

AMERICAN MARINE NEWS

VOLUME 10 NO. 1

MC (P) NO. 116/6/79





EDITOR'S NOTE

One of the questions we are asked most frequently is how we select the owners and yachts which are featured in the American Marine News articles. The answer is simple: Grand Banks owners who are nice enough to share their story with us. We have been extremely pleased with the high percentage of Grand Banks owners who have suggested story ideas, actively participated in preparing articles for publication and contributed comments, information and photos for our Communique column. But we know there are other owners who are cruising to fascinating areas whose stories would make interesting and helpful reading for other Grand Banks skippers and their families.

American Marine News is your magazine. As you begin thinking about that special cruise you've longed to take aboard your Grand Banks drop us a line. We just might ask to come along.

Published three times annually by:

AMERICAN MARINE (S) PTE LTD

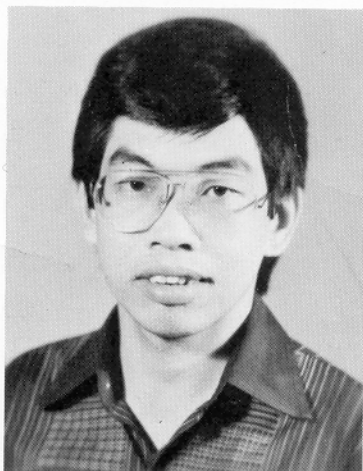
26 Jalan Terusan, Singapore 22. Tel: 650511.
Cable: AMMARSING. Telex: AMSING RS21294



GB42—Sport Cruiser number 1 on her maiden voyage in the waters around Sultan Shoal Light off the coast of Singapore. Photo taken by Tony Fleming of American Marine (S) Pte. Ltd.

Contents

Planning Manager	(inside front cover)
New Developments	Pg. 1
The World of Grand Banks	Pg. 2
Long Way from Louisiana	Pg. 3
Beachcombing	Pg. 4
Grand Banks Rendezvous	Pg. 6
Boat Shows	Pg. 7
Oasis In a Desert	Pg. 8
Spain to England in GB 48	Pg. 9
Fuel Decontrol—Inside Tip	Pg. 10
Communique	Pg. 11
Of Special Interest	(inside back cover)
Favorite Recipe	(back cover)
Quotable Quotes	(back cover)



Yeow Kok Hoong — Planning Manager

Yeow Kok Hoong is our Planning Manager with the vital, but unenviable task, of deciding who is supposed to do what to which things at what time and with what resources in order to ensure that the right parts arrive in the right place at the right time in order to build the right boats!

Before qualifying for this arena of conflict, Kok Hoong has worked in a great variety of positions and departments within the company. In 1969 he joined American Marine straight from school as a Cost Accounting Clerk. Through a series of promotions he moved from Costing to the Production Department and then to the Stores where he was made responsible for the control of the stockroom as well as for the purchasing of materials. When the company introduced more sophisticated methods of Production Planning and Control, Kok Hoong took on the task of setting up and running an expanded Planning Department where responsibilities lie in the proper provision and allocation of all labors, materials as well as in the dissemination of proper information to all Departments.

As a result, he is very familiar with all aspects of the company's operations and, with various overseas trips under his belt, he has made valuable contacts amongst our suppliers and customers. However, if you mention Mr. Yeow's name you are likely to be greeted with blank looks as most know him by his nickname of "Bugs". This is not altogether to Mr. Yeow's liking as he is not flattered to be sharing a nickname with a "rabbit". However, he has come to accept it with good grace and just keeps on digging to great effect!

New Developments

Grand Banks 42 Sport Cruiser Arrives In New York

GB 42-636 Sport Cruiser #1 was recently completed in Singapore, and has since been delivered to her first owner. She is based on the GB 42 hull, having a large open cockpit aft, an extended saloon area and two cabins up forward in lieu of the double cabin arrangement of the standard 42.

This first Sport Cruiser was purchased by Mr. Robert Grossman of Long Island, New York from Higgs Marine Service. For power he chose the optional Caterpillar 3208's and during trials on her maiden run in Singapore the boat achieved a speed of over 16 knots in a "light" condition. In production at this writing is a Sport Cruiser with turbocharged 3208's, which will add another knot to knot and a half to the top speed. The standard engine for the boat remains the Ford Lehman model 2715E, the standard engine for all GB's.

Modeled after a sport fisherman, the Sport Cruiser has an aft cockpit big enough for most any fisherman. Measuring 12' by 9', it can be used as a deck for lounging, or equipped with fighting chairs would make a great place to do battle with the big ones. The bridge area is also ample, being a bit larger than on the standard 42.

Inside, the boat looks like, well, looks like a Grand Banks. There is teak parquet flooring throughout, along with the traditional Grand Banks craftsmanship. The forward cabins are compact yet comfortable, while the head is roomy. The galley is L shaped, effectively setting it off from the main saloon, but not cutting off the chef from any goings on.

If the initial enthusiasm for Sport Cruiser number one is any indication, there will be quite a few GB 42 Sport Cruisers on the water in the future.



Dealer News

- New England Yacht Sales of Essex, Connecticut, U.S.A. has opened a second office in Falmouth, Massachusetts. The new office, to be managed by Spencer Lee, is at McDougalls Marina. NEYS will now handle the sale of new and used Grand Banks from both offices. The Falmouth address is: New England Yacht Sales, Drawer K-at McDougalls, Falmouth, Mass. 02540 Phone is (617) 540-5226.
- New address for our Belgian dealer: North Sea Marine, Nieuwe Werfkaai 5, 8400 Oostende Tel. 059/320688. An updated worldwide dealer list appears on the inside back cover of this issue.



Top right: Sport Cruiser #1 is eased into the water at Port Newark, New Jersey after arriving in the U.S.

Right: On her first voyage in Singapore

Left: The large aft cockpit on the SC. The transom door opens for easy access to the swim platform or for hauling in the big one that didn't get away.



New Buildings Under Construction in Singapore.

The photos at left show two new buildings in various stages of construction at our plant in Singapore. The top photo shows a new office building on the left that will house management offices. The bottom photo shows the inside of a new production line building that will be used in the construction of Grand Banks. The impending introduction of the new Grand Banks 49 and other projects under consideration have caused the need for increased production capacity. The new building will add over 10,000 square feet of new space suitable for production operations, while the offices will consolidate the different office functions.

The World of Grand Banks

Singapore Lighthouses

The world of Grand Banks starts here in Singapore at one of the great maritime crossroads of the world. Always closely linked with the sea, the island is an appropriate spot for any boat to take its maiden dip. The harbour is alive with vessels of all shapes and sizes; last year there were 43,616 arrivals and departures—a figure exceeded only by Rotterdam and Yokohama. Out in the Straits, ships pass across the horizon in a seemingly endless procession.

