



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. 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.

Tel: 203-869-9274 Telex: DA DE GRC 996353

GRAND BANKS YACHTS LTD.

27281 Las Ramblas, Suite 200A, Mission Viejo, California 92691

Tel: 714-831-6388 Telex: 350833 REGENCY MVJ

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Cover: GB42-846 MAID OF SARNIA at Cavallo Island, Bouches de Bonifacio. (See World of Grand Banks story on page 6.)

PROFILE

Wong San Ban — Production Supervisor



Wong San Ban is one of our Production Supervisors responsible for one boat in every three that comes off the Production Line. He can truly be said to have worked his way up through the ranks since he joined American Marine in 1968. He started as a carpenter in the planking section building wooden Grand Banks and worked on the first Grand Banks to be built in Singapore — GB32-138. He was promoted to Charge-hand in the planking section of the GB36 when the line started in 1970 and later he was transferred to the final assembly section.

In 1972 he was promoted to Foreman and was one of a team who went to Hongkong to familiarise themselves with the GB42 when it was decided to transfer the line to Singapore and make the transition to constructing the boats in fiberglass.

In 1974 Wong was put in charge of the furniture section responsible for the fine items of teak cabinet work for which American Marine and the Grand Banks are justly famous. In 1979 he was promoted to Furniture Supervisor and in 1982 he took up his present post.

Wong San Ban takes great pride in the fact that he is personally responsible for so many of the prestigious boats that leave the yard in Singapore for destinations all around the world.

Grand Banks 36 — Twenty years on...

GB36-700 Sedan at the
Container Port in
Singapore



On June 15th 1964, GB36-1, the first ever Grand Banks, was loaded aboard a freighter in Hongkong harbor at the start of its long journey across the Pacific and into fame. At that time, no one realised that this was to be the first of a breed of boats destined to play a major role in influencing the shape of boats and boating for years to come.

Exactly 20 years later, GB36-700 was hoisted aboard the *Anders Maersk* in Singapore en-route for Norway. Quite apart from being the star of an historic event, the boat too was unique as it was the first fiberglass GB36 Sedan ever built.

On its 20th anniversary, the Grand Banks line is still going strong and is now produced in twelve different models varying in length from 32 to 49 feet.



... and being loaded up the *Anders Maersk*

Most models are offered in single or twin screw with maximum speeds ranging from 10 to 20 knots. Some of them may resemble the original boats but the process of refining the design has never ceased. The abiding principles which have guided the development over two decades can be summoned up by the three words — comfort, safety and reliability. And it can hardly be just coincidence that these are the same three words that appeared most consistently in the Newsletter questionnaires recently returned to us by the owners of GB's of all ages.

BEACHCOMBING

GB 32-689

NERISSA

Manila, Philippines

Nerissa, completed in March 1980 was purchased in Hong Kong by Geoff and Fietje Walsh who had her towed to Manila. When purchased she had less than 200 engine hours, but in the first four months another 120 hours were added. The last fuel fill was 412 litres after 73 hours operation (including 20 odd on the generator) usually running at 1600 revs. During the typhoon season, small details are being attended to in readiness for better weather.



GB42-317

CENTURION

Miami, Florida, USA.



Shown here on U.S. Coast Guard Search and Rescue patrol off Miami, *Centurion* is owned by Mr. Maurice Diliberto. This GB32 now has over four years operational experience with Flotilla 63, Division 6 of the U.S. Coast Guard Auxiliary.

GB42-363

AUDRIEL II

Cape Coral, Florida, USA.

Featured in our last issue, *Audriel II* continues to cruise. She is the GB42 on the right side of the photo. This rendezvous took place by chance in March 1984 at Port LaBelle, Florida on the Okechoobee Waterway. Mr. Tom Lyndon, owner of *Audriel II*, sent us the photo which was taken by Mr. Bob Smith. The other GB's pictured are (left to right) *Elizabeth B*, 49-25 owned by Dana and Betsy Bartlett, *Laughing Gull* 42-543 owned by E. Polk Kellam, *Flame* 42-582 owned by Sue and Paul Simpson, *Bolyn* 42-619 owned by Marilyn and Bob Smith and *Audriel II*.



GB 32-726

COME-BY CHANCE

Florida, USA.



Mr. Jerry Sauter bought *Come-by-Chance* from Hal Jones & Co. (broker Hal Jones) for week-end cruising. Mr. Sauter likes the large aft cockpit on the 32' for fishing and just relaxing after a full day on the water. Hal Jones & Co wishes him many happy and enjoyable hours afloat.

Alaskan 49-30 ***Lady Fair***

Valdez, Alaska, U.S.A

Believe it or not, this Alaskan 49 is the year round home of the Conley's in Alaska! They have added a forced air furnace "to take the chill off" the Alaskan winters. The Conley's report they love to cruise the Alaskan waters with Valdez, the terminating point of the Alaskan pipeline, as their home port.



