



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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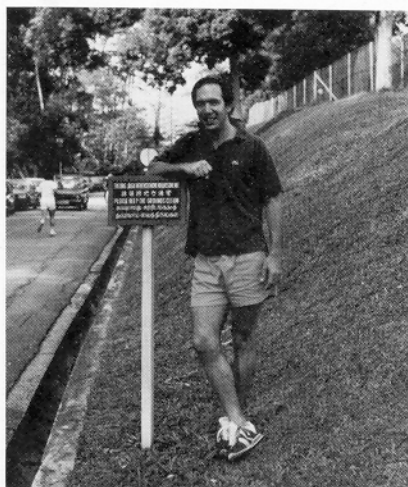
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Cover: A GB36 at anchor in one of the inlets of the Hawksbury River, just north of Sydney, Australia.

PROFILE *Rick Loh*

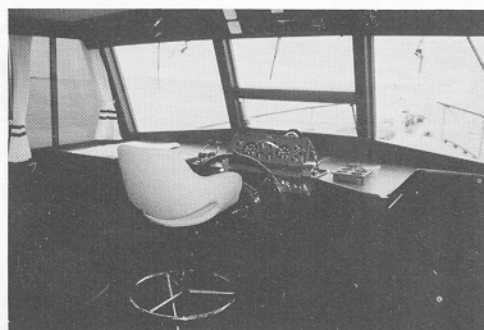


Rick Loh is our marketing representative on the East Coast of the United States. A 1975 graduate of New England College in Henniker, New Hampshire (B.A. Economics), Rick spent two years on the admissions staff at NEC and was a sales representative with Procter and Gamble before joining the crew at American Marine in the Fall of 1978. In addition to his primary job of trying to keep Eastern U.S. dealers and boat owners happy, Rick helps coordinate our advertising program and edit each issue of the AMERICAN MARINE NEWS. Rick pursues various recreational activities when not promoting the virtues of the Grand Banks.

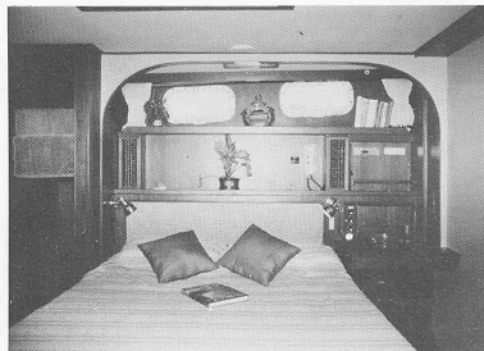
GB49 PILOTHOUSE

The first GB57 Pilothouse (stretched 6 feet) from the original 49 had its launching ceremony recently in Singapore. The proud owner, Mr. Raymond Lum was on hand to break the champagne bottle and christen the boat. Named after his favourite niece, "Wen Kay" will be the weekend retreat for Mr. Lum and his family.

*Mr. Raymond Lum christening
"Wen Kay" in American Marine
Singapore*



Interior of Pilothouse



*Equipped with a pair of JT 6V-92TI 530 HP engines,
the boat achieved a service speed of 20 knots*

BEACHCOMBING

GB 36-227 *No Salt*

Newport Beach, California, USA

Maricho and Larry Hamilton, members of the Newport Harbor Yacht Club, keep a clean ship and were recently rewarded for it. *No Salt* won a sweepstakes award in the "power under 40 feet" category on opening day in 1982 at NHYC. In 1983 *No Salt* was the official vessel of the Pasadena Tournament of Roses and the Hamiltons are shown with Bob Kawashima and the lovely "Court" he selected for the '83 Tournament of Roses.



GB 42-832 *Excalibur*

Norwalk, Connecticut, USA



Mr. and Mrs. Robert Mills of Connecticut stand proudly next to GB 42-832, *Excalibur*, shortly after she arrived from Singapore. Long time boaters, the Mills selected the turbocharged Caterpillar 3208s as power. The new 42 is being commissioned for the Mills by Norwalk Cove Marina.

GB 36-162 *Tai-Pan*

San Diego, California, USA

TAI-PAN is pretty in this photo and there's a story behind her beauty. Prior to her purchase in June 1982 by Mr. and Mrs. Phil Bramsen *Tai-Pan* had been neglected. Among other problems, she was covered with mildew inside and out and the Bramsens had her completely stripped and redone. They report all is now "ship shape" and their only regret is living 400 miles from where they keep *Tai-Pan*! The Bramsens live in Mesa, Arizona.



GB 36-302 *Marie B*

San Diego, California, USA



The Johnson family of San Diego has plenty of GB experience to boast about. Their first GB, 32-62, was purchased in 1970 and served them "faithfully" for 28,000 miles. Avid fishermen, the Johnsons have travelled 36,000 miles in GB 36-302 since 1976 and in 1982 caught the 2nd and 3rd largest tuna taken in the world during the year. Also to their credit was the first Marlin of the 1982 season. They are members of the Marlin Club in San Diego, California.