Responsible for the safe regulation of all this traffic is the Port of Singapore Authority. Heading their comprehensive inventory of buoys, beacons and navigational aids are the three main lighthouses of Singapore.

Horsburg, the oldest and most remote, was built in 1851 on Pedra Blanca, a rocky granite outcrop some 54 km from the Republic. It guards the Eastern entrance to the Singapore Straits and its probing beam reaches out 23 miles into the South China Sea.

Second in seniority is Raffles. Built in 1854 and named after the founder of Singapore, it stands on the palm-fringed island of Pulau Satumu. Close by is the Semaphore tower which warns passing vessels of super-tankers crossing their path.

The youngest of the trio was constructed on Sultan Shoal in 1896. Its elaborate Victorian-styled tower may look a little fussy but it conceals a 670,000 candle light with a range of 24 miles. A fact much appreciated by helmsman conning their vessels down the busy Straits of Malacca.

Each lighthouse has a crew of four and, like their colleagues around the world, they keep a lonely and important vigil. Spare them a thought next time that you leave the dock; they help keep the world of Grand Banks what it is. Agreeat—and safe—place to be.



Horsburg Light



A GB42 Sport Cruiser explores Raffles Light



Sultan Shoal Light

Long Way from Louisiana

By Kirk and Dorothy Kirkpatrick

The Kirkpatricks have owned a GB 32 since 1971. Accomplished journalists, their articles have appeared in leading boating publications. Kirk's Grand Banks "Work of Art" sketches of the GB 32, 36 and 42 may already hang on your wall. The Kirkpatricks tell of their recent trip to Singapore in the article that follows.

Although Grand Banks owners throughout the world have varied reasons for owning a GB, craftsmanship probably played a major role in initial selection. It was that way with us when we first saw *Studio Two*, GB32-208, in Madisonville, Louisiana in 1971. Love at first sight? Hardly. We'd been in love with the GB look for several years and the clincher was that first time aboard when we could actually feel and see what a Grand Banks is all about. During the years that followed, we often wondered about the people who made her, the GB yard and the construction. In April this year, we had the opportunity to finally see how a GB is built and to know why *Studio Two* has withstood the passage of time so well.

It was springtime when we left Louisiana but on arrival in Singapore it was summer—an eternal summer. We were prepared for the heat and humidity. We were not prepared for the vastness of the yard, the busy atmosphere, and the attitude of the people there who made us welcome to Singapore and American Marine.

The 13 acre yard is located in the industrial area of Singapore—Jurong Town—which also boasts an exotic bird park and formal gardens in the Singapore style of mixing business with beauty. Eleven hanger-style buildings, each from 10,000 to 15,000 square feet, plus an office and storeroom house every facet of production and the over 600 people who bring about the building of these boats.

Three buildings house the multitude of carpenters working with many hand tools to build furniture and swim platforms, wheels and trim, and modules on parquet cabin soles to slip inside the hulls when they reach the production line. One building is for the machine shop and fitters where all metal is inspected and tested or fabricated. Four buildings house the fiberglass shop where hulls are molded along with deck houses, fly-bridges and seats, and miscellaneous smaller items including battery boxes and where all are hand finished and polished before moving to the production line in the final three buildings where everything comes together.

We had followed the GB's through the yard and production line for three days and then to the island of

Tioman in the South China Sea to meet Bob Livingston, president of American Marine. It was at Mersing on the east coast of Peninsular Malaysia, three hours from Singapore by car, where we watched the *Europa Golden Amber* approach the Mersing harbor at high tide. For us, it was half a world away from the Gulf waters off the Louisiana coast in miles in atmosphere. Rather than the sometimes turbid waters of our Gulf of Mexico cruising grounds and towering offshore drilling rigs here we found the vivid blue of the South China Sea, a few local fishing boats, and of course more Grand Banks including *Golden Chersonese*, GB42-592, Mr. and Mrs. Paul Locklin, owners.

From Mersing we cruised for 3½ hours, past isolated islands with swaying palms to the island of Tioman, 37 miles from Mersing and the largest of 64 area islands. The day was delightful—skies pale azure, the seas calm and a shimmering brilliant blue, and the *Europa's* smooth polished fiberglass gleaming in the sunlight. A beginning which seemed charmed.

Tioman is pearshaped, about 38.6 kilometers long and 19 wide at its larger end. A number of secluded bays offer anchorages with coarse tan sand beaches but from the shoreline it's all jungle with lush, close growth of trees climbing the mountains to obscurity in the clouds of mist at the top. The island is sparsely populated—only three native fishing villages with the nearest within walking distance of the island's hotel, Merlin Samudra. Although many arrive at Tioman aboard their own boats, the island is accessible, too, by hotel and hired boat and by small plane, all from Mersing.

We were the lucky ones to arrive by boat to a place we surely would never have seen without *Golden Amber* and the Livingston family. We would not have experienced the beauty of coral formations and colored tropical fish in those very South China Sea waters without the patience of Bob and Mary Livingston in teaching us how to snorkel. Again, we were lucky we chose the day of arrival for this activity in the reflected light of the bright afternoon sun. We didn't see the sun again for two days for the mist came down from the mountaintop turning into a steady downpour. Not to be daunted, we walked beaches in the rain, visited the native village in the rain, enjoyed our time aboard *Golden Amber* in the rain.

Our departure from Tioman was in weather the same as on our arrival—beautiful, running alongside the Locklin's *Golden Chersonese* for a distance but then leaving her for a side trip to the nearby island of Rawa for snorkeling ashore amidst about 17 other boats anchored there, among them four GB's. Rawa, too, has overnight facilities on the beach but accommodations are more spartan than on Tioman. A final stop at Babi Besar island for shelling was in solitude—the only boat in a cove at the uninhabited island, before we returned to Mersing for the three hour trip by car back to Singapore.

It is said that the waters of the South China Sea rival those anywhere in the world for their beauty, the tropical weather and the lush growth of flowers and trees ashore on the many islands. But it is doubtful if the pleasure gleaned there would have been so memorable without being aboard the *Europa Golden Amber* in the company of the Livingston family.

A portion of the American Marine plant in Singapore



Beachcombing



GB 36-573 "HENRY TERRY" in Ft. Lauderdale, Florida U.S.A.

Mr. Jim Milligan of Hockessin, Delaware has his crew well under control after taking delivery of his new GB 36 from Hal Jones and Company, Ft. Lauderdale. Mr. Milligan purchased "HENRY TERRY" during the 1979 Miami Boat Show. His wife Fanny, son Tom (on the left) and son in law Tucker Aufrance make up his able bodied crew.

42-473 "WANDERLUST" at Brooklyn, New York U.S.A.

