

A Reprint from the June 1995 Issue ...

POWERBOAT REPORTS

Battle of the 32-Foot Trawlers: Grand Banks vs. Island Gypsy

Comparable—and, in some cases, better—construction, combined with a price advantage in the mid-double digits, makes the Island Gypsy look like a winner to us.

Don't get us wrong. We can still thrill to the idea of roaring along at 50 knots with a death grip on the wheel. But count us among the converted; there's definitely much to be said for watching the world go by at a purposeful 8 knots while sipping a cool drink and quietly conversing with a companion on the opposite side of the pilothouse. Cruising aboard a trawler, we've become convinced, can actually help you live longer.

People buy trawlers partly because their small, reliable diesels are economical to operate, but probably more for the appeal of their small-ship lines. Comfortable accommodations and fine, traditional joinerwork seal the deal. Displacement speeds ensure that the ride will be comfortable as well. The trawler's deep forefoot makes for a smoother ride in choppy head seas, while a full keel produces good tracking and reduces vulnerability to crosswinds. Keeping the weight low and the hull sections full means the ride can be comfortable in a beam sea, too—even without flopper-stoppers or active-fin stabilizers. A slow boat to—or, in this case, from—China can be just the curative required for the "type-A" personality.

In the last issue, we looked at a group of houseboats, expressing the view that the houseboat is, for many boaters, a good alternative to the trawler. In this report, we'll look at the real thing—the familiar and highly respected Grand Banks 32, a boat with a well-

established reputation for classic elegance and high-quality construction. We'll compare it with the Island Gypsy 32, a direct competitor whose star is rising, known for a slightly more contemporary look and a more economical price of admission. And in a companion sidebar, we'll take a look at yet another alternative to the trawler—a New England lobster yacht built by Flye Point Corp. of Brooklin, Maine.

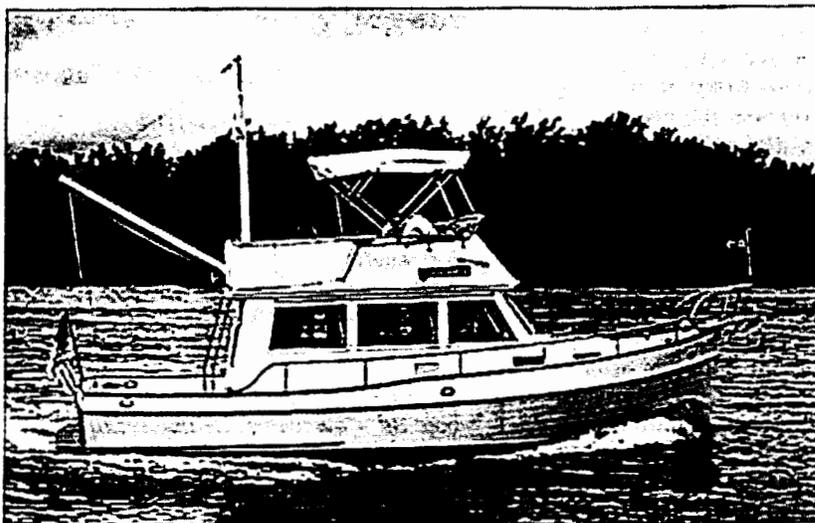
Design and Construction

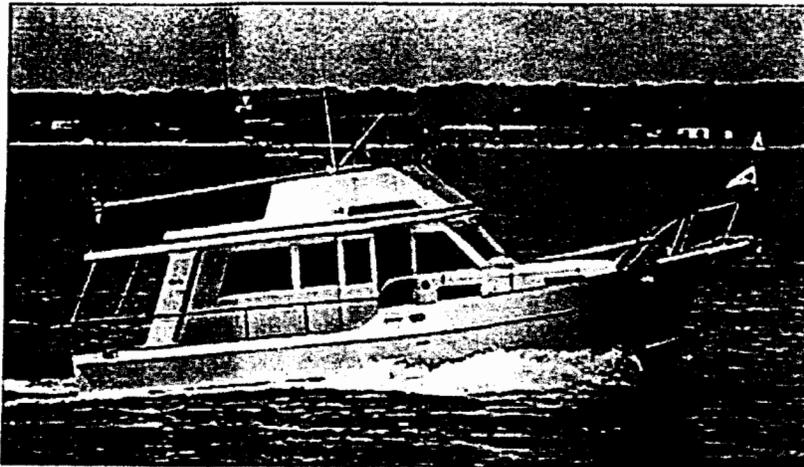
Both the Grand banks and the Island Gypsy have hand-laid solid-fiberglass hulls with simulated carvel planking molded in. Limberholes are lined with PVC to keep the water out of the wood stringers, and foam bedding is used