GB 42-106
Aphormi
 Antibes, France

Antibes is the home port of this well maintained vintage GB42. Owned by Mrs. Dorothy Skene, she is a 1969 model and is very well equipped. Mrs. Skene has been living aboard for the past few years and may be interested in selling *Aphormi*. Her contact is Aphormi, c/o the Captainery, Port Vauban, Antibes 06600, S. France.



GB 36-678
Aria
 Norwalk, Connecticut, USA



Mae Caruson (in slicker) watches as her new GB36 is prepared for launching at Port Neward, New Jersey after arriving from Singapore. Jim Gardella, President of Norwalk Cove Marina supervises the activity. The New GB captain, Mr. Enrico Caruso, took this photo. This was the first of five GB's Norwalk Cove will deliver this summer, their first as a GB dealer.

GB 42-819
Thalatta
 Athens Greece

Thalatta, GB42 Motoryacht is featured here around the picturesque backdrop of the Island of Hydra. George and Marilee Kyriazakos, the Grand Banks dealer in Greece cruise here often and uses Thalatta as their demo boat and home away from home.



GB 42-782
Grand Slam
 Los Gatos, California, USA



After taking delivery of their new 42' Grand Banks "Grand Slam" in Seattle, the Wilsons headed out for the San Juan Islands.

They then decided, like all proper boaters, they would be married. And, on May 31st, 1982 were pronounced man and wife aboard their boat in La Conner, Washington. On Sept. 4th they headed south to Alameda, California near their home and spent much of a rainy San Francisco winter outfitting their boat for bigger and better cruising.

THE PERSONAL TOUCH



LION'S DEN in a remote and peaceful anchorage.



Control console with removable helmseat and space for future radar.



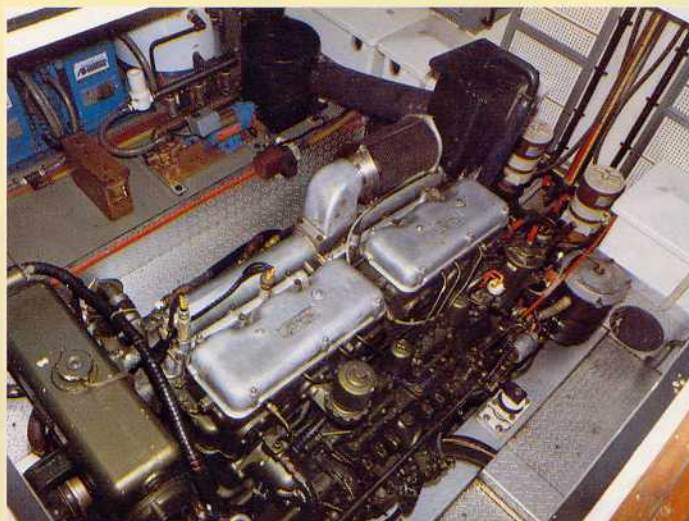
Flying bridge with twin swivel chairs, table and slatted back-to-back seats.

Our Technical Director, Tony Fleming, has been with American Marine since before the introduction of the Grand Banks so when he went ahead with a long standing dream to build a personal boat he had many years of GB experience behind him.

The full list of special features is much too long to describe in full but we thought that perhaps our readers might be interested in some of the details of this unique Grand Banks.

Tony wanted a boat capable of making extended journeys to remote areas which meant that the range would have to be extended to allow safe passage over large open stretches of water. The boat also had to have all the facilities needed for comfortable living aboard for extended periods of time. Quietness and smoothness were of paramount importance so (to use his own term) Tony went overboard in this respect in order to test all the techniques and theories even though some of them might not be practical to implement on an everyday basis.

Because of family requirements, Tony needed three separate staterooms and, in a GB42, this meant the automatic selection of the Motoryacht model. A minor modification to the design provided the facility of a small utility room large enough for a washing machine, pantry storage and a place to hang wet clothing where it could drip-dry with adequate ventilation.



*Gardner engine in lordly splendour.
Fuel tanks run full width aft of engine-room.*



Desk in owners stateroom with tiles, leather top and chair which doubles as helmseat.



After mast with look-out platform.

After much careful consideration, Tony elected to go with single screw with its advantages of reduced installation and running costs, reduced noise and vibration, simplified maintenance and, most importantly, greatly improved propeller protection. Against these, Tony weighed the need for a higher degree of boat handling skills and the lack of back-up provided by a second engine. He covered his options on the matter of reliability by choosing a 6LX Gardner engine for the main power unit (described by Robert Beebe in his book "Voyaging Under Power" as "a famous English engine legendary for its quietness and reliability") backed up by a Faryman powered Trawler Hauler. This unit, which is assembled by Engineering Technology of New Jersey, drives a 6KW alternator as well as a hydraulic motor turning a small wing propeller capable of driving the boat at around 3½ knots.

