

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: NEMA, a Grand Banks 32, cruises through the mist one day last summer in the Northeastern U.S.A.

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LIN AH YOK — PRODUCTION MANAGER

Mr Lin Ah Yok joined American Marine in 1977 as an Assistant Engineer. Since that time he has worked his way up through the organisation spending time in both the Engineering and Production Departments. Recently Mr Lin took over a re-vamped Production organisation. As Production Manager he is now responsible for all the functions of Production Scheduling, Production Engineering as well as for ensuring that the boats come off the line at proper time and to the quality standard. This is no easy task at any time but the recent introduction of the Grand Banks 49 and variations of the GB42 has made the control handle just a little more slippery than usual. With his Engineering training and experience, Mr Lin is in a good position to appreciate the technical points fundamental to the integrity of a Grand Banks. This year he is visiting Miami to savour the atmosphere of an international boatshow and to evaluate the work of those who seek to copy the Grand Banks.

New Developments



Recreation Club Holds First Jogathon

It had rained most of the night and was still drizzling early Sunday morning, November 30th, when the organization committee for the American Marine Employees Recreation Club's first annual Jogathon met at Sentosa Island. The committee members, first silently and then aloud, began to wonder if months of planning were about to literally go down the drain.

Sentosa Island is parklike in nature and lies in Singapore harbor. Visitors can reach the island by either ferry or an aerial tramway. The committee's fears disappeared within an hour as nearly 100 runners with family and friends began to gather at the ferry terminal in anticipation of the 8:45 a.m. start.

The drizzle never did let up but it couldn't dampen the runners' enthusiasm. At the gun the quickest runners dashed to the lead while those just happy to be participating slowly jogged the first few steps of the 5 kilometer run. When the scenic run was over the favorites had finished as expected and everyone, spectators included, gathered for refreshments and the awards presentation.



New Dealer Addresses

John B. Slaven, Inc.
P.O. Box 864
31300 North River Road
Mt. Clemens, Michigan 48043
(313) 463-0000

Jeff Ferguson Yacht Sales
2520 Westlake Ave. North
Seattle, Washington 98109
(206) 282-2700

Taiyoshoko Company Ltd.
Kita Bldg.
15-3 Kofuncho
Nihonbashi, Chuo ku
Tokyo 103, Japan
Tel: (03) 662-0611
Tx: 529486

South Sea Marine
Port De Mandelieu—La Napoule
06210 Mandelieu
France
Tel: (93) 38-91-15
Tx: 461556 Southmar

Placing first was Abdul Rahman of Carpentry Section B. He was followed by Lock Kok Tat of the Stores Department and Chia Sin Ong from the Machine Shop. The winning team consisted of Don Ngap Koon, N. Rajoo, and Goh Keng Hock.

The Jogathon is just one of a number of events sponsored each year by AMERC. Congratulations to all participants, the organizing committee, and all those who made the Jogathon a success.

Patrol Boat Sold to United Nations

Our yard "patrol boat," a high speed craft using our Laguna hull, was recently purchased by the United Nations and then donated to the government of Thailand. Given in the name of the U.N. High Commissioner for Refugees, the boat will be used to "combat pirates preying on Vietnamese boat people."

Originally used as a tender and all purpose craft in Singapore, the Laguna has been equipped with radar and armed with machine guns to patrol the Gulf of Thailand from the port of Songkhla. She will carry a crew of seven, and is shown here just before leaving our plant.



New England Yacht Sales

INTEGRITY, a GB 42 Sports Cruiser owned by New England Yacht Sales, follows close behind AUSTRALIA, the 1980 challenger for the America's Cup in Newport, Rhode Island, U.S.A. INTEGRITY served as the tender for AUSTRALIA while her regular tender was undergoing repairs. Shown here practicing late last summer, AUSTRALIA was beaten by FREEDOM in the finals. New England Yacht Sales, P.O. Box 126, Essex Connecticut, U.S.A. Phone: (203) 767-0919.

Hal Jones and Co.

Hal Jones and Co. of Ft. Lauderdale, Florida, U.S.A. displayed boats in two shows in the Fall of 1980. They represented Grand Banks in October at the Miami Dinner Key Show (shown here) and in November at the 21st annual Ft. Lauderdale International Boat Show. Hal Jones and Co., 2152 S.E. 17th Street, Ft. Lauderdale, Florida, 33316. Phone: (305) 527-1778.



Norwalk Boat Show

Grand Banks West Coast Sales Manager Bob Phillips (right) talks with Bill Roberts of Mission Bay Marina in San Diego (center) and Phil Annunziato of Higgs Marine Service in New York at the 1980 Norwalk Boat Show in Norwalk, Connecticut U.S.A. Two Grand Banks were on display—a GB 49 and a GB 42 Sports Cruiser. The show attracted dealers from around the country and potential customers from up and down the Eastern Seaboard. American Marine was also represented by Yeo Ah Moh and Khan Hong Chiew who had flown all the way from Singapore specially for the show.

Both boats were displayed by New England Yacht Sales, and several new GB's will have homes this Spring as a result of the show. Other dealers representing Grand Banks at the show were Hal Jones and Co. of Ft. Lauderdale, Florida and Mattituck Inlet Marina of Mattituck, Long Island, New York.



NEWS

North Sea Marine

North Sea Marine of Oostende, Belgium held their first GB rendezvous under a warm sun in Holland the weekend of September 6th and 7th.