between the plywood bulkheads and glass hulls to eliminate stress points.

Seeing the Island Gypsy 32 from the dock for the first time, we were impressed with its clean looks—a graceful blend of classic sheerline and a contemporary deckhouse. Our Island Gypsy 32 test boat was the Europa version with a coachroof that extends back over the cockpit and a sliding pilothouse door at the helm station. An interesting construction feature of the Island Gypsy 32 is its fiberglass grid system of foam-filled longitudinals and ribs which serves to stiffen the hull while keeping weight down. Island Gypsy uses a clear gelcoat so air bubbles can be spotted and fixed during construction. Ortho resin is used throughout the layup; blister protection is provided by epoxy resin and primer applied over the

Below: The venerable Grand Banks, a name almost synonymous with the trawler, is a highly respected if pricey liveaboard cruiser.





Left: With a more contemporary profile, more stainless steel and less teak, the Island Gypsy 32 Europa costs substantially less, and comes standard with many features that are optional on the Grand Banks

gelcoat after it comes out of the mold. Finally, the topsides are finished with Imron polyurethane paint.

The Gypsy's through-deck and through-hull fittings are bedded in polyurethane adhesive. Deck and deckhouse are solid glass with hardwood stiffeners epoxied to the underside. Island Gypsy installs engine stringers made of yacal (a very dense hardwood) which are encapsulated in glass with aluminum channel caps. The hull-to-deck joint is epoxied and screwed every 6 inches.

The biggest visible difference between the the Island Gypsy and our Grand Banks test boat was the lack of the extended roof overhang (not available from Grand Banks). Grand Banks uses iso resin in the first layer of fiberglass for osmotic blister protection, and goes one better by applying two coats of epoxy to the bottom before applying the antifouling paint. The topsides are gelcoated.

Engine beds are glass-encapsulated foam with an aluminum channel cap with a steel plate bedded in the fiberglass. All hardware is through-bolted and bedded in adhesive sealant. The hull-to-deck joint is fastened with screws on 6-inch centers and sealed. (We prefer Island Gypsy's bedding method.)

The Grand Banks' deckhouse uses plywood as a core in parts of its top and in areas of the sides (as does the Island Gypsy 32). Grand Banks laminates a layer of non-structural 3/8-inch plywood to the underside of the decks on boats getting teak decks so the fasteners don't penetrate the layup. The Grand Banks 32's teak decks are bedded in Sikaflex polyurethane adhesive and fastened with stainless-steel screws.

There's plenty of headroom inside these 32-footers, but the volume is not at the expense of a boxy appearance outside. Every nook or cranny that isn't designed to hold a person or piece of equipment is used for storage, and the lockers are well finished

inside with smooth, attractive surfaces. In fact, all interior surfaces are smoothly finished—no raw surfaces or ragged edges anywhere—even inside drawer assemblies and deep in the bilges. Hardware is all top notch, cast of heavy stainless steel and built to last.

Mechanical Systems

Both of these single-engine boats offer well-designed mechanical installations. Good lighting and gleaming white gelcoated bilges make for good visibility. These small diesels almost look lost in their large engine compartments, so there's plenty of room to work on the machinery. Wiring in both boats is color coded and neatly bundled. Fuel tanks with inspection ports are located aft to port and starboard, with valves and filter/separators within easy reach. Drip pans under the engines help keep the bilges clean, and engine checks are all done from the starboard side near the access hatch. Fuel lines on both boats are copper with flare fittings. This is one area that could stand improvement; we'd prefer aircraft-type hose and fittings that aren't as susceptible to damage and salt-air corrosion.

