



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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26 Jalan Terusan, Singapore 2261 Tel: 2650511. Telex: AMSING RS 21294

U.S. Editorial Offices:

GRAND BANKS YACHTS LTD.

563 Steamboat Road, Greenwich, Connecticut 06830.

Tel: 203-869-9274 Telex: 643442 BARBRAK

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: GB32 in the Hardanger Fiord with the Folgefonn glacier in the background, 1675 metres above sea level

PROFILE

Gerald Loy — Production Controller



Upon graduation from the Singapore Polytechnic with a Diploma in Production Engineering, Gerald joined American Marine in April 1980 as an Assistant Engineer.

He remembers his first assignment well, which was to do an indepth study of the production lines and to engineer in ideas which would help eliminate kinks in the system. In 1981 Gerald was promoted to Production Controller and his responsibilities include overseeing the Production Planning and Control functions, liaison with dealers and customers on job order details and the inward and outward shipment of boats and raw materials.

Gerald is particularly proud to be associated with Grand Banks. Being involved with the product represents a constant challenge but he is taking it all well in his stride.

New Development — **GRAND BANKS 46 Classic**

A new Grand Banks, the 46 Classic was introduced to the boating fraternity at this year's Miami International Boat Show held in February.

With a L.O.A. of 46'-7", this newcomer was conceived to fill a gap in the product line which, until its introduction, consisted only of the GB32, 36, 42 and 49 models. The GB46 presents a desirable alternative for present GB42 owners wishing to move up but have found the GB49 a bit too large for their needs.

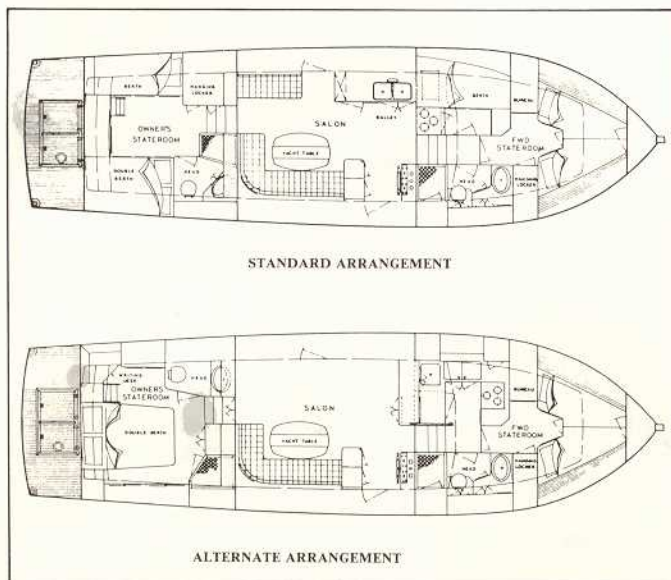
The new boat offers the same unbeatable combination of range, seaworthiness, dependability and comfort — qualities that are built into every Grand Banks.

With the beam maintained at 13'-7", the same as on the GB42, the increased hull length has resulted in an addition of a knot and a half at top speed using comparable horsepower engines.

At first glance, there is little to differentiate the GB46 from the 42 even with both boats sitting side by side. The fore-deck superstructure has been lengthened to enable a two cabin layout and a separate head and shower forward. The salon measuring 12'-10" long by 9'-4" wide is located slightly athwartships. The layout is similar to that on a GB42 Classic with a full working galley and straight settee on the portside and lower helmstation, bar cabinet, L-settee and teak yacht table. Owners can also opt for the down galley arrangement where the galley takes the place of the port cabin thus enabling a less cluttered salon area. The master stateroom aft comes with a head, two generously proportioned berths and lots of stowage to boot. Together with the two forward cabins, the boat sleeps seven in comfort.



The first GB46 Classic undergoing seatrials outside Miami Beach early this year.



For more information contact your nearest Grand Banks dealer.