Twelve boats met at the port of Veere on Friday the 5th and sailed together on Saturday morning. That evening about 50 people gathered for a mussel party in Zierikzee. On Sunday the group started back via the "Veerse meer" and after anchoring for lunch the GB's went separate ways back to their home ports. For information on next years cruise, contact North Sea Marine, Nieuwewerfkaai 5, 8400 Oostende, Belgium. Phone: 059/320688.



Higgs Marine Service

Robert Montgomery (left) with John Gertsen, President of Higgs, when he stopped by not too long ago to look at a new GB 42. Having purchased his GB 42-141 from Higgs, Mr. Montgomery occasionally stops by to keep up with changes in the newer boats. Higgs Marine Service, 300 Zerega Avenue, Bronx, New York 10473. Phone (212) 892-0900.



GERMAN DEALER, OTHER GB'S ENJOY EXTENDED CRUISE

Fred Schwarz, our dealer in West Germany, and wife Elke completed a six week cruise with six other Grand Banks families in September. Most of the nights were spent anchored in creeks and before small islands. Harbors were avoided except for picking up fuel and water and other provisions. Campfires, cookouts, windsurfing, and waterskiing were regular activities. It was also reported that during periods of bad weather tea with rum was served and good times were shared by all. Schwarz Yachten Und Service, Schliemannstrabe 8, 2000 Hamburg 52, West Germany. Phone: 040/829120.



Beachcombing



GB 42-713 "SHORT WAVE" in Coronado, California U.S.A.

Mr. and Mrs. Richard Kallers of San Diego, California purchased their GB 42 from Mission Bay Marina in San Diego. The Kallers live aboard SHORT WAVE at the Coronado Yacht Club.

GB 36-619 "FRENESI" In Ft. Lauderdale, Florida U.S.A.

Mr. P.C. Tuzzolino is shown shortly after taking delivery of his GB 36 from Hal Jones and Co. in Ft. Lauderdale. The transom of Mr. Tuzzolino's previous boat, a GB 32, can be seen in the foreground.



GB 32-188 "ORCA" In Pompano Beach, Florida U.S.A.

Al and Sue Vagge purchased 32-188 in June of '79 and have been cruising Florida's waters year round ever since. ORCA was suffering from neglect when the Vagge's bought her and began providing some tender loving care. Today it's tough to tell her apart from the newer fiberglass models. ORCA is pictured at the Vagge's home, just off the Intracoastal waterway at Hillsboro Inlet on the east coast of Florida.





**GB 36-333 "BOPPY'S STAR"
at Catalina Island, California U.S.A.**

Ross and Carol Macdonald of Newport Beach, California regularly cruise the California coast to San Diego and the Channel Islands. A wooden boat, BOPPY'S STAR is a testament to fine maintenance work, most of which the Macdonalds do themselves.

**GB 32-13 "HONEY BUN II"
in Islamorada, Florida U.S.A.**

A 1966 GB 32, HONEY BUN averages about 2000 miles each year on the Intracoastal Waterway. Ruth and Virdon Mitchell of Satellite Beach, Florida have owned her since 1974. Ruth is pictured here relaxing in the cockpit.



**GB 49-4 "GWEN II"
in Norwalk, Connecticut U.S.A.**

Mr. and Mrs. George Dickinson (left) are shown on board their GB 49 while she was on display at the 1980 Norwalk Boat Show. Also pictured are Robyn Sparks (center), Leslie Quarrier and Fred Brooke, all of New England Yacht Sales, the selling dealer. The Dickinson's owned a GB 42 before buying the 49.

The essence of successful cruising lies in being able to escape the tyrannies of the daily grind without acquiring a set of nasty replacements. Queuing up at the dock for fuel, water or ice is guaranteed to spoil anyone's day and, sadly, the more romantic the cruising ground, the more tedious these chores can be. But just imagine being able to provision your boat before setting off on a 1200 mile, six-week odyssey and never be obliged to visit a commercial dock! "Grand" you say, "but a bit of a pipedream." Well "Grand" is the word ("Grand Banks" to be more specific) but definitely not a pipedream as I had a chance to see for myself.

I joined Tom and Jane Wright and their three boys, Rich, Ken and John for part of the shakedown cruise of their GB 49 SOLO—the first Grand Banks 49 to come off the production line. As well as plain fun, this trip was to provide a practical evaluation of the basic design, of SOLO herself with all her individual systems and equipment and finally, for the crew, a critical appreciation of the features in their new boat.

Towards the end of July, the Wrights left their home port of Merritt Island on Florida's Atlantic Coast and, for several weeks, threaded their way amongst the countless islands and cays that lie like a sprinkling of jewels across the brilliant waters of the Bahamas—an area the Wright family had cruised extensively in previous years aboard their GB 32.

The Grand Banks 49 with 1,000 gallons of fuel, 500 of water, holding-plate refrigeration and heavy-duty anchor handling facilities has all the essentials for an effective cruising boat. Tom Wright has added a number of options, chiefly in the area of navigation and communications equipment, but the most luxurious touch is provided by the Reverse Osmosis water-maker. Especially handy in the Bahamas, where fresh water is in short supply and—on the out-islands at least—is usually found in a bucket at the end of a piece of string, this water-maker provides 400 gallons of fresh water daily and the boat, diving gear, clothes and lucky crew can be regularly rinsed without the fear of running out of water.

