

AMERICAN MARINE NEWS

Vol. 11 No. 2

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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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U.S. Editorial Offices:

GRAND BANKS YACHTS LTD.

270 Greenwich Avenue, Greenwich, Connecticut 06830. (203) 869-9274.

Telex: DA DE GRC 996353

CONTENTS

Grand Banks 42	1
Dealer News	2
Beachcombing	4
The World of Grand Banks	6
Sarasota GB Charters	8
Sailboats, Inc.	9
Communique	9
Grand Banks—A Model Ship	12
The Lazarette	13



Cover photo by David Stahl,
Sarasota, Florida

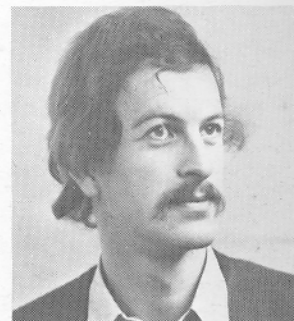
PROFILE

Gil Hensen

Quality Control Manager

Gil Hensen recently took over the leadership of the Quality Control Department. Gil hails from Holland which, of course, has a great tradition for yachting: in fact the world borrowed the word *yacht* from the Dutch language.

Gil's first encounter with the yachting scene was way back in 1973, when he worked for Mr. Jean Colin in the Grand Banks dealership for Belgium. Although the dealership has since changed, Jean Colin still takes care of Grand Banks sales and service in Belgium. Working on a quality boat under Jean's expert guidance enabled Gil to get off to a good start and, two years later, he took off for foreign parts to supervise the development and construction of power and sailing craft for customers in Europe and the U.S.A. Our Quality Control team has been greatly strengthened by the addition of Gil Hensen's knowledge and experience.



GRAND BANKS 42 MOTORYACHT

We are proud to announce the new addition to the Grand Banks 42 series. To be offered as a limited-production model, the new GB 42 Motoryacht rounds out our GB 42 development program that has also produced the 42 Sports Cruiser and the 42 Europa to join the 42 Classic. An in-house design, most of the new ideas incorporated in the Motoryacht are the brainwork of Tony Fleming, our Technical Director.



The principal features of the Motoryacht are a large aft cabin, an aft deck and two staterooms forward. The aft cabin utilizes the full beam of the boat and allows queen-size sleeping accommodations. The aft deck offers space for lounging or sunning surrounded by stainless safety rails. Up forward, a stateroom to port with a double berth and a stateroom in the bow with V-berths provide sleeping accommodations for four people. There is a good-sized head to starboard with a large stall shower. Drawer space and a hanging locker are provided in each stateroom.

The main saloon sports traditional Grand Banks styling. The galley is on the port side forward and the lower station is forward to starboard. An L-settee and teak yacht table provide seating for dining. A deck house door on each side of the saloon gives access to the aft deck and flybridge.

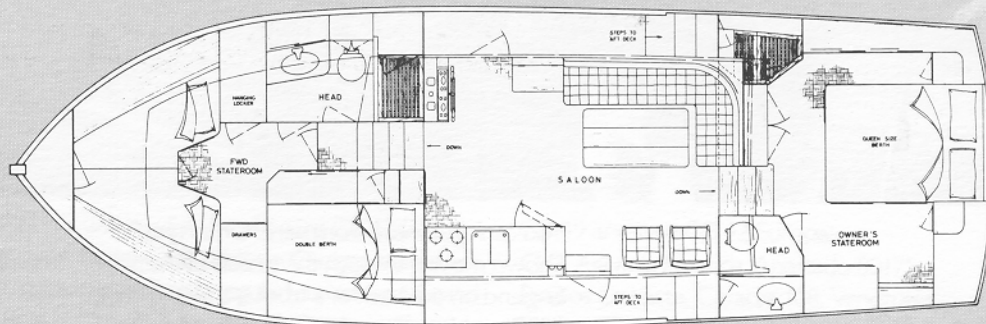
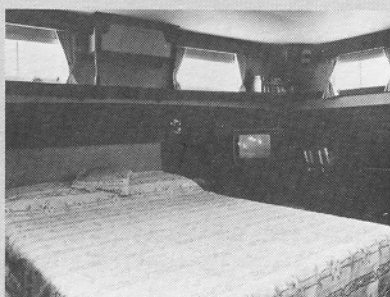
The highlights of all Grand Banks are evident in the 42 Motoryacht. Teak decking. Gel-coated fiberglass construction. Quality craftsmanship. Bronze and stainless hardware. Perhaps best of all, the backbone of the Motoryacht is the proven GB 42 hull.

Standard power is a pair of 120-hp. Ford Lehman diesels. These engines, known for their dependability and economy, will provide a cruising speed of 8.5 to 9 knots at 1800 rpm and burn about 6 gallons per hour (total) at this speed. Top speed at 2500 rpm is almost 11 knots. Engine options are available that can provide more speed if desired.

Your Grand Banks dealer will be pleased to answer questions about the Grand Banks 42 Motoryacht.