General Specifications

L.O.A.	— 46'-7"	14.20m
L.W.L.	— 44'-9½"	13.65m
BEAM	— 13'-7"	4.14m
DRAFT	— 4'-2½"	1.28m
WATER	— 278 U.S. gallons	1052 litres
FUEL	— 600 U.S. gallons	2271 litres
DISPLACEMENT	— 36,000 lbs	16,329 kgs

BEACHCOMBING

GB36-370

Amity I

South Portland, Maine
U.S.A.

Earl and Mavis Brown purchased *Amity* in early 1984. Their delivery crew ran into some storm problems soon after leaving Fort Lauderdale, Florida, but *Amity* is now safely at her home port in Maine. The Browns look forward to some great Down East cruising in the coming years.



GB42-853

Stardust

Marco Island, Florida
U.S.A.



It's all smiles as Bob and Audrey Hamilton of Marco Island, Florida, accept delivery of their new Grand Banks 42 Classic from salesman Paul McFadden (left) of Marlow Marine Sales in Sarasota, Florida. The Hamiltons received their Grand Banks just in time for Christmas dinner aboard and are now planning cruises thru the Bahamas and Great Lakes.

GB32-732

Tortuga

San Francisco, California
U.S.A.

Tortuga, Grand Banks 32-732 was delivered in July 1984 to Joe Del Valle in Sausalito, California, and sold by Yacht Sales International. Joe formerly owned a wood 1973 GB32 and ordered the same size in fiberglass. He said he felt no need to "move-up" as the 32' fulfilled all his boating needs in San Francisco Bay. Joe says he couldn't be happier with his new boat!



GN42-897

Kona

Palm Beach, Florida
U.S.A.



Mr. & Mrs. Chuck Schooley are stepping up in size from a 1982 Grand Banks 32 to a new Grand Banks 42 which Mr. Hal Jones of Hal Jones & Co. sold to him. Mr. Schooley is planning to use the boat for trips over to the Bahamas and down to the Keys in his leisure time. The Company wishes them as much enjoyment on this Grand Banks as they had on their 32.

GB49-40
Tanglefoot
Galveston, Texas
U.S.A.

A new Grand Banks 49 was recently purchased by Jim Richardson of Fort Lauderdale from Hal Jones & Co. (broker Jay Jones). Jim and his captain, Larry, (also pictured) have done extensive chartering through Hal Jones & Co. Charters while putting the finishing touches on *Tanglefoot*. His plans include cruising in the Caribbean.



GB49-50
Laid Back
Wilmington, Delaware
U.S.A.



Mr. Tom Reagan ordered his Grand Banks 49 through Hal Jones & Co. (broker Hal Jones). Mr. Reagan is an experienced boating person and plans to cruise the boat through the Bahamas enroute to her home port in New Orleans.

GB42-826
Tiny Rose
San Diego, California
U.S.A.

Mr. Seymour Kaplan is seen posing proudly in front of the wide array of electronics equipment on his Grand Banks 42, *Tiny Rose*. Upkeeping of the boat has been a labor of love for him and she is always immaculate and looking good in her mooring at the South Western Yacht Club in San Diego.



GB42-902SC
Umibohzu II
Singapore



Mr. Tokutaro Unozawa is seen blessing 42-902SC, *Umibohzu II*, with sake (Japanese rice wine) at her launching ceremony at American Marine in Singapore recently. Mr. Unozawa has big plans for the boat which include a trip across the Indian Ocean to the Maldives from her home base in Singapore.

Dealer News

Norwalk Cove Marina



The service department is an important part of the Norwalk Cove Marina operation. They can service most any boat, sail or power.

Norwalk, Connecticut and surrounding Southwestern Connecticut towns have changed over the past two decades. As the population in the New York Metropolitan area increased, the demand for housing and business grew at a hectic pace. Companies concerned about their ability to attract quality employees to work in New York City began to look towards the suburbs as a location for their headquarter buildings. After looking, many companies made the move and Southwestern Connecticut was an area many chose. In a short time, suburban bedroom communities became small cities. Most are still trying to cope with the changes today.