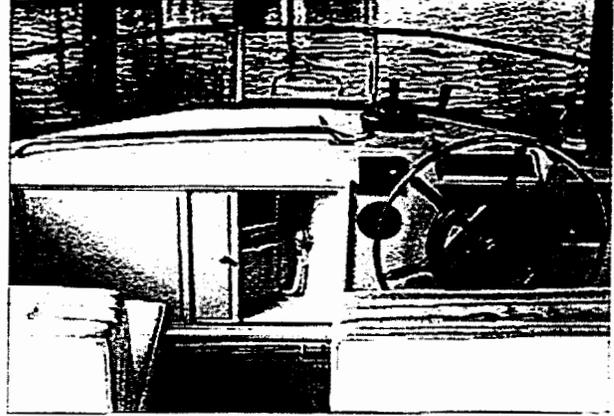
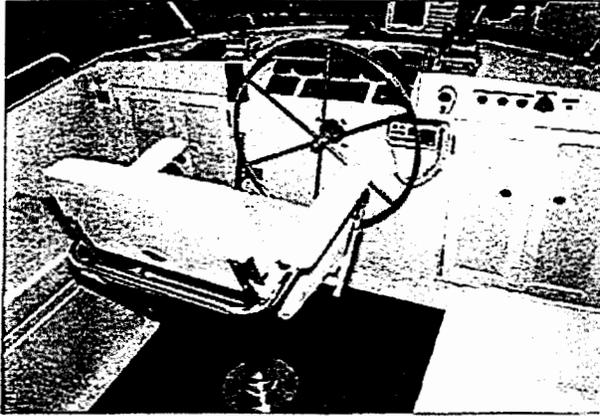
The Island Gypsy 32's aluminum diamondplate decking, extensive sound insulation, well-labeled fuel lines, and some 40 inches of headroom make it one of the most user-friendly engine compartments we've seen—even in the twin-screw version. Access for major engine work is through a removable 3- by 6-foot deck section; an 18- by 21-inch hatch near the dinette table allows access for daily

Specs: 32-Foot Trawlers

	Grand Banks 32	Island Gypsy 32
LOD	31' 11.5"	32' 0"
Beam	11' 6"	12' 0"
Draft	3' 8"	3' 8"
Deadrise (min.)	8.5 degs.	10 degs.
Displacement (dry)	17,000 lbs.	16,500 lbs.
Fuel Capacity	250 gals.	250 gals.
Water Capacity	110 gals.	120 gals.
Power (as tested)	210-hp Cummins	210-hp Cummins
Price (as tested)	\$222,440	\$180,540

Contacts- Grand Banks Yachts, Ltd., 563 Steamboat Rd., Greenwich, CT 06830; 203/869-9274.

Island Gypsy: Halvorsen Yacht Sales, Ltd., 138 Wharf Rd., Warwick, RI 02889; 401/737-2233.



maintenance checks. The bronze through-hulls are bonded, seawater hoses are clear with wire reinforcing, and a dripless shaft seal keeps things dry and fairly salt-free around the machinery. The optional generator mounts aft of the engine within easy reach of the existing fuel lines. During our test run, we found the Island Gypsy 32 to be so quiet and vibration-free, we had trouble determining if the engine was running.

Our Grand Banks 32 test boat was more extensively equipped, but the engineroom was no less neat and roomy. Access to the raw-water strainer is directly under the access hatch, and the battery charger (used to charge all but the generator battery), is mounted on the port side of the forward bulkhead—all in easy reach. The 3/8-inch fuel-supply lines and 1/4-inch return lines offer a hint as to how little fuel these Cummins diesels burn. Our only complaint with the Grand Banks 32's engineroom is the difficult access to the starboard-side oil filter.

Extra bronze through-hull fittings are provided on the Grand Banks in case you want to install an air conditioner and generator. Another nice feature is the freshwater washdown spigot in the Grand Banks' engineroom. The Cummins on our Grand Banks had a priming pump built into the fuel-supply line which came in handy when we hooked up our fuel-test meters. The dealer had installed a pre-lube oil pump in our test boat which circulates the oil before starting and after stopping the engine, resulting in longer engine life—another good idea.

