

AMERICAN MARINE NEWS

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EDITOR'S NOTE

The **American Marine News** is your magazine. We publish the **News** for people who own and people who may be interested in Grand Banks.

We do our best each issue to make the **News** interesting for the reader. We need your help to do so. A good number of owners have submitted material, and, whether it be pictures for the Beachcombing section, an article describing a recent cruise, or technical questions that appear in the Communique column, we thank those people for their support.

When you take your next cruise, bring your camera and take a few notes along the way. We have found your story may make interesting reading for people like you — people with an interest in Grand Banks.

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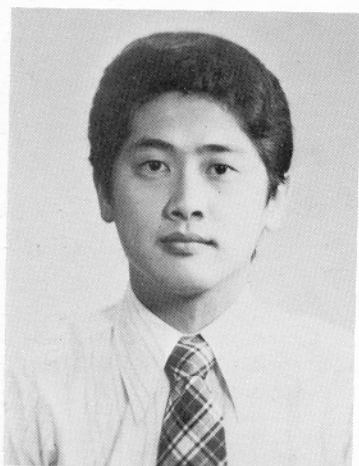


Cover: Grand Banks 49
Number 1 pauses on maiden
voyage in Singapore.

Photo Credit:
Tony Fleming.

Contents

Engineering Manager	(inside front cover)
Grand Banks 49	Page 1
The World of Grand Banks	Page 2
Beachcombing	Page 4
Dealer News	Page 6
Operation Ice Worm	Page 8
Generator Storage Tips	Page 9
Communique	Page 10
Of Special Interest	(inside back cover)
Delta Cruise	(back cover)
Quotable Quotes	(back cover)



LIM YOON HOCK—Engineering Manager

As Engineering Manager, Lim Yoon Hock is responsible for many of the technical considerations that go into the building of a Grand Banks.

After obtaining a Diploma in Mechanical Engineering at the Singapore Polytechnic, Yoon Hock joined American Marine in June 1972. Then, after two hectic years as an Engineering Assistant, Yoon Hock departed for the cooler and more academic climate of the University of Sheffield in Britain. There he spent his time in concentrated study and trying to keep warm. It was all worth it, however, for when he returned to the tropical atmosphere of Singapore, two years later, he was armed with an Honours Degree in Mechanical Engineering.

He rejoined American Marine as Engineering Manager in October 1976 and he now heads up a hardworking team of engineers, technicians and draftsmen and women.

Of late, the resources of the Engineering Department have been heavily committed to a comprehensive development program and 1978 saw the introduction not only of the GB42 Europa and Sports Cruiser but also of the all new, all fiberglass GB49.

Although the Grand Banks are often admired for the quality of their finish, the ultimate success of these vessels lies in the thoroughness of their fundamental design and engineering. As is often the case, this solid foundation is not apparent to the casual observer. Much of the credit for the continued success of the GB must go to the Engineering Department and those who staff it.

As a relaxation from the marine environment, Yoon Hock took up aeromodeling as a hobby. Recently, however, he became tired of standing on the ground while his models took to the air and he graduated to life-sized airplanes. He hopes that they are put together with the same care as the Grand Banks!

GRAND BANKS® 49

The Grand Banks 49 has moved off the drawing board and into the water. Hull number one was launched on December 12, 1979 and as this is written is scheduled to appear in the Miami International Boat Show running February 21-27, 1980.

The GB 49 will provide extended cruising pleasure for the discriminating yachtsman. Standard power is twin Ford Lehman diesels, model 2715 E rated at 120 horsepower. In early trials with full water tanks, 220 gallons of fuel and 10 people aboard, 49-1 achieved speeds of 9 knots at 2000 rpm and approximately 10.5 knots at 2500 rpm. It should be noted that these speeds are for the boat in a "light" condition and allowances should be made for owners gear and additional fuel.

The interior of the 49 is highlighted by the tasteful use of teak and quality craftsmanship. There is teak parquet flooring throughout the three double staterooms, two complete heads, large airy saloon, and L shaped galley. The huge engine room has storage space both port and starboard and has just under six feet of headroom amidships. Just forward of the engine room is a small workroom complete with workbench, shelves and a vise as standard equipment. The standard washer and dryer are also located here.

Teak decking laid over fiberglass on both the flying bridge and main deck gives a classic look to the exterior. The wide walk around decks are bordered completely by a sturdy varnished teak handrail, and the cleats, chocks and stanchions are forged from bronze. The overall lines of the 49 are the same as those of the GB 36 and GB 42.

More information on the GB 49 is available from any of the 27 Grand Banks dealers around the world.

Standard Equipment Highlights

- Anchor Windlass
- Holding plate refrigeration
- 15 KW generator
- Washer and dryer
- Four separate reverse cycle air conditioning units
- Electric toilets w/treatment
- Ice maker
- Teak transom
- Swim ladder

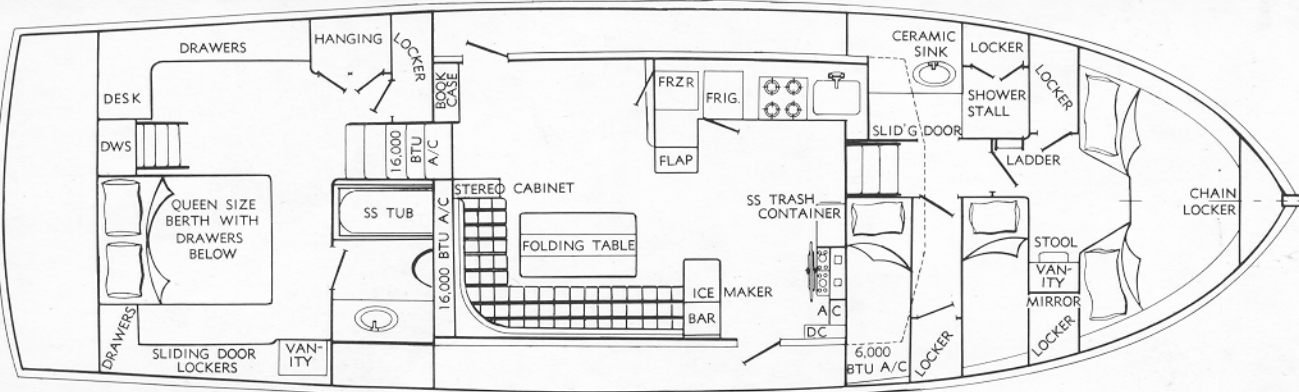
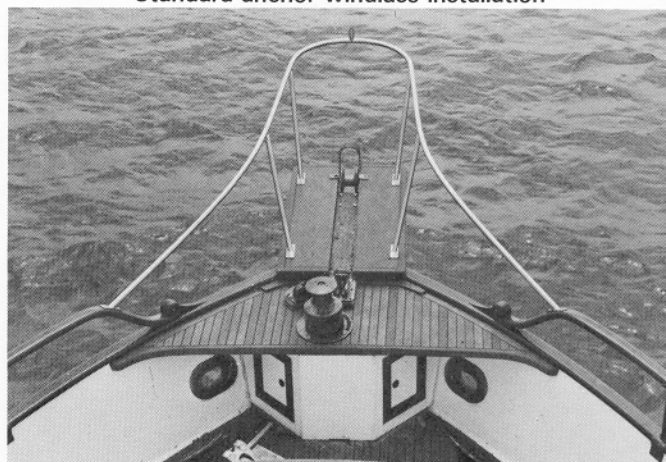
Specifications