Waterfront properties soon commanded top dollar and many boat yards disappeared as their owners sold out to developers. In many cases these owners didn't have any choice because soaring real estate values had raised their property taxes to the point where owning the boat yard no longer made economic sense.

Despite these demographic changes, Norwalk Cove Marina has remained a marina that people in the area have come to rely on. The Cove opened as a marina in 1957 with the property having been purchased in 1950 by Louis Gardella. The Gardella family has been in the marina business since

1936, the year they opened Rex Marine on the other side of Norwalk harbor. The land for the Cove was purchased because they were running out of room at Rex. Rex continues to operate and is one of the oldest Chris Craft dealers in the world. Today Rex Marine is managed by Tom Gardella and Norwalk Cove Marina by Jim Gardella.

As new boat dealers, Norwalk Cove is one of the largest on the East Coast of the United States. They have handled a variety of boats over the years; Matthews, Richardsons, Owens and Trojans to name a few. When Henry Luhrs first began to build boats in the 60's, he was marketing a boat he called a Morgan Sea Skiff. Norwalk Cove became a distributor and sold the boat, but they called it a Luhrs and registered the name. Several years later, Henry Luhrs decided he would build a different boat and put his own name on it. Before he could do that however, he had to get permission from Norwalk Cove Marina to use his own name!

Norwalk Cove became a Grand Banks dealer in early 1983 and has been one of American Marine's most productive dealers since that time. Other lines they currently carry include Luhrs, Bertram, Bristol sailboats and Hatteras. In fact they are the longest running Hatteras dealership under the same ownership, having started in 1961.

Jim Gardella attributes the success of NCM to the fact that it is a full service marine facility. In addition to the sales department, they offer a charter service which manages several Grand Banks and a number of Bristol sailboats, a service department to commission new boats and service existing customers, a well stocked marine store, a busy fuel dock (Texaco Starport), and a quality restaurant, *The Skipper*, which is also a favorite with landlubbers. This package in one location satisfies most of a boat owner's needs.

Norwalk Cove also has a large used boat department. The ability to deal in used boats is important to dealerships that sell large new boats because chances are, good prospective customers already own a boat. If a customer's present boat is marketable, the fact that he would not have to worry about selling it helps Norwalk Cove clear a major hurdle on the road to making the customer happy in a new boat.

Having been involved with Norwalk Cove since it started has given Jim Gardella pretty good insight into what it takes to sell new boats. "When you get right down to it, nobody really needs a pleasure boat. This makes this business somewhat casual because your number of possible customers is limited. Our job involves finding the right boat for the right person after they have decided they'd like to buy one." Jim also says, "the longer I'm in this business the more I realize that the more things change, the more they remain the same."

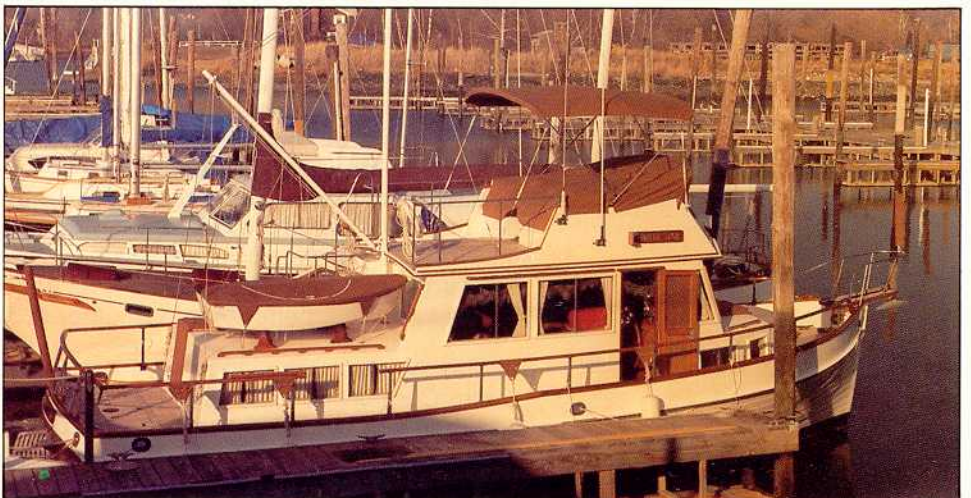
That last statement may be a big reason the Grand Banks line has fit in so well at Norwalk Cove Marina.