Above left: We particularly liked the Island Gypsy's flying bridge layout.

Wheel, engine controls, compass, and instruments were all well located.

Above right: The Grand Banks' bridge helm station to starboard is well laid out, but we'd move the compass to place it in front of the helmsman.

Performance

Pounding is a distant memory at an 8.5-knot cruise speed; cruising on these boats is just plain relaxing. And then there's the feeling of being on a small ship. (The feeling of security on these boats is not ill founded.)

With their identical powerplants and similar steering systems, we didn't find much difference in handling between these two boats. And there were no surprises—unless it was in the tight turning circles they're capable of. The Island Gypsy's performance is downright sprightly. The boat turns sharply at 4.5 turns lock-to-lock, and helm and engine control is predictable and precise. The wheel generally stays where you put it, and the boat can be controlled when backing once you get the hang of it. Overall, the handling was very good at its 8- to 9-knot cruising speed (12 knots maximum). The Cummins is an impressive powerplant with very quick acceleration. The ride is stable without excessive rolling in a beam sea, and the Gypsy is a dry boat at any angle and speed. With a pilothouse sound level of just 72 dBA, you can easily carry on a normal conversation.

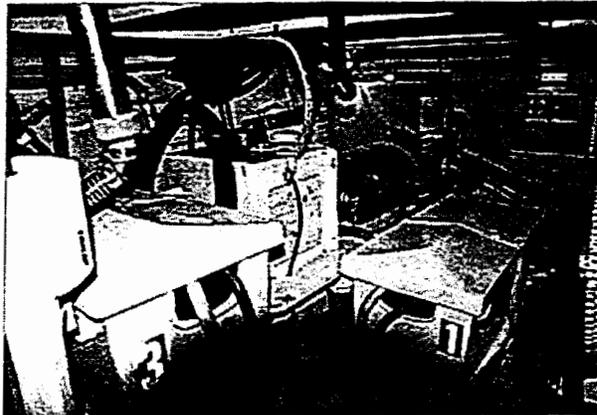
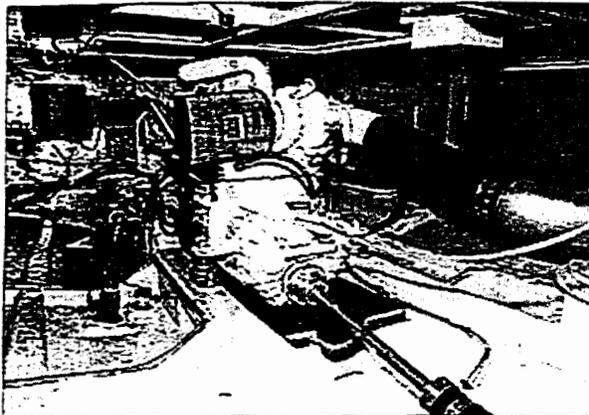
Like the Island Gypsy 32, the Grand Banks 32 turns practically in its own length with the rudder hard over. It backs and fills easily with very little throttle. The mechanical cable steering is very responsive at 3 turns lock

to lock, and the boat was easy to maneuver dockside with its full keel limiting lateral drift and susceptibility to the wind. The pilothouse helm station is very quiet—70 dBA at an 8-knot, 1800-rpm cruising speed—and the noise level is only 67 dBA down below in the cabin. Both boats sip their diesel fuel at a rate of between 3.0 and 3.5 gph at cruising speed.

Deck, Bridge, and Cockpit

We were impressed right away with the quality of fit and finish on the Island Gypsy 32. The oiled teak sole and varnished teak caprail are separated by a gleaming white fiberglass bulwark. Roof-support stanchions are a solid 1-1/4 inches of stainless steel, and four large scuppers in the transom keep the cockpit drained. A hatch in the cockpit sole hinges up to reveal a commodious lazarette with fixed lighting, stainless-steel watertank, and neatly bundled wiring runs. The Island Gypsy 32's grid-type hull construction is clearly visible in the lazarette bilge.