General Specifications

LOA	42'7"	12.98 m
LWL	40'9½"	12.43 m
Beam	13'7"	4.14 m
Draft	4'2"	1.27 m
Displacement	34,000 lb	15,422 kg
Water Capacity	261 gal	987 lit
Fuel Capacity	600 gal	2,271 lit
Height From DWL To Top Of Mast	—	—
Height From DWL To Top Of Bridge Windshield	13'8"	4.17 m
Height From DWL To Top Of Flybridge Without Windshield	12'8½"	3.9 m
AC Voltage		
DC Voltage		



DEALER NEWS

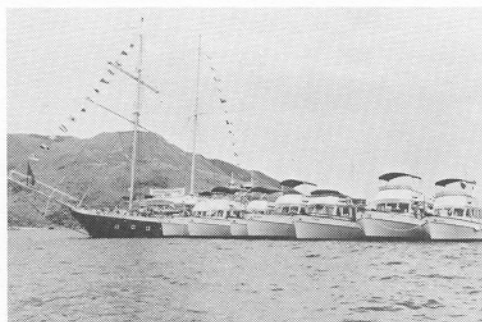
Belgium



On display in a boat show in Belgium for the first time, a Grand Banks 42 Motoryacht is pictured at the 1981 Brussels Salon 1981. Owned and displayed by North Sea Marine, she attracted the attention of many people attending this annual boating exhibition.

North Sea Marine, Nieuwewerfkaai 5, 8400 Oostende, Belgium. Phone: (059) 320688

Hong Kong



Intec Engineering sponsored their first GB owners cruise on Sunday, June 21. They arranged for the use of a brigantine, the *Wanfu*, owned by the Hilton Hotel in Hong Kong, to serve as mother ship for the day. Seven Grand Banks



attended in all, one of the boats being a GB 42 Motoryacht owned by Intec. Others included two 32s, a 36, two 42s and a 42 Europa.

Intec Engineering Ltd., 1063 Kings Road, Quarry Bay, Hong Kong. Phone: 5-620561

United Kingdom



You can't get there from here. Or can you? Shown moving through the streets of Hamble, England on the back of a truck is a Grand Banks 42. The sales office of our U.K. agent, Mr. Ian

Hardie, is visible just in front of the truck.

Nautica Marine, Ltd., 3, The Square, Hamble, Southampton, United Kingdom SO3 5LS. Phone: (0421-122) 4466

West Germany

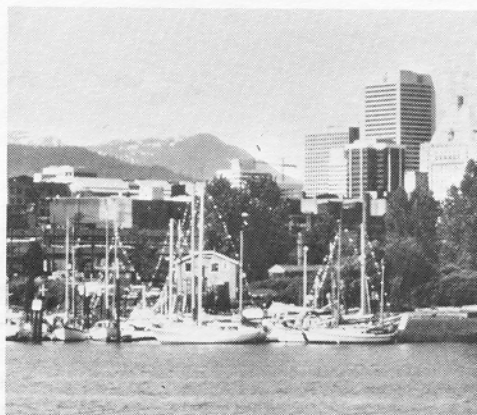


Schwarz Yachten & Service, our dealer in West Germany, has moved to a new service yard. Located just outside of Rendsburg, the new yard is on the Eider River. The Eider branches off the Nord-Ostsee Canal, which links the North

and Baltic seas. The canal runs between Kiel and Brunsbüttel.

Schwarz Yachten & Service, Schliemannstrasse 8, 2000 Hamburg 52, West Germany. Phone: (040) 829 120

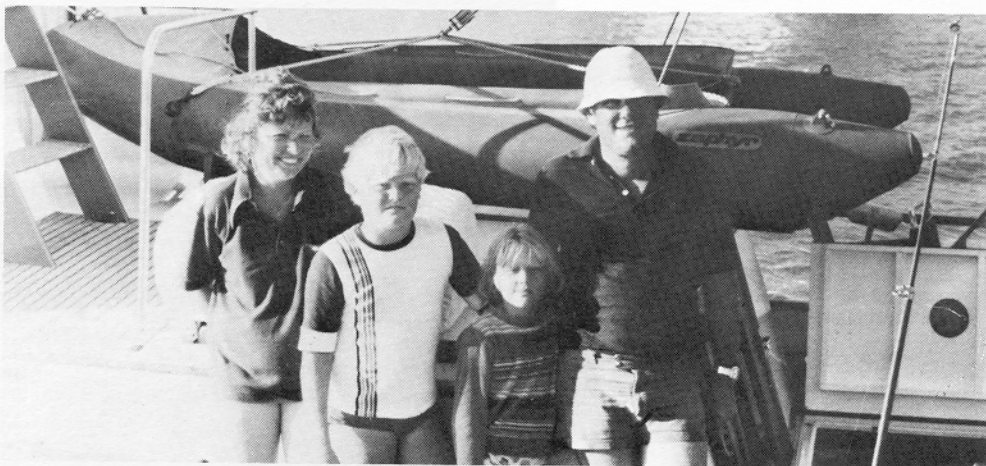
Canada



Grand Banks owners in the Vancouver, B.C. Canada area will recognize this sight. Shown are the waterfront offices of Grand Yachts, our representatives for Western Canada. They have full-service facilities for Grand Banks and sponsor a get-together for invested Grand Banks owners once a year.

Grand Yachts, Inc. The Old Fireboat House, 1500 Taylor Street, P.O. Box 4094, Vancouver, B.C. Canada V6B 3Z6. Phone: (604) 687-8943

Venezuela



Shown with his family on board GB 42 Delta I is Carlos Kuntze, our dealer in Caracas, Venezuela. Carlos and his family regularly cruise on a Grand Banks. CHK Agencia Nautica has recently sold a

GB 49 and two GB 42 Europas.