Norwalk Cove Marina
Beach Road, East Norwalk,
Connecticut 06855 U.S.A
TEL: 203-838-2326

The yard doesn't sleep come winter. Though the slips are empty the storage and service work continues on land.

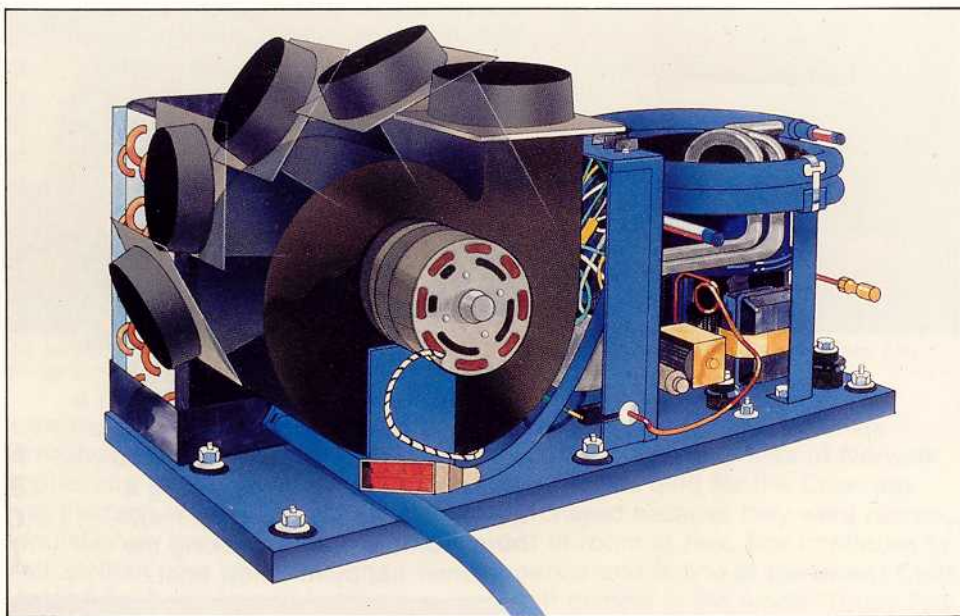


Then again, some slips don't empty. Norwalk Cove has a small contingent of live aboards including Paul Anderson, who lives on board this GB36, NORTH STAR. An Espar diesel heating system and a special winter cover (not shown) keep NORTH STAR cozy.





Marine Air Systems — Environmental Control Systems Specialists



Worldwide, Marine Air Systems offers the boating industry the most advanced environmental control systems money can buy.

In a two part series we will present two of their latest product lines now being offered on Grand Banks cruisers.

Part one will introduce their new VECTOR airconditioning series and Part two in the next issue will feature the GRUNERT refrigeration system.

Vector — An Advanced Environmental Control System

Vector is at the leading edge of technology in marine air conditioning. It is engineered to produce a level of comfort and efficiency together with installation flexibility never before achieved.

The key to controlling a yacht's interior environment is to remove humidity, move cool air in high volume at low velocity, as quietly as possible while utilizing as little space as possible. Vacuum forming techniques, polarized electrical connections incorporating computer components and modular design concepts help to reduce the number of parts needed to the fewest possible. Its advanced design, featuring a multi-directional supply air discharge with fully insulated squirrel cage blower housing enables the Vector Series to do this better than any other self contained system in the world.

Marine Air Systems pioneered the self contained system, first introducing the Cabin Comfort console unit, completely enclosed in a teak cabinet in 1974 and then two years later offering the Cabin Mate Series, the first self contained marine air conditioner ever to feature central ducting. Because no design concept can be efficiently and economically used in all applications,

Marine Air Systems has developed yet another self contained centrally ducted unit — the Vector Series, in an attempt to offer the most universally adaptable unit ever. Now, with over 20,000 Cabin Mate units in the field, the third generation — Vector Series satisfies all installation requirements with a single unit.