I joined SOLO in Nassau when the spiral bands of cloud from Hurricane Allen streaked the sky. Strong winds, and uncertainties about the hurricane's intentions, kept us in port an extra day before we set off across the Yellow Bank towards the Exumas. Although out of sight of land, the Yellow Bank is dotted

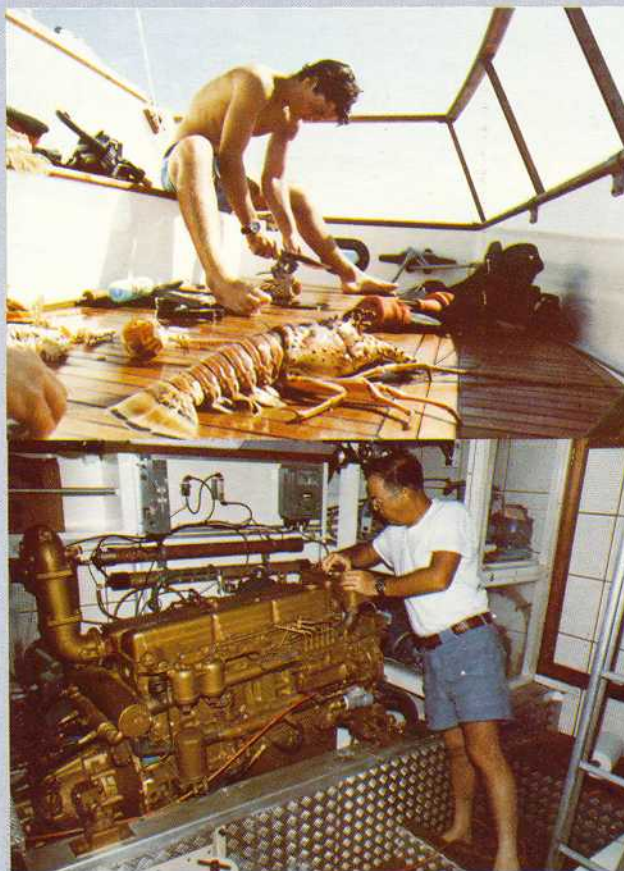
with isolated coral heads reaching to within a few feet of the surface—close enough to be able to put a sizable dent into the bottom of the unwary. Eyesight, aided by polaroid glasses, plays an important role in navigation throughout the Bahamas and it is extremely foolhardy to cross areas like this at night or even on an overcast day. A conventional depthsounder is of little value when playing hide and seek with coral heads which rise so abruptly from the seabed that you are upon them before the fathometer can react. But these isolated chunks of coral do have their advantages. Using a Boston Whaler as an assault craft, the boys went into action and soon returned to the mothership with a nice selection of succulent lobsters winkled from holes in their coral castle.

It was not long before the point of Highburn Cay began to poke up out of the sea and the horizon gradually filled with blobs of land. We were soon amongst the archipelago of islands seeking out a secure anchorage for the night.

Anchoring in the Bahamas cannot be taken too casually. In the restricted space of a snug anchorage, a change of tide can result in drastic reversals to the tidal flow. These conditions have given rise to an anchoring technique known as the Bahamian Moor in which a second anchor is dropped at an angle well-spaced from the first so that the boat hangs first from one anchor and then, when the tide changes direction, transfers to the second. On our first night, the bottom surface had been well scoured by the powerful currents and it took several tries before both anchors were securely set.

The W Grand

The Ba



Top Center: SOLO cruising in the waters surrounding Sampson Cay

Top Left: For the adventurous, food is no problem in the islands

Bottom Left: Tom Wright checks over one of the Ford Lehman diesels which power SOLO. Mounted beyond the engine is a reverse osmosis watermaker capable of producing 400 gallons of fresh water every 24 hours.



World of Banks

Bahamas

Good eating is fundamental to successful cruising and Jane Wright had the feeding of a hungry crew weighed off to a fine art. In no time at all, we were all sat down to an excellent dinner. On the menu were the unfortunate lobsters so rudely snatched from their holes just a few hours earlier. Over the next few days, varied and delicious meals, including fresh-baked bread, appeared on the table at regular intervals with, it seemed, incredibly little effort—a sure sign of good organisation and planning.

The GB49, like her smaller sisters, has stowage for gas bottles in a ventilated locker on a flying bridge. A safety shut-off valve next to the cylinders has its stem leading down through the deckhouse roof so that it can be operated from the galley. This type of installation, combined with prudent and careful use, makes butane a very acceptable shipmate. Teamed with a microwave oven it provides an ideal combination without the snag of having the cruise come to a sudden stop if the source of AC power should fizzle out.

As we felt our leisurely way down the Exuma chain, we cruised through waters that ranged in colour from deep indigo through rich aquamarine to the palest of blues and greens. Floating on all this profusion of colour was a seemingly endless chain of low green cays edged with dazzling white beaches. Careful piloting, with the help of a reliable depthsounder, several good pairs of eyes, accurate charts and a copy of the "Yachtsmans Guide to the Bahamas" helped us thread our way through numerous channels, anchorages, shoals and sandbanks.

Story and photos by Tony Fleming

For the southern part of the cruise we forsook the shallows and exited through Big Rock Cut onto Exuma Sound. At one moment we had only a few feet beneath the keel and then, with dramatic suddenness, we were in charted depths of 300 fathoms. Mighty torrents of water flow on and off the Bank, through the cuts, producing confused and lumpy seas where the volumes of water tangle with the counter-currents of the Sound. SOLO took it all in her stride with hardly a drop of water spilling over the bulwarks.