That's Mr. Paul Friedman of Brooklyn, New York, past Commodore of the Mill Beach Yacht Club, at the rail of his GB 42. Mr. Friedman purchased her in April 1976 from Higgs Marine Service, Bronx, New York, and praises Higgs for their help in keeping "WANDERLUST" in "mint condition".



36-484 "UNICORN" at La Conner Washington U.S.A.

Mr. and Mrs. Hap Schnase of Camano Island, Washington are now the proud owners of GB 36 hull number 484. They have cruised the San Juan Islands off the Northern Coast of Washington and future cruising plans call for trips up the Alaskan Coast.



GB 36-457 in SPAIN

Mr. & Mrs. Salvador Marti are frequent visitors to Balearic Island (see background of photo) in Spain, every summer. They always enjoy their cruises on board their GB 36-457 "GRETE II" to this beautiful island, which incidentally is a solid rock jutting out of the Mediterranean.

GB 42-616 Europa "Raucous" in California



In the photo at right, GB-42-616, a new Europa model, is shown on the freighter *Ned-Lloyd Kimberley* in Los Angeles just after arriving from Singapore. She was delivered by Stan Miller Yacht Sales of Long Beach to Dell and Judy Henderson of Whittier, California. The Hendersons, previously owners of GB 32-438 report they are "delighted with the new boat, and the months waiting were anxious and extremely rewarding for us."

At left, "Raucous" shown at anchor on one of her first cruises. That's Bob Kennard, Mrs. Henderson's father, taking his stance on the port bow. The Hendersons thank all those at Stan Miller Yacht Sales and American Marine that helped with their purchase. This was one of the first Europas delivered in California, and there are now almost twenty fiberglass Europas cruising the waters of the world.

The *American Marine News* welcomes contributions to its Beachcoming section. Please send print or negative with a description of the photo, along with any comments you wish to make, to American Marine News, Grand Banks Yachts Ltd., 270 Greenwich Avenue, Greenwich, Connecticut 06830. All copy, photos and negatives become property of the *American Marine News* upon receipt. We will try to return submitted material. Thank you.

New England Yacht Sales Holds Third Annual Grand Banks Rendezvous

In July 1979, New England Yacht Sales of Essex, Connecticut and Falmouth, Massachusetts held their third annual Grand Banks Rendezvous. For the second straight year there was an increase in the number of participating boats, and this despite some foggy weather preceding the scheduled dates of July 20th, 21st and 22nd.

Over twenty boats had indicated they would meet at



Above: Tied up shortly after arrival at Mystic Seaport

Below: Mystic refreshments with the boats nearby



historic Mystic Seaport in Mystic, Connecticut on Friday evening, July 20th. Even the day long fog on Long Island Sound didn't stop 15 boats from up and down the East Coast from attending. The 6:15 p.m. opening of the Amtrak railroad bridge spanning the entrance to Mystic Harbor yielded the three final boats and everyone gathered on the lawn of the Americas Cup exhibit for cocktails. The seaport provided a scenic backdrop as the sun set with the *Charles W. Morgan*, a famous whaling ship, tied up nearby. Stories were traded, informal inspections were made of each GB in attendance, and notes of ingenious gadgetry were taken.

The morning of the 21st dawned somewhat hazy but navigable. The scheduled cruise from Mystic to Block Island provided some impressive sights as the Grand Banks moved in a flotilla towards the island off the coast of Rhode Island and Connecticut. With most boats communicating on VHF, the usual barbed comments were traded back and forth. The only tense moment was provided when *Pyxis*, a GB32, slipped back into the fog and haze. Stanley Bey and wife Toby doubled back with their GB-42 *Drummer* to investigate, found nothing amiss, (*Pyxis* explained, "Everyone was going too fast for me") and showed the speed of the Caterpillar powered 42 as he moved through the group to resume his position.

Block Island Harbor was crowded with boats of all kinds (as it always will be on a fine July Saturday) as one by one the procession of GB's moved through the narrow inlet and into the harbor. Some boats chose to drop anchor while others tied up two and three abreast at the bulkhead of Champlains Marina. Everyone wound down and made ready for the evenings scheduled cookout as the afternoon slid by.

The cookout on a hill overlooking the harbor provided a great setting to continue the talk of Grand Banks and recap the activities of the rendezvous. The bountiful meal of hamburgers, hot dogs and a delicious fixing of one type or another made by the first mate of each boat was followed by the presentation of a commemorative plaque to each participating skipper. The presentation was made by Fred Brooke, President of New England Yacht Sales, and was inscribed, "Grand Banks Rendezvous, Mystic-Block Island, 1979".

Sunday morning dawned bright and clear but a thick fog quickly settled in over the harbor. Then just as quickly the fog dissipated and the harbor came alive with activity. Having said their goodbyes the night before, some of the GB owners were on their way early. GB owners with Ford-Lehman power were able to attend an owners clinic given by Charles Welte of the Lehman organization. A slide presentation was followed by a question and answer period. Lehman is unique in their efforts to provide service not only to their industrial customers, but to the retail buyer who indirectly purchases their product. Following the clinic, some more good-byes were traded and those Grand Banks that weren't staying on headed for home or other ports of call.

Fred Brooke and wife Debbie, Spencer and Marilyn Lee and Frank and Robin Sparks deserve special credit, as does the NEYS organization, for their work in putting together the successful rendezvous.

The details for next years rendezvous are still to be worked out. Any GB owners wishing to attend can get more information by contacting New England Yacht Sales, Pratt Street, P.O. Box 126, Essex, CT 06426. Phone is (203) 767-0919.

Boats participating in the 1979 rendezvous were:

Grand Banks 32's—*Athena*, *Pyxis*, *Oh My*, *Nema* and *Manukai*

Grand Banks 36's—*Nanda*, *Susan Jane*, *Whim*

Grand Banks 42's—*Therapy*, *Shelter*, *Glengarry*, *Bolyn*, *Yankee*, *Prowler*, *Sketch Pad* and *Drummer*

Grand Banks 50—*Sunstone*

"But Murph, I had a reservation!" Arrival at Block Island.





Top Right: A light moment after the Saturday cookout

Top Left: "Anybody seen the mustard?"

Lower Left: "Block Island or Bust"

Lower Right:

GB owners gather for Ford-Lehman clinic on Sunday morning



Boat Show News

Interest in Grand Banks at Boat Shows continues to run high. Top left shows a GB 42 Europa on display at the Brussels Boat show in March '79. Attending that show and shown about to board the Europa for an inspection was Prince Albert of Belgium. North Sea Marine, our dealer at the show, reported that Prince Albert was impressed with the Europa design and many other people who attended the show felt the same way.

Above: Our Australian dealer Pye Marine International Pty., Ltd., displayed a Grand Banks 42 at this Boat Show held in September 1978. They were the largest non-boat builder represented, and were able to sell two GB 42's, including the show boat, and a used GB 36.