GB42-858 ***MAD DOG II***

Nokomis, Florida, USA.



Mr. William Babbitt from Eaton Rapids, Michigan purchased his new Grand Banks 42 from Jay Jones of Hal Jones & Co. Mr. Babbitt was full of praise with the way the boat was commissioned for ownership and now looks forward to many pleasurable hours on board.

GB42-286 ***TRAVELER***

Little Rock, Arkansas, USA.

Traveler is a 1972 wooden Grand Banks 42 owned by Mr. & Mrs J. Wythe Walker. The boat is shown here at its dock in Little Rock, Arkansas on the Arkansas River. The Walkers have toured the Bahamas, both coasts of Florida and the Florida Keys and report that after all these years they are entirely pleased with their GB42.



GB32-21 ***LIMY***

San Diego, California, USA.



"Oh! What a beautiful boat!" is often heard by third owner, Jack & Penny Wills, and how true! Built in Hong Kong in 1966, *Limy* is in excellent condition with a Loran C navigation system and an unusual feature — the air horn made by Jack from the bell of a trombone! *Limy* has participated in the Catalina Rendezvous and is ready for other excursions. You see the happy skippers at *Limy's* home in Harbor Island Marina West, San Diego, California.

Dealers News West Marine — Norway



Oslo Boat Show

The National Norwegian In-Water-Boat Show was held in Oslo from the 25th-29th of April this year. West Marine, Grand Banks dealer for Norway participated with a GB42 Sports Cruiser and the new GB36 Sedan. It would have been three boats altogether but, unfortunately bad weather prevented West Marine from bringing their GB32 to the show.

West Marine is naturally proud of the fact that they are the first GB dealer to exhibit the new GB36 Sedan. Fitted with a pair of twin Volvos TAMD-60C engines of 255BHP each, the boat achieved 17 knots at full throttle during trial runs over the measured distance in Bergen.

Their GB42 Sports Cruiser, equipped with a pair of Volvos TAMD-70E engines of 300 BHP each, managed a creditable 19 knots.

The Grand Banks fleet was one of the main attractions and the first warm summer days of this year brought an unusually large number of visitors from all over Norway and Sweden.

Robert W. Livingston, President of American Marine, was also at the show and he participated in the christening ceremony of the GB36 Sedan, named *Life*.

Immediately after the show, the owner of the GB42 Sports Cruiser and his family cruised the boat around the coast from Oslo back to their homeport in Bergen. The long journey of over 400 miles was done without a hitch with the boat averaging 16.5 knots per hour. Perfect weather in an outstanding boat made this a perfect introduction to the world of Grand Banks.

West Marine
Skuteviksboder 19
5035, Sandviken-Bergen Norway
Tel: (05)-312525

Sea Safe Marine Netherlands

Sea-Safe Marine, our new dealer for the Netherlands and Germany, has been established in the boat business for thirteen years. Their offices, appropriately located in a 100 year old floating building, are the only marina in the centre of Rotterdam — the largest port of the world. Here they are able to arrange for any service work that may be required.

Mr Leo Van der Graaf, the

proprietor of Sea-Safe, says that he intends to show the Grand Banks in five boat shows a year and he cordially invites all GB dealers, clients or owners to visit his stand or his facility whenever they are staying in Europe.

Sea-Safe B.V.
Veerdam 1 — Veerhaven 30166 DD
Rotterdam Netherlands.
Tel: (010)-362077

*Sea-Safe
Marine in
Rotterdam*



Yacht Sales International

Sausalito, California U.S.A.



Yacht Sales International (Y.S.I.), our San Francisco dealer for Grand Banks, announced their biggest growth move in Northern California. During the early part of June, Y.S.I. moved from Ballena Bay, Alameda into new and larger facilities at Clipper Yacht Harbor, Sausalito.

In addition to having a larger office space, Y.S.I. will also more than double their boat display space. Dick Hare, General Manager of Y.S.I. says, "our expanded Northern California display will give us one of the larger quality boat showcases on the West Coast. Clipper Yacht Harbor in Sausalito also offers customers

the convenience of a major boat yard facility, several marine equipment suppliers and plenty of free parking."

The new offices will be staffed by veteran boat sales people Scott Baxter, John Monte and Carol Pratt. Clipper Yacht Harbor is located at the north end of Sausalito, two blocks from the intersection of Bridgeway and Harbor Drive. GB owners are cordially invited to stop in and pay a visit.

Yacht Sales International 308
Harbor Drive, Sausalito, California
94965 Phone: (415) 331-8711.

The World of Grand Banks

CRUISE TO CORSICA

by *PAUL. E. Chilcott*

My new Grand Banks 42, *Maid of Sarnia*, is based at the Marina of St. Laurent du Var, close to Nice Airport in France, and it is nice to know that I can be aboard her within minutes of landing from my home in Guernsey, Channel Islands. 'Sarnia' is the Roman name for Guernsey.