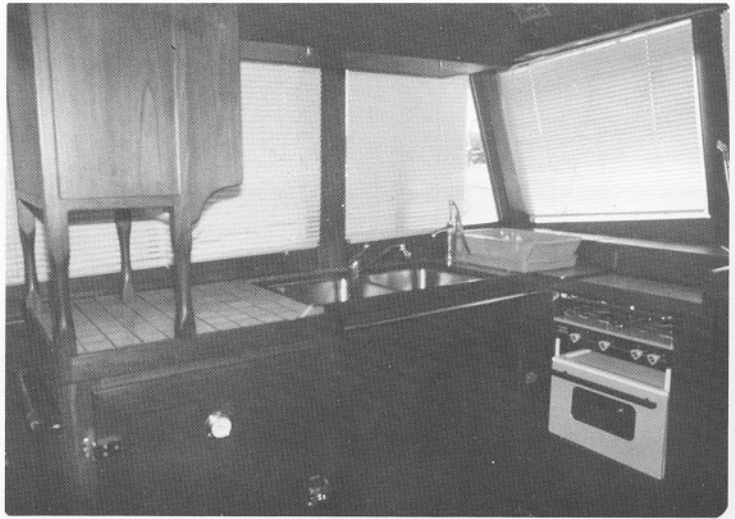
The Gardner is mounted on massive engine beds using Swedish-made Scatra mounts and propeller thrust is absorbed by a thrust bearing. This arrangement, which also incorporates a highly flexible coupling, eliminates virtually all vibration. The engine room is fully lined with lead/foam sound insulation and all access hatches are fitted with neoprene gaskets and latches. The result is a boat which is so quiet as to be uncanny and, under all but the most silent of environments, it is difficult to be sure that the engine is running without consulting the instruments. All the overheads, hull-sides and even exhaust hoses have also been cocooned in fibreglass insulation.



Saloon with oval table and Danish lamps.



*Anchor platform with twin rollers.
Note outlet for remote windlass switch*



*Galley with double sink, tiled counter-top
and overhead dish lockers.*

A total of 960 US gallons of diesel is carried in two fuel tanks made of marine aluminium. The fuel system has duplicate Racor filters each of which can be isolated from the fuel system independent of the other. Also incorporated is a fuel stand-pipe which allows precise measurement of fuel consumption at any time while underway.

Carleton Mitchell once told Tony that, in his opinion, successful cruising depended upon proper solutions to the twin problems of anchoring and refrigeration. For a true cruising boat there is only one real answer to refrigeration and that is the use of eutectic holding plates. However these systems are always expensive and all manner of pitfalls lie in wait for the inexperienced. The unit selected by Tony has a large capacity engine-driven compressor which, with properly matched components, reduces pull-down time to a minimum. The temperature in the refrigerator is controlled by a pressure-sensitive valve while the freezer just goes on getting colder for as long as the equipment is running. This arrangement does away with the need for thermostats, relays and solenoids eliminating the most common sources of trouble. The refrigerator compartment has one large holding plate and, in the Singapore climate, holds at 10°F for a minimum of 24 hours. The 5 cu ft freezer, located under the forward vee-berths, contains three holding plates plus a series of exposed tubes similar to those found in a conventional shore-side freezer. These tubes have no hold-over capability but greatly assist in chilling the contents of the freezer while pull-down is underway.

As to the matter of anchoring, a special anchor platform was developed which has rollers for two anchors. The main anchor is a 20 kg Bruce connected to $\frac{3}{8}$ chain. It is self-launching and self-stowing with controls at both stations as well as at the foredeck. Incidentally this anchor platform, which is made of fibreglass trimmed with teak, is now available as an option on other models of Grand Banks.

Flopper-stopper rig has not been installed but provision has been made for it to be added later. The hull and superstructure have been very heavily reinforced to withstand the massive reversing loads imposed by this equipment. The after mast has been especially strengthened and combined with a frame doubling as a mount for a yet-to-be-installed radar scanner. It is topped with a teak-grating platform which makes a great high altitude look-out platform.

We have to be specific when referring to the masts on this boat because it is one of the very few GB's which have more than one. When asked the reason for the

second mast, Tony could only say that he prefers the look and, being a not-entirely-converted rag-man, he likes to see a mast and some rigging in front of him when at the wheel!