- LOA 50'6"
- LWL 48'1"
- Beam 15'5"
- Draft 4'6"
- Fuel 1,035 gal.
- Water 525 gal.
- Displacement (est.) 55,000 lbs.

Grand Banks 49-1



Standard anchor windlass installation



The W Grand

Take a Grand Banks 36, a couple who loves the boat and enjoys cruising to out of the way places, add to this about 6 months time and one has a story for the World of Grand Banks.

The couple in this story is Bud and Peggy Van Houten of North Palm Beach, Florida. They have owned GB 36-459 HOTSPUR since December 1975 and until April of 1979 most of their cruising had been done in the waters around Florida and south down into the Bahama Islands. They had talked for some time about taking an extended cruise that would enable them to see many different places.

On April 14, 1979 Bud and Peggy fired up the John Deere engines and left Florida to cruise up the East Coast of the U.S. via the Intracoastal Waterway. When they reached New York they went north up the Hudson River to Albany, New York and through the Champlain Canal into Lake Champlain. From Lake Champlain they navigated the Richelieu River and Chambly Canal system to the town of Sorel and the St. Lawrence Seaway. Here they backtracked on the Seaway south to Montreal and into the Ottawa River and on up to Ottawa and Hull. At this point HOTSPUR picked up the Rideau River and Rideau Canal system which carried them the 123 miles to Kingston, Ontario on the northeastern tip of Lake Ontario.

From Kingston they cruised along the northern shore of Lake Ontario to Trenton and on into the Trent Severn Waterway and along its 240 mile length to Port Severn on the Eastern Shore of Georgian Bay. The next segment of the journey carried them along the northern shore of Georgian Bay into the North Channel, around Drummond Island and through the Straights of Mackinac into Lake Michigan. They cruised south down the western shore of Lake Michigan to Chicago, Illinois and then it was back into the rivers again. At Chicago, the Van Houtens picked up the Illinois River and cruised it's length to it's junction with the Mississippi River north of St. Louis, Missouri. From here they followed the Mississippi southward to the Gulf of Mexico, along its northern shore from Louisiana to Alabama and on into the waters along Florida's western shore. The last portion of the cruise consisted of following Florida's coastline around the peninsula and back northward home to North Palm Beach.

What do the Van Houtens have to say after the cruise? Bud mentions that he has numerous charts for sale if anyone is interested. Peggy tells of their crossing of North Carolina's Albermarle Sound, long noted for the way its waters can kick up. During their crossing Bud mentioned several times that it wasn't all that rough, while Peg said it seemed very rough. After they had cleared the sound Peg went out on the foredeck to rinse the salt from the wind-



The map at center shows the route of the Van Houtens' cruise. The trip covered about 5,000 miles and the engine hour meters showed approximately 800 hours running time for the trip.

Above left: HOTSPUR and the Van Houtens on the Intracoastal Waterway near their home berth at North Palm Beach Marina in Florida.

Below Left: A conventional or stairway type lock system HOTSPUR encountered in Canada. Visible below the lockhouse is a park-like area found at most locks. Transients can tie up for a night or two with no dockage fees.



World of Banks



shields and returned to the deckhouse holding two small fish by the tails. "So it wasn't rough, Bud?" was her comment and that pretty well won her the argument. The Van Houtens both speak of the friendliness of the Canadians on that portion of the trip. The lock operators along the Canadian canals were extremely helpful to them all along their route. They warn that up to date charts are a must.

It should be noted that the Van Houtens had no time limit on their trip and this enabled them to stop when they pleased and take time to do some exploring off their planned route. They cruised into the St. John's River from Jacksonville, Florida ("almost looks like a jungle at some points") and into the York River to Williamsburg when in Virginia. They were advised not to cruise up the Potomac River to Washington, D.C. but did so anyway, had a great time, and now can't understand why people advised them not to go.

The Van Houtens had very few problems for a trip of this length and duration. They did lose a starter motor at one point but found someone in Canada to rebuild the faulty piece. On the Mississippi they banged up the starboard strut when they were forced to tie up to a sunken barge for the night. HOTSPUR was able to complete the journey but it was necessary to replace the strut and bearing after returning to Palm Beach. That was about it as far as the mechanical problems go. Bud and Peggy solved their on land transportation problems when they bought bicycles in Oxford, Maryland. This made it easier to get into town to do laundry, pick up groceries and do other things.

The lower Hudson River in New York got the Van Houtens vote as the prettiest part of the cruise. From its mouth in New York Harbor, it runs past Manhattan Island, The Palisades on the New Jersey shore, and up into the country where stately mansions sit high above the river.

The Mississippi River portion of the trip wasn't very interesting and the Van Houtens gave three main reasons. One, there is a lack of boating facilities. Two, the towns are set back over the banks and there isn't much to see along the way. Third, the Van Houtens said that they were a bit weary at this point and the thought of getting home appealed to them, and thus dampened their enthusiasm somewhat.