The condenser material, being an amalgum of copper and nickel referred to as cupro-nickel, is virtually impervious to corrosion and thus is ideal for handling salt water. Marine Air Systems has always been prone to oversize rather than be caught short since proper sizing keeps the head pressure relatively lower, consequently drawing less current. As for the design, Vector has a horizontally wrapped coil which makes this apparatus self purging of air locks and self draining of water to guard against troublesome operation.

The exclusive use of rifle tube copper freon circuit yields a minimum of 30 percent greater heat transfer through much increased prime surface area within the tubing. Combined with the rifled tubing, Marine Air Systems has incorporated the raised lance fin design. This innovative slotted fin design staggers the air flow and increases the prime surface area in the tubing. The overall effect is greater efficiency.

A single inlet center feed to the coils is still used, which splits into two circuits within the evaporator. This makes it possible to keep the tubes full of liquid refrigerant during the cooling cycle.

The electrical system is designed in modules with all components neatly mounted on the cover of the electrical box. Simply remove two screws and you can place the entire assembly in your lap. In addition, a polarized plug makes all the connections. The polarized plug, a 30 amp rated computer terminal makes 16 correct connections in three seconds versus 30 minutes terminal strip hook up. This guarantees proper electrical connections — no room for improper color coding or loose terminals when dealing with 16 connections at high voltage under significant amperage draw. The plug is also the umbilical cord to the master control panel which in itself is a self contained package with no soldering, no splicing. Just plug in, turn on, and cool off.

Only squirrel cage high static pressure blowers are used. Squirrel cage moves air quietly and enables you to achieve enough velocity/pressure so that air can be effectived ducted in two to four directions from a central unit.

Vector ducts are constructed of vinyl covered cloth to prevent piercing with a special flat bar reinforcement enabling the ducting to be oblonged for tight clearances without collapsing. Furthermore, the air discharge rings come already attached to the blower and tapered for ease of hookup to ducting.

These features coupled with the fact that the evaporator coils have a minimum of 12 fins per inch, not 10 as commonly used in the industry, put Vector on the leading edge of technology.

Our special thanks go to Ms Lynn Stork of Marine Air Systems in Pompano Beach, Florida, for supplying the information for this article.

World of Grand Banks

Norway

By Bengt A. Akselsen

Norway, a small country of four million inhabitants, located in a remote northern corner of Europe, is in many ways unique in its seafaring traditions. As early as the age of the Vikings, Norsemen, today called Norwegians, looked westward towards America, Greenland, Iceland and the British Isles. In search of fortune, they fearlessly ventured out in their "longships" with single mast and rectangular sail. The ships were open so that the sea, the rain and the wind were a part of the life on board these Viking vessels.

The Norsemen of today like to remember this bold and in many ways savage tradition. The plundering and the ravishing that took place across the sea no longer upsets our Norwegian conscience.

These days, traffic from the mainland goes only halfway to the British Isles. Oil activities in the North Sea have become the modern Norwegian tradition. Permanent concrete installations and semi-submersible exploration and hotel rigs are a part of the everyday life of the oil workers.

The remaining maritime tradition and the yearning for the open sea has, however, changed during the past centuries. Nowadays every second household has some kind of boat for leisure purposes. With a coastline of 2650 km and a shoreline of 21,200 km if you include all the fiords, and if islands are also included, a shoreline of 55.000 km (about 35.000 miles), Norway is a paradise for anyone who loves the sea. A glance at the maps tells you that Norway is as far north as Alaska. However, warm Gulf Stream waters have made winters mild and summers even warm. The landscape is magnificent, mighty and overwhelming. Fiords carved far into the country by glaciers during the ice-age with perpendicular mountain walls plunging into the sea, and the water as deep as the mountains are high, makes a tour of the Norwegian Fiord an experience of a lifetime for anyone. Waterfalls thundering into the fiords adds a new dimension to the scenery.