The flyingbridge too has not escaped the winds of change. Seeking comfort for the anticipated long hours on watch, Tony installed a pair of swivel seats for the helmsman and his partner. The usual back-to-back seats have been retained but moved further aft and contoured with teak slats to do away with the need for plastic cushions. Immediately aft of the helmseat is a table large enough to accommodate a full-sized Admiralty Chart. The table has folding leaves cunningly designed to provide lee-rails when down but leaving an obstruction-free top when up. There seems to be two schools of thought about whether it is possible to navigate when facing aft. After trying it for himself on a recent shake-down cruise along Malaysia's East Coast, Tony says that he finds it a very practical arrangement.

He also agrees with Carleton Mitchell's philosophy that it is the little things that count and that a properly equipped cruising boat should represent the very best in taste and refinement. He feels that cruising should be something which should be done in civilised surroundings and not require the wearing of a hair shirt. The interior treatment reflects this philosophy. All counter tops in the galley and heads are tiled and the desk top in the aft cabin is dressed with hand-tooled leather from England. The galley is equipped with a gas cooker and microwave oven, the settee cushions have underspringing and the salon windows are fitted with custom-made louvred blinds which keep out the sun but permit ventilation. The helmseat is an ingenious affair comprising a swivel chair whose support folds away while the seat itself becomes available for another function.

Tony has scoured the world for best available and the list is impressive. Engine from England, transmission from the USA, coupling from Sweden, stuffing box from France, windlass from Italy, spars from Australia, instruments from Germany, stainless steel from Japan, teak from Burma, interior lamps from Denmark. The list is almost endless but — of course — most important of all was the skill contributed by the craftsmen of Singapore who dovetailed all the pieces together.

The final result is a boat that is quite unique because so many of its features would be quite impractical to duplicate in a production boat. Tony is very satisfied with the way in which she has turned out and he has only one reservation. Having created a vessel designed specifically for long-range cruising he feels that it would be a terrible waste if the boat does not fulfil its intended destiny. But, like so many of us, he finds that the commitments of daily living leave him wondering where on earth he is going to be able to find the time needed for such an enterprise. Anyone who would like to know more about this boat is invited to write to Tony at our premises in Singapore.



*Aft head with
tiled counter*

The W Grand Broken Aust

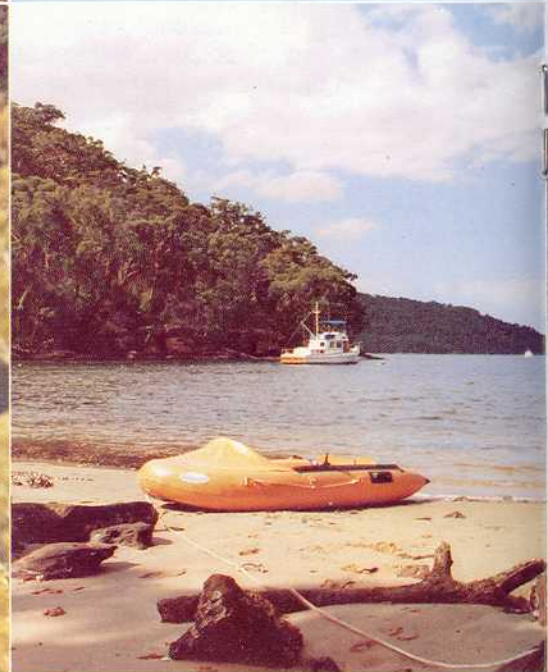


Sydney, on Australia's east coast, is a yachting hub. If you have only to witness the frenzy of activity at Sydney Heads, you meet an ocean that demands respect. The Great Barrier Reef and straight on for New South Wales.

Captain Cooke passed this way in 1770 and wrote in his log that "some broken land appeared to the westward." He has missed the concealed entrance to a major waterway. A casual comment unwittingly gave the spot its name. It lies within the Ku-Ring-Gai Chase National Park.

As a setting for the most delightful and relaxing of holidays, the area is a haven for seagulls wheel overhead and the lunatic laughter of children in the still waters. Anchorages are calm and secure. The area is home to the Busters that sweep up from the Southern Cross. Shrimping or explore the rugged hillsides with their distinctive, shock-headed plants called blackberries.

Each day there is another reach to be investigated. The area is seemingly no different from the rest, but it is a hidden world. To the Hawkesbury River which meanders its way to the sea. Its source in the Blue Mountains. As you glide past the banks, you are penetrating a hidden secret world. Banks world.