The three pairs of 12-inch cleats on the Island Gypsy 32 are all mounted on the bulwark; stainless hawse holes lead outside from the stern, amidships, and bow for mooring. Walking forward from the cockpit on the sidedecks, we found 16 inches between the railing and the deck-house sides, with 76 inches of head-



Above left and right: The engine compartments on both trawlers (Island Gypsy left; Grand Banks right) are bright and reasonably roomy, even with a full complement of options such as generator and air conditioning.

room under the overhanging coach-roof. The diesel fills are deck mounted amidships port and starboard, with waste pumpout fitting several feet forward. All of the caps are well labeled with tank type and capacity to prevent a mixup. To minimize water and spray ingestion, air-intake louvers for the engineroom are located on the inboard side of the bulwark amidships. The deck steps up near the bow where there's plenty of room to move around between the knee-high trunk cabin and bulwark.

The Island Gypsy's anchor pulpit secures the anchor with its 25 feet of 3/8-inch chain and 200 feet of nylon line. A rope-chain windlass does the dirty work. A hatch provides access to the gelcoated rope locker under the windlass. The Island Gypsy 32's solid-feeling 1-inch stainless bow railings are 35 inches high on the foredeck and 28 inches on the ruggedly built pulpit. This is the best (and highest) railing we can recall seeing on any boat; it makes for a very safe and secure working environment.

The Gypsy's cabintop hatch has large gutters to help keep the water away when the hatch is propped open, and it unlatches from above—a really nice feature. (It can, of course, be locked from the inside.) The windshield consists of three large aluminum-framed and rubber-gasketed panels for great visibility. The outer two have wipers and washers and the center one opens for ventilation. The Island Gypsy's windows all remove easily, if need be, for replacement.

From the Island Gypsy 32's cockpit, a substantial teak-and-stainless

ladder with 7-inch deep steps leads through a large opening to the flying bridge—no need to watch your head here. Both our test boats had optional teak-inlay bridgedecks, which provide a nice contrast against the white fiberglass everywhere else. The Gypsy's large inboard-facing bench seats to port and starboard (with two 11-pound propane bottles inside), provide lots of storage space underneath. The rugged bridgedeck railing will keep you aboard in the worst conditions, and the optional Bimini top was well made with high-quality canvas and a stainless-steel framework. The upper helm station is on centerline, and we were pleased with the layout. Wheel, engine controls, and instruments were all well located, as were electronics and compass. Someone put a lot of thought into this helm station. The Island Gypsy's radar arch can be removed in a few minutes for bridge clearance, and we like the way it opens up space amidships compared to a conventional mast. (On the other hand, the Grand Banks 32's mast comes with a boom which can be used hoist things aboard.)

We inspected Bill Bisceglia's Grand Banks 32 on a warm September day and were treated to a tour of a very well-built boat with a few custom touches that resulted from the owner's many years of boating experience. The cockpit bulwark extends higher on the Grand Banks 32 than it

does on the Island Gypsy, so there's no hand rail aft to open, which makes coming through the heavy, inboard-swinging transom door easier. Everything lines up well and the door latches closed with a large stainless sliding bolt. There are three pairs of 11-inch stainless cleats on the Grand Banks, all bolted to the bulwark or hull liner.

The Grand Banks' cockpit has excellent drainage fore and aft through large scuppers fed by gutters around the perimeter of the inlaid teak deck. Our only complaint with the cockpit drainage system is that there are four sets of drain hoses on each side which connect to a through-hull drain manifold. If any of these hoses were to come loose below the waterline, the boat could be in danger of sinking. Although double clamps and a good maintenance program reduce the chances of flooding considerably, we'd like to see the hoses attach to the manifold pipe well above the waterline to eliminate this possibility.

A two-section cockpit hatch leads to a large, well-lit lazarette with water tank forward, holding tank to port, and engine muffler to starboard. A teak grating above the bilge keeps your feet dry.