Our trip this autumn was in the nature of a Maiden Voyage and with me was Chris Bordoli of British Marine Services (the local Lehman Power Agent) and Buzz White, a young Lifeboat crewman from Guernsey — both longstanding friends.



Soon after departing at 9.15pm we set course for Cap Corse — the northern tip of Corsica, and in particular, the narrow passage between the lighthouse on Giraglio Island and the Cap itself. We took turns on watch throughout the night and soon after daybreak we saw the lighthouse and Cap on the bow, 103 miles from our start. We had our late breakfast and anchored in a bay for a rest and sunbath. Later that afternoon we motored around into the marina at Maccinaggio. Next day was warm and sunny and we set course for the Italian Island of Capraia due East and two hours away. After passing around the island clockwise we tied stern-to in the small harbour for a typical Italian lunch in the only restaurant. After a stroll around the harbour we set off for Porto Ferraio in Elba — where Napoleon was imprisoned. The following day was spent cruising clockwise around this beautiful island finally mooring at Campo Marina on the South West corner of the island. From Elba we set course for Corsica, passing close to the Italian prison Island of Pianoso, and near Monte Cristo made famous by novelist Alex Dumas. Porto Vecchio was our next port of call

and the following day was spent among the islands of the Bouches de Bonifacio, some French and some Italian. Lunch was spent in the beautiful lagoon of Levezzi Island with its super beaches. Apart from three lighthouse keepers the only other inhabitant is a donkey who roams the beaches and is well fed by visiting yachtsmen. It is safe anchorage, even in a Mistral. We then cruised south in the Straits of Bonifacio following in Nelson's path but with the benefit of buoys and charts — this is a very interesting passage and led us to Porto Cervo in Sardinia, a modern development by the Aga Khan and his Associates. It was mid October and very quiet — no problem mooring in the superb marina — unlike in the peak holiday period.

Before we began our return journey North towards France we spent two days exploring the Maddelena Islands between Corsica and Sardinia — an area ideal for cruising in a GB with dozens of beautiful bays for anchorage and we shall certainly be back again.







Most midday meals were prepared in the ship's spacious galley and as we are all keen cooks and eaters we fared well, and enjoyed many of the local wines. Evening meals were spent usually in port.

Two nights were spent in Bonifacio, with day trips to nearby islands and to Santa Theresa in Sardinia, and of course exploring the town where the French Foreign Legion have a barracks. On our second return in the dark into Bonifacio we were challenged by a French Customs launch at high speed and with a blinding searchlight. However he recognised us and we were not searched.

Up until this stage in our journey we had calm and sunny weather, but next morning conditions had changed and a Lebeci wind from the west had begun to build up, and as we left the shelter of the harbour at Bonifacio to coast-hop up the west coast of Corsica we felt the seas beginning to rise. However we found a beautiful sheltered anchorage at Roccapina Cove with a long sandy beach and there we had lunch and a swim before passing around Cape Senetosa when the seas decidedly rose and we were pleased to get safely into the marina at Propriano. In fact so strong did the wind rise next morning, that we had to drop the spare anchor off the starboard bow in the marina to hold the bow in position on the rather short finger of the pontoon and to ease the strain on the warps. We stayed in harbour that day and explored the town. Conditions appeared to have eased next morning and we left the marina and in the Gulf of Valinco encountered large 'Atlantic type' rollers which our GB rode with ease. However around Cap di Muro the seas were much more confused and a straight course for Ajaccio was possible only with much discomfort and we had to steer into the seas towards the Sanguinaires Islands which afforded some shelter and enabled us to reach Ajaccio

more comfortably, albeit rather later than planned. This was my first real experience with a GB in rough conditions and I was very pleased with her behaviour. There was no time when we were in any way alarmed, although we did get wet on the bridge.

At this time of the year the Mediterranean often becomes rough around midday with conditions reducing towards late afternoon. As we proceeded north up the coast towards Calvi on the following morning, we noticed white water appearing soon after 11.30 am. The wind had shifted around to the north-east and become a Tremontana and as we gradually came around onto that course we headed straight into the seas, but again our GB ploughed along at a steady nine knots without bother. True to form the seas calmed down soon after our arrival in Calvi (where Nelson lost his eye), and next day was warm and sunny with a calm sea. After a hearty breakfast and a stop to refuel, we left Corsica and headed across the water towards our home base near Nice — a distance of 91 nautical miles. The sea was very calm and this time the midday chop did not come. We enjoyed a lovely crossing with dolphins (or porpoises can anyone tell me the difference?) playing around the bow from time to time. We even saw a sea turtle close by heading towards Calvi, and the very high mountains of the island were still visible astern after 60 miles, when we could also see the French and Italian coasts on the starboard bow as we closed in towards our landfall. After a beautiful sunset we soon saw the powerful light of Cap d'Antibes ahead followed soon after by the light at Cap Ferrat and we knew we were on course for our marina entrance.