Well done Pye!

Oasis In A Desert

by Pete Connors

Higgs Marine Service has been a Grand Banks dealer since 1965. Their fourteen years with American Marine give them the distinction of being the oldest GB dealer in the world.

Located in Bronx, New York on Westchester Creek just west of where the East River meets Long Island Sound, HMS has been in operation in the same yard since 1938. The waterfront is industrial in this area and HMS looks somewhat out of place. For people who appreciate the looks of a fine old boatyard, the best description may be an "oasis in a desert." Technically within the limits of New York City, HMS has two underpaid but highly respected employees to help keep the yard clear of unwanted nighttime visitors. Rex and Colonel have turned away many would be criminals. Two LARGE German Shepards usually have that kind of effect on people.

HMS is a family operation and has been since day one. Bill Higgs started the business that bears his name after leaving a New York State civil servants job he was never happy in. His father and grandfather had both been involved in the Marine industry and this undoubtedly helped foster his love for boats. Mr. Higgs was President of HMS until he passed away in 1975.

Today's management team is headed up by John Gerretsen, Sr., son in law to Mr. Higgs. John started full time work in 1950 after three years of part time work while giving professional baseball a try. As President he is in charge of overall yard operations. His two sons, Gary and John Jr. are also an integral part of the business. Gary holds the title of Vice President and Treasurer while John has recently joined the sales staff headed up by sales manager Phil Annunziato. Both men have been around the yard since their early teens and working part time while not furthering their education. Before they were old enough to drive they used to commute to work by boat. We should all be so lucky.

The influence of the family is also present amongst the craftsmen that work in the yard. Rudolph Flittner, Sr. is the senior HMS employee having started when HMS opened in 1938, and now heads up the painting department at age 85. His two sons, Frank and "Junior" are ships carpenters and have been employees since 1947 and 1950 respectively. A grandson Robert is now in his sixth year and is an apprentice carpenter and painter. These four represent three generations of Flittners.

Yard foreman Helge Furnes has been on the job since 1951. Throughout the years he has held a variety of jobs, and now concentrates on engine mechanics. Son Randy, also an able mechanic who has attended a school for training on diesel engines, has been on the payroll for nine years at age 25. The dedication and longevity of employees like the Flittner's and Furnes' is one of the main reasons why the business continues to operate successfully.

Upon opening in 1938, HMS consisted of one building, a gas dock and the waterfront land they occupy today. An expansion program in 1946 led to the building of additional dock space, a large building housing today's offices, and a ships railway. The new facilities increased the capacity of the service department and contributed to the growth of HMS.

From the forties into the early sixties HMS served as distributors at one time or another for such boat companies as Cruise Along, Richardson, Matthews, and Century. Distribution to dealers was their



main function, though they did sell a few boats to the retail market. Also represented, again at different times, were three engine manufacturers; Grey, Packard and Kermath.

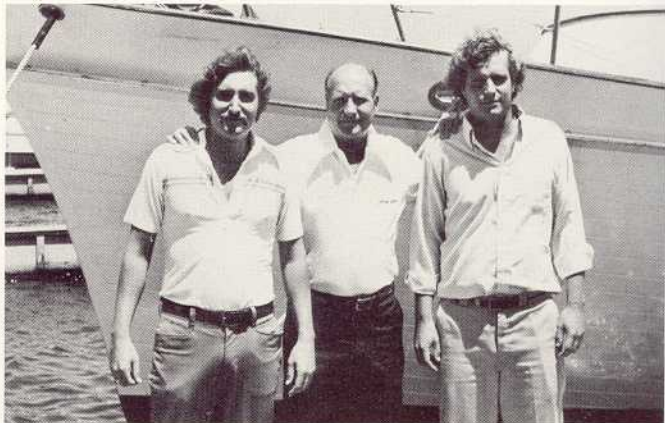
When American Marine approached HMS in 1964, Bill Higgs was ready for a change. Though they regarded the Grand Banks with some skepticism, HMS placed an initial order for one of each model. John Gerretsen remembers, "I thought the GB looked like a workboat compared to the modern styles that were beginning to appear." They took delivery of their first GB on March 8, 1965. It was a 36 footer, hull number 14, and marked the arrival of the first Grand Banks to the East Coast of the U.S. GB 32-3 and GB 42-7 arrived later in that same year and a Grand Banks dealer was born.

Today HMS is still going strong. They still do the service work on old timers like GB 32-49 and 36-30. Over the years they have sold and delivered over 200 Grand Banks. Was yours one of them?



The Higgs crew gathers for a group photo

The Gerretsens—Gary, John and John Jr.





Helge and Randy Furnes



Three generations of Flittners—L to R: Junior, Rudy, Bob and Frank

Spain to Southern England in a GB 48

by Andrew Tovar

Dr. Tovar of La Corunna, Spain owns a Grand Banks 48 and in the last few years his affection towards cruising has been very much developed. He shares this with Marisa, his wife, and myself, his son Andrew.

My father is a yacht captain and close friend of Mr. Miguel San-Claudio, another yacht captain. Together they planned this voyage as a continuation of the previous voyage from Barcelona to La Corunna after my father bought the GB 48.

With two of my friends from the Madrid University and the Sailor Mr. Caamano, we weighed anchor from the marina of the Real Club Nautico of La Corunna on the 7th July, 1978. As a N-NE 5 (Beaufort) was blowing most of our club friends expected us back in an hour or two, but we were confident and decided to continue. We were confident because we know well the ability of the GB's to deal with bad weather from our references and our own experience from the year before when we were caught in a N5-8 off the Portugese coast and she managed it without any problem. The bad weather lasted only eight hours on this day and we had a marvelous sunny crossing of the Bay of Biscay with dolphins playing round our ship till the Island of Ushant (Brittany).

On the 9th July we arrived at St. Peter Port where we stayed for three days, in part due to the fog and in a bigger part to the beauty of the Island of Guernsey.

We weighed anchor for Hamble (Southern England) on the 12th July where we would spend one week with excursions all over the Solent, Portsmouth, Cowes, Yarmouth etc.. Here at Hamble we met Mr. and Mrs. Hardie and Mr. Davies of Nautica Marine Ltd., representatives of American Marine, who kindly took care of all our needs and supplied us with all the spare parts we needed.

On the 20th July we weighed anchor from Lymington for Dartmouth arriving later the same day. We enjoyed very much this beautiful town and the trip up the River Dart to Totnes, where we were exhibited as a "rare bird" by the crew of a tourist boat to their passengers, even more so as the Lostrego III is registered in Barcelona (on the Mediterranean coast).