We sincerely thank the Van Houtens for taking the time to share their story with us. If any Grand Banks owners are contemplating a similar cruise, the Van Houtens would be happy to answer any questions you may have. You can write them at Mr. and Mrs. James Van Houten, 36 Yacht Club Drive, North Palm Beach, Florida 33408.



Below center: This is the view from the world's highest hydraulic lift lock located in Peterborough, Ontario, Canada on the Trent-Severn Canal System. The lock consists of two side by side chambers powered by hydraulics which rise and drop 65 feet to join the upper and lower canals.

Below right: A railway type lock, whose operation is similar to that of a Travelift. Each boat is picked up by a series of slings from underneath and hauled on tracks from one water system to another.

Above right: Transom of HOTSPUR. Name comes from name of ship in Horatio Hornblower adventure books. HOTSPUR was also an "impetuous" character in a Shakespeare play.

Beachcombing



GB 32-639
GB 42-645 "MR. TOAD"
GB 36-564 "IRISH MIST"
in Sarasota, Florida U.S.A.

The owners at left all have something in common besides owning a Grand Banks. All these boats were purchased from Marlow Marine Sales in Sarasota, Florida. At top left is John Velinoff of MMS congratulating David Stillabower of Indianapolis, Indiana prior to his christening of GB 32-639. On the right, Mr. and Mrs. J. "Tom" Walsh stand aboard their third Grand Banks, MR. TOAD, this one a 42. MMS performed several custom modifications on this boat. In the bottom photo, Mr. and Mrs. Ed Kelly are shown taking delivery of IRISH MIST, a GB 36 they purchased during the Miami Boat Show.



GB 42-302 "ELIZABETH"
in Jensen Beach, Florida, U.S.A.

Chester and Betty Smith of Darien, Connecticut, U.S.A., past owners of GB 32-233, recently moved up to a 42 and have plans for cruising the waters of Florida and the Bahamas during 1980. Lomi, also pictured, lives aboard and is pleased with the additional room of the 42.





GB 32-1 "JOEL V" in Sacramento, California, U.S.A.

This item in Beachcombing is somewhat special and as you read on you'll realize why. Pictured here is GB 32—Hull number ONE. Now owned by Joe and Toots Douma of Sacramento, California, U.S.A., she is sporting a completely refinished hull, all new cushions, new paint, rejuvenated teak, hot water and refrigeration. The Doumas' did this work themselves, report they are proud of it, and may we say that they have every right to be. They keep JOEL-V, as they call number one, at Delta Marina Yacht Harbor in Rio Vista, California on the Sacramento River. Other low numbered GB hulls, where are you?

GB 42-625E "SUITE E" in Alameda, California, U.S.A.

Kern and Evelyn Adams are familiar to GB owners in the San Francisco, California area. They recently stepped down as our dealer, being previous owners of Sea West Yacht Sales. Kern and Evelyn will remain close to Grand Banks. That's Kern standing aboard their own Europa, "Suite E". Our thanks to Kern and Evelyn for their help over the past 3 years.



GB 36-229 "ROMALU III" in Annapolis, Maryland, U.S.A.

Roy and Loraine Thorpe of Charlotte, Vermont, U.S.A. are fond of their GB and one can tell by looking at it. She is in great shape for an older boat. ROMALU III spends each winter in Virginia hiding from the Vermont snow and ice but heads back north each spring. The waters of Lake Champlain are home during the summer months. The Thorpe's can be spotted on the road as well—their Vermont license plates read "GB 36".



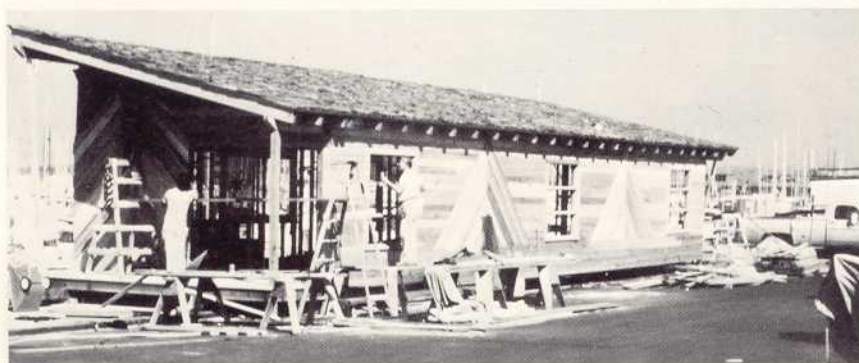
Jerry Todd

Seaward Yacht Sales Newest Grand Banks Dealer

Recently appointed as a Grand Banks dealer in the Portland, Oregon area, Seaward Yacht Sales will serve Grand Banks owners and prospective Grand Banks owners. Seaward will inventory new GB's, broker boats over 30 feet and broker charterboat companies from around the world.

Seaward's offices are located in the new Portarbour Marina, now noted as Portland's finest boating facility. Jerry Todd, the president of Seaward Yacht Sales, is a long time boater and resident of the Portland area. He has a thorough knowledge of the boating industry, having spent the previous five years as a department head in the marketing division with Tollycraft.

Jerry, wife Marilyn, and son Jeff spend their free time aboard their own boat, moored at Portland Yacht Club. Seaward Yacht Sales, Ltd. Foot of SE Marion Street, Portland, Oregon 97202 • (503) 239-5930.



Mission Bay Marina

Workmen are shown finishing up a new sales office at Mission Bay Marina in San Diego. This new facility is at the waters edge and will provide modernized office space for sales personnel. Mission Bay Marina, 1548 Quivira Way, San Diego, California 92109 • (714) 225-9627.



Sydney Boat Show—Sydney, Australia

In August 1979 the largest Sydney Boat Show in history featured two Grand Banks, a GB 32 and a GB 42 Europa. Displayed by Pye Marine International Pty Ltd., it took Pye Marine less than one hour from the time the show gates opened to sell the Europa. The gentlemen who bought the boat may have known exactly what he wanted as it is his third GB. The Rolls Royce? Not for sale. It belongs to Kevin Pye, owner of Pye Marine International.

DEALER



Norwalk Boat Show—Norwalk

September each year brings one of the largest boat shows to the Northeastern United States. Despite two days of rain, produced large crowds.