Forward of the cockpit, the Grand Banks' raised sidedecks provide storage space underneath for long objects like fishing rods and boat hooks (with access from the cockpit). Vertical and full-length horizontal handrails are

provided along the deckhouse which, along with the knee-high bulwark and 28-inch-high teak railings, make for a safe weather deck. There's more teak and less stainless on the Grand Banks 32 than on the Island Gypsy. (Although it's beautiful when freshly varnished, frankly, we prefer the Island Gypsy's ratio.) Engine-intake louvers are installed on the Grand Banks 32's deckhouse sides amidships; again, we prefer the Island Gypsy's inner-bulwark installation which puts them out of the line of fire if spray comes aboard.

The Banks' bow cleats are installed a couple of feet aft of the anchor platform next to a second shorepower connection. The anchor windlass, used to haul in the 30 feet of 3/8-chain and 200 feet of 1/2-inch nylon, can be controlled remotely from the helm or at the windlass. We found that the anchor rode did not feed automatically down the chain pipe. The solution is to install a chain hawse with rounded edges and an optional fairlead assembly which the manufacturer provides to those who want it.

The Grand Banks' center windshield panel opens like the Gypsy's, but the windshield is framed in teak. We prefer the Island Gypsy's aluminum frames for the inherent strength, longevity, and ease of maintenance.

Access to the Grand Banks 32

bridge is up a well-built teak-and-stainless ladder. Coming up the ladder, a large storage box is mounted aft on the bridgedeck to starboard. A mast and boom are rigged aft; a steadying sail can be set to help minimize yawing at anchor or when rolling in a beam sea. The mast holds a radar reflector, radome, deck floodlights, and steaming light. The railing on the bridge is only 27 inches high—minimal we feel for this height off the water—but it extends forward to the windshield for a good handhold. Fore-and-aft-facing port and starboard (propane tanks inside) seats provide plenty of room for guests who want to take in the scenery. The bridge helm station is to starboard with a stainless-rimmed teak-spoke wheel and full instrumentation. The helm area is well laid out, but we'd move the compass to the right to place it in front of the helmsman. A glass windshield offers good protection from the little bit of spray that makes it up that high. An electronics enclosure is located under the dash.

Pilothouse/Saloon/Helm

Both boats have similar pilothouse layouts. As you enter from the cockpit, an L-shaped settee with table lies to starboard, with a set of cabinets and drawers forward of that and behind the lower helm station. To port is a

single settee, with the galley area forward. Both boats have teaksoles, large sliding windows for good visibility and ventilation, and lots of headroom. Both have a teak and white color scheme throughout their interiors. There's teak everywhere, including overhead hand rails, and the joinery on both boats is of very high quality.

There's a real roomy feeling to the Island Gypsy 32. The welded-aluminum-framed 25-inch-high windows do a good job keeping the water out, as we noted during a thorough wash-down. The L-shaped settee converts to a 73-by-39-inch double berth. A dry bar forward of the L-shaped settee has drawers underneath, as does the helm seat forward of it. The settee to port serves as a small, 65-by-24-inch single berth with an icebox below.

The galley on the Island Gypsy 32 has a full-height storage console which holds a microwave, storage lockers, and refrigerator/freezer. The large counter has a sink and a stainless-steel, propane-fired three-burner range and oven. A stainless lid folds down over the range to serve as a work table. Dish-storage racks swing down from the overhead within easy reach of the cook; latches hold them securely shut when underway.

A control panel for the Gypsy's 1000/1800-watt inverter/charger indicates battery status. That's enough power to run the 600-watt microwave, so you don't have to keep the generator running even when whipping up a full-course dinner. (If you want to use the 110-volt receptacles or feed

Below left and right: Saloons on both boats (Island Gypsy left; Grand Banks right) feature galleys to port, helms to starboard, double settees aft, and a teak and white decor. These boats pack a lot of living space into 32 feet.



larger electrical loads like air conditioning, you'll have to fire up the optional generator or plug into shore-power.) If you opt for the twin-screw Island Gypsy, the pilothouse has a slightly different layout which you can learn more about from the dealer.