At noon on the 21st we left Dartmouth for Falmouth—another beautiful town. We stayed here longer than expected owing to weather conditions—a Force 8 was blowing! At last on the 24th we left Falmouth for Duarnenez (Brittany) arriving the 25th after going through Forneau Channel between Ushant and Brittany.

The next day we continued to Concarneau, a beautiful harbour with quite a good marina just outside the wall of the old Citadel. Here we spent St. Jacks day (25th July) a holiday for us because he is the Patron of our Country.

The 26th we left for le Palaise (Bell Isle) and the next day for Gijon and Carinno, a little fishing harbour near Cape Ortegal on the North-West coast of Spain (Galicia). The following day, the 30th July we were back at our home port of La Corunna.

We are now preparing our next voyage in which we want to go back to England because the weather we found was not so bad and the coast is really marvelous with a lot of facilities for yachting and for us it is far more exciting than our Mediterranean Coast.



The Impact Of Fuel Decontrol —An Inside Tip

By Jeff Hammond

*The following appeared in the June 1979 issue of **Motor Boating and Sailing Magazine** and is reprinted here with the permission of Hearst Corporation. Mr. Hammond is the editor of **Motor Boating and Sailing**.*

This month, American crude will begin a gradual process of price decontrol and that action, along with the OPEC price increases during the last six months, is going to affect boating in some predictable ways. If you've been wondering how to cope with this situation, here are some ideas that should help put the situation in perspective.

First, if you've been thinking about moving up to a bigger boat, or if you've just been toying with the idea of buying a new boat of any size, this month is the time to act for the best buy. Here's why: In 1974, when OPEC import prices skyrocketed, many boatowners tended to focus their thinking on the increased price of fuel. What they forgot was that new boat prices would also go up significantly. As a result, two things happened. First, used boats put on the market by people moving up were, in many cases, priced in relation to what was paid for them new (when they were built with relatively cheap petroleum, labor, etc.). Second, some boatowners panicked over the increase in the price of fuel, and quickly liquidated their boats in anticipation of a depressed market.

As a result, from the spring of 1974 well into the summer, there were bargains galore on the used boat market. It wasn't until 1975 and '76 that the "bears" who had sold in '74 realized that the world wasn't coming to an end, so they "looked again" at new boats and were shocked by the high prices that had seemingly occurred overnight. They never knew what hit them. The "bulls" in the 1974 market, on the other hand, came out smelling like roses. They are the fellows who later sold their boats for far more than they paid.

Last winter, resin (which is about 55 percent of a fiberglass boat's hull, superstructure, and linings) sold for 36c a pound. In March, boatbuilders were notified by their suppliers that resin would go to 50c a pound—but that was *before* the 9 percent OPEC increase at the end of the month. The March increase, together with gradually escalating costs of U.S. crude this summer and fall, will have a cumulative effect of driving resin prices still higher.

Resin increases will hit the small boats hardest. Here resin is a significant part of the total cost of materials. Resin's impact on large boats, in which labor, engines, etc. account for a greater percentage of the total price, will be less. Of course, the generally heated inflation rate and the new Teamsters contract will affect all new boats.

What all of this means is that *now* is the time to buy that new or used boat you've been thinking about. Many new boats in dealers' showrooms were built last winter with "cheap" resin, and if you snap up one of these boats, your investment is protected. The time is right for used boats, too—just look at what happened in '74.

The next question is: Will fuel be available for boats and at what cost in the future? Obviously, no one can give a definitive answer, but the probabilities are no mystery.

First, availability. Last winter's Iranian situation was a good "test case" relative to availability. Iran was the world's fourth largest oil producer (after Russia, Saudi Arabia, and the U.S.) before it shut down. Since Russia and the U.S. will not cease

oil production, only the shutdown of Saudi Arabia could have a greater impact on our own fuel availability than did Iran. And although there seems to be no clear agreement in Washington as to exactly what Iran's impact was on U.S. fuel availability (one source saying that in February we had a 500,000-barrel shortfall, another saying we imported 1,000,000 *more* barrels), its effect was far from catastrophic. (Cynics among us even suggest that the U.S. oil companies aggravated the situation in an effort to encourage deregulation of U.S. oil.) Only the shutoff of oil from *one* country—Saudi Arabia—could have a more serious impact on the U.S. And of all the OPEC producers, Saudi Arabia is the most moderate.

Then, there's price. Most Americans are now preparing themselves mentally for \$1-per-gallon fuel. It may come as early as next year. When it does, you can count on some psychological shock simply because it is our basic unit of monetary measure. But with time, we'll get used to that. Economists predict consumer resistance to \$1-per-gallon fuel until the public is acclimated, with penny or two increases after that taken as a matter of course, just as we now fail to flinch when prices on the gas pump move from 77c to 79c.

How will the new prices affect your boating? As in the past, boatowners on a budget will simply throttle back a knot or two, or not take one weekend cruise to make up the difference. And boatowners will also get smarter about the performance characteristics of their boats.

Most powerboat owners could travel just as far this summer as they did last for the *same amount of money* if only they would *pay some attention to their equipment*. Some examples of what I mean: A surprising number of boats are improperly propped by the builder or dealer. It's a very expensive mistake. A bad ding or a slightly bent prop can increase your fuel consumption by 21 percent. If your timing is off 6 degrees it can cost you 39 percent extra in fuel. A shorted spark plug will cost you 33 percent.

Smart boatmen will also get out of the habit of "topping-off" every time they leave the dock. Why lug all of that fuel around if you don't need it? The more your boat weighs, the more fuel you have to burn to push it. If you are planning a cruise, project how much fuel you'll need, add a reasonable safety factor—then haul only that amount.

Find out at what rpm your boat is most efficient from a dollar/time standpoint. Make up a chart and tape it at the helm. On long, slow cruises consider shutting down one engine (you can freewheel most transmissions, but check with the manufacturer first) or lock one shaft. Take needless weight off boat. Keep your bottom clean. Buy an inexpensive fuel-flow meter, experiment with weight distribution and trim tabs.

Chances are that you haven't thought much about ways to get better performance out of your boat. Practically all boats can be made more fuel-efficient, and if you take any of the steps above I guarantee that you'll save fuel.

Finally, the most important aspect of Carter's decontrol of crude pricing is that it will strongly stabilize both fuel prices (even though higher) and quantities available. And that's good news for the boatman. The end result will be that we all will take a more intense interest in all aspects of our boat's equipment and operation. Ironically, we'll probably enjoy our boats even more as a result.

Communiqué

I'm enjoying my GB36-396; it's a great boat. I'm also enjoying reading your American Marine News.

Three questions have cropped up in the last few months and I'd like your comments.