The queen of the fiords, the Sogn Fiord, runs 205 km from the open sea into the heart of the mainland.

The second longest of the Norwegian fiords, the Hardanger Fiord, is probably the most famous. Bengt A. Akselsen proprietor of West Marine and importer of Grand Banks cruisers, made a cruise of the Fiord last summer with his family.



The Hardanger Fiord stretches 180 km into the country. It has a maximum depth of 750 metres with a depth of approximately 70 metres at the outlet. The trip lasted for two weeks in which they stopped at five different harbors. Air temperatures varied from 32°C to 18°C.

With a sea temperature of 18°C and a salt content in the fiord of 350/00, swimming was only a sport for the younger members of the family.

There are several first-class hotels along the shore of the Fiord. They all have private piers where yachtsmen can leave their yachts to indulge in one of the most lavish gastronomic extravaganzas you can imagine viz. the famous Norwegian "smorgasbord".

Cruises in the Norwegian fiords can be recommended to all who have the opportunity. Majestic mountains soar 1800 metres above the sea. They are capped with glaciers beneath a bright blue sky and at the water's edge, various green shades of vegetation complete the picture of a world only to be seen here at 58° northern latitude.

Some advice to adventurers! Because of the great depths, anchoring up can be a problem. However,

there are some shallow lagoons. Otherwise you should use any of the piers along the fiord.

Although some of them may be privately owned, the proprietors do not nourish belligerent sentiments towards visitors. In fact, trespassing is no problem in Norway. You will be welcomed by farmers and other inhabitants along these sparsely populated Norwegian fiords.

If fishing is your favorite sport, you may be lucky to catch sea trout or "The Silver of the Ocean"; a salmon on its way back to the river where it grew up. If you seek more activity during your fiord cruise, you can leave your boat at safe anchor and spend a day or two walking in the mountains.

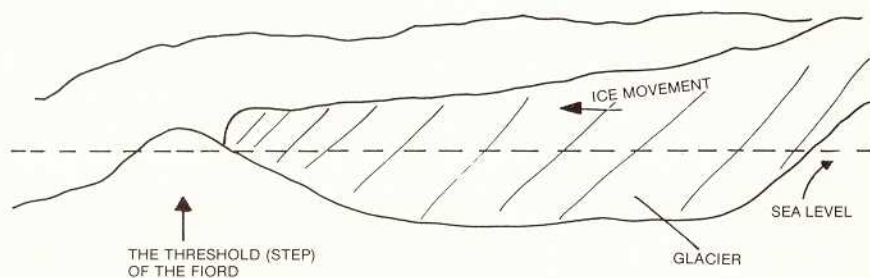
Being located close to the Arctic Circle, Norway is called The Land of the Long Summer Nights. With a dusk period of only one or two hours around midnight, a night cruise along a perfectly calm fiord is an unforgettable experience.

Welcome to Norway where boating still is a way of living!

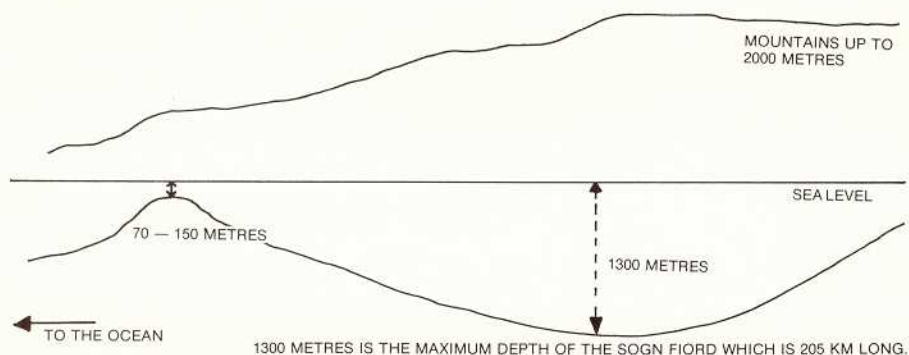
Mountains of 1400 metres in the background.