CHK Agencia Nautica, Apartado 80175, Prados Del Este, Caracas 108, Venezuela. Phone: 77-08-07

BEACHCOMBING

GB 42-696E *Tuphil*

BANGKOK, THAILAND



On the flybridge amongst the crowd on this Europa is the Danish Royal Couple, H.M. Queen Margrethe and H.R.H. Prince Henrik. They were the guests of Paul Sithi-Amnuai on board *Tuphil* during a visit to Thailand. Mr. Sithi-Amnuai is chairman of EAC (Thailand) Ltd.

GB 32-215 *Mary Kay*

GRAND HAVEN, MICHIGAN, U.S.A.



Joe and Mary Kay Janulis of Grand Rapids, Michigan live aboard their GB 32 during the summer while cruising the Great Lakes. Spring and fall find the Janulises moored in Grand Haven.

GB 42-395 *Merrimac*

GEORGIAN BAY,
ONTARIO, CANADA



You'd be hard pressed to find a prettier anchorage than this one found by Bill McConnell, owner of *Merrimac*. The McConnells have cruised the Great Lakes, New England and the waterways of Ontario and Quebec in Canada—over 2000 hours in all. He considers his engines "nicely broken in."

GB 49-11 *Seri Ampanagan*

JURONG, SINGAPORE



American Marine President Bob Livingston is shown with Datuk (light shirt) and Datin Lim Chong after the launching ceremony of their new boat in Singapore. Also pictured is Laurence Tay. Datuk Lim plans to cruise the length and breadth of both Malaysian coasts. Home port will be in Selangor, Port Klang.

GB 42-398
Crisna 2

MALLORCA, SPAIN



Members of the Soriano family are shown gathered on board *Crisna 2* during a vacation cruise. Previously owners of GB 32-330 *Crisna 1*, the Sorianos cruise to the Balearic Islands each summer and report seeing many other Grand Banks from all over Europe in this beautiful part of the world.

GB 32-695
Angeleyes

JURONG, SINGAPORE



Mr. Leif Sjöholm with two of his four daughters, Sophie (center) and Louise shortly before the launching of their GB 32 at our plant in Singapore. The Sjöholm family, native Swedes, has been living in Singapore for several years. The boat is named for the hit song by ABBA, a Swedish singing group.

GB 42-724
Cap Corse

OXFORD, MARYLAND, U.S.A.



Shortly after the traditional christening ceremony on board *Cap Corse*, owners and friends posed for the camera. Mr. Giles Gianelloni became a new owner with the help of the Oxford Yacht Agency.

GB 49-8
Charley Jones

FT. LAUDERDALE, FLORIDA, U.S.A.



The old and the new. Mr. Tom Kent of Newark, Ohio recently moved up from a GB 48 to a GB 49. The same two-masted style of his 48 was adapted to his 49. *Charley Jones* will winter in Florida and cruise northern waters come springtime.

Catalina Winter Weekend

Story by Bob Phillips



Raucous at anchor in Emerald Bay

Santa Catalina Island, named after St. Catherine of Alexandria, is the most talked about and popular of the Channel Islands in Southern California. It's been the location of many Hollywood movies, gold seekers, and smugglers and the home of the long-extinct Catalina Indian. Since 1542, when Don Juan Rodriguez Cabrillo, a Portuguese navigator, discovered the island, Catalina has been a haven for the weary traveler. Centuries ago Spanish galleons found refuge from pirates, but today Southern California boaters seek refuge from the freeway and hustle-

bustle of our fast-paced life. Its proximity to the mainland—26 nautical miles from Newport Beach, 34 miles from Marina Del Ray and 60 miles from San Diego—makes it a very popular stopover for boaters.

The Hendersons, owners of *Raucous*, GB 42-616E, a Europa, invited this writer, his wife Pat and two sons, Matt and Jay (aged 11 and 12) on a weekend cruise to Catalina. Dell, a pilot for United Airlines, and his wife Judy enjoy cruising Southern California waters and are frequent visitors to the island.

The west coast of North America had been hit with a series of winter storms and it looked as if the planned weekend would never become fact. However, as the chosen weekend arrived so did sunshine, clear weather and calm seas. We left Long Beach Marina at 0900 on February 9th and set course for the city of Avalon, located on the landward side of the southern end of Catalina Island. After a smooth cruise across the San Pedro Channel we had no problem finding an empty mooring. This would not be the case during the summer months. Less than ten minutes after we tied up, Dell had both his dinghys, one a Boston Whaler and the other an Avon inflatable, in the water with outboards rigged. Judy and one of the boys went fishing for sand dabs in the Whaler while the rest of us took the Avon into town for a stroll through the shops and galleries of Avalon, the center of population





Dell and Pat stand overlooking Two Harbors



A team photo: L to R Pat Phillips, Matt Phillips, Dell Henderson, Jay Phillips and Judy Henderson