One of the two holding tanks has failed. Small holes have been eaten through the stainless steel, obviously by the waste material being held. The other tank is showing signs of deterioration also. Can you tell me what grade of stainless steel was used in their fabrication? And would there be a better grade that could be used in having replacements made? I rather like the idea of metal tanks. However, if some kind of plastic (PVC, Fiberglass or polyethylene) would be vastly superior from a corrosion resistance standpoint and would also be mechanically suitable, then I might want to go that way.

Incidentally, I like the holding tank concept, despite the fact that a number of friends have installed flow-through systems. Local marinas have also pressured me to switch to the flow-throughs. But I intend to stay with tanks. I will, however, replace the Groco toilets with Raritan Crowns. The Grocos are a constant source of annoyance.

Question two relates to the engine compartment blower. The PAR Breezie 5400 which I presume you installed seemed quite inadequate for the job intended. The plastic housing and plastic rotor apparently couldn't cope with the normal operating temperatures and became so deformed that the rotor contacted the housing. This led to premature bearing and motor failure. I have purchased a Perko 778-2 which has a cast aluminum housing and a plastic rotor. The Perko people tell me that it is suitable for continuous operation under hot engine compartment conditions. I hope they're right.

This Perko blower hasn't been installed yet. Before proceeding I need your comments on the size of the discharge opening. The PAR blower, which had a 3 1/2 inch diameter discharge opening, had been bolted to a board having a 1 x 2 inch rectangular opening. In other words you had seen fit, for some mysterious reason, to reduce the air passage opening to about 20% of that for which the blower had been designed. Surely it wasn't to reduce the air flow; could it have been to reduce load on the motor because of the continuous operation?

So now I'm wondering whether I should bolt the new Perko to the same board, with the little 1 x 2 opening, or construct a new mount having an opening more-or-less to fit the blower discharge.

My last problem has to do with the copper tubing carrying fuel from the tanks to the distribution panel, from the panel to the

engines and generator and from the panel back to the tanks. There are twelve separate lines, all running fore and aft deep down in the bilge. They're almost always partly submerged in bilge (sea) water. Some time ago I discovered oil in the bilge and traced it to a small hole eaten through one of these copper lines. While replacing the line I noticed a suspicious spot on another line so replaced it also. Then only a short time later, one of the new lines developed a leak. Again it was a small hole eaten through by corrosion. Instead of replacing that line, I made a repair; put in a bronze connector. Now I notice that there is oil in the bilge again. I haven't had time to determine its source. But as you can imagine, I'm just about fed up with leaking fuel lines. So what do I do?

I've been told that there are three grades of copper tubing. And my guess is that the replacement lines I installed were of the lowest grade. I haven't learned yet where I can purchase the highest grade. But a number of questions have come to mind. If I can get suitable grade copper wouldn't it be better to run the lines at a higher level so as to keep them free from the bilge water? Would there be a suitable plastic tubing that could be used? While I don't think this has been an electrolysis problem, I suppose that it might possibly have been. Have other GB owners had the problem... and what have they done about it?

Wendell K. Upham
Florida, U.S.A.

Thank you for your recent letter. We always used to make our holding tanks of stainless steel and they gave satisfactory service. However, we suddenly started to get reports of the kind of symptoms that you describe.

We had no idea why the problem should suddenly have arisen because we had not knowingly changed the grade of metal being used or even the supplier. However, by the time that the problem occurred, we had started building fiberglass boats. The simplest answer for us, therefore, was to change to fiberglass rather than to persevere with stainless.

Our recommendation, therefore, would be to switch to fiberglass or some other plastic material.

We do not know of a source of tanks in your area but if you run into difficulties we might be able to supply tanks from here, through your nearest dealer, by putting them aboard one of his boats. This would have to be subject to the agreement of the dealer concerned.

We have had good reports of the Microphor system and, although this is not really a holding tank, it does use a tank of sorts and has practically nothing to go wrong; you may like to consider this as an alternative.

Your choice of blower appears to be very sound. The reduction of the air passage

was not intended and is definitely not correct. You should open up the hole to the maximum that you can. Its area should at least be equal to that of the blower discharge.

The corrosion of the copper fuel piping is another problem which suddenly arose some time back. The trouble appears to start when the pipes get wet from bilge water. We are not certain why this should be so but there seems to be little doubt that this is the cause of the pinholes.

When we found out about it we raised all the piping and cured the problem. The best solution, therefore, is to raise all the piping out of the bilge. If you feel that it would be easier not to use copper then you should use a hose intended for fuel made by Aerogrip, Imperial Eastman or equal.

Approximately a year and half ago my wife and I purchased GB32-458. We have enjoyed the boat and that "Grand Banks Mystique" very much. We have great confidence in and take a great deal of pride in ownership of our Grand Banks.

We now have some questions and would appreciate your help on the following.

1. Specifications, rigging, use, and other pertinent information on steadying sails.
2. Methods and materials to repair chips in the fiberglass gelcoat.
3. Your opinion on the maintenance and care of the exterior teak trim. Any word on Deks Olje?
4. The recommended method of constructing a cover for the aft deck.

Thank you for your assistance. If our first summer was indicative, I think there will always be a Grand Banks in our future.

Jack Slasinski
Michigan, U.S.A.

Dear Mr. Slasinski:

Thank you for your recent letter. We are happy to hear that you have derived so much pleasure from the use and ownership of your GB32. Below are our comments on the information you requested.

1. *The steadying sails that we currently offer fit onto sail track secured to the mast and boom. The sail is cut very flat so that it can be sheeted in tight and will not flap.*

The primary use of a steadying sail is to reduce the amount of rolling as the wind in the sail acts as a type of damper. To be honest, we have had varying reports on the effectiveness of the sail. Some owners have called it useless and others testify to the opposite. The dimensions of the mast and boom do limit the size of the sail and thus reduces its effectiveness.

2. *The chips and scratches should be cleaned of any dirt of wax and then a matching gelcoat painted onto the area. When hard, the area should be wet sanded using a black and fine abrasive. Change next to a finer grade paper and finally to rubbing compound. To com-*

finally to rubbing compound. To complete, the whole area should be buffed and waxed.

3. In our opinion varnish looks the best—but only when in perfect condition. The trouble is that it requires a lot of work to keep it that way. We have had good reports on Deks Olje provided that it is applied according to the instructions and the wood is fully saturated.
4. An aft deck cover can either be fixed or folding. For a fixed installation, a rigid frame can be constructed and an awning made to stretch over a center ridge with the edges laced to the frame. Alternatively a folding hoop can be fastened to the top of the handrail in the manner of a bimini top.

As satisfied original owner of GB42-401, bearing the name "Norista", I much enjoy receiving your American Marine News.