Principle drawing of the Fiord during the period of glaciation



The Threshold (step) of the Fiord



With towering rocks in the background...



At anchor in the fiord.



Along one of the hotels 170 km from the ocean. Brakanes Hotel in the Ulvik Fiord, one of the many side arms of the main fiord.



Norway is called "The Land of the Long Summer Nights". This is taken early July at 23.30 hours.

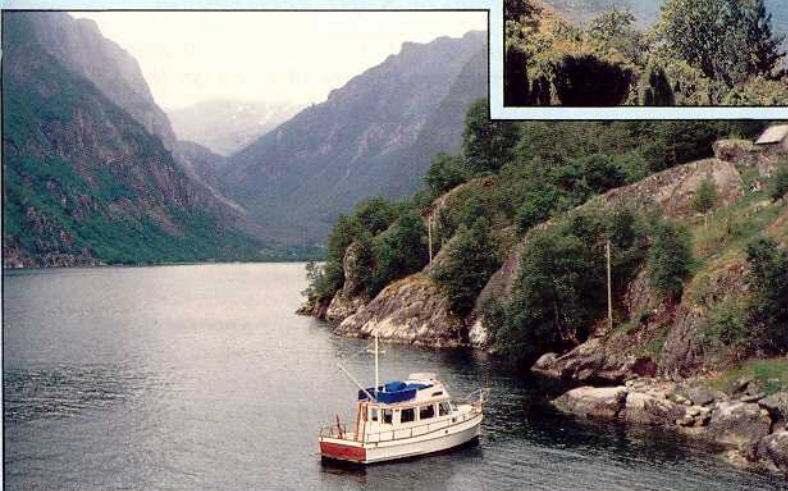
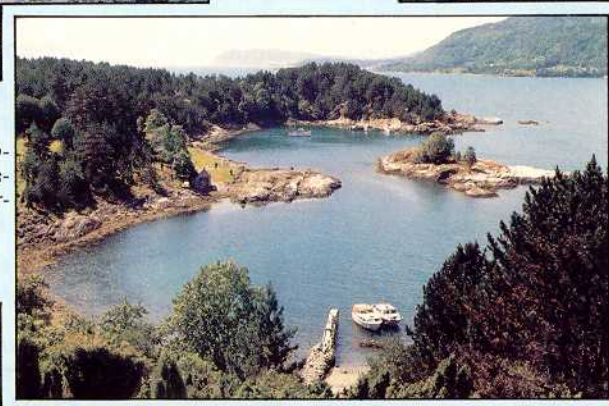
Cruising close to the shore gives you lots of fine details of the landscape. Even so near the rocks the water may be several hundred metres deep.



Popular and sheltered harbor at the entrance of the Hardanger Fiord. The island is called "Sild" which means "Herring".



From one of the more open parts of the Hardanger Fiord — with a local rain shower in one of the side arms of the main fiord.



GB32 at the bottom of the Hardanger Fiord — 180 km from the ocean.



The fiord can also be open, calm and sunny...

COMMUNIQUE



GB32-577 Joint Venture III

We purchased GB32-577 in fall 1981, and have "wet-stored" it each winter since then. Since we are in cold fresh water in North Lake Michigan, we have had no problem with this approach and have given the bottom a light brushing each summer to remove a slight slime. While cleaning it each summer I realize I have never seen any zinc anodes on the hull, rudder or shaft. We are planning to take the boat to Florida in the fall of '85 which will be its first exposure to salt water. We are planning to pull the boat out of water this spring to clean the bottom and apply a fresh coat of salt water anti-fouling paint. Should we at the same time install zinc anodes? If so please advise on the following:—

1. Where do we install?
2. How many do we install?
3. What size do we install?
4. Method of installing — i.e. screws etc.