World of Banks Bay — Australia

Story By Tony Fleming

tsman's paradise. If you need convincing, vity on the harbour during any week-end. At ands respect. Turn right for Hobart, left for New Zealand with Chile the next stop!

twenty miles north of the Heads he noted in form a bay". He sailed on — unaware that he or river and miles of secluded waterways. His ts name and today, the waters of Broken Bay Park.

axed cruising it is hard to beat. Flocks of ough of the kookaburra echoes across the re from the wild Westerlies and Southerly Ocean. All is peace. Here you can swim, go with their mantle of native gums, wattles and kboys.

stigated or another creek explored. One becomes the cunningly concealed entrance ts way inland between steep hillsides to its past landmarks with names like Gentleman's Ebenezer, Windsor and Richmond, you feel A world only accessible by water. A Grand



DEALER NEWS

New Dealers West Mystic Connecticut

Mystic Shipyard of West Mystic, Connecticut has acquired New England Yacht Sales, Inc. of Essex, Connecticut, according to Charles Beaumont, President of Mystic Shipyard. Mystic Shipyard will be the new Grand Banks Dealer for Eastern Connecticut and Rhode Island. Grand Banks will be the only motor yacht sold by the 140 year old Mystic Shipyard which is one of the largest all sail shipyards on the East Coast.

Although Grand Banks have been sold from the Essex facility for over four years, there has not been a first class service facility connected to the brokerage. The Mystic facility will cater to GB owners from Florida to Maine with trained service personnel and parts availability.

Beaumont said the character and clientele of Mystic Shipyard would accommodate the Grand Banks line, although the basic business and recent history of the yard has been large sailing yachts.

The Mystic yard, since Beaumont purchased it in 1978, has grown from 48 to 160 slips, boats serviced from 80 to 270 per season, and employees from 12 to 20.

The 6 acre yard has 1½ acres under roof for storage and service. The Grand Banks brokerage will call for additional office space and hiring of additional personnel to handle sales and service. Offices presently being added to the site will be available in the fall of 1983, Beaumont said.

For more information contact: Charles Beaumont, **Mystic Shipyard Inc.**
West Mystic, Connecticut 06388. Phone (203) 536-9436





Norwalk, Connecticut

Norwalk Cove Marina in Norwalk, Connecticut, one of the largest marine dealerships on the East Coast of the United States, was recently named a Grand Banks dealer.

Norwalk Cove has a long history of strong sales and excellent customer service with both power and sail products. Jim Gardella, President of the dealership, feels the Grand Banks franchise will become a strong asset in the years ahead.

For further information contact **Norwalk Cove Marina**, Beach Road, East Norwalk, CT. 06855. Phone (203) 838-2326.

Seattle, Washington

Field Marine Company has recently been appointed the Dealer for Washington and Alaska. John Field, owner, has been in the yachting business for 27 years prior to acquiring the Grand Banks Dealership.

The facility is located on Lake Union in Seattle, which is the gateway to the cruising grounds of Puget Sound, San Juan Islands, Gulf Islands, British Columbia and the Inland Passage to Alaska.

An annual Grand Banks Rendezvous is planned for the early part of September.

For information contact **Field Marine Company**, 1800 Westlake Avenue North, **Seattle, Washington** Phone (206) 284-8600.



John Field

COMMUNIQUE

My 36" Grand Banks, hull number 618, has been as reliable and enjoyable as the world has come to expect. I have had only one significant problem. Since first acquiring the boat there has been a small but persistent leak. Because my boat is stored in a very cold part of the country I was quite concerned when after placing the boat on it's cradle the first winter, December 1980, there was a persistent leak of water from the keel at the "shoe" of the rudder mechanism. After consultation with your people via Mr. R. Loh I drilled a hole into the keel at the lowermost hollow part and drained the hole. The hole was then tapped for a 1/8 N.P.T. bronze plug.

The following spring a local marine shop and boat manufacturer (T.D. Vinette, Escanaba, Michigan U.S.A.) attempted to find the source of the leak. He attached a low pressure water source at the keel hole. It became apparent that the hollow keel should have been isolated from the interior of the hull by means of what T.D. Vinette calls an "intercoastal" fiberglass membrane. This leak was at a point in this fiberglass membrane where the engine shaft passes through the aft bulkhead. Despite having the hiatus in the fiberglass membrane closed at this point there was still a peristent slow leak this past summer.

Is it possible that there are other small leaks in the intercoastal? Surely a leak, however small, ought not be present in a fiberglass boat. I would appreciate any advice you have on this matter.

Michael J. Curtin, M.D.
Gladstone, Michigan, U.S.A.

Dear Dr. Curtin

Thank you for your letter. The water is almost certainly entering the keel through one of the two places. The most likely is through the holes for the bolts securing the rudder heel fitting — which you refer to as the "shoe". Actually the keel should be solid in this area but sometimes the filling material moves away from the fibreglass keel moulding and this allows water to infiltrate into the keel space if it can enter through the bolt-holes. To fix the problem you should proceed as follows:—

1. Remove the rudder heel fitting.

2. Select a piece of tube (which can be plastic) the inside diameter of which is large enough to accommodate the diameter of the bolts used to secure the rudder heel fitting.
3. Drill out the rudder-heel bolt holes in the keel (not the heel fitting itself) so that the outside diameter of piece of tube referred to in (2) above is a snug fit.
4. Fit pieces of tube in each of the enlarged bolt holes and cut off the ends flush with the outside of the keel. Make sure that the tubes are well sealed and bedded with silicon or some other high grade bedding adhesive.
5. Replace the rudder heel fitting and bolt it in place with the bolts now passing through the tubes that have just been fitted. The tubes will isolate the bolts from the keel space.