On pg. 11 of vol. 9 no. 2 I came across an item which had me puzzled from the day I took possession of my GB42. What are the open terminals near the mast and next to the sockets for the mast lighting actually intended for? Also, I can't locate the other end of the "flat type TV antenna cable." The boat has performed very well to date (1800 engine hours) except that twice I have experienced failure of all three engines (including Onan) due to fuel starvation with tanks down to more than 100 Imperial gallons. As I was never able to find the obviously responsible air leak, a change to gravity feeding of the fuel lines appears to have resolved the problem, facilitating also the bleeding of the fuel lines after filter changes and such.

Norbert Holm
B.C. Canada

Dear Mr. Holm,

Thank you for your recent letter. The open terminals near the mast are the ends of the flat type T.V. antenna. The other end is behind the teak panelling which covers the port side of the houseside in the deckhouse. The cable is just over the cabin sole about 3 feet aft of the port deckhouse door.

We are sorry to learn that you had trouble with airleaks. A possible source might have been where the pick up tube attached to the top fitting in the tanks.

I am writing to you about a couple of points.

1. Do you have any idea how many Daytona 500 engines were installed in Grand Banks? I would welcome contact with any of the early Grand Banks owners with the Daytona engines, with specific interest in whether or not any of them converted to naturally aspirated air intake.
2. You mention that the fuel pump should be recalibrated to deliver less fuel. If this was not done, what would be the symptoms? Too much smoke, fuel oil in the exhaust water? Will it damage the engine?

Dr. John L. Bakke
910 Boylston Avenue
Seattle, Washington 98104
U.S.A.

Dear Dr. Bakke:

Thank you for your recent letter. We regret that we have no records available for the Daytona engine boats as all these were produced in the Hong Kong yard, which has now closed. In addition, a fire prior to the closure destroyed many records and drawings. We are fairly sure that the number of these boats is very small when viewed in terms of the total number of Grand Banks produced.

Although it may seem to be rather troublesome and will certainly add to cost of the work you are undertaking, the fuel injection pumps should most certainly be recalibrated to reduce the fuel delivered to the engine. Failure to do this will result in very heavy black smoke, the possibility of unburnt fuel being present in the exhaust water, very high exhaust temperatures, and excessive wear on the engine, to say nothing of wasting fuel in these days of fuel shortage. The recalibration should not take long and is not difficult to do provided the proper equipment is available. However, if the pumps are found to be defective during the recalibration this will add to the cost of the operation.

Thank you very much for the American Marine News which all the family enjoy:—myself, wife, son aged 23, daughter and her husband, and twin daughters of 15.

Our boat SWAGEROO is a 45' Alaskan hull No. 2: a husky and lovely mate in every respect. We enjoy many holidays and trips on her, having owned her about 1½ years. We keep her in the Poole Harbour Yacht Club Marina in Dorset, which is about 170 miles from our country home in Bedfordshire, but is a very accessible berth as we can go up the channel to Cowes, Isles, of Wight, down to Salcombe, Falmouth and out to the Isles of Scilly, across the Channel to many places in France, and to Guernsey and the Channel Isle, all of which we have managed safely in SWAGEROO, whereas if we kept her on the nearer East Coast, our opportunities are fewer and less attractive.

We have the two John Deere diesels which we run at 1800 RPM and make about 9½ knots, is this our best cruising speed? Our only recurring problem is with the macerator pump on the hold toilet which despite all our care and rules burns out once a month—it is a Jabsco and just not man enough, but we are unable to locate something tougher. Could you possibly advise us?

Good luck to you all; your products do you great credit.

A. P. Goodman
BEDFORDSHIRE, ENGLAND.

Thank you for your recent letter. It is hard to say what is the 'best' cruising speed. You should be able to run the John Deere continuously at 2000 rpm but you will get better fuel economy at 1800 rpm. If you are satisfied with the speed that you obtain at 1800 rpm, then we would continue to use that as your cruising speed.

We are surprised to learn that the Jabsco macerator pump has given so much trouble as that has not been our experience.

One possibility is that the connecting wire is undersized. According to the instruction sheet enclosed with each pump, the wire should be U.S. size No. 10 for distances between 10 ft. and 20 ft. To check the distance you must remember to add the

lengths of both positive and negative cables. In English size, No. 10 cable is slightly larger than 7/036 and smaller than 7/044.

You can check by putting a voltmeter on the pump connections while it is operating. If the voltage drops below 11 volts then most likely you either have a bad connection or else the cable is too small. Enclosed is a copy of the instruction sheet.

We have owned our GB32-314 since new in September 1972, and keep her at Dartmouth. She has been extremely well used and maintained to a high standard over the last six years, and proved an exceptionally reliable and seaworthy craft.

At this late stage of the winter, we have decided to strip back to the wood the floor and some of the joinery in the Saloon; and hope to re-finish these areas as new. Will you please let us know exactly what materials have been used, and whether we should be able to procure them in the U.K., or if it is necessary to send from Singapore?

We are very interested to read in American Marine News, Vol. 9 No. 1, that you have not previously heard of Mr. Bewley's idea of carrying a large outboard engine as an auxiliary. We have carried a 20 H.P. Yamaha intended for this purpose since 1976. It is stowed in the cockpit on a bracket fitted to the bulkhead under the rear window of the saloon. We had a special bracket made which easily clamps on to the bathing platform, and we also use the engine on a high speed inflatable carried on davits. Fortunately, we have never had cause to use the engine in an emergency, and wonder how difficult it would be to swing it out and attach it to the bathing platform, in any kind of seaway.

John & Peter Perrett
DEVON, U.K.

Thank you for your recent letter. The finish on the cabin sole should just be marine varnish. Any good quality brand will do. If you don't want a high gloss finish you should use satin varnish for the top coat or add flattening solution to gloss varnish.

When your boat was built, we used one coat of shellac on the bare teak and then built up to a smooth surface using lacquer. Satin varnish was then applied over the lacquer. These days we use a material called Timbertone Teakwood Oil Timber Finish. It is manufactured by the Epiglass Company of New Zealand. We find this product is very hardwearing as well as being easier to apply.

We do not know whether you can obtain Timbertone in the UK but, in any event, I feel that it is worth calling Ian Hardie—our representative in the UK—for advice on what they use to refinish interiors. No doubt you already have his address but—for the record—it is

Ian Hardie
Nautica Marine Ltd.
3 The Square, Hamble
SO3 5LS Southampton

We are interested to learn that you have also set-up an outboard for emergency use. We would imagine that if the boom and its guy ropes were suitably rigged it should not be too difficult to install the engine at sea.

FAVORITE Recipe

PARTY MIX

- | | |
|---|-----------------------------------|
| 4 Boxes assorted varieties
of any unsugared cereal | 4 tablespoon Worcestershire Sauce |
| 1 lb. salted peanuts | 2 teaspoon celery salt |
| $\frac{1}{2}$ - $\frac{3}{4}$ lb. pretzels | 2 teaspoon garlic salt |
| 1 lb. butter or margine | 3 teaspoon salt |

Melt butter, Worcestershire Sauce, celery, garlic and salt together. Pour over cereal mixture while stirring. Bake in 200° oven for 2 hours. Stir every 20 minutes.