Great Exuma Island is the clasp at the southern end of the Exuma necklace and marked the furthest point of our cruise. The sheltered waters between George Town and nearby Stocking Island form a large natural harbour—although the northern entrance is tricky and it required careful piloting to bring SOLO through. Three Leopard Rays led us over the bar into a secret anchorage tucked away within the bosom of Stocking Island. We dropped anchor in seventeen feet of water feeling very snug and secure after the rough waters of the Sound.

The Bahamas has a fascinating past heavily laced with murder and mayhem. Pirates, ancient and modern, have found its waters a most lucrative hunting ground and the relaxed way of life on shore continues to lure would-be escapists. Many settlers fled with their slaves to the Bahamas during the time of the American War of Independence but few managed to wrest a living from the thin dry soil. On our last day, we anchored SOLO in a secluded cove and landed at a deserted beach on Crab Cay. We scrambled through the undergrowth and climbed among the remains of a once extensive homestead and plantation. The tumbled ruins were fertile ground for the imagination and we wondered about the people who had made their homes here and what had become of them.

George Town is the regional centre for this part of the Bahamas. Its pink-washed houses sleep gently in the hot sun and the pace of life is geared to match. Before leaving for the airstrip we asked a taxi-driver the usual time of the twice weekly flight to Miami. His wrinkled face creased into a delightful smile "Sometime he come early. Sometime he come late and sometime"—his smile broadened—"and sometime—well—he just don't come at all." His mirth was contagious. After all, the hustle of Miami belonged to a different time, and airplane schedules were one of those tyrannies that we had learned to escape in our World of Grand Banks.

Lower Center: The Wrights pause while exploring the old ruins at Crab Cay

Top Right: SOLO had an extra crew member for a short time

Bottom Right: SOLO at her anchorage near Crab Cay



Dealer Profiles



Grand Banks Italian Style

Fiumicino, about 30 miles west of Rome, is the home not only of the International Airport which serves Rome, but also of the only Grand Banks dealer in Italy, Venturi Yachts.

Dr. Fernando Venturi has been operating Venturi Yachts in its present location since 1960. Dr. Venturi and his son Marcello have sold 25 new Grand Banks over the last eight years. Their yard is also the winter home for some of the GB's on the Italian coast of the Mediterranean. The canal on which the plant is situ-



ated is a side branch of the Tiber River, with the waters of the Mediterranean being only a 20 minute cruise away. Venturi Yachts, Via Portuense 2327, Casella Postale 35, 00054 Fiumicino, Italy. Phone: 6011050, 601632.

Kimman Jachten Import en Service

John Kimman, owner of the Grand Banks dealership in the Netherlands, sees a changing boating market in his country. "People are becoming more particular about what they want in a boat. Our waterways here, with posted speed limits, are best suited for a comfortable cruising boat rather than a high speed cruiser." The Grand Banks being a comfortable cruising boat, John has sold 60 new and used Grand Banks in the past five years.

His service yard is also capable of handling the special requests that some owners have. Shown here is a modified bridge on a Grand Banks 42. The waterways in Holland have numerous bridge crossings which make a large boat with a fly bridge more of a nuisance than a luxury. The owner of HELENA compromised—the fly bridge remains, but the custom work performed by John's yard allows the boat to cruise the waterways. Another recent project included the fitting of a bow thruster on a GB 32.

John Kimman is a marine engineer, and spent many years on the commercial side of the marine business. In 1958 he started building boats on his own, semi-custom models including some that he designed himself. He estimates there are still around 60 custom boat builders in the Netherlands today. Kimman Jachten Import en Service, Ondernemingsweg 1a, Postbus 335, 2400 AH Alphen Aan Den Rijn, The Netherlands. Phone: 01720-23600.



GB 32-521—Home Sweet Home

By Cheryl Beller

Reprinted with permission of *The Daily Tribune* Royal Oak, Michigan.

Floyd and Jean Baker followed American traditions for nearly 40 years but that's all behind them now.

The Royal Oak couple have said goodbye to jobs, friends, calendars, and clocks to live out dreams of life aboard a boat at sea.

They're embarking on a journey with no ties, itinerary, or telephones.

The two quit their jobs, sold their Royal Oak home—and all their material possessions—and are living aboard the HONEY BAKER, a 32-foot teak and fiberglass trawler.

The Bakers currently live with the gulls and waves at Lukas' Conger Bay Marina, near the mouth of the Clinton River in Mount Clemens.

This month they will follow the sun and float to southern climes for at least five years and maybe forever.

"We raised kids, voted every election, cut the grass, killed the weeds...were in cub scouts...boy scouts...now it's time for us," says Baker, age 55. "The last night I came home from work, we called the Salvation Army—they took all my suits. One black necktie is all I have left. I don't want any of those material things. I want time."

The Bakers are native Royal Oakers—both were graduated from Royal Oak High School, now Dondero High School.

Baker, formerly vice-president of Instrument Sales and Service, Ferndale, "just plain quit working."

Mrs. Baker, age 53, quit her job in the probation department of Royal Oak's District Court.

"It's the culmination of a five-year dream," says Baker who looks forward to a "lack of commitment and the challenge. Rather than wait for retirement, we wanted to do it now. We're moving south as soon as it gets cold here. When it gets cold, we'll keep going farther south."