The second potential source of a leak is through the stem band. This is the piece of brass half-oval that is used to protect the stem. The screws should be removed and rebedded with silicon or similar compound.

I hope that this advice will enable you to solve your problems.

I have Grand Banks 32-304 which I purchased new in January 1972.

I would like to know the assembly procedure, and description of the parts used, of the thru transom fittings which drain the after deck and lazarette hatch channels.

A leak has developed on the inside of the starboard thru transom drain. It appears to be leaking thru the caulking/bedding compound.

Looking at the transom fitting from the inside, there are three screws in the fitting flange with the caulk/bedding compound showing around the edge of the flange.

Looking at the thru transom drain from the outside there is a flange with screws.

Thru the transom itself is a metal pipe. Is this pipe attached to either the inside or outside flange?

I would appreciate your assistance in describing what needs to be removed,

and how, to eliminate the leak.

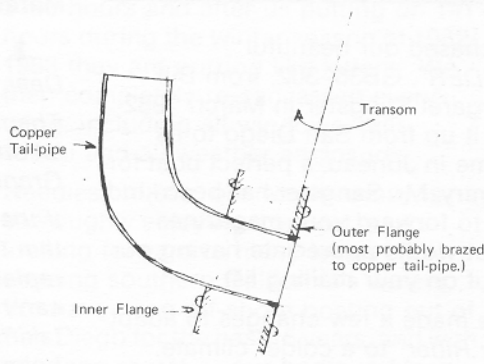
Vincent Hook
Tacoma, Washington, U.S.A.

Dear Mr. Hook

Thank you for your letter. I cannot be 100% sure that I am correct but I have attached a sketch of how I believe the transom through-hull to be installed on your boat. The only difference is likely to be whether the tail-pipe is welded to the inner or outer flange. I am almost sure that it will be the one on the outside but you should be able to tell by careful inspection.

If there are no nuts visible on the inside flange then you can be sure that the flanges are not connected.

To cure the leak, you will probably just need to take out the fittings and re-bed them.



I own a 1970 vintage wooden Grand Banks 42 Hull No. 215 with twin Lehman Ford diesels.

I have felt the temperature in the engine room during summertime use on the Gulf to rise to an excessive degree and despite an exhaust blower I am concerned about the ventilation to the engine room both for the engines proper operation at high speed and when essential maintenance has to be done in the engine room with the engines operating.

Can you tell me of any intake blower installations that have been successfully engineered to remedy this situation for operation of these vessels in southern waters?

Lawrence J. Molony
Metairie, LA. U.S.A.

Dear Mr. Molony

Thank you for your letter. When considering the matter of engine room ventilation, you have to take into account that the most powerful air-movers in the engine room are the engines themselves. They consume prodigious quantities of air which, after combustion, is discharged out through the exhaust pipes. Therefore any intake blower has to be large enough to provide quantities of air well in excess of that required by the engines at full speed. Generally speaking, this is not a practical arrangement on a small boat because such a blower would consume so much power that the battery-charging system would be hard put to keep up with the electrical load.

The wooden GB42's have been in operation in all parts of the world and I do not recollect ever hearing of a problem concerning the engine-room temperatures with any of these boats. We cannot therefore offer an off-the-shelf suggestion to do what you want.

Basically we doubt that any change is necessary but, if you do want to increase the rate of air exchange in the engine-room then the way to do it would be to fit an additional exhaust blower and provide additional intake vents. However the latter is not easy to do without intruding upon the interior accommodation.

May I say that my corporation, Marx Sport Fishing C. Inc., of which I am president, will have to charter boats built in the United States to comply with the law. However, when it came to buying a boat for my personal use, I bought the Grand Banks 42 which I felt was the top of the line trawler for comfort, safety, and dependability. I was also impressed with the good looks of the yacht, the teak decks and joiner-work, and the standard extras, which are options on most boats of this size.

Although I did not buy the boat new, the former owner took excellent care of the boat, and I felt that it was an exceptional buy. I am very happy with the boat and proud of the way she looks. She handles well and is so roomy that my family has plenty of room to bring their friends on week-end cruises along the Gulf Coast. My son-in-law and daughter, along with my grand-

children are moving to Singapore in June, where he will be General Manager for a large offshore diving company, and I will miss them very much, but the boat will do a lot to help me overcome the loneliness until his two year hitch is over with and they return to Houston.

I will appreciate your putting me on your mailing list.