Three Grand Banks were on display. Hal Jones and Co. displayed a GB32 and GB36, while New England Yacht Sales displayed a GB42. Other dealers in attendance included



Rotterdam Boat Show—Rotterdam

"We are in serious discussion about the words of John Kimman, of Holland. They displayed three Grand Banks motor yachts. In the photo, all were in beautiful shape for the show. The Dutch Importers Association sponsors the show every September.

NEWS



Yarmouth, Connecticut, U.S.A.

the world's largest in the water boat
s. The 1979 edition, though hampered
wds.

ggs Marine (Bronx, New York) showed
nd Yacht Sales (Essex, Connecticut)
dence were Mattituck Inlet Marina, and



Amsterdam, The Netherlands

the GB yachts with several prospects."
rner of Jachten Import en Service bv of
a 32, 36 and 42. As can be seen in the
e show. The Dutch Boat Builders and
water show held in the heart of Rotterdam



New sign at the docks of Hal Jones and Co. in Ft. Lauderdale, Florida.

Sea West Yacht Sales

Tom Sullivan (left) accepts
congratulations from Bob
Phillips, American Marine
U.S. West Coast Sales Man-
ager, a short time after he
became owner of Sea West
Yacht Sales in September
1979. Tom's boating back-
ground will be of help to fu-
ture and present Grand Banks
owners in the San Francisco
area. Sea West Yacht Sales,
2394 Mariner Square Drive,
Alameda, California 94501 •
(415) 523-1762.



Annapolis Powerboat Show—Annapolis, Maryland, U.S.A.

Oxford Yacht Agency, Oxford, Maryland, represented Grand Banks showing a GB36 and a GB42. Both boats were slightly unusual models. The 36 had a single engine with a Farryman generator, which, through a hydraulic drive system to the propeller shaft, could provide emergency get home power at 3 knots if necessary. The 42 was powered with Caterpillar 3208's. The October 1979 show had grown quite a bit over 1978 and resulted in increased attendance.

"Operation Ice Worm"

by Jean and A.O. Panzer

For many years we had planned to take the trip to Southeast Alaska which included Skagway, Icy Straits and Glacier Bay via the Inland Passage with our GRAND BANKS 32-319, CAREFREE. This was finally realized in the Summer of 1978 when we left Portland, Oregon on June 23rd, along with five boats from Hayden Island Yacht Club that shared our enthusiasm to make the trip north.

We traveled down the Columbia River to Astoria, Oregon, crossing the bar and traveling up the coast of Washington to the Straits of Juan de Fuca and into the Georgia Straits to the Inland Passage north. Like any trip, we had good and bad weather as well as smooth and rough seas, but we made steady progress starting very early each morning and traveling between 80 and 100 miles each day.

We would stop in the late afternoon either at a small port or drop anchor in in some lovely little bay or inlet. We had an addition to our little group while crossing Queen Charlotte Sound. Boaters from Spokane, Washington, on their way to Juneau, heard of our destination and asked to join us. Traveling alone is not really recommended for a small boat where help can be few and far between.

Our stops included Nanaimo, Campbell River, Port McNeil, Bella Bella, Butedale, and Prince Rupert in Canada. From Prince Rupert we stopped at Ketchikan, St. Petersburg and Juneau. It took us thirteen days to reach Juneau and the rest of the two months cruising were spent in visiting Skagway, Haines and Glacier Bay. We had taken our twelve year old granddaughter with us and her father joined us in Juneau. It was here also that our group divided into two groups, those who had to return early and the remainder of us, 3 boats, who had no time schedule to meet.

We all headed for Skagway, a quaint little tourist town at the end of Lynn Canal, a long narrow neck of water with many glaciers along its shores. We took the train from Skagway to Lake Bennett and Whitehorse, Yukon



Territory. The trip was very interesting as it follows the old Trail of '98 and the scenery is breathtaking. We spent the night in Whitehorse and returned to our boats the following day. We caught up with the rest of our group, who had been three days ahead of us but had been delayed at Haines because of very rough water on Lynn Canal. We travelled down the Canal for a couple of hours but it was very rough and we found a lovely little inlet called William Henry Bay, and here we spent the night. We found civilization there in a group of eight geologists, who were living in tents and using helicopters during the day to explore the area.

Waters calm the next day, we left for Icy Straits and Glacier Bay. On the way we saw our first grey whale and she put on a real show for us. We had also seen several pods of killer whale

and many dolphin on the way. One group of dolphin travelled with us for an hour, racing from one boat to another, a real spectacle! Bartlett Cove was our first stopping point at Glacier Bay. It's a lovely little community with docks and a big lodge and cabins for tourists. Planes fly in often, bringing tourists from Juneau who then take the tour boat up to Muir Glacier. We spent the night there and the following day made our way up Glacier Bay to see the many glaciers.

We headed for Muir Glacier but arrived too late in the day to venture into the Inlet. We decided to go into Wachusett Inlet right next to Muir which was less inhabited with icebergs. It was here that we dropped anchor for the night. We awoke the following morning to discover the mouth of the inlet was almost solid icebergs. We had planned to meet the excursion boat and follow them into Muir Inlet. However, it took us so long to work our way out of the icebergs we missed him. On contacting him by radio he told us it was just as well as it was so choked with ice that he could hardly move and could not get close to the glacier.

We went back up into Wachusett Inlet to the end

(con't. on pg. 12)



Generator Storage Tips

The following article was supplied by the Far East division of Onan International BV, located in Singapore. Special thanks goes to service representative Chan Weng Pew.

At the present time, standard equipment in a Grand Banks 42 is the Onan 7.5 kw diesel generator. If your boat has a generator, you know what the unit means to you. Proper care and maintenance of the generator is essential to keep it in top working condition. All owners are aware of normal maintenance procedures, such as checking the engine oil and cooling system and doing periodic visual and audio checks when using the system regularly.

Just as important is preparing your generator for extended periods of non-use. Basically, there are four areas of concern; the fuel system, oil system, cooling system, and the electrical system and batteries. Onan has furnished the following guidelines which they recommend owners and service people follow. These guidelines should be followed when preparing your generator for storage of 30 days or longer to prevent damage from corrosion, contamination, and temperature extremes.

FUEL SYSTEM

1. Clean flame arrester or air cleaner thoroughly; do not service air cleaner with oil.
2. Cover or seal exposed flame arrester or air intake openings.
3. Clean throttle linkage (and governor linkage) thoroughly. Lubricate metal ball joints with graphite (do not lubricate plastic ball joints).