In all we had done about 600 nautical miles and fully tested the capabilities of our new boat and found her to be very comfortable in all conditions, well appointed, economical on fuel and ideal for Mediterranean cruising with plenty of deck space and cabin space. The Furuno radar worked excellently, and the Neco auto-pilot was very accurate. The engine room is a joy to work in, and the Lehman 135 hp engines — new to this type of boat — were quiet, efficient and trouble free.

She is a lovely boat, and I look forward to enjoying her for many years — and she was much admired wherever we went. My thanks are due to Chris Bordoli for persuading me that this boat would be ideal for me — he was right.

Next year we plan to make a trip to Majorca and the adjoining island. We look forward to meeting other Grand Banks owners at the Rendezvous in the Porquerolles (off Toulon) in the autumn. Hope to see you there.

COMMUNIQUE



I took delivery of *Excalibur*, Grand Banks 42-832 in May of 1983. Having previously owned a Grand Banks 42 equipped with Ford Lehman diesels, we gave considerable thought to the engine selection for our new boat and finally decided on the turbo-charged Caterpillar 3208s. After the first summer of use and over 200 hours we know we made the right decision and are very pleased.

We thought your readers might be interested in a trip we made this summer to Canada up through the Hudson River, Lake Champlain and into the Richeleau River in Quebec. The trip was delightful and the scenery up through Lake Champlain is outstanding. We allowed two weeks for the cruise and got as far North as St. Jean in Quebec. What was really pleasing, however, was that not only were the Caterpillars trouble free and quiet, but they were also economical. For example, we logged 800 nautical miles and burned 710 gallons of fuel. This works out to 0.89 gallons per nautical mile and compared very favourably in my opinion with the Ford Lehman diesels running at approximately nine knots and burning five to six gallons per hour.

I might clarify that on the long stretches of the Hudson River and Lake Champlain, at least on the way North, we were running at approximately 15 knots for as long

as 10 or 11 hours on those particular days. Obviously through the locks and on the way down Lake Champlain we ran much slower. The above figures are an average. For those who think the turbo-charged Caterpillars are fuel gulpers, I think the above figures refute that.

One other instance I would like to relate with regard to the advantage of having the extra speed was the final day on our return from Canada as we came out of the East River in New York heading east of Long Island Sound to our home port of Westport, Connecticut. There was an Easterly blowing approximately 25 or 30 knots with waves reaching five to six feet. At nine to ten knots we were taking a lot of water over the bow and over the bridge. I put the throttles forward until we were making approximately 13½ to 14 knots and everything smoothed right out. All the water and spray was thrown off to the side and the ride was much smoother. The advantage here, of course, is the increased speed and the very deep forefoot on the Grand Banks. She cut through the head sea very neatly and comfortably. Hooray for those 3208 turbo CATS.

As I previously mentioned we have had very few problems with our new GB42, but I would like a solution to one problem which I think most GB 42s have, and that

is she sits in the water without full water tanks she is bow down and as soon as the water tanks are full, which as you know are in the stern of the boat she sits on her lines. It seems to me something can and should be done regarding this problem.

Finally, I am enclosing a photograph of *Excalibur* which you may be interested in. The knotmeter read 17 knots when the picture was taken.

Robert J. Mills
WILTON, CONNECTICUT
USA

Dear Mr. Mills:

Many thanks for taking the time to write. It sounds as if you had a great cruise and your kind words about Excalibur and your Cat engines speak for themselves.

The key to efficient cruising is the hull speed of each boat. All the Grand Banks have a hull speed of between eight and nine knots, and it is very easy (takes little power) to make this speed given the design of the hull. Our experience with the 42's tells us that twin engine boats will burn a total of five to seven gallons an hour at eight and one-half knots. This holds true regardless of whether the engines are 120HP each or 300HP each. With Excalibur we know you have found that as you increase your speed you increase your fuel use rather dramatically.

The argument of large engines vs. small is a great one for cocktail hours in the marina. So many factors enter into the discussion (additional cost of large engines, engine room space, prop size, gear ratios, etc.) people can go on for days talking about it. Like a politician worried about upsetting his constituents, we feel strongly BOTH ways.

About the water tanks, you are correct about the level of water in the tanks affecting the fore to aft

trim of the boat in the water in some boats. Some 42's are not affected as much as others depending on where most of the owners gear is stowed and what is on board.

To remedy the situation boat owners (not only GB owners) will stow more gear (spare anchors, props, anchor rode, etc.) in the stern of the boat. In extreme cases, people will glass in lead bricks (in the lazarette in GB's) at the stern to balance out the trim.

Best wishes for great cruising in 1984.