G. G. Marx
Houston, Texas, U.S.A.

Dear Mr. Marx,

Many thanks for your wonderful note regarding your Grand Banks 42-567.

It gives all concerned a great deal of pleasure to receive such a letter from a very satisfied customer.

Your name is on our mailing list and future copies of the American Marine News will be sent to your address.

We purchased our beautiful "JOY RIDER", GB36-302, from Bill and Margaret Sangster in March 1982 and ran it up from San Diego to its new home in Juneau, a perfect boat for this country. Mr. Sangster has been kind enough to forward your magazines to us, but would appreciate having our name put on your mailing list.

We have made a few changes to adapt the "Joy Rider" to a colder climate, including a nice, cozy diesel furnace. Also we had a terrible problem with condensation on the walls but we've solved that problem with carpeting on the stateroom walls and behind the settee in the saloon.

Howard & Marion Rider
Juneau, Alaska, U.S.A.

Dear Mr. and Mrs. Rider:

Many thanks for your kind note about JOY RIDER, GB36-302. We'll be happy to add your name to our owners list. Future issues of the AMERICAN MARINE NEWS will be sent directly to you.

Condensation is a problem in boats used in colder climates and especially in those equipped with heaters. If you find that the carpeting alone does not work as well as you'd like try also using some foam carpet padding with a vapor

barrier. Some of our owners have found this works quite well.

Thanks again for taking the time to write.

We just purchased a wooden hull #32-125 1969 Grand Banks — we need help.

Our problem is the deck — it seems to be worn in spots — there doesn't appear to be enough teak left to sand it down and still plug the nailholes. We also would like to know-what you recommend to redo the decks — we don't want to varnish — just recaulk and do the nailholes and teak oil.

The boat is in real good shape except cosmetics.

Please answer soon with some good advice. If you can't help us — please direct this letter where they can.

Art & Dorothy Malwick
Marathon, Florida, U.S.A.

Dear Mr. & Mrs. Malwick

Thank you for your letter. Congratulations on becoming the owners of your Grand Banks.

If the teak decking is really worn very thin then it is hard to fix without replacing it. However it may be that you can reset the screws a little deeper by taking them out and counterboring the holes. You can check whether or not this is possible by withdrawing a few screws and checking the thickness of the wood below the screw head. I would say that $\frac{3}{16}$ " would be adequate to retain the deckings.

To redo the caulking you should use any reputable make of thiokol deck seam compound. The material we use is made in California so you would probably be better off to find a material which is readily obtainable in Florida.

As regards teak oil, our dealer in Fort Lauderdale — Mr. Hal Jones — uses Matthews teak oil which looks very nice. I suggest that you give him a ring. His telephone number is (305) 527-1778.

Thank you for writing to us. We hope that your Grand Banks will give you many hours of enjoyable cruising. We have added your name to our mailing list for the American Marine News which is published three times per year.

Thought you might be interested in my story with regards to your Grand Banks 36, 1970 Model, Hull 162.

In June of 1982 my wife and I purchased this boat on the West Coast. It was in a very run down condition, appearance wise, including mildew from top to bottom. Although our Survey showed it to be basically sound.

We put the boat in a yard in San Diego, completely stripped it, threw most everything away, steamed it inside and out then proceeded to re-do and re-finish all wood bulkheads, super-structure, etc. In doing so we restored everything to its original status and colors. We re-upholstered, completely stripped and re-caulked the decks. Re-placed certain basic equipment, such as fresh water pumps, bilge pumps, hot water heater, etc. About the only thing we did not touch were the two Ford Lehman 2704 Engines. These have 2700 hours and after us putting on 141 hours during the winter season of 1982/1983 they are purring like kittens. We then completely re-canvassed everything, including all windows, rails, bimini and all weather enclosure.

Needless to say, our whole family is thoroughly enjoying this boat, and looking forward to many hours of cruising southern California's waters. We have been off-shore boating out of San Diego for the past 15 years, and with only one regret — our home in Mesa, Arizona is 400 miles from the boat.

Boat name — *TAI-PAN*.

Phil Bramsen. Sr.
Mesa, Arizona, U.S.A.



Dear Mr. Bramsen

Many thanks for your recent letter and photographs of TAI-PAN, GB36-162. The photos show her to be in excellent condition.

We are finding renewed interest in the wooden Grand Banks. Inflation has driven the price of our new fiberglass models beyond the means of many people and people are looking for wooden boats that need some tender loving care. Of course the satisfaction of restoring the GB back to its original state is also a factor.

Our next issue of the AMERICAN MARINE NEWS is now being printed. We'll plan on using the information you sent in our next issue. Thanks again for taking the time to write.

Thank you for referring my letter on my 14-B auto pilot onto the manufacturer. I am now in touch with their dealer in Savannah, Georgia.