OIL SYSTEM

1. Drain engine lubricating oil while engine is warm. Service the engine with proper viscosity and type oil (see Operators Manual). TAG the engine to IDENTIFY the lubricating oil installed.
2. Remove fuel injectors. Pour 2 tablespoons of rust inhibitor oil (SAE 10 substitute) into each cylinder. Crank engine over by hand several revolutions to lubricate cylinder walls, pistons, and rings. Install injectors.
3. Remove and replace oil filter (if used).
4. Clean crankcase breather valve and breather tube flame arrester (if used).

COOLING SYSTEM

Water Cooled Only: Drain entire cooling system including water cooled exhaust manifold and exhaust line. Drain radiator, heat exchanger or keel cooler components, engine cylinder block and water pumps.

Generator sets equipped with closed type cooling systems (radiator, heat exchanger, keel cooling) may be filled with a good quality anti-freeze if freezing temperatures are expected. Drain only those components not protected from freezing (exhaust lines, water pumps, water intake and outlet lines, etc.)

NOTE: In normal operation there is relatively little water in the Aqualift muffler. It does not have to be drained. Freezing temperatures will not damage it.

ELECTRICAL SYSTEM AND BATTERIES

1. Clean generator brushes, commutator, and slip rings by wiping with a clean, dry, lint-free cloth. Do Not Lubricate These Parts.
2. Remove dust and dirt deposits in control box and junction boxes with dry, low pressure air.
3. Disconnect batteries and remove from vessel. Service batteries by maintaining liquid level and using a trickle charger to maintain voltage. Coat the battery cable connections with grease.

CAUTION: Discharged batteries are subject to severe damage if exposed to freezing temperatures: **STORE ALL BATTERIES IN A FULLY CHARGED CONDITION AND MAINTAIN CHARGE DURING STORAGE.**

GENERAL

1. Cover or seal all exposed openings (exhaust outlet, cooling passages, hoses, etc.) Inspect exhaust system for deterioration and leaks.
2. Tag and identify set to indicate service required before attempting to operate. List all items requiring attention and service prior to operation.

RETURNING THE UNIT TO SERVICE

1. Remove all protective wrapping. Wipe the oil film off all exposed engine parts. Remove the plug from the exhaust outlet.
2. Visually inspect the unit for any damage. Check to be sure the carburetor and governor linkage are free. Remove the generator end bell band and check to be sure the brushes work freely in their holders.
3. Check the tag to ensure oil of the proper brand and grade has been installed. Check the oil level.
4. Install the battery (be sure battery is fully charged), observing proper polarity. Ground is negative.
5. Turn the engine over by hand several times. Torque fuel injectors and bleed fuel system (if moisture or contamination are found in fuel tanks replace secondary filter and clean primary filter).
6. Water Cooling System: Service cooling system with clean fresh water. Prime water pump and see that all air is bled from cooling system. If anti-freeze was left in closed cooling system, check and service as required.
7. Turn on fuel, disconnect electric fuel pump lead and electric fuel solenoid shut-off lead if unit is so equipped. Jumper the fuel pump and electric fuel solenoid shut-off leads to the battery to prime the unit. Use the hand primer lever on units with mechanical pumps. Reconnect the leads.
8. Remove all load and start the generator set at the unit. Initial start may be slow due to oil or rust inhibitor in the cylinders. Excessive smoke and rough operation will occur until the oil or rust inhibitor is burned off.
9. Apply a 50% load after the set runs smooth. Allow the generator set to warm up (1 hour) with the load connected. Check speed and voltage. Check the unit for any leaks in cooling, fuel & exhaust systems.
10. Unit is now ready for service.

Communiqué

I have just purchased a used GRAND BANKS 32, hull number 32-613. As the Owner's Warranty Card was never used by the original owner, I am sending the card to you so you can register me as the present owner.

Our GRAND BANKS is in brand new condition and we are very proud of her! I would appreciate it very much if you would put me on your mailing list so I can receive the AMERICAN MARINE NEWS.

I am interested in installing an Ideal Electric Windlass on the boat and would appreciate the recommendations of your engineering department as to the proper placement.

Thank you for building such a great boat!

James Muniz
Ft. Lauderdale, Florida, U.S.A.

Dear Mr. Muniz,
Thank you for your letter. We are pleased that you enjoy your boat so much and appreciate our efforts in building it. We have placed your name on our mailing list and you may expect to receive future copies of AMERICAN MARINE NEWS.

Please find enclosed sketch of our standard "Vetus" anchor windlass installation. With minor modifications, this installation is suitable for other similar sized windlass. You will see that I have dotted in the line of the chain "run" in red ink. Dependant upon the chain weight and other dimensional variables, it may be necessary to support the chain in the stainless steel channel from where it leaves the gypsy (wildcat) to where it enters the deck fitting. However, we ourselves have found that the system is satisfactory without this. In all anchor windlass installations we have found it to be most important to purchase the chain from the windlass manufacturers as otherwise the chain and gypsy will inevitably mis-match which gives rise to constant jumping. We hope that you will find our drawing of assistance and should you require any further help please do not hesitate to contact us again.

Happy cruising!

I am "half owner" of 42-386, of which we are delighted. Having just read the latest copy of AMERICAN MARINE NEWS, I thought your readers might be interested in a couple of modifications we have carried out. 1. We have moved the forward shower drain pump, placing it closer to the door in the engine room. We have

added another switch to the circuit so that the pump can be controlled from the engine room, and by removing the pick up pipe from the shower tray to the inlet side of the pump, we can then, with additional hose, pump and dry out various parts of the bilge where water collects and does not drain via the main bilge pump.

2. On our 42 the hanging wardrobe in the aft cabin has a sliding door the width of which is half the size of the aperture. When on an extended cruise this wardrobe is packed tight with clothing and clothes packed at the forward end of the rail are tough to get at. We had a "chippy" make a door (hinged on the forward side) in the bulkhead on the stairs and this now enables us to reach the far end of the rail with ease.

Further, and, as far as your good-selves are concerned...with the large number of Taiwan made trawler boats appearing on the market, none of which, in my opinion, measure up to the Grand Banks, I thought that I should like to draw your attention to the famous quote of the Poet Ruskin, which personally, I think should be used in your advertising...