The Island Gypsy 32's helm station is straightforward and functional, with teak steering wheel and dual-lever engine control. Seated visibility is good, except forward to port, where it's obscured by the cableway trunk and window frame. There's a folding footrest and controls for windshield

wipers, trim tabs, horn, bow thruster, and anchor windlass—all within easy reach. The dash area under the windshield is 40 inches deep and almost 90 inches wide, so with the companionway hatch folded down, it can easily serve as a chart table. A section of the dash to starboard of the companionway folds up to reveal a shallow storage compartment good for charts, light lists, and other navigation publications. But the best thing about the Island Gypsy's helm station is its standard sliding door, which provides extra ventilation and allows

Value Guide: 32-Foot Trawlers

	Grand Banks 32	Island Gypsy 32
Overall Appearance	4	4
Top-Speed Performance	2	2
Low-Speed Performance	3	3
Quality of Laminate	3	3
Exterior Fit/Finish	4	4
Interior Fit/Finish	4	4
Ease of Maint./Repair	3	4
Amount/Std. Equipment	3	4
Design/Layout		
Anchor Stowage	3	3
Fore/Side decks	4	4
Cockpit	4	4
Bridge Deck	4	4
Cabin Layout		
Galley	4	4
Head	4	4
Berths	3	3
Stowage	4	4
Helm Station		
Seating Comfort	3	3
Sight Lines	3	3
Instrumentation	3	3
Electrical Harness		
Access	3	3
Seaworthiness	3	3
Mechanical Systems		
Component Quality	3	4
Access	3	4
Installation	4	4
Warranty	3	3
Total Score	84	88

Notes: Boats are rated on a scale of 0 to 4, with 0 = poor and 4 = excellent. A perfect score is 100. A score above 50 indicates a better than average boat that we believe deserves consideration.

quick access to the bow. (A side door is a \$2700 option on the Grand Banks.) We wouldn't leave home without it.

The Grand Banks 32 has a very attractive and airy pilothouse, also equipped with a generous amount of teak joinery and large windows. The L-shaped settee converts into a single berth, and has storage and ducting for the optional air conditioning ready to go below. Forward to starboard is a cabinet with a set of four drawers pre-wired for the optional stereo. The helm seat also has a large storage cabinet below. The straight settee to

port converts into a 71-inch-wide double berth.

Forward of the port-side seat is the galley area. It features a refrigerator with external thermometer, with a three-burner range with oven underneath.

The Grand Banks' helm station is also thoughtfully laid out. Visibility is quite good, though we prefer the Island Gypsy 32's cable run; the Grand Banks 32's pipe directly in front of the operator is an unnecessary annoyance. The console and overhead electronics box is well laid out, with most instruments and controls in easy sight and reach. The companionway hatch slides to starboard out of sight, which we think is a better arrangement than the Island Gypsy's folding hatch. The dash lifts up to reveal a large shallow storage area for dishes.

The Grand Banks' windshield washers are controlled from a console switch, and the center windshield panel is held open with a stainless bar and sliding clamp mechanism—a good way to keep positive control of the window in high winds. A liquor cabinet next to the helm provides additional storage, and would be ideal for navigation supplies.

Stateroom/Head

Entering the Island Gypsy's lower cabin through double louvered doors, we saw high-quality components everywhere, including door hardware with rubber pads for silencing. Only 16 inches between the doors makes things a bit cramped heading down the ladder, but there's plenty of headroom with the folding Formica-and-

teak hatch open. The Gypsy's cabin has large sliding side windows for plenty of light and ventilation. The most noticeable feature is the separate shower and head compartments as you enter the cabin. This adds a nice bit of flexibility for the occupants, but you trade off a bit of storage space. Forward in the cabin is a commodious 75-inch-long berth with 41 inches of headroom. There are reading lights overhead, storage lockers aft, and storage below the berth in a gelcoated compartment which allows access to the bow thruster.

We liked the two 32-inch lighted hanging lockers—like a refrigerator, the lights come on when the doors are opened—aft of the V-berth to port and starboard. All of the Island Gypsy 32's doors close solidly with positive latches and the drawers are lift-to-pull so they won't come open unexpectedly. There's plenty of headroom at 78 inches in the cabin and 76 inches in the head and shower.