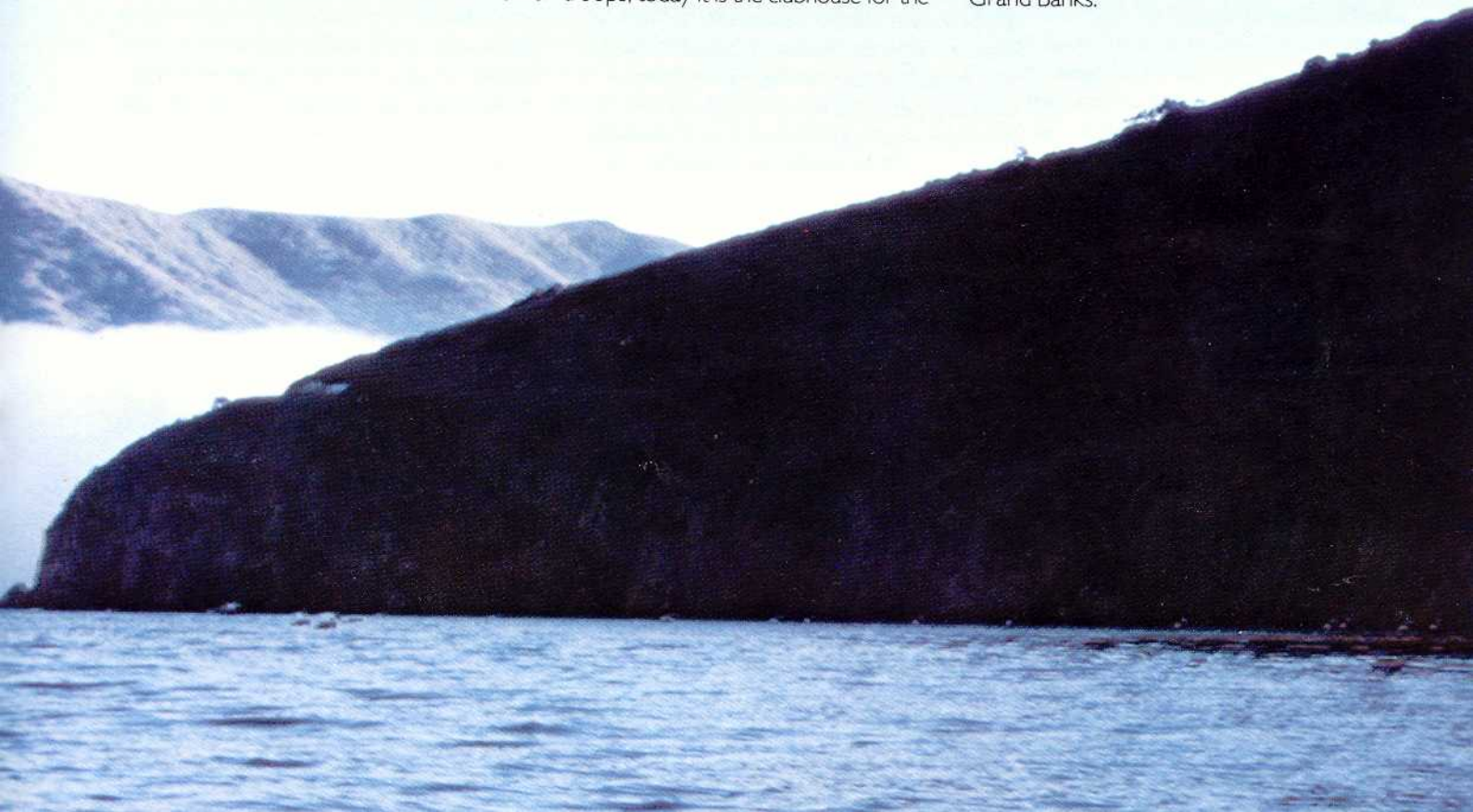
on Catalina. A year-round population of 1800 swells to 10,000 on summer weekends. Avalon is rich in history. From the large Wrigley mansion on Mt. Ada overlooking the harbor at the southern end to the Casino at the northern end, there are many sights to see.

On Sunday we left Avalon and cruised about three miles south of the island and fished for sand dabs and rock cod. Matt asked if he could use a fishing rig he had brought along, but then decided to stick with the Hendersons' pole when he realized he was about 350 feet short of the required 400 feet of line needed to reach the bottom. With the help of Dell's sounders we made some hits. Though it's work hauling in cod from 400 feet it's also rewarding as a tasty meal. After a few hours we cruised back to Emerald Bay, passing several California grey whales along the way. At anchor in Emerald Bay we cleaned our catch using the extended swim platform on board *Raucous*. After eating lunch we cruised on to Two Harbors for our evening anchorage. Two Harbors is so named because a small isthmus about $\frac{1}{2}$ mile wide is all that separates the landward side of Catalina and Cat Harbor on the Pacific side. We went ashore and made the short hike from shore to shore.

On the hike we passed one of the oldest buildings in the western United States. During the Civil War it was used to house a company of Union troops; today it is the clubhouse for the

Catalina Island Yacht Club. When we got to Cat Harbor on the other side a heavy fog was lying over the entire harbor and we could see no more than 50 yards. As evening came, the fog rolled slowly over the isthmus and soon we too were enveloped by the mist. However, the fog didn't hurt the taste of the steaks we barbequed on the aft deck of *Raucous* later that night.

Monday morning came clear and bright. It was time to head for home and Dell gave Matt and Jay a lesson in seamanship. Dell walked and talked them through the starting of the boat, casting off, and setting course for Long Beach. The lesson did not end until the boat was tied up back in Long Beach—the patience and knowledge of Dell enabled Matt and Jay to take *Raucous* right into her slip at Long Beach Marina. It was a great ending to a great winter weekend at Catalina Island—another part of the world of Grand Banks.