"There is hardly anything in the world that some man cannot make a little worse, and, sell a little cheaper, and, the people who consider price only are this man's lawful prey."

C.F. Wallace
Bournemouth, ENGLAND

Dear Mr. Wallace,
Many thanks for your kind letter. On the present boats the shower pump is of the submersible type and is now located in a recess moulded in the shower pan.

You will be interested to learn that the extra door you describe in the aft hanging locker will shortly be made a standard item. To be fair to our engineering and design people we must state that we had decided to make this change before receiving your suggestion. Thanks for sharing your ideas with us.

The last time we came across Poet Ruskin's quotation it was neatly framed on the wall of one of our dealer's office in the U.S.I.

I am the owner of Grand Banks 32-412 and have two questions. First, I know that hull number 32-412 was near the end of your wood production of these boats, but I am not certain how close to the end. What

was the hull number of the last wood 32-footer and the first fiberglass one? Second, I have seen a new 1979 Grand Banks 32 and was very impressed with the extensive use of teak paneling and trim on the interior as opposed to the painted surfaces which I have inside my boat particularly in the salon area. If I were to strip the beige paint on the interior walls and vertical support columns by the windows would I find teak which I could then finish naturally or is it necessary to veneer these surfaces to get more teak appearance? (My thinking is that the interior of the house might be made of mahogany rather than teak).

I am tremendously pleased with my Grand Banks and was very impressed with the quality you are still building into the new 32 that I inspected. Keep up the good work!

Gary M. Grelow
Calistoga, California, U.S.A.

Dear Mr. Grelow:
Thank you for your recent letter. The last wooden GB32 to be built was hull number 426.

We are very pleased to hear that you continue to be impressed with the appearance and quality of the later boats and we thank you for your compliments.

If the interior is painted, then the underlying surface is not teak veneered. If you want to have a teak veneered interior, we feel that the easiest method would be to apply a thin layer of pre-veneered plywood over the painted surface. However, plywood sold this way is usually interior grade and the glues used are not suitable for the marine environment so care needs to be exercised.

I am the proud owner of Grand Banks 32-463, named "Grand Jury".

I am also a very grateful and appreciative reader of AMERICAN MARINE NEWS, Volume Nine No. 3 of which has just reached me and prompted me to write this letter on the question of emergency power. Your records will show that my vessel left your yard as an "all electric" model fitted with an electric cooker and immersion heater in the water tank, all powered by a 3 k.w. Onan generator, mounted between the two fuel tanks over the prop-shaft. This is supplied with a sprocket on both the prop-shaft and generator connected by a chain for use as emergency power, and whilst I have only had to use it as such on one occasion—when the diaphragm on the

main engine fuel lift pump became damaged—I can say that it performed admirably pushing 'Grand Jury' along at about 3 knots and so giving her steerage.

I hope that these comments may be of some help to your other correspondent, Mr. Koester of South Carolina, who presumably would get even better performance with a larger engined 7.5 k.w. Onan.

I would respectfully disagree with your view that emergency situations are just as likely to occur with propeller problems, as by the very nature of the shaft and hull the propeller on a single screw 32" Grand Banks is very well protected indeed. Your comment that the auxillary engine power from the Onan can put load on bearings perturbs me a little, and your elucidation would be appreciated here.

Further, in the same issue of American Marine News you answer Mr. Edwin Wier's question about fitting a 4 bladed propeller, and give performance details for the same. Do you have similar performance details for the 3 bladed propeller with which to compare?

R.G.N. Consitt
Sulloik, U.K.

Dear Mr. Consitt,
Thank you for your recent letter.

We were interested to read that you obtained 3 knots using the 3 KW Onan with a sprocket drive.

We have no statistics to prove one way or another whether it is the engine and transmission or the running gear which are most often responsible for the majority of breakdowns on single-screw boats. It is certainly true that the propeller on a GB32 is very well protected and having a back-up means of driving the shaft does at least cover a proportion of the risk.

When we referred to the load on the Onan bearings we meant that since the drive is taken from an extension, nine inches long, on the end of the crankshaft, the load on the crankshaft bearing is correspondingly magnified by the extra leverage. In any event the bearing was never designed to take the additional load. Also because the Onan is a very flexible mounting, it jumps around when it is running and causes the chain alternately to slacken and then jerk tight. This causes additional snatching loads on the bearing. The extension itself is subject to torsional and bending loads.

In the rare cases when this form of drive has been used in emergencies, it seems to have worked adequately. However, it must be admitted, that the arrangement is not one which would bring joy to the soul of a mechanical engineer.

The performance details given in answer to Mr. Wier's letter were

arrived at by averaging the test results for five boats. The only ones that we have available for the three bladed propeller and the 2714E Engine are from one boat only. Slight variations may be expected from boat to boat mainly due to slight differences in the propellers. The limited figures we have available are as follows:

Engine rpm (2714E)	Fuel Rate (U.S. galls/hr)	Speed (kts)
1400	1.94	7.22
1600	2.56	7.97
1900	3.0	8.08
2360(full)	5.68	9.42

We are glad to hear that your Grand Banks brings you so much pleasure.

I own "Grand Banks" 36 No. 218 which is kept in Scotland. I find that there is some wear in the Strut bearings which may require to be replaced. This will have to be done where the boat is moored as it is too far to take the boat to your Agents Nautica Marine Ltd., Hamble. It I expect will have to be done by myself and my son who is a Marine engineer so will you let me have suitable notes on procedure and what spares are necessary and whether I can obtain same from Messrs. Nautica Marine Ltd.

It appears that the Cross Trees on this boat have been removed by the previous owner. Will you please forward a suitable drawing so that I may get a replacement made locally. Is it made of teak?

I wrote a letter some months ago but as no reply has been received I assume it got lost in our "Postal Strike".

I have now owned the boat for 3 years and have been very satisfied with both the seagoing and reliableness of the performance of the boat. I have had no problems at all.

P. Taaffe
Wales, U.K.

Dear Mr. Taaffe,

Thank you for your letter dated 4th August 1979. I am sorry about your earlier letter but we do not seem to have received it at all.

