banks 100th Anniversary Alaska cruise.

This GB Aleutian 70 CP is built without compromise. Fully-equipped refinements include dripless shaft log, baffled fiberglass fuel tanks, a fuel transfer system with AC/DC backup pump, engine room controls, hydraulic bow and stern thrusters, oil change kit, rudder angle indicator, engine synchronizers, and the list goes on. Standard price is \$3,450,000, and there's no need to spend time having the yacht finished after taking delivery; it's all there and ready to go. ☺



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