**B. Filbert
Singapore.**



I have never been more
impressed with engineering and
quality as I have with Grand
Banks.
Missouri, U.S.A.

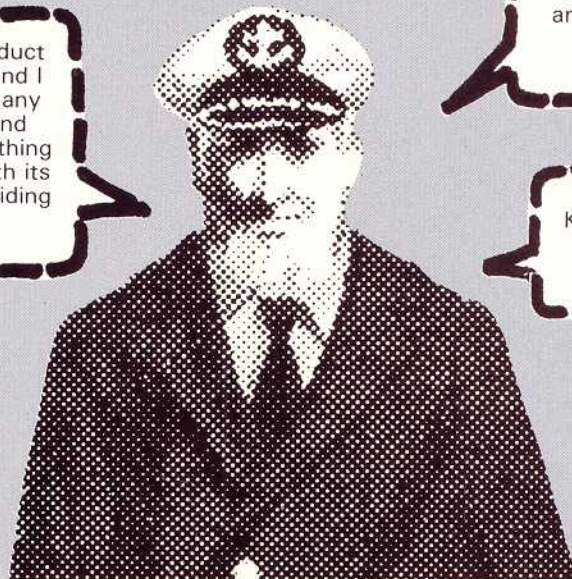
It is an excellent vessel that is
well designed and beautifully
fabricated of the finest
materials.
Florida, U.S.A.

I think one of the most enjoyable
parts of owning a Grand Banks
is to visit major boat shows such
as the Miami International Boat
Show and look at hundreds of
boats and be able to walk out
proud that you have the best
boat that's built.
Florida, U.S.A.

I have long admired your product
and we are now "hooked" and I
cannot ever imagine owning any
other boat other than a Grand
Banks, as there is virtually nothing
on the market to compare with its
ruggedness and comfortable riding
characteristics.
New York, U.S.A.

You have a fine product and I
am proud to be a Grand Banks
owner.
California, U.S.A.

Keep up the good work with the
best boats in the world.
California, U.S.A.



**QUOTABLE
QUOTES**
from Owners of Grand Banks

Items Of Special Interest

Grand Banks International Dealer Network

North America

- Coastal Yacht Sales, Inc.
715 Holiday Drive North
Galveston, Texas 77550
(713) 763-3474
- Dry Land Marina, Inc.
2705 Sanford Drive
S.W. off 28th Street
Grandville, Michigan 49418
(616) 538-8130
- Hal Jones and Company
2152 S.E. 17th Street
Fort Lauderdale, Florida 33316
(305) 527-1778
- Higgs Marine Services
300 Zerega Avenue
Bronx, New York 10473
(212) 892-0900
- Marlow Marine Sales, Inc.
2005 North Tamiami Trail
Sarasota, Florida 33580
(813) 366-9272
- Mattituck Inlet Marina & Shipyard
Mill Road
Mattituck, L.I., New York 11952
(516) 298-4480
- Mission Bay Marina
1548 Quivira Way
San Diego, California 92109
(714) 225-9627
- New England Yacht Sales, Inc.
Pratt Street, P.O. Box 126
Essex, Connecticut 06426
(203) 767-0919
- New England Yacht Sales
Drawer K—@ McDougall's
Falmouth, Massachusetts 02540
(617) 540-5226
- Oxford Yacht Agency
P.O. Box 297
Oxford, Maryland 21654
(301) 226-5454
- Sea West Yacht Sales
2394 Mariner Square Drive
Alameda, California 94501
(415) 523-1762
- Stan Miller Yachts
245 Marina Drive
Long Beach, California 90803
(213) 598-9433
- Washington Boat Center, Inc.
705 N.E. Northlake Way
Seattle, Washington 98105
(206) 632-0771

- Helmsman Marine
1500 Taylor St., P.O. Box 4094
Vancouver, B.C., CANADA V6B 3Z6
(604) 656-8023
- Edward Bayouth and Sons, Inc.
P.O. Box 6784, Loiza Station
Santurce, Puerto Rico 00914
(809) 726-2786

Europe

- American Marine Ltd.
Casella Postale 35
00054 Fiumicino, ITALY
- Jachten Import En Service BV
Ondernemingsweg 1a, Postbus 335
Alphen Aan Den Rijn, NETHERLANDS
- Nautica Marine Ltd.
3, The Square, Hamble SO3 5LS
Southampton, U.K.
- North Sea Marine
Nieuwe Werfkaai 5
8400 Oostende BELGIUM
- Nautica
12 Ave. De La Liberation
06600 Antibes
FRANCE
- Vianaut Co. Ltd.
P.O. Box 38, 3, Industrikrogen
DK-2635 Ishoej, DENMARK
- Yachten Und Service Schwarz
2000 Hamburg 52, Schliemannstr. 8
WEST GERMANY
- Yates De Jacobo
Avda. Generalisimo
Franco 578
Barcelona (11) Spain

Other

- Intec Engineering Ltd.
1063 King's Road
6/F Quarry Bay, HONG KONG
- Pye Marine International Pty. Ltd.
Kurraga Road
Neutral Bay N.S.W.
AUSTRALIA 2089
- Everard G. Scott
14 Apple Blossom Avenue
P.O. Box 844, Diego Martin
Trinidad—Port of Spain
- Taiyoshoko Company Ltd.
Kita Bldg., 8, 1-Chome
Kofunecho, Nihonbashi Chuo-ku
Tokyo, JAPAN

Grand Banks Glasses For Home Or Boat



Now available to Grand Banks owners are these high quality blown glasses featuring E.G. Kirkpatrick's popular drawings of the GB 32, 36 and 42. Produced by a company known for its fine work, the glasses are available in seven, nine, and twelve oz. capacities at \$26 per dozen. The glasses are also available with your boat name and port of call on the reverse side at \$38 per dozen. Please include \$1.50 per dozen for shipping charges.

Send check or money order to:
A.G.A. Correa Co.
Wiscasset, Maine 04578

Kirkpatrick Sketches of Grand Banks Europa

Continuing with our Grand Banks "A Work of Art" theme, we have commissioned Marine artist E.G. Kirkpatrick to sketch the GB 42 Europa. Prints of these sketches are now available at \$2.00 each from Grand Banks Yachts, Ltd., Dept. A, 270 Greenwich Avenue, Greenwich, CT, U.S.A. 06830. A limited supply of the previous Kirkpatrick drawings of the 32, 36, and 42 still remain in stock. If you wish to order any of these, please indicate which and enclose \$2.00 for each.