



Hopewell

38' (11.58m) 1999 Grand Banks Eastbay 38 Express
Marblehead Massachusetts United States



OVERVIEW

\$219,900

Manufacturer:	Grand Banks	Hull Material:	Fiberglass
Engines:	2 Caterpillar	Cruise Speed:	
Engine Model:	3208TA	Max Speed:	
Engine HP:	375	Cabins/Heads:	/
Beam:	13' 2"	Fuel Type:	Diesel
Max Draft:	"	Fuel:	344 G (1302.18 L)
Water:	95 G (359.61 L)		



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Data Sheet

Category: Downeast

Condition: Used

Model Year: 1999

Beam: 13'2" (4.01m)

Min Draft: 3' 4" (1.02m)

LOA: 37' 11" (11.56m)

Fuel Type: Diesel

Hull Material: Fiberglass

Displacement: 26500 Fuel Tank: 344 gal
(1302.18 liters)

Fresh Water: 95 gal (359.61 liters)

Engines/Generators

Engine 1

Caterpillar

3208TA

Inboard

375HP

279.64KW

Fuel: Diesel

Hours: 2350

Year: 1999

Location: Port

Engine 2

Caterpillar

3208TA

Inboard

375HP

279.64KW

Fuel: Diesel

Hours: 2350

Year: 1999

Location: Starboard

Summary/Description

Don't miss out on the opportunity to acquire this stunning, well optioned Eastbay 38 Express.

Highlights of this downeast styled classic from Grand Banks include:

- Flag Blue Hull
- Vetus Bow Thruster
- Helm Deck and Cabin Air Conditioning/Heat
- St. Croix tender Davits

The Eastbay 38 Express is a rugged, classic and stylish design that lends itself to spectacular day boating as well as very comfortable cruising. The Eastbay 38 deep V hull designed by C. Raymond Hunt makes her very sea kindly. The varnished toe rail highlights its traditional lines while the wide, anti-skid side decks and sturdy stainless steel grab rails provide for additional safety underway.

See the full specs for more information. Please call or email today to schedule your appointment for an in-person or virtual tour.

Overview

Accommodations

To port, a well-equipped galley as well as generous storage and counter space make onboard living a pleasant cruising experience. Across from the galley is a dining/salon area that features a handsomely crafted teak table surrounded on three sides by a comfortable settee. The table can be lowered to create a double berth for overnight guests. Below decks is climate controlled. Forward to port is an enclosed head with shower and forward of that is the comfortable and private V-berth cabin.

Galley

- Wrap around galley with storage above and below the work surface
- Stainless steel double sink
- Pressurized hot and cold freshwater
- Surface LED lighting under upper storage lockers
- (2) 110 VAC dual outlet
- Electric Princess 3 burner stove with oven (2010)
- Front loading Grunert 12 VDC stainless steel lined fridge/freezer
- 110 VAC Microwave oven

Head

- Dometic Vacuflush head
- Shower with drain pump
- Vanity with a single handle hot/cold faucet
- Stainless steel towel rack
- Mirror with teak frame
- 12 VDC exhaust blower
- 35 Gallon MSD type 3 holding tank
- Tankwatch III holding tank volume monitor

Forward Stateroom

- V-berth
- Teak storage and locker to accommodate personal items
- Reading lights at berths
- 12V Halogen lighting
- Stainless steel portholes with screens

Electronics

- Garmin GMR24 HD Digital Radar (2010)
- Garmin GPS 5212 Touchscreen Display (2012)
- Garmin GMI 20 depth with digital transducer (2020)
- New Standard Horizon AIS/GPS VHF radio (2019)
- Simrad Robertson AP 20 Autopilot
- Glomex VHF antenna
- Glomex Television antenna with hookup
- Fusion marine stereo (2018)
- ACR multidirectional spotlight

Mechanical Systems

- Twin Caterpillar 3208 V8 375HP diesel inboard engines (port rebuilt 2018)
- Twin Disc mechanical transmissions (Port replaced 2015)
- Vetus Bow Thruster
- Westerbeke 7.7 kW genset with sound shield

- Single aluminum 344-gallon grounded fuel tank
- Cruisair 16,000 BTU air conditioning system (replaced 2017)
- Pompanette air conditioning system (helm deck)
- Racor fuel/water separators
- Groco saltwater intake strainers
- Glendinning Synchronizers
- Single lever push/pull cable engine controls
- Hynautic hydraulic steering
- Propeller shafts 2" stainless steel
- Soundown propeller shaft couplings
- 4-Blade bronze props
- Spurs line cutters
- Bennett hydraulic trim tabs
- Automatic Seafire FE241 engine fire suppression system

Electrical System

- 12 VDC and 110 VAC electrical system
- 50 Amp/240 VAC shore power system
- Cablemaster for shore cord
- Group 8-D Deka batteries (2) (replaced 2023)
- Professional Mariner Promatic 50-3 marine fast charger/conditioner
- Genset battery (replaced 2023)

Plumbing

- Water tank 95 gallon (replaced 2023)
- Pressurized hot and cold water with Johnson fresh water pump (replaced 2022)
- Electric bilge pumps (3)

Hull and Deck

- Teak decks in helm deck and aft cockpit
- Nonskid deck surface (repainted 2014)
- Bottom stripped and soda blasted (2017)

- Teak swim platform with stainless steel ladder
- Hydraulic steering controls
- Bronze ball valve seacocks
- Rocna primary anchor with 5/16-inch anchor chain
- Danforth auxillary anchor with rode
- Maxwell vertical electric windlass with gypsy
- St Croix 350 removable davits

Upgrades / Recent Work

- Shore power Cablemaster cord and cap replaced (2022)
- Windlass deck switches replaced (2022)
- Cutlass bearings replaced (2020)
- Starboard engine and Generator Exhaust pipes replaced (2020)
- Oil change pump replaced (2019)
- Refrigerator condensing unit (Seafron) replaced (2018)
- Main cabin heat/aircon system replaced (2017)
- Helm deck bench installed with insert and cushion to convert to a bunk (2017) (Crew helm deck chair is available.)

Manufacturer Provided Description

The Eastbay 38 was much the same to Grand Banks as DKNY was to Donna Karan or Polo was to Ralph Lauren – sportier, more youthful but retaining the essential premise of the original – quality without trendiness. Hence the status of ‘instant classic’.

Built of a modified version of C. Raymond Hun’s deep-V hull, the 38 offered a dry ride and a good turn of speed. A stepped chine improved efficiency, a short keel added stability and the shallow prop tunnels reduced her draft to just 3’10” – impressive for a 38-footer.

While the Grand Banks heritage was evident in the beautiful teak deck, varnished toe rail, optional mast and classic designs, the differences were even more striking – the large and open cockpit, the spacious helm area, the long foredeck. The entertaining spaces were huge – masses of room to stand or sit on two bench seats, portable lounges, a transom door for easy access to the teak platform.

This yacht, with its bimini top and wide, non-slip, side decks had been designed to keep passengers above deck and in the elements where they could enjoy the sunshine, catch fish or do both at the same time.

Once below decks, the Grand Banks DNA became a little more obvious – lots of teak, traditional reds, yellows and blues, and tons of storage space. Timeless style, nothing trendy.

Perhaps the design aesthetic of the boat is best captured in the words, “stylish functionality”. This philosophy was clearly on display in the fully equipped galley that was eminently practical but by no means spartan. Similarly, the helm

station was a study in organization – a full set of VDO gauges, switches and alarms were visible at a glance while electronics were flush mounted on a vertical panel.

Disclaimer

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