"There are no guarantees in this life," says Mrs. Baker. "You're not going to live forever."

The HONEY BAKER sleeps six and is equipped with a hot shower, galley with an electric stove, heat, and refrigerator (run by generator or shore power), automatic pilot and stereo system. It's a pretty boat with teak trim throughout and teak floors, two main cabins, and a bridge.

It's called a Grand Banks trawler. It's powered by a single diesel engine at a maximum speed of about eight and one half miles per hour, consuming only one and a half gallons of fuel an hour.

"Fuel will be the cheapest thing. It's efficient as a devil to operate," says the skipper. "What's costing the most is our Blue Cross Blue Shield."

"It rides smooth," says Baker, a mechanically minded man who has skills to maintain and repair the boat if necessary. "Goes through the water just like a sailboat."

The boat got its name from times past when Baker became angry with his wife. "In raging anger, he'd call me 'Honey Baker,'" Mrs. Baker says.

The Bakers' plans are flexible. If they find a port making their way south along the Atlantic coastline, they'll anchor for as long as they please. Christmas may find them in Florida, and early next year, they may be somewhere in

the Bahamas or Virgin Islands. They plan catching up on reading, backpacking, and slowing down.

"Then we'll tell you the ultimate dream," says Baker. "The longest vacation I ever had was two weeks—the only way I had to get even was to quit. We suddenly realized we could do it."

If money gets tight, Baker says he could go ashore for a short time "doing the kind of work I enjoy—in a hardware store or gas station. I would like to meet people just once without having to utilize them—I've always been putting my best foot forward to sell something."

The Bakers' new unconventional lifestyle was born "one day...a bad day...a typical Michigan February...when I asked, 'What do I need to work for?' The kids are all grown," explains Baker.

"I was thinking...here we are sitting in a big house," recalls Mrs. Baker. "All of a sudden it dawned on me—I didn't even like housework anymore."

"We did everything we were supposed to do. We have no regrets about doing those conventional things. The ultimate dream would be to put this boat on a freighter and travel the waterways of Europe."

"If we could just pull that off..." says Baker, "...I'd rather be eating a can of beans on a boat than fighting five o'clock traffic and sales quotas."

"We won't really believe we're doing this until we pass the light at the Detroit River," says Baker.

The Bakers reserved a post office box, Box 1337, Berkley, so friends can keep in touch.

Will they miss anything?

"We'll miss the Tribune—we've taken it for 35 years."



Communiqué

Recently I purchased a used 1975 32' Grand Banks (#32-510). Although I am very satisfied with this boat in nearly all respects, it does have an annoying problem of sea water leakage from the keel void. The purpose of this letter is to ask if you can shed any light on this problem which would help me to correct it.

There is a black plastic tube molded into the hull fiberglass just aft of the engine which I believe goes into the keel void. Sea water slowly seeps out of this tube and into the bilge. The amount of leakage is small—perhaps 2–3 gallons per week. I have tried plugging the bilge end of this tube, but water then seeps out between the tube and the fiberglass.

This water is obviously leaking from sea into the keel void, but I was not able to find any obvious leak paths while the boat was hauled out.

Have you experienced this problem on other fiberglass GB 32's; if so, what if anything can or should be done to correct it? Any help you can give me in this matter would be greatly appreciated.

Paul H. Diehl
Bainbridge Island, Washington, U.S.A.

Dear Mr. Diehl:

Thank you for your letter. Any water entering the keel void is almost certain to be through one of the following places listed in order of likelihood:

1. Where the rudder heel fitting attaches to the keel. The lower aft corner of the keel is supposed to be filled solid but, occasionally, this has not worked out quite as well as intended and water can enter around the bolts. The fix is to remove the rudder heel fitting and drill out the bolt holes in the keel to suit the outside diameter of a brass tube whose inside diameter will just accommodate heel-fitting bolts. The brass tubes should then be glued in place using epoxy or silicon. They do not have to be strong—just watertight. The ends of the tubes should be flushed with the sides of the keel. The rudder heel fitting should then be reinstalled with the bolts passing through the new tubes. By this method the bolts are isolated from the keel.
2. Through the screws fastening the stem band in place. Each screw should be removed and refastened with a good bedding of silicon or similar.
3. The problem is unlikely but should be checked if the others look ok. Inspect the area where the shaft tube enters the aft end of the keel. If you suspect problems remove the F.G. fairing piece by cutting away the thin F.G. where the fairing attaches to the side of the keel. Some of the earlier boats had the fairing

piece attached with screws and if your boat is one of these, this could be another potential leak spot.

In the light of later experience, we now believe that the black plastic tube should be eliminated and the hole glassed over.

I wish you success with the hunt. If you need any further help, please let us know.

We are owners of GB 32 #422 and on a previous letter to you ascertained the number of the last wood hull. Recently in Feb. we had the pleasure of influencing our slip neighbor at Channel Islands Harbor, California, in the purchasing of Hull #34-GB 32. She is in fine shape and together slip by slip they present a handsome pair. On a later correspondence I will furnish his address so that you may include him in your future mailing list. Questions: Is it suggested procedure to rebed the thru-hull fittings periodically when some slight seepage is present and what is the method of removal? What is the life expectancy of the bonding strap running thru the bilge (copper electrolysis strap)?



The "Rebel II" (our boat name) recently completed a port hopping cruise extending over 400 miles from Channel Islands to San Diego. We ran into many other GB friends including "Uncle Bernie" mentioned several times in your newsletter. Our boat performed flawlessly as usual and was a pleasure the entire trip. We also visited and enjoyed the hospitality of your GB dealer at Mission Bay Marina.