CHARTER

Grand Banks Available For Charter Out Of Sarasota, Florida

Grand Banks yachts are at home in a community that is a colorful composition of culture, leisure and arts. This theme is carried out through the Hyatt Sarasota Marina where Chitwood Charters is located. Situated within the downtown and cultural center of the community, the marina is adjacent to a new, modern library and the renowned Van Wezel Performing Arts Center, which is dramatically designed as a sea shell and draws national and international talent. The Florida West Coast Symphony Orchestra and Sarasota Civic Center form the balance of this waterfront complex. Chitwood Charters, featuring the Grand Banks for captained or bareboat cruises out of the Hyatt Marina, completes this cultural composition on tranquil Sarasota Bay. Sarasota is easily accessible through its newly designed airport that is serviced by four major airlines.

Sarasota Bay, twenty miles south of Tampa Bay, is protected from the Gulf of Mexico by the barrier islands—Longboat Key, Lido Key and Siesta Key—which are interspersed by two gulf-to-bay inlets, both leading into downtown Sarasota via the Intracoastal Waterway. This area, if you will notice, is the inside cover to *Chapman's Piloting, Seamanship and Small Boat Handling*. Chitwood Charters is located in the Hyatt yacht basin due east of Marker #12.

The connoisseur will appreciate the close proximity of accessible waterside restaurants and lounges. At the northern end of Longboat Key is the famous Buccaneer Restaurant Marina. A salty seafood restaurant known locally as Moore's Stonecrab, is a few minutes further north. A dockside pen is the home of GiGi, the pet porpoise who "communicates" with people on the dock by its own language of whistles and bleeps and that universal language, a big smile.

For the southbound yachtsman, less than a day's journey will take you into the fabled waters of Charlotte Harbor and the Pine Island Sound, which is a seascape of clear water, white sand and shell-laden islands with lush subtropical vegetation. Some of these islands were once the sanctuary retreats of Caribbean pirates. Gasparilla, a large island forming the north shore to Boca Grande Pass, which is now famous for tarpon fishing, is named after Jose Gaspar, a notorious pirate who reputedly kept women in bondage on Captiva Island (hence the name) to the south.

The southwest coast of Florida offers a wide variety for the cruising yachtsman, from

the plush marina at South Seas Plantation on Captiva Island to the quaint island marina at Cabbage Key and its "Dollar Bill" bar. South Seas Plantation has complete marina facilities and million-dollar yachts are common at this island paradise. With 18 tennis courts, swimming pool, bicycle rental, jet skis, golf course and miles of ever-changing beaches, this resort deserves more than a casual stopover!

Departing southward from South Seas, you will pass the verdant Sanibel Island, known worldwide for its exotic shelling, and onward to the "navigational crossroads" near Ft. Myers, which was the home of Thomas Edison.

From Ft. Myers, the Caloosahatchee River meanders inland, leading into the Okeechobee Waterway, which crosses the state of Florida and exits at the east coast and the Atlantic Ocean at St. Lucie Inlet.

The captain's other option at this pivotal point is to depart Ft. Myers through San Carlos Bay and sail southward past Naples, Marco Island and the intricate Ten Thousand Islands area toward the emerald-like islands of the Florida Keys.

Whether it be the bountiful cruising waters, the posh marina resorts, the quaint island retreats or a private fantasy in a blue lagoon, you will be able to fulfill your dreams in this cruising wonderland.

Chitwood Charters has provided Grand Banks admirers the opportunity to see this beautiful west coast of Florida via the Grand Banks. These Grand Banks have been completely outfitted with quality merchandise to please the most discriminating yachtsman. You are invited to "make your own memories" aboard the little ship, Grand Banks...the luxurious way to see sunny Florida!

For information, write or phone:

Chitwood Charters, P.O. Box 4075, Sarasota, FL 33578. Phone: (813) 957-1530

SAILBOATS, INC. *Newest GB Dealer*

Sailboats, Inc. of Excelsior, Minnesota, a long-time dealer for C&C sailboats, recently added the Grand Banks line to its sales operation. Jack Culley, owner of the company, is optimistic about the addition of Grand Banks to complement his previously sail-oriented business.

Sailboats, Inc. will have several Grand Banks available for charter during the '82 season. Jack welcomes GB owners from around the country (and world) who may want to charter a Grand Banks on beautiful Lake Superior to give him a call or drop him a line. There is no better way to see this unspoiled part of North America than on a Grand Banks.

The charter business is nothing new to Sailboats, Inc. They have managed a charter fleet consisting of C&C sailboats for the past ten seasons, and for 1981 boasted a fleet of 70 boats operating out of two locations on Lake Superior and one



on Lake Michigan. They also manage the new Barkers Island Marina complex in Superior, Wisconsin. Currently under construction on the site is a new Raddison hotel. For further information contact Sailboats, Inc., P.O. Box 412, Excelsior, Minnesota, U.S.A. 55331. Phone (612)474-5156.

COMMUNIQUE

Essex, Connecticut to Catawba, Ohio

Thirty-six locks, 17 lift bridges, and 850 miles of river, canal and lake was our introduction to Grand Banks cruising—in fact, to big-boat operation. Needless to say, it was an exciting 12 days with our share of tense moments, but we arrived at our destination safely with only two or three minor scratches on our beautiful new GB 36. It was a thoroughly enjoyable trip and one that convinced us that we had made a wise choice of boats. We could not wish for a better answer to our interest in the cruising life. We appreciate all the features of the GB after only a few weeks and we sing her praises whenever we have a chance.