As mentioned, the Island Gypsy's head is to starboard as you come down the ladder. The deck is covered with tile, and a bilge pump fits in a drain sump covered with a stainless-steel grating. A teak seat lets you sit to get dressed in privacy, and the head has its own sliding window (as does the shower to port). Shelves are located behind the sink, and a large mirror is mounted on the back of the door. There's good storage below the sink, and the wiring inside is neatly bundled and secured. The shower is to port opposite the head and nifty features include a shower nozzle which slides up and down on a pipe so you can easily adjust the height.

The Grand Banks 32's teak parquet sole and teak and white interior greet you as you enter the cabin. A hatch allows access to the bilge pump below the steps. The cabin is well lit, with plenty of overhead lights and sliding windows which allow in plenty of sunlight and fresh air. The head is to starboard as you come down the companionway, and has a teak grating with drain sump below. A separate shower nozzle is mounted in one corner and there's a wraparound

shower curtain to keep the water contained. A large mirror covers most of the forward bulkhead. There's lots of storage behind and below the cultured marble vanity top and sink.

To port, across from the head, are a 42-inch-wide hanging locker and a storage locker, both with louvered teak doors. The truckload of manuals that come with the Grand Banks 32 were kept inside on our test boat for ready reference when needed. A large, 78-inch V-berth offers more storage below in drawers and through a hatch under the mattress. A shelf overhead holds books and other personal items. A door swings open for access to the rope locker. Headroom is 71 inches forward in the cabin and increases as you move aft.

Conclusions/Recommendations

Both boats offer solid construction, quality engineering, top-notch hardware, and masterful joinery. Both should offer many years of good service. Both have a long list of standard equipment, including engine drip pans, fuel-water separators, windshield wipers and washers, manual and electric bilge pumps, stainless-steel rub rails, emergency steering, transom shower, and teak swim platform. In our opinion, there isn't enough difference in the quality of construction and fit and finish between the two boats to be worth mentioning.

The difference in this match-up really comes down to price, and that's what we think makes the Island Gypsy look like a winner.

Let's look at the numbers: The Grand Banks 32 lists for \$170,333, and to that you must add \$21,000 for freight and handling. When you add options to the Grand Banks 32 such as fiberglass anchor pulpit (\$792), Bimini top (\$2,375), microwave oven (\$1,000), window screens (\$1,467), trim tabs (\$2,725), transom door (\$2,658), sliding pilothouse door (\$2,750), teak-rimmed pilothouse wheel (\$433), and swim ladder (\$1,083), the price climbs to \$206,616. All these options as well as the freight charge are included in the \$173,135

price tag on the Island Gypsy 32 Europa, so the margin between the two boats as described is almost \$42,000.

It's also worth noting that many of the options offered by both builders cost more from Grand Banks than from Island Gypsy. This includes the saltwater washdown hookup (GB \$1,750/IG \$715), freshwater washdown (GB \$483/IG \$200), and anchor windlass (GB \$4,825/IG \$2,400). Air conditioning on the Grand Banks 32 costs \$11,875 for a 9000-BTU unit in the saloon and a separate 6000-BTU unit (with individual controls) in the forward cabin. Island Gypsy offers a single 16,000-BTU unit which serves both areas for \$4,900. A 2000-watt inverter on the Grand Banks 32 with two extra batteries goes for \$4,292. On the Island Gypsy 32, a 1000-watt inverter is standard, and you can pay \$1,400 more for a 2000-watt unit with two extra batteries. An exception to this is the optional teak transom (GB

\$1,958/IG \$2,500), and the 5-kw generator cost about the same (GB \$11,667/IG \$11,490).

The Grand Banks is a premium yacht with an excellent (and well-deserved) reputation that commands a premium price. You'll pay more for the Grand Banks 32, but you'll enjoy one of the highest resale values in the industry come trade-in time. You'll also get the prestige that comes with owning a yacht with worldwide name recognition. No one can blame the buyer who says: "I want a Grand Banks, and I don't care what it costs."

But if snob appeal is not at the top of your priority list, we'd look closely at the Island Gypsy 32. The Gypsy has a clear edge in value for the dollar, we feel, and a marginal advantage in workmanship and the quality of some of its components. We can't fault the buyer who says: "I want a top-quality trawler, but I'm not going to pay more than I have to." ■