H.D. McMillan
Ventura, California, U.S.A.

Dear Mr. McMillan:

If you are experiencing slight seepage at the through-hulls, it would probably be a good idea to rebed them.

To remove a seacock, that part of the fitting on the outside of the hull must be unscrewed from the body of the seacock which, of course, is inside the boat. To unscrew it, you need a tool that looks like a miniature tomahawk with its "blade" engaging on the lugs that you can see inside the bore of the through-hull. Such a tool is easy to make by welding a flat piece of steel

onto a piece of bar or pipe. The seacock itself has its flange screwed, with wood-screws, to the inside of the hull with a canvas gasket between the flange and the wood. The canvas should be well coated with a fungicidal bedding compound—as manufactured for wooden boats—when the seacock is replaced.

Through-hull fittings—without sea-cocks—just have a large nut on the inside of the hull. However, the fitting itself may have to be prevented from turning when the nut is being unscrewed by using the special tool described above.

We cannot give a "lifespan" for the bonding strip. We have not received reports of any corroding away. The condition of the bilge would be an important factor.

Best wishes for a successful boating season.

I am the proud owner of GB 32 Hull 669, purchased from John Shannahan, Oxford Yacht Agency, Maryland. Name OL' SHOE.

I have three questions that I would appreciate assistance on as early as possible.

1. My boat came thru with a Danforth type head to comply with U.S. sanitary laws. It was oversized for the head and was replaced with a Raritan PE. I now find myself out of compliance with the law and wish to install a legal system. I know you're installing Lectra Sans or holding tanks as an option. Could you provide me with the specifications for the fittings, hose, pump and holding tank?

2. Upon commissioning, the dealer installed zincs for galvanized protection. I have just finished a United States Power Squadron course. Part of the course was devoted to this subject. It commented that anodes must be secured to less noble metal and metals such as bronze ordinarily need no protection and use of anodes accomplishes nothing. Its final quote is "It is very remote that any situation would arise on the average boat that would require the protection of bronze and therefore anodes will do more harm than good." It is my understanding that GB struts, shaft, and prop are bronze and the rudder is fiberglass (GB Hull 669). If this is true, should I



remove the zinc's? I wish to do no harm to the boat.

3. Is the mast grounded and if so, is the ground sufficient to allow the mast to provide the cone of protection for lightning protection or must a separate discharge conductor be installed if I want this type of protection?

Your early response certainly would be appreciated. Answers to numbers 1 and 2 are the most critical.

Richard E. Klein
Arnold, Maryland U.S.A.

Dear Mr. Klein:

Thank you for your letter.

1. a) *Holding Tank.* We make our tanks of Fiberglass. Tanks made for the purpose are available in the U.S. The deck fitting is a Jabsco Waste Deck Fitting—Part Number 38101-0000. Any good quality hose may be used. The pump is a 12V Jabsco Macerator pump #17260-0003. We use a 20 amp circuit breaker for the pump. The connection points are visible on the Bilge and Sanitary system diagram in your Owners Manual.
- b) *Lectra-San.* We use a 60 amp circuit breaker for connecting the unit and you will need about a #4 cable. The salt water tank is not needed if the boat is operated in seawater. Hose size is 1½" and, once again, any good quality hose can be used.
2. *Electrolysis protection is always a controversial subject.* We have never fitted zincs to any boat unless it had a stainless steel shaft or unless the zincs were specifically requested.

It always seemed to us that with everything else being made of bronze, the zinc would be bound to get eaten away because of the very fact that it was less noble than the bronzes that surrounded it. The corroding zinc was seen as evidence by many that it was doing some good.

The shaft, propeller, struts, through-hulls and rudder stock and heel fitting are all bronze on a Grand Banks. Although the bronzes do vary from manganese bronze (for the propeller) to aluminum bronze (for the shaft). We understand that this does make some slight difference.

We have never heard of a case where the zinc did any actual harm but, we really do not feel adequately qualified to give a reliable opinion as to whether they do any good or whether they should now be removed. Electrolysis is such a specialized subject that we feel you would be better off by contacting a

specialist on the subject.

3. *The mast is grounded through the mast stays which are connected to the stainless rails on the flying bridge. These are connected to the bonding system and hence to the water. The connection is at the point where the rails meet the sloping back of the flying bridge. We have never heard of a case in which this protection was insufficient but, here again, lightning protection is such a specialized subject that it would be best if you sought out a specialist in your area.*

We apologize for not being more specific but we think it better that we do not mislead you by claiming to be experts in areas in which we feel unqualified.

I have just purchased my second Grand Banks. I sold my GB 32' Hull No. 395 and bought a GB 36' Hull No. 550 with a single engine. Please check and see if I am still on your mailing list for the American Marine News.

I also have a question concerning the fuel system. My boat has a single engine and I wondered if it would be alright to run the engine and generator with both fuel shut off valves in the on position at all times using fuel from both tanks. The reason is the engine returns fuel to the starboard tank and the generator returns to the port tank. Since I start out with full tanks I am concerned about fuel being forced out of a full tank and discharged into the water. This could happen if I ran the main engine on the port tank and it was returning fuel to the full starboard tank. As you know the Coast Guard issues a heavy fine for discharge of fuel overboard.