We picked up *Toujours*, hull no. 614, on June 1, 1980, after careful commissioning by Fred Brooke of New England Yacht Sales in Essex, Connecticut. We started our trip in Essex with a boat made thoroughly ready by meticulous consideration to details. Fred and his crew are top-notch and deserve commendation. He insisted that *Toujours* be as perfect as possible and his personal attention proved its worth since we made our journey without any mechanical or electrical malfunction. As new boat owners many miles from home, we appreciated the pristine condition and first-class commissioning.

We were headed for our permanent mooring on Catawba Island near Port Clinton, Ohio, right in the heart of the Lake Erie Islands. Our course took us from Essex, Connecticut, down the length of Long Island Sound, through New York City Harbor and up the Hudson River. At Troy, New York, we began our canal experience through the New York State Barge Canal to the Niagara River. Then on to Lake Erie and West along the length of the lake to Catawba. Fortunately, the weather during those first two weeks in June was generally good for cruising in a narrow canal. Bright and sunny, but not too hot. Several nights, however, the temperature went down to 38°F. Our Espar diesel heater proved to be a Godsend. It made our home-away-from-home cozy and warm. I can recommend this addition to anyone who cruises in cold weather. Operating on the same diesel fuel as the engine, it makes keeping warm as effortless as if you were at home and extends the boating season months on both ends.

For those of you who plan a locking trip, we recommend that you plan for good bumpers or fenderboards. Vertical boards fitted to the shape of the hull extending beyond the rub rail are essential—we also bought feed bags filled with hay and hung them on both sides since you could never be sure which side the lockmaster would direct you to.

Some lock walls are very rough, others quite smooth—but all seem to be dirty and slimy. A pair of inexpensive canvas gloves are useful for each member of the crew. These locks did not have floating bollards so we rigged a slack, 1/2" line from the bow to the stern on each side so that we could use the slack to secure to the lock-wall ladder amidships. A member of the crew was stationed forward and aft to keep her off the lock walls. As long as the lock operator opened the lock valves slowly and evenly, this system worked well. A friendly chat with the lockmaster helped assure this and we tried to talk to each one when we entered the lock.

If we were to make another canal journey of this length again, we would add a CB radio to our equipment since we found that no one monitors the VHF Marine channels on a long overland canal. Since it is always reassuring to be able to contact help when needed, it seems to us to be a worthwhile addition.

We're glad to be a part of the Grand Banks family and look forward to many more miles of long-distance cruising.

Marjorie & Jack Lamprecht
Gates Mills, Ohio, U.S.A.

After forty years of owning sailboats we have made the planned-for switch to trawlers—and have purchased a GB 32-396. While we are waiting for the water here in the Great Lakes to turn soft again, we are studying the few copies of **American Marine News** that came with the boat and have written Grand Banks Yachts Ltd. in California for a set of Grand Banks name boards and Grand Banks Yachts Ltd. in Connecticut for a pen-and-ink drawing and requesting a subscription to the **News**, as well as any back-issues which might be available.

The purpose of this letter is to inquire into two technical areas—steady sailing and auxiliary power. Does American Marine sell sail and sail hardware kits? If so, what is the cost? I assume you do not provide this material and the real question in my mind is whether in your experience the sail is practical or not. I realize it will not propel the boat alone, but will it assist the engine appreciably with the wind aft of the beam? Will it reduce rolling appreciably? In a nutshell, is the sail a good investment?

In regard to auxiliary power, you mention in the Communique column of Volume 9 No. 3 of the **News** that you know of one GB that uses an outboard motor as auxiliary power. Could you

please send me the details that you say "were given in the last Newsletter" (but not Vol. 9 No. 2). Interestingly, the boat we purchased came with a 15-hp. outboard and a removable bracket on the swimming platform which the previous owner reports provides a 3-knot cruising speed.

John C. Purcell
Grosse Pointe Shores, Michigan, U.S.A.

Dear Mr. Purcell:

We thank you for your letter and welcome you to the Grand Banks fleet. Carleton Mitchell once told us that we were the first company to make power boats respectable for sailors and many people like yourself have purchased a Grand Banks when beating to windward in a head sea has lost its charm.

A steady sailing will have very little effect on the speed or efficiency of the boat itself. It may help cut down on any rolling you may feel your boat is subject to in a beam sea. Some people feel the sail accomplishes this well, while others say it really doesn't help. A steady sailing will help cut down on the swinging of the boat while she sits at anchor by keeping the bow pointed into the wind.

*On page 8 of the **American Marine News**, Volume 9 No. 1, you will find the letter by Mr. G.W. Bewley regarding the outboard engine attached to the swim platform. Still another method of providing emergency power to a single-engine boat is through the use of a generator as auxiliary power. The Faryman Diesel Division of Engine Technology, Inc. has come up with a "Trawler Hauler" which feeds power to the shaft from a 6-kw. generator through the use of hydraulics and belt drives. In a test using a Grand Banks 36, the unit provided a speed of about 3 1/2 knots (see **Yachting**, April 1980). You can contact the company for more information at the following address:*

*Faryman Diesel Division, Engine Technology, Inc.,
1592 Hart Street, Rahway, New Jersey 07065*

Thanks for taking the time to write.

We own *Fia Fia*, GB 42-333, a Europa, which we believe is the last Europa built in wood. We have a question that perhaps you can assist in. Our boat was purchased originally by the GB dealer in Seattle, Washington (we are the second owners). Needless to say the boat was and is outfitted with the best equipment, including the electronic console designed to be manufactured by AM Marine in the early 70's. Is there anyone who services this equipment? If so, we

would appreciate their name(s).