I own Grand Banks 42-668. During the years, I seem to be left with a problem of either too much or too little fuel in one tank or the other. Do you have any suggestions on how I can even it out? I've played with the knobs and nothing so far seems to quite do it. My only thought has been to install a hand pumping system to pump fuel from one tank to the other to even it out.

Any suggestions from you would be appreciated.

STANLEY SIMKINS
MELBOURNE
FLORIDA, U.S.A.

Dear Mr. Simkins,

Thank you for your letter.

First of all the thinking behind the arrangement of the GB fuel system is for each engine to run off its own tank with the cross link valve being kept closed at all times except in an emergency. This means that the port engine will run off the port tank and the starboard engine off the starboard tank. The Ford Lehman engines return negligible quantities of fuel so no provision is provided for tank selection in the fuel return lines.

The generator can be piped to either tank for both fuel supply and

return. Normally the generator would return fuel to the same tank from which it gets its supply. After some time, of course, the tank supplying fuel to the generator would have less fuel in it than the other tank. The way to redress the balance is then to adjust the fuel supply valves to the generator so that it draws its fuel supply from the heavier tank but continues to return it to the original tank until the levels are equal. The fuel return valves can then be reset so that fuel is again being return to the tank supplying the fuel.

If you do not mind making modifications to the fuel system, tees can be installed in the fuel supply lines at each tank and then linked together with fuel hoses. Alternatively the connecting hose could be attached to the fuel tanks at the drain fittings. However you should make sure that a valve is fitted between the tanks so that you can keep the port and starboard fuel systems discrete except when balancing fuel levels.



Ed. Note:

We wrote to John and Ginger Garrison some time back requesting them to share little snippets of their boat charter experience in the Bahamas with our readers. This is their report.....

In response to your request, we would be very happy to share our cruising experiences with the readers of American Marine News.

My wife Ginger and I began our association with Grand Banks in October of 1981 when we ordered a 42 Motoryacht through Hal Jones in Ft. Lauderdale. In March 1982

we visited Singapore to see first hand the way the Grand Banks boats are built. *Bahari* had just come out of the mold when we were there. We took delivery of *Bahari* in July of 1982.

We had planned for some time to start a chartering business in the Caribbean, and in June of 1983 we departed Clearwater, Florida, for St. Thomas, U.S. Virgin Islands. This trip was approximately 1800 nautical miles and we took ten weeks, island-hopping our way south.

From Tampa Bay, we headed directly for Key West, Florida, an overnight trip of about 200 nautical miles. With satellite navigation and autopilot, long offshore passages were handled pretty easily by two people. *Bahari* is a single screw (120 HP Ford Lehman) vessel, and cruises at seven and one-half knots at 1700 RPM while consuming just under two gallons of fuel per hour. This gives us considerably range. We made the trip to St. Thomas without having to refuel, and this included 200 hours on our generator, a 15KW Onan. *Bahari* is also equipped with a water maker and scuba compressor, which give us independence from shore facilities for weeks at a time. From Florida we went to Cat Cay, Bahamas and across to the Gulf Stream. We then visited Chub Cay, Nassau, the Exuma Islands, Long Island, Rum Cay, Crooked Island, Acklins Island, and Mayaguana Island in the Bahamas chain. We were able to get all the fresh lobsters and fish we could eat with the aid of a spear gun.

After we left the Bahamas the weather started to deteriorate, and *Bahari* got a chance to prove her seaworthiness in steady 30 knot easterly winds and six to ten foot seas. She handled very well (much better than her crew), including several overnight passages of over 200 miles offshore between the Bahamas, Turks & Caicos, the Dominican Republic and Puerto Rico. We arrived in St. Thomas in August and began our chartering business.

Since that time we have been running charter for groups of two to four people for periods of one week to ten days. The Motoryacht configuration works very well for chartering with the guests using the two forward staterooms which share the head and shower. The crew's quarters are aft.

On our charters we do all the cooking and our guests relax. We cruise throughout the American and British Virgin Islands, which is some of the best cruising areas in the world. Ginger and I love scuba diving and we have tanks etc. on board for our guests. We take them to the best reefs for diving and snorkeling. Usually our guests come to relax, but if they are interested in learning something about boat handling, anchoring, navigation and piloting, we are glad to share our knowledge with them.

We plan to cruise and charter in the Lessa Antilles for a few years and someday we would like to head for the Panama Canal and or out to the Pacific perhaps as far as Micronesia where there is incredible scuba diving. Who knows — one day we may pull into American Marine in Singapore and tie up at your dock for a while!

John & Ginger Garrison
CLEARWATER, FLORIDA,
USA

Permission to come abroad?

GB32-300 *Sagittarius* checking in from Portland, Oregon and is still alive and well. We are the third owners of this great boat that has survived trips and storms from Mexico to Alaska. During the past ten years of ownership we have made five trips to Canadian waters and are planning a trip up the Columbia River to Lewiston, Idaho this year. Our favourite hideaway used to be Desolation Sound in British Columbia but now it has been "discovered" and is too crowded.