The 32 footer was a great boat but it is unbelievable what four extra feet and three more ton make.

Mr. Arch Malanos
McMurray, Pennsylvania, U.S.A.

Dear Mr. Malanos:

Thank you for your letter. We confirm that your name is still on the A.M. News mailing list.

Congratulations on the purchase of your second and larger—Grand Banks. We feel that it is better not to run from both tanks because any problems associated with the fuel in one tank can spread throughout the whole fuel system. The fuel returned by the engine is so little that it can be considered negligible so I do not think that you have to worry.

Displacement is the real measure of a boat's size. The GB 32 is 17,000 lbs and the GB 36 is 23,500 lbs. So you can see that your new boat is nearly 40% larger.

After fighting thru the problem of installing a proper refrigerator and freezer, I am pleased to tell you that we have gone to a holding plate system. We are thrilled with it as it not only gives us additional counter space but also takes any effort away from the batteries. It is completely 110v. from either shore power or the Onan. One hour in the morning and another hour at dinner time or every 12 hours. The frig stands at 35 above and the freezer at 5 above. There is one cold plate in the frig and two in the freezer. They are made by Crosby Refrigeration of St. Petersburg, Florida, Howard Crosby, President. The frig fits the space of the NORCOLD exactly but has 6 inches of insulation—sides—top and bottom—and back as does the freezer. The doors have 4 inches and have a wonderful seal. With the compressor in the engine room (port side) water cooled, it is a silent operation.

In order to get the two units in the deck-house, we had to remove one of the large windows. In so doing, we found that the bedding compound was badly used—plenty some places and in others hardly any at all. Furthermore, it was hard as a rock and useless. We then rebedded all the windows and particularly the opening windows in the aft stateroom and head. They had been leaking badly. While pulling windows, we discovered the small drain at either end of each sliding window that come out thru the mouldings around the windows. These small drains were all full of compound and useless as drains. After rebedding, cleaning out these drains, we have a tight ship, even though we had a driving rain with 7 inches in a two day period. Now I consider this poor quality control and workmanship and not up to the standards of American Marine. After all, who has the best built trawler in the world?

Bud and Sister Snite
LaJolla, California, U.S.A.

Dear Mr. Snite:

Thank you for your letter and for taking the time to tell us about the modification you have made to your boat. The system that you describe sounds most interesting and will undoubtedly be very practical.

We now offer holding plate refrigeration on our boats although the equipment is not manufactured by Crosby. Thank you also for telling us about the bedding compound. We changed to a different type last year so the problem should be solved.

Thank you again for writing to us.

New England Yacht Sales Fourth Annual GB Rendezvous

Despite weather which tested the navigational ability of each skipper, the Fourth Annual New England Yacht Sales Grand Banks Rendezvous held during June 1980 proved to be as successful as the first three.

Eighteen boats tied up together at Mystic Seaport on a Friday afternoon and the skippers and crews gathered for cocktails and nautical talk. As the sun set behind the clouds and trees on the western shore of the harbor, the mosquitos (some of which were the size of small planes) moved in and put a fast end to the get together.

Rain, mist and fog greeted everyone when they awoke the next day, though the scheduled cruise from Mystic across Long Island Sound to Deering Harbor, Shelter Island, New York on the Eastern end of Long Island was never in doubt. The eighteen boats slid out of Mystic in one continuous line and followed close behind those boats equipped with radar when the fog thickened. Upon reaching Deering Harbor, each boat dropped anchor (some rafted together) and people went about exploring town or relaxing for the after-



noon. In the evening the launch from Shelter Island Yacht Club swung by each boat and provided ferry service to the bountiful meal waiting at the club.

Late risers on Sunday morning found many members of the Grand Banks weekend fleet had already weighed anchor for new harbors or home ports. For information on plans for New England Yacht Sales 1981 Rendezvous, please write or call New England Yacht Sales, P.O. Box 126, Essex, Connecticut 06426. Phone: (203) 767-0919.

1980 Participating boats included: Grand Banks 32 —ATHENA, EDWARD B, SUGAR BUN, HANNAH, NEMA; Grand Banks 36—MANUKAI, WHIM, CHRISTINE; Grand Banks 42—GLENGARRY, THERAPY, GREAT WASS, DRUMMER, FOOTLOOSE, DILLY, YANKEE, INTEGRITY, SEA LARK, RELIANCE, BOGEY II.

Certain things come to pass each year, Christmas, Yom Kippur, Chinese New Year and other holidays. In America we have the 4th of July and for many Northern California GB owners July 4th is not just a national holiday. It is time to gather for the Delta Cruise.

About 15 Grand Banks rendezvoused at the Brothers, two small islands in San Francisco Bay, at 9 a.m. on July 3rd. FREE HAND, a GB 36, monitored VHF channel 68 and acted as the organizer for this group of GB's. The 15 boats were a pretty sight in the morning sun as they began the tenth annual cruise to the "Delta."

The group cruised across the Bay and through the Carquinez Straits, past a moth ball fleet of World War II Liberty Ships, up the Sacramento River, along the False River, and arrived at Disappointment Slough late that afternoon.

Laurie and Betty Davison, owners of the GB 32 KOMPIRA, and Don Lesley, owner of the GB 36 INTREPID, had arrived at the slough a couple days earlier to insure that all would be ready for the group's arrival. Their careful planning had 31 Grand Banks rafted together by days end.