We are pleased to say our boat has just been refinished, runs beautifully and draws an admiring crowd wherever we take her—as I am sure all Grand Banks do.

Again, thank you for any assistance in the past and/or future.

Jack & Gloria Bookter
Seattle, Washington, U.S.A.

P.S. We would appreciate hearing from the owners of the six other wood-hull 42 Europas. Perhaps your readers would respond.

Dear Mr. & Mrs. Bookter:

You own a rare Grand Banks. Congratulations!

Unfortunately, we know of no one in your area who has any specific knowledge on the electronic console in your boat. We had service people available when we had our company dealerships, but we closed those operations some time ago. Sorry we can't be of more help.

I own GB 42-46, an old-timer. She has three cockpit hatch covers. The two outboard have hinges on the outboard side; the center simply lifts out, while there is a drain gutter around the perimeter of the opening. There is no way to prevent water from entering the lazarette at the leaf at the center hatch covers.

The lazarette contains a diesel tank which has a stainless steel water tank on each side. The diesel tank has rusted and corroded to a point where it must be removed and replaced. That fuel tank has been turned off because I am hesitant to allow any diesel from it to enter the engines.

Do you have any suggestions or recommendations on how I should proceed in this matter, and how I can prevent the situation in the future?

C.J. Keenan
Avenal, California, U.S.A.

Dear Mr. Keenan:

On our current boats, we fit a removable gutter made of brass which drops into notches cut in the edge of the fiberglass gutter which goes around the hatch opening. This removable gutter catches the water which drips through the hatch joint and guides it into the main gutter.

It would not be easy to do this on an existing wood boat because of the limited depth of the gutter. However we believe it would be possible. You

should note the following points:

- 1. The top of the removable gutter should be level with the top of the existing gutters.*
- 2. The existing gutter will have to be notched to accept the removable gutter.*
- 3. The removable gutter is 1/2" deep, but could be reduced to 3/8" if you have problems with the height.*
- 4. The removable gutter has a web spot-welded to its underside. This is not necessary if you can keep people from stepping on it when the hatches are open.*
- 5. You may have to deepen the existing gutters.*

I hope these suggestions will help to cure the problem. Please contact us again if you need further help.

Our dealer in Belgium, North Sea Marine, sent us these comments and suggestions.

I read in the **American Marine News**, Vol. 11 No. 1, the remarks from Mr. Richard E. Klein, Arnold, Maryland and I would like to tell him my experience on this subject on the Grand Banks.

I am working since 1969 on the Grand Banks and all other wood or fiberglass boats and I always mounted the protection zincs on the transom under the waterline with 2 bolts in stainless steel which are bonded on the internal side of the hull. We always fix the head of the bolt at the internal side with a washer; between the washer and the fiberglass we put silicone putty. On the external side we position another washer with silicone and a nut which tightens the bolt. Then we fix the zinc with two washers and a third nut. In this way, it is possible to change the zinc when necessary without demounting the bolt and consequently without having to haul the boat.

On the other hand, when we mount the zinc on the transom, it is very easy to control its wear condition.

As already said, the electrolysis problem is really very complex and is most of the time caused by a neighbor or by a steel pontoon.

In the past I have noticed on unprotected Grand Banks little holes in the propeller blades and in the shaft near the main strut after two years. It is a question of corrosion caused by cavitation and rubbing of the water on the blades.

I think these explanations could help all Grand Banks owners and in my opinion the anodes should always be mounted. It is also of importance to measure with an ohmmeter if the contact between the zinc anode and the propeller is good.

GRAND BANKS

A Model Ship



Commander Benson and the model of *Carousel I*.

The classic look of the Grand Banks often makes it the subject of photographers, painters and, of course, boating enthusiasts. Over the years another type of hobbyist has also taken notice of Grand Banks—model shipbuilders.

All types of models have been made, some large, some small, some floatable and some for display only. One of the nicest we've found was built for Mr. Bud Snite of LaJolla, California, the owner of GB36-547, *Carousel I*, by Bill Benson.

Mr. Benson, associated with the Maritime Museum Association of San Diego, has been building all kinds of ship models for pleasure and profit since the late 1930's. Amongst his many projects have been tank testing models of inter-

national racing yachts and 12 Meter yachts for America's Cup hopefuls. A retired Navy commander, Bill began to develop his interest and vast knowledge of ships as a youngster living in Baltimore, Maryland. His father was fascinated by ships and often took him along to visit the large ships that berthed in Baltimore. Bill started building models from kits and was soon making the models from scratch.

Bill has degrees in both political science and marine engineering, but throughout his studies model shipbuilding remained his hobby. He joined the Navy in 1946 and served aboard submarines until 1962. He remained in the Navy until 1972, when injuries from a 1968 helicopter crash in Vietnam (after being shot down) led to his disability retirement.

Bill's vast knowledge of marine engineering, stemming from both his lifelong obsession with ships and his studies, is evident in the Grand Banks 36 model he made for Bud Snite. The detail work is superb. The deckhouse door on the starboard side opens, the aft cabin hatch and doors are functional, and the bimini top even folds down! Inside, many of the drawers open and close, and Bill reproduced in miniature the special cabin light the Snites have hanging over their table in the main saloon.

The AMERICAN MARINE NEWS thanks Commander Benson for his photos and help in putting this article together. Some of the information was adapted from an article entitled "Model Shipbuilder Lives His Dream" by Mitch Himaka which appeared in the January 12, 1975 edition of the *San Diego Union*.