We have made a few additions to the boat such as Loran C. automatic pilot, heaters, and untold amounts of paint and teak oil.

Wood boat maintenance is a never-ending activity, but we moved the boat to covered moorage at Kalama, Washington a couple of years ago. Maintenance time and costs have been reduced by 80%.

Major problems we have encountered with *Sagittarius* were a brief bout with dry rot, and a water leak in the exhaust system.

The dry rot was caused by water trapped in the corners of the transom where metal plates had been installed to protect the corners. We urge all owners of wooden boats to discard these corner plates at once.

The leak developed under the asbestos insulation on the water jacket. Welding fixed the leak, temporarily, but it has reappeared. The asbestos was replaced with fibreglass chimney insulation.

We look forward too many more years cruising on *Sagittarius*. As the old shipwright at the repair yard told us. "That's not Philippine mahogany. That's Luzon mahogany and it will be afloat long after you and I are gone".

Paul L. Backwell
ESTACADA, OREGON
USA

I happen to be the owner of a Grand Banks 42-125 which carries a plaque indicating that the boat was built for a Robert and Mildred Newton at Hong Kong in 1969. I would appreciate any background information that might be available. I do know that her engines were changed in 1975, and she is presently powered with 4-53 Detroit.

I have owned her since 1977 and have spent many happy hours abroad on the Chesapeake and including a cruise to Maine in 1978. She is a super boat.

David G. Rittenhouse
BALTIMORE, MARYLAND
USA

Dear Mr. Rittenhouse

Thank you for your letter.

I think you would be interested to know that Mr. Robert Newton, for whom your boat was originally built, was the original founder of American Marine. Together with his two sons John and Whitney he started American Marine in Hong Kong and built custom boats for a number of years before starting the Grand Banks in 1964. In fact GB36-1 — the first GB — was shipped on June 15th 1964.

Your boat therefore was built for him personally although, sadly he died only about one year later and did not have much opportunity to use it. The boat was originally shipped to California so I do not know by what means she made it to the East Coast. Neither do we have any records of when the engines were changed.

I hope you continue to get good use from the boat.

I would like to revert once again to the problem with my exhaust system. In the last exchange of correspondence, you recommended that I change to the water lock type of exhaust muffler. However, up to now I could not make up my mind to do so, simply because I have problems of installing this item in the engine room. The space available is occupied by various additional equipment and I would have to rearrange a lot of them to accommodate.

In the meantime, I have had the rusted exhaust water collector carefully welded. After one year of operation, one of them is again rusted through, and once more the question arises what to do. In view of the space problem described above, a reconstruction would be the easiest solution, and that leads me again to my original consideration of making them out of stainless steel.

You mentioned before that you have not much success with using stainless steel in exhaust systems. Would it be possible to inform me of the problem you have

encountered, so that I can try to avoid them, e.g. by suitable material selection or appropriate design.?

I apologise for bothering you again with this subject, but I hope that you appreciate my space problems which are responsible for my reluctance of following your recommendation to change to the water locked type of exhaust system.

With many thanks in advance, I remain

**Joachim H. Sorsche
STUTTGART
WEST GERMANY**

Dear Mr. Sorsche

Thank you for your letter.

The problems we had with the exhaust risers were to do with corrosion. In our experience they rusted through quicker than the galvanised mild steel! However quite a lot of manufacturers do use stainless steel so it obviously can be made to work. If you use stainless, it is essential that you use type 316 or equal and not type 304. Also you should make sure that the riser is well grounded to the bonding system. It should do this automatically via the mounting bolts that attach it to the manifold but there is a risk that paint and gaskets may act as an effective barrier to the small but significant currents involved. Materials that would be better than stainless would be cupro-nickel or, better still, monel.

The reason we suggested the waterlock system is because it is relatively cheap and quiet and you never have to worry about water running back into the engine. However we do understand the constraints of space.

This letter may look a little odd since it is being typed on a portable word processor on board *So/o* in the Bahamas.

We have had a good trip thus far. The usual assortment of minor

problems have cropped up, but the major equipment, such as the watermaker, is purring away. The watermaker is especially important in the Bahamas now since most out-island docks have started charging \$0.30 per gallon, when they have it, and if you dare put what they have in your tanks!

Before we left home, I cut out that article on the care and feeding of the Benmar autopilot that was in the American Marine News. I had occasion to refer to it just before we left Florida to cross to the Bahamas. On the way down the ICW to our jumping off point at Key Largo, I noticed on certain headings, the wheel developed a "nervous hand". At other times, it would seem to just lose its ability to hold a precise course. It wanted to steer a degree or so to the left or right of where I wanted it to go. As a result, we did some fancy swerving back and forth as I tried small touches of the "CC" switch in my attempts to set it right on the course I wanted. It usually ignored my effort. I puzzled over the cause, and was beginning to think the Benmar had deep electronic problems, when I remember that we had an article aboard. The obvious explanation soon jumped out at me as I read through it. Dirty contacts! So I was soon confronting the binnacle armed with screwdriver, cloth and alcohol.