The 4th was spent relaxing, making new friends and greeting old ones. A kite flying contest was held later in the afternoon and as the dinner hour approached some people ate at Lost Isle while others prepared their own feast on board.

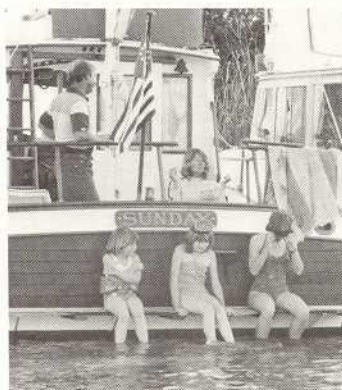
The 5th was bright and sunny, a great day for the Delta Cruise funday. This year's events included an inflatable emergency drill race, a scavenger hunt, a most people in a dinghy race, a dinghy tug of war, a ladies dinghy race and a balloon race. At the end of the day people gathered aboard DOLPHIN and several other boats to rehash the days activities.

On Sunday July 6th the weekend activities came to an end and the boats began moving on, either back to their home ports or on to explore new waters. The Davisons, the Lesleys, Sea West Yacht Sales owner Tom Sullivan and all participants deserve special thanks for their help in making the 10th Annual Delta Cruise the success that it was.

Participating boats included: BLUE BAJOU, DOLPHIN, FREE HAND, GERIGLEN, GREAT ESCAPE, HAVEN, INTREPID, JONLIN 3, JUSTIN C, KOMPIRA, MUMBAYA, MALOLO, MISTY JUNE, LA REINA, LUCKY US, ODESSEY, PARAGON, SAALE, SEA HORSE, SEA ROBIN, SEA URCHIN, SLO POKE, SPLASH, SHARASU, STARLIGHT, SUNDAY, TAMMY D, TERRIFIC, TRIGGER I, TWO ARIES, TYOBE and VERMINTA.

For information on the 1981 Delta Cruise, contact Mr. Laurie Davison, 919 Edgecliff Way, Redwood City, California 94062.

**DELTA
CRUISE
1980**



The Lazarette



Special Visitor in Singapore

Princess Margaret of Great Britain steps aboard a GB 42 Europa during a recent visit to Singapore. Welcoming her is Hasaan Bin A. Rahman. Singapore, once a British colony, is often a stopover for British government officials when traveling in the Far East.



Let's Swap Boats

Owner of well equipped 1979 single engine GB 36, berthed in San Francisco Bay, wants to exchange boats for approx four weeks in 1981 with conscientious GB owner in some other part of the U.S., such as Florida, Eastern Seaboard, Pacific Northwest, or ? Contact H.W. Werlich, 19055 Skyline Blvd., Los Gatos, California 95030. Phone: (408) 354-8792.

Virginia Engine Distributor Purchased by Bob Smith, Formerly of Lehman

Bob Smith, recognized as the man responsible for the success of the Lehman-Ford engine, has left that company after 20 years to go into business for himself.

Bob has purchased Hale Marine in Warsaw, Virginia, U.S.A. Hale is currently a distributor for Lehman engines and parts. Founded in 1952, it is now one of the largest marine supply houses on Chesapeake Bay, providing parts and service to recreational and commercial boats in the entire Bay region.

In addition to being a major Lehman distributor, Hale Marine is the exclusive area distributor for Morse controls, Borg-Warner (Velvet Drive)

transmissions and many other power associated products. They will offer complete engine services and have an extensive inventory of parts.

Warsaw is not on the water but Hale Marine has waterfront facilities on the south shore of the Potomac River, which is a beautiful boating area with plenty of protected deep water.

Bob looks forward to hearing from and helping out all his friends with Grand Banks. Feel free to give him a call or drop him a note.

Hale Marine
6080 Historyland Highway
Warsaw, Virginia 22572
(804) 333-3677



New Idea for Dinghys

The new inflatables are beginning to be used by more and more boat owners. Shown here on a GB 42, they are much lighter in weight and are far more stable than a round bottomed dinghy. One drawback is that they don't allow the option of sailing off into the sunset.

Custom Corner

This item was sent by Mr. Vito Russo, owner of a GB42. The lamp is made by Mario Industries of Mt. Vernon, New York and is available through Higgs Marine Service. It is one of several lighting modifications Mr. Russo has made on his boat.

GB owners are always interested in new ideas for their boat. If you've made an interesting change or addition to your boat, please send a picture and detailed description (include model and hull number) to our U.S. Editorial office. The address is on the inside front cover of this issue.





Moving faster than most Grand Banks, these two GB 42's take advantage of calm waters to show some extra speed. INTEGRITY, the Sports Cruiser on the left, is powered by twin turbocharged GM 453's. DRUMMER is powered by twin Caterpillar 3208's. Both boats are capable of speeds around 14 knots.

We love our GB 42 and have not seen competitors that give you as much for the price.
California, U.S.A.

Really love and use our GB 36—fish for marlin and have a commercial swordfish license—looking forward to the time we will be able to take a long range cruise.
California, U.S.A.

Generally 100% satisfied with my GB 36. Bought it new in '71, sold it in '74 and bought it *back* in '76.
Pennsylvania, U.S.A.

We have cruised the Keys to Nantucket and up the Hudson River in comfort and safety in our GB 42.
New York, U.S.A.

It is always a pleasure to board our GB 36. Rugged and dependable—a real joy to own!
California, U.S.A.

**QUOTABLE
QUOTES**
from Owners of Grand Banks