The manufacturer confirms the pilot should have a 15 tooth sprocket on the power unit. They cannot provide one however because I need to know whether the sprocket fits a No. 40 or a No. 41 chain. I can't tell them because my boat is in storage in Michigan. Since the choice of sprockets and chains is left to the discretion of the installer and since the pilot was installed in Singapore when the boat was built, would you please advise the number of the chain you used on GB 32-396.

Also is your US Office still located at 270 Greenwich Ave. Greenwich Conn?

John C. Purcell
Carolina, U.S.A.

Dear Mr. Purcell

Thank you for your letter. I was not aware that the chain came in more than one size. In fact there is no mention of this in any of the Benmar literature that we have on file.

Since it is now ten years since your boat was built, I have not been able to obtain the original build list but, in any event, I doubt whether the autopilot was installed here. I really think, therefore, that you are going to have to get your

local Benmar specialist to check it out for you. Chain is usually sized according to the pitch of the teeth i.e. the distance from tooth to tooth. Our office in U.S.A. is still located at 270 Greenwich Avenue, Greenwich, Connecticut 06830.

I have just received Vol. 12 No. 1 of American Marine News which is most interesting — as have been all previous issues.

I purchased my Grand Banks 42 (No. 308) from your then dealer (now deceased) for Eastern Canada — Carl Groskorth of the Sound Boat Works of Parry Sound Ontario. This was in 1974 when I retired and my wife and I have spend at least two months per year on board. The winter of 74/75 was spent going from Georgian Bay, Ont. to Key West, Florida and return. The second year from Georgian Bay to the Bahamas and return to Norfolk Va. and we have been in the Bahamas for a month or two each winter since then on board "Mandarin II".

A good friend took what I think is the best picture I have seen of a GB42 and I thought this might be of interest to you. This was taken at Lynyard Cay in the Abacos, Bahamas.

We now have over 4000 hrs on the engines — and the description "Dependable Cruiser" could not be more appropriate!

Robert Douglas

Dear Mr. Douglas:

Many thanks for your kind letter and the negatives of MANDARIN II. We are approaching the closing date for the next issue of the AMERICAN MARINE NEWS and the photo you sent may fit in nicely.

I envy the trips you've been able to make. It's great to hear that you're happy with your 42 and that she's performing well for you and Mrs. Douglas. Please spread the word!

Thanks again for taking the time to write.

I would like to have a vacation on a Grand Banks in the USA or other far waters. Surely there must be an American who would want a vacation on a Grand Banks in Europe. I would be willing to put my Grand Banks at the disposal of an American GB owner for his vacation. Can you arrange the coordination of such offers and requests?

Dieter Bertelsmann
Goethestr 60
7800 Freiburg, West Germany

We are publishing Mr. Bertelsmann's letter in the hope that it will draw interest from some of our readers.

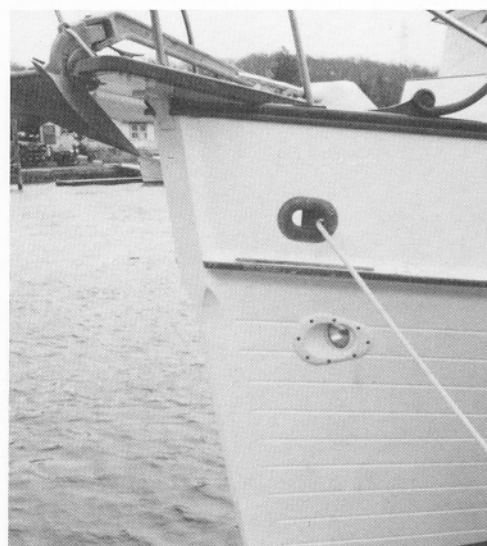
In the future, the American Marine news will have a column in the communique section for information of this nature. So do write in if you have any proposals you want published.



CUSTOM CORNER

Nighttime cruising is made a bit safer by these two lights installed on GB42-722 *KUSSELWIND* owned by Mr. Ernst-Richard Matthiensen. Lights of this type are available from several manufacturers and are easily installed. They can make picking up a mooring or entering unfamiliar harbors after dark easier.

KUSSELWIND was commissioned by Mattituck Inlet Marina of Long Island, New York. She has many other custom features including over head chart and storage lockers, a steadying sail, a flip up chart table, and a washer and dryer in the engine room. The custom work has been performed by the crew at Mattituck Inlet Marina.



*Please visit us at the
Miami Boat Show
February 23 to 29 1984
See the latest in
GB design*

Now available to Grand Banks Owners and their friends are these beautiful duffel bags made from water resistant Sunbrella material and featuring the Grand Banks Logo. These bags come in Pacific blue for the larger of the two shown and Navy blue for the smaller. The bags are priced at US\$17 and US\$11 respectively. Send check or money order to:

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and include additional US\$1.00 for postage. Allow 45 days for delivery.