Two screws hold the domed cover on the body of the binnacle. The cover lifts straight off to reveal the plastic compass/error sensing assembly, with the three offending contacts. The power to the sensor light, the error signal, and ground are transferred to the rotating compass via a three wire microphone jack. The tip and shaft of this jack are what must be wiped carefully with a cloth wet with alcohol. I tried to determine if there was a way to do this without removing the bracket that holds the compass in place, but decided that in order to do it right, I should remove the two screws and lift the bracket off, thus baring the mic jack. When I did that, I found that

the whole compass assembly could be lifted out of its seat, and cleaning was a cinch. The bracket has two tipped wipers and a wire spring mounted on it. I used a couple of Q-Tips soaked in alcohol to clean the wiper contacts too. I could see that there was a dark residue at the point of contact of each. This gradually disappeared as I rubbed.

Reassembly was the reverse of the disassembly. (All instruction books use this cliché). The only precaution is to be sure the three contacts are firmly seated against the mic jack. Also, the base of the compass is molded as a toothed gear that must mesh with the nylon drive wheel on the binnacle body. On the Model 210, the orientation is not important, since all the drive wheel does is rotate the compass assembly when the autopilot is being set up on the course to steer. That's all there is to it, and it transforms the Benmar autopilot into something to swear by, from something at which you were swearing.

The dirty contact problem is the only maintenance I have had to do to my Model 210 in our five summers of cruising, other than things I caused, like the time I fried it with an improper SSB tuneup, and the time it got zapped by lightning.

Thomas K. Wright Jr
Merrit Island, Florida
USA

Dear Mr. Wright,

Thank you for your letter sent to us all the way from the Bahamas. It was most gratifying to hear that Benmar's article in the A.M. News solved your problem.

We might also add that if cleaning the compass contacts does not do the trick then the plug and socket connections on the inter-connecting cables should be checked for tightness and cleanliness before assuming that there is anything radically wrong with the auto-pilot itself.

LAZARETTE

Bob Livingston addresses Lehman Distributors:

Just prior to the Miami Boat Show on February 21st, Lehman Power Corporation held a North American Distributors' Meeting at the Marriott Hotel in Miami.

The after lunch speaker was Bob Livingston, President of American Marine.

The speech by Mr. Livingston was very well received by Lehman Distributors. As well as being informative, it requested continued support from the Lehman Distributor network for the world-wide family of Grand Banks/Lehman users.

- (a) The need for greater awareness of the Lehman Distributor network and the subsidiary Lehman Dealer network. Lehman has just updated their Lehman Distributor Book. This is now a comprehensive publication and covers most countries, and/or states, plus listings of dealer — people in small harbours all around the coasts. This is an invaluable publication

for the Grand Banks owner and all Grand Banks owners are requested to write to Lehman for their free copy of the booklet. Letters should please be addressed to Chris Holbrook Lehman Power Corporation, 800 East Elizabeth Avenue, Linden, New Jersey, 07036.

- (b) Cruise Kits — Lehman has for many years provided Cruise Kits for the cruising owner. These Kits come in two forms, the short form and the extended Cruise Kit. They provide for a wide variety of eventualities at sea and are invaluable to the serious cruising man, particularly those who cruise away from the main centres of civilisation, as many Grand Banks owners do. These Cruise Kits can be bought from Lehman Distributors World wide. If the Grand Banks owner has difficulty in getting his Cruise Kit, he should inform Lehman Power Corporation who will then make sure that his local distributor can provide such an item.

Our Latest TV Star GB 42-554 SINBAD

Jack Fulmer of Ontre Vedra Beach, Florida, owner of GB 42-554 *Sinbad* has informed us that his 42 will be featured in a PBS television show sometime during the fall of 1984. The program will be a segment of the PBS series *JEAN SHEPARD'S AMERICA*.

Mr. Shepard is a well known humorist, author, playwright, lecturer and movie writer. His latest movie, *A CHRISTMAS STORY*, enjoyed a successful run this past Christmas and is expected to run in future seasons during the Christmas Holidays.

Jack Fulmer was approached by Mr. Shepard about using *Sinbad* in the PBS series and Jack reports he was happy to oblige. In Jack's

words, "We spent the first day running about the St. Augustine area with the camera boat to shoot external shots of *Sinbad* and the local area. Since the story called for Jean to be alone on the boat, my wife, Betsy, and I had to stay out of camera range while I ran the boat by peeking out of various corners as Jean was photographed at the helm. We went back to dockside at Camachee Cove in St. Augustine from time to time to confer with the "camera boat".