The following are brief guidelines in replacing the cutless strut bearings:

1. Disconnect gearbox/shaft coupling and remove coupling from shaft.
2. Shaft may next be withdrawn.
3. Intermediate and main strut bearings are locked-in by two flush-head screws on the sides of the bearings. Unscrew these lock-screws and use a puller/extractor to pull the old cutless bearings out.
4. Refit new bearings, carefully knocking them in with a hammer and a block of wood as interface to avoid damaging the bearings. The cutless bearings are 1½" I.D. x 2" O.D. x 6". You may use any

make that is available in your area or you may buy them from Nautica Marine Ltd. Refit lockscrews with Locktite to ensure fastness.

5. Replace shafts and couplings as per original.
6. Launch boat and re-align gearbox/shaft coupling. Alignment may be effected by adjusting the engine mounts. Total run-out at the circumferential coupling interface should not exceed 0.003".
7. Tighten coupling bolts/nuts.

Attached is a portion of our drawing #20558 showing the type of mast as fitted to your boat. I believe all the information you require is shown in this drawing. You may use teak for the spreaders but be sure to de-grease the wood shortly before applying the paint system.

From time to time you have featured articles describing what others have done with the bulkhead over the V bunks; shelves, bookcases, etc. Enclosed is a picture of our bulkhead and a solution which you will have to admit is original and unique.



This is a needlepoint reproduction of Athena, our 32 G.B., hull #262. The needlepoint was presented to us by our good friend Bernice Weiland of North Canton, Ohio, U.S.A.

The fact that we have a Grand Banks is due to the recommendation of Jack and Bernice Weiland. It was not long after we first met them before they told us we were a typical 'Grand Banks couple' and we should start looking for a 32. Until that conversation, we had never even heard of a Grand Banks.

We are quite pleased with Athena. We are berthed at Point Pleasant, N.J. and went to Florida and back last winter, averaging 2.75 gal. per hour over more than 2000 miles.

Yes, the picture is correct, I lowered the back cockpit rails for ease while fishing.

Bill & Janet Franklin
Warminster, Pennsylvania

Dear Mr. and Mrs. Franklin,
Many thanks for your letter. It is always a pleasure to hear from satisfied owners. Our thanks also go out to the Weilands for their marketing help!

I am the owner of Grand Banks 36-355 JUPITER, and thank you for sending me "American Marine News".

I want to submit you two questions:
1. Concerning the "rolling problem", do you have any experience concerning the use of "flopper stoppers" or "West Coast Anti Roll Stabilizers" as described in the Book of Robert P. Beebe?

I consider the 36 too small to install the expensive machinery of activated fins in the bilge, where it is necessary to have good access to both engines. Do you think F/S could be a good solution, what size and Manufacturer do you recommend, and what reinforcement of the rig should be made? I would be pleased to receive drawings of the 36 allowing to study the problem.

2. I do not have a generator in the bilge, and do not consider to install one. What do you consider as the best solution for the heating problem? Hot water systems or Webasto-type forced air heater?

On another hand, I found many owners have problems in small boats (with no generator plant) with the Fridge problem.

I did build myself an eutectic system, using an air conditioning compressor driven by the starboard engine, and an eutectic plate filled with a Water-Glycol Automobile Antifreeze solution. The system is a perfect solution, working now two years. It does not need more than one hour engine running per day.

**Dr. Georges Soots
Lambersart, FRANCE**

Dear Dr. Soots,

Thank you for your recent letter.

1. We regret that we have no definite knowledge of flopper stoppers being fitted to any of our GB's, nor do we know of a proprietary source. Most of the installations that we have encountered on other boats seem to have been especially fabricated on a custom basis.

As you suggest, the stresses generated by flopper stoppers are very considerable and we feel that additional reinforcement should be added across the aft end of the deckhouse. However we have never invested the time required to make a detailed study or to design the reinforcement in detail. Quite frankly we have never had any significant demand for this type of rig.

We have discussed flopper stoppers with the skippers of boats that have had them fitted. They told us that they are very effective. However we have only seen them fitted to boats which make a habit of making long passages in open waters. The skippers concerned did say that the deployment and retrieval of the gear can be back-breaking and even dangerous in rough conditions so it is more suited to situations in which it will be rigged for several days at a time.

Whether they would provide a good solution for you really depends on the manner in which you use your boat.

2. With regard to heating systems, I regret that here again, at the manufacturing level, we have very little experience. As you may imagine, there is not much call for heating systems in Singapore!

From what we have heard through our European dealers, the Webasto type of heater is very popular and effective. The only draw-back appears to be the need to cut holes for the ducting. I believe that our dealers in Belgium and Holland have both installed this type of heating with good results.

We have had no experience of systems using hot water. Presumably they are easier to install but we have no knowledge of how effective they are.

The eutectic plate type of refrigeration is one of the best for a boat intended for serious cruising. The only draw-back (there is always at least one of these) is the cost. The type of system, using an air-conditioning compressor, is very satisfactory for the knowledgeable owner such as yourself. However it is not altogether ideal for universal application because, to get the best out of the system, you should really have a good understanding of the principles involved.

We have started to fit some holding plate installation manufactured in England by Simpson Marine Refrigeration. These have electrically driven compressors which, on boats without generators, are operated from the 12V D.C. supply. The supply is electrically linked to an oil pressure switch on the engine so that the unit will not operate unless the engine is running. This feature, which is intended to prevent the batteries from being drained, can be over-ridden but only by performing a specific action. A warning lamp lights up to signify when the over-ride has been activated.

(con't. from pg. 8)

where we found the Carroll Glacier, a very old one that is fast disappearing. We left there and went back into Glacier Bay to Reid Glacier, a beautiful glacier, where we could anchor quite close and were able to go ashore and explore. We spent the rest of the day there and in late afternoon headed back to Bartlett Cove. It had been beautiful weather but the closer we got to the Cove the heavier the fog became and we were very thankful for our radar at this point. That evening in the cove we were visited by a group of four or five big whales, who inspected the area very carefully.

We left to return to Juneau where our son and granddaughter flew back to Portland. We then headed for Babanof Island and a hot springs, aptly named Warm Springs, on the east side of the island. We ran into more fog on the way and the weather turned bad again so we stayed at Warm Springs for three days before venturing out again. We had hoped to go to Sitka but gave it up because of the weather. We started out in fog again and made it to St. Petersburg, Wrangell and back toward Ketchikan. The distances are so great in these waters from town to town.