The real *Carousel I* with the Snites aboard.



Another sample of a GB 36 model. This rendition, also very detailed, was on display during the Motor Boating and Sailing Trawler Rendezvous held last summer in Newport, Rhode Island, U.S.A. It is a model of the *Joshua B*, 36-174.



A close-up shot of the port side of *Carousel I*. Is it the model or the real thing? Not so easy to tell, is it?

LAZARETTE

Custom Corner



Lucky Timber III, GB 42-387, highlights the custom corner. Owned by Dan and Fean Martin and berthed in Annapolis, Maryland, U.S.A., modifications have been made to the main saloon.

Last winter the Martins removed the L settee and hi-lo table and paneled the exposed area with teak. They added a small couch, two chairs, and a good-sized footstool. The top of their freezer now serves as a TV table next to the bar



unit. The Martins report the new arrangement more comfortable, though they did lose the storage space of the settee.

Have you made changes to your Grand Banks? If so, we'd like to know about them. Please send a description of the change and glossy photos to our U.S. address on the inside cover. Be sure to include your boat's name, model and hull number.

American Marine President and Family Cruise to Tioman

For the past six years Bob Livingston, President of American Marine (S) Pte Ltd., and his family have been spending Easter week in East Malaysia on board a Grand Banks near the beautiful island of Pulau Tioman.

This past year the cruise was made on a GB 42 Europa named *Amber Cloud*. The weather was perfect for cruising and held right through the week. Several years ago very few Grand Banks cruised this area, but this past year seven were seen during the holiday week.

This year the fish were biting. Bob Livingston, however, was able to catch nothing but the kind abuse of other fishermen, despite the fact that seven other people caught a combined total of



53 fish in one day. What he was able to catch was this picture of *Capricorn*, a GB 42 Europa, hull number 692. She is owned by Mr. Ong Beng Seng of Singapore.

Letter



The following letter was sent to us by Bill and Rebbie Bates of Huntington Beach, California, U.S.A.

We thought you might be interested in hearing about some of your most "senior" products.

In August 1980, three Grand Banks 32s traveled together from their home port at Sunset Aquatic Marina, Sunset Beach, California, to Santa Cruz Island, California. The boats were *Lady Jean*, GB 32-42, owned by Jack and Jeanie Mitchell; *Rebozo*, GB 32-64, owned by Bill and Rebbie Bates; and *Daddy's Playpen*, GB 32-89, owned by Perry and Lenore Cooley.

Back in the summer of '79, *Rebozo* and *Daddy's*

Playpen made a 1421-mile round trip from their home port in Sunset Beach to the San Francisco Bay area and then into the Sacramento-San Joaquin Delta region. The boats ran without even minor problems during the entire two-month journey. During the trip we encountered a large group of Grand Banks owners who apparently meet every year at Steamboat Slough, near Stockton, around the Fourth of July.

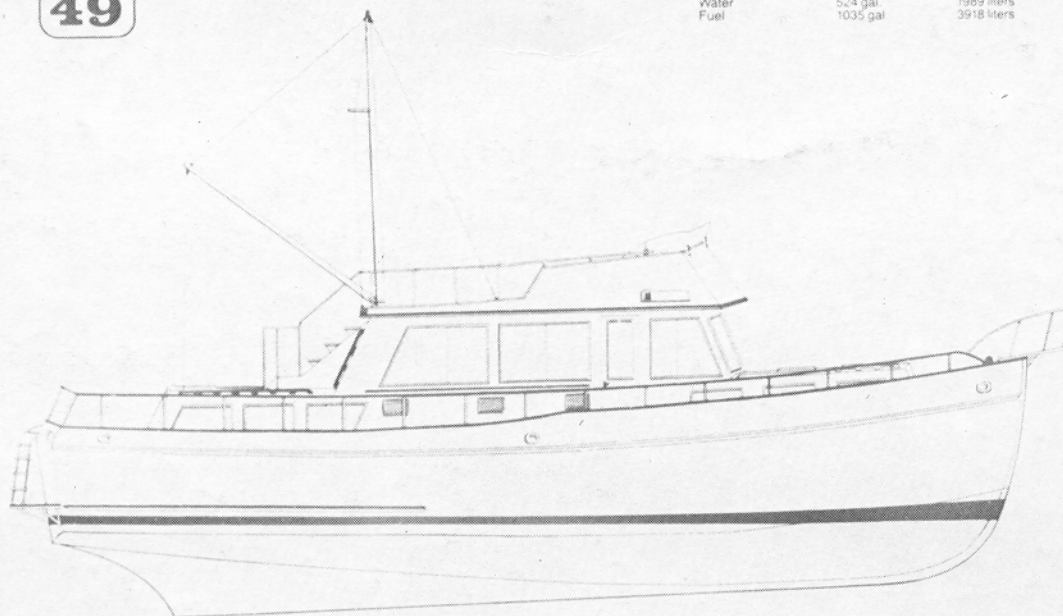
We recently attended the Los Angeles Boat Show. The GB 42 shown by Stan Miller Yacht Sales was one of the best boats at the show. It's nice to own class.

GRAND BANKS.

**GB
49**

Specifications

LOA	50' 6"	15.39m
LWL	48' 1"	14.66m
Beam	15' 5"	4.71m
Draft	5' 2"	1.57m
Estimated Displacement	60,000 lbs	27,216 kg
Water	524 gal	1989 liters
Fuel	1035 gal	3918 liters



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