Mr. Shepard has entitled this segment "Filthy Rich At Last". Be sure to watch for it on your local PBS channel this fall. Our thanks to Jack and Betsy Fulmer for their behind-the-scenes marketing help.

CUSTOM CORNER — *Dinghy Chocks*



Photo shows a rubber dinghy rack made of stainless steel and teak installed on a GB42 aft cabin top.

It is lightweight and strong and, above all, very little maintenance is required.

This optional extra is also available for the GB36 Classic and GB49 Classic.

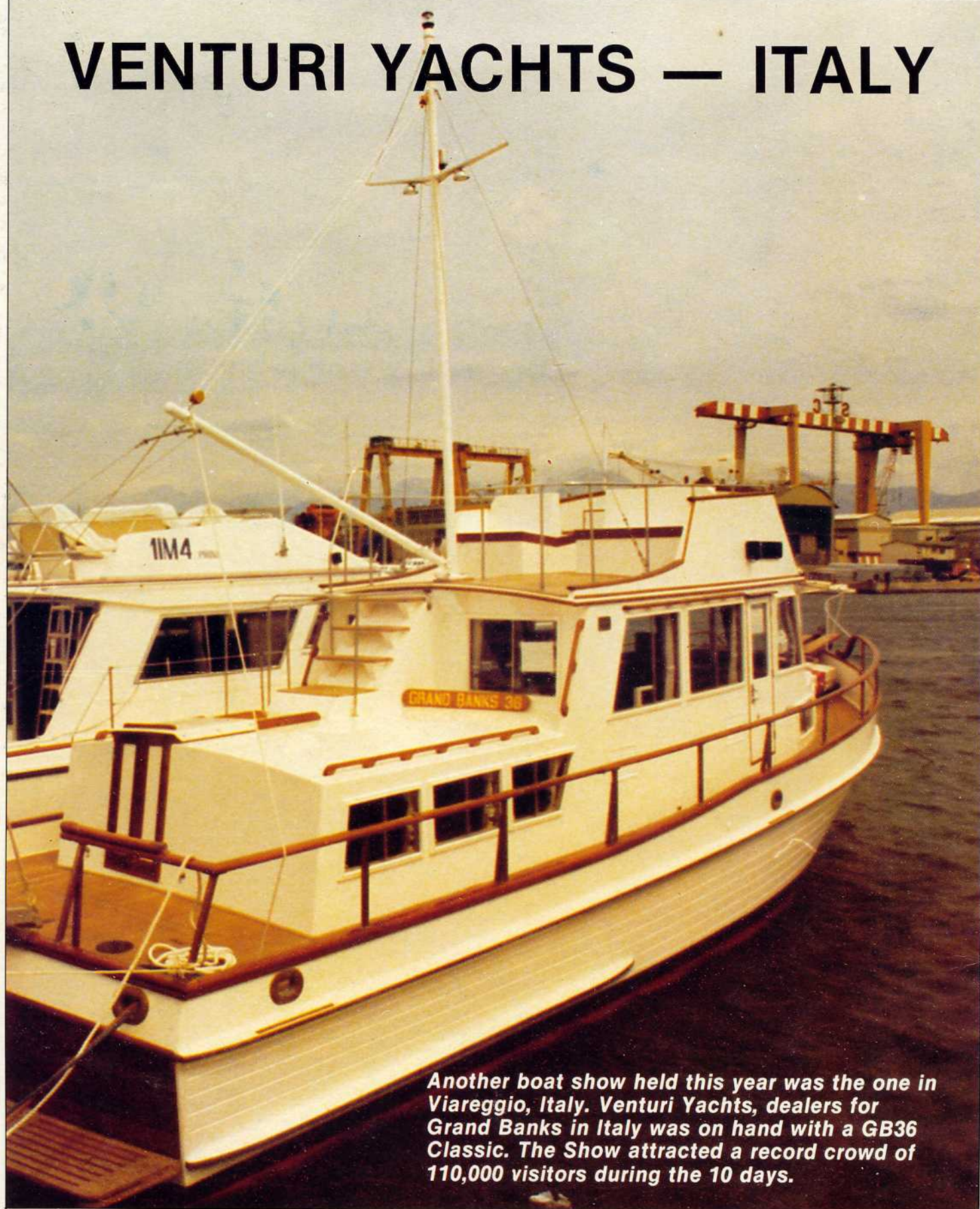
For more details, please consult your GB dealer.

Mr R. Dale Akred of Lake Forest, Illinois has this unusual galley faucet installed on his GB36-663. Made of standard hospital plumbing components, its ideal for use on rectangular shaped sinks

because the faucet head can be moved around to service all the corners. You can even set a plastic bucket in the sink, fill and remove it with ease.



VENTURI YACHTS — ITALY



Another boat show held this year was the one in Viareggio, Italy. Venturi Yachts, dealers for Grand Banks in Italy was on hand with a GB36 Classic. The Show attracted a record crowd of 110,000 visitors during the 10 days.