Before returning to Ketchikan we spent much time on Behm Canal exploring the many bays and inlets. We

travelled completely around Revillagigedo Island on Behm Canal and back to Prince Rupert and into Ocean Falls, Canada where we had one of the worst storms of the season. We had what the natives call a Wallawa wind and the rain blows sideways. We were tied to the dock along with six or eight airplanes. It was some experience. No one ventured out and the wind and rain howled for three days! We made it across Queen Charlotte Sound in very heavy swells caused by the storm, and the little GB never faltered. We spent time in Desolation Sound, one of our favorite areas in Canada and a place we visit often. We were stopped at Powell River and West View by more bad weather and rough seas. The little port was packed solid with boats of every description trying to get out of the weather. We finally made it across to Nanaimo where we changed the oil before starting home. We had great weather until we headed back down the coast and had to put in at LaPush, Washington, a small Indian Village, because of full gale warnings. We just made it into the harbor before they closed the bar! It was five days before we were able to make the trip back to Astoria, Oregon.

It was a marvelous trip and one we certainly will never forget! Our little GB once again has given much pleasure and enjoyment on the high seas! It was a trip where we travelled over 3,000 miles.

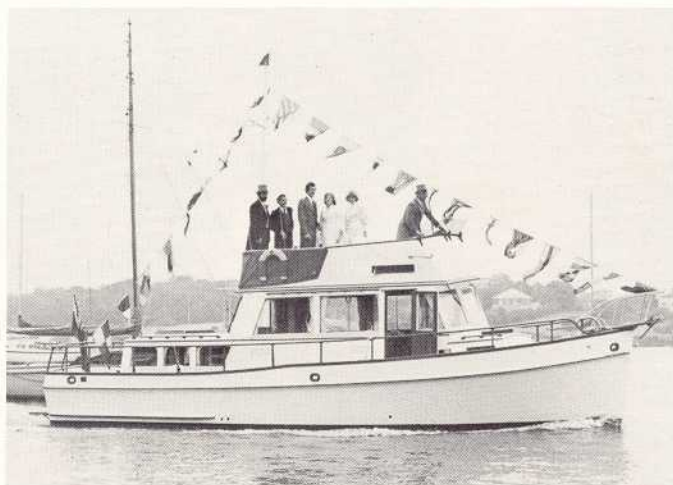
Items Of Special Interest



Ketty L Ex Grand Banks 50

It's not often we hear of boats that *used to be* a Grand Banks, and this seems newsworthy. Lemos and Pateras, shipbrokers in London, England brought this to our attention. This was a GB 50 originally but has since been lengthened in the bow and stern to now measure over 68'. What's more, this was done without changing the original rudder or shaft positions.

Originally fitted with twin Caterpillar's rated at 250 BHP each, she has been repowered with twin Cummins' rated at 400 BHP. Running at 2350 rpm gives her a cruising speed of over 14 knots. Not for everyone, but interesting nonetheless.



Wedding In England Has Grand Banks Flavor

When Penny Hardie became Mrs. Jonathan Wood late last summer, her wedding took on a nautical flavor as her going away carriage was a Grand Banks 36. The wedding took place in Hamble, Hampshire, U.K. and the reception was held at the Royal Southern Yacht Club.

Penny and Jonathon are pictured in the center of the group of people on the bridge, with sister Amanda to her left and Mr. Len Davies acting as skipper. Penny's father, Mr. Ian Hardie, made it all possible. He is our Grand Banks dealer in the U.K.

Peace Valley Prints Offers GB Apparel



Peace Valley Prints, an apparel and gift shop in Preston, Connecticut, U.S.A. now offers many different items decorated with a silk screen print of a Grand Banks.

An enthusiastic GB owner approached Douglas and Mary Beale, owners of Peace Valley Prints, during the summer of 1979 with the suggestion of using the Grand Banks on several of their items. A GB brochure provided the picture from which a sketch was made and a trawler design became a part of the Peace Valley line of decorations.

All of PVP's work is silk screen printed by hand. After drawing the original design, they cut a stencil from a lacquer film. The stencil is then adhered to silk stretched over a wooden frame. Ink is poured at one end of the screen and forced through the silk with a squeegee, thus imprinting the fabric under the screen.

Many different items imprinted with the GB design are available from PVP. For women, the list includes skirts, vests, slacks, blouses and scarves. For men, there is a polo shirt. These items are available in several colors and styles. Also available are pillows, pillow kits, napkins, aprons, tote bags, toddlers' shirts and a tie tack, stick pin and pendant done in scrimshaw.

Peace Valley prints accepts checks, money orders, Mastercharge or Visa. For more information, a catalogue and prices call or write: RFD #1, Route 2, Preston, CT 06360 U.S.A. • (203) 889-5138



DELTA CRUISE 1979.

Quite an impressive sight. This photo was taken by a staff photographer for the *Sacramento Bee* newspaper on the Sacramento River during the 1979 Delta Cruise. Judging from photographs, over 20 boats participated in the five day affair running from July 4th through July 8th. Once again Laurie Davison of Redwood City, California was the coordinator of the annual event. Overnight stops included Steamboat Slough, Islands Marina, and Disappointment Slough. A number of contests took place over the five days, some of a serious nature and others for pure fun. Many thanks to Joe and Toots Douma of Sacramento, California for sending us the photo.

"As many other GB owners have found, the combination of the GB with Puget Sound, the San Juans and the Canadian Gulf Islands is outstanding for year round boating."
Anacortes, Washington, U.S.A.

"Many of my charter clients return each summer unless they bag a GB of their own. The ships log testifies to broad acceptance of this good cruising machine."
Wagner, Pennsylvania, U.S.A.

"My Grand Banks has brought me endless hours of enjoyment and I would not change her for anything other than a larger model."
Suffolk, U.K.

"Thank you—it's a great boat."
Old Saybrook, Connecticut, U.S.A.

"My husband's dream is to eventually own a Grand Banks 42. Being the type of person he is, I'm sure one day his dream will come true. In the meantime, please send a print of the GB42."
Nashua, New Hampshire, U.S.A.

"I regard the Grand Banks as man's highest achievement."
Wickford, Rhode Island, U.S.A.

QUOTABLE QUOTES
from Owners of Grand Banks