Since owning this GB we have cruised every summer in the North Channel and the Georgian Bay area. We have enjoyed many hours of trouble free cruising and are looking forward to many more. Enclosed is a recent picture of *Joint Venture III* taken at the end of an early spring cruise. The home port where this picture was taken is Charlevoix, Michigan. In the picture you will notice a considerable

amount of small icebergs in the back ground. We do tend to start the season a little earlier than most people. Because of that fact, I built and installed a heat system using the waste heat from the engine coolant system. This works very well and costs nothing to operate. I would be happy to share the details with you if anyone is interested.

Jack & Rosalyn Thompson
Birmingham, Michigan U.S.A.

Dear Mr. Thompson

Thank you for your recent letter and the photo of JOINT VENTURE III.

The subject of zincs is one that comes up often. We do not fit zincs on the boats at the plant because different owners prefer different types and replacing what zincs are available in Singapore in other parts of the world could prove difficult.

On a single screw GB 32 some owners use a zinc that mounts on the end of the prop shaft. There are several types available; a collar type, cone type or ball type. These are easily changed by a diver when cleaning the bottom of the boat.

The best installation for future reference and changing access is done

on the transom just below the waterline. Through bolts should be installed from the lazarette to the transom. These bolts should be tied into the boats bonding system by means of a copper strap. You should find a strap running to the rudder in the lazarette. By double nutting the bolt on the transom (one nut secures the bolt, the other holds the zinc on) it is easy to change a zinc from the swim platform or when swimming. It is important that the bolts be secured and bedded properly to avoid any potential leaking. Be sure to use stainless steel nuts, bolts and washers. These zincs on the transom will provide protection to the rudder post and the prop and prop shaft through the ship's bonding system. Two zincs are suggested, one at both sides of the transom.

Many times, electrolysis problems in marinas are caused by nearby boats. To help safeguard against this problem and to give additional protection to the zincs on board your boat, a "fish type" zinc can be hung over the side when you are berthed in a marina. The enclosed photocopies of a marine catalog will give you an idea on some different kinds of zincs that are available.

Your heating system sounds very interesting. We would like to have a letter (and photos if possible) describing your system so that we can share it with other GB owners.

Best wishes for great cruising in 1985.

I recently acquired Grand Banks 42-546, now named *Terrapin*. My wife and I enjoyed the boat very much on our first cruise from Maryland to the Florida Keys. It is a very luxurious change from our previous 42' ketch.

A friend and neighbor in Boot Key Marina, Marathon, Florida, where we are both winter live-aboards, loaned me some copies of American Marine News which I enjoyed very much. I would like to take advantage of your question and answer service to help me with the following:

Can you provide the manufacturer and number of the beige paint used in the heads and forward cabin? It is a very attractive color but needs touching up in some areas.

Is it possible to install an additional cleat near the mid-ship hawse hole so that the fore and aft spring lines can be secured separately? Are matching cleats available?

In volume 9 No. 1, in the Communique section, you responded to a question regarding silencing whistling propellers and provided the owner of GB 36-367 with a sketch showing where the propeller should be modified. I am experiencing this phenomenon between 1000 and 1200 RPM and between 1500 and 1700 RPM. I have Michigan Dynajet 24 x 18 three bladed wheels. Will you please provide me with a copy of the sketch showing where the trailing edges of the blades should be bevelled to reduce the turbulence?

Do you have any suggestions as to how to clean the upholstery on the cushions around the dining table? I have tried a couple of do-it-yourself home cleaning preparations with no satisfaction. Would a steam carpet-cleaning machine damage the foam in the cushions?

Please add our names to the mailing list for American Marine News and send along any past copies that may be available. Thank you.

Henry L. Dodson, Jr.
Hollywood, Maryland U.S.A.

Dear Mr. Dodson

Thank you for your recent letter and congratulations on your purchase of GB 42-546.

The beige paint used on the interior of GB's is manufactured by Z-Spar and the color is Grand Banks Beige. The paint number is 11950. It is a glossy paint (enamel) as it comes from the can and needs to be flattened. Presently we mix one gallon of paint to one quart of flattening solution. Touching up could prove difficult and you may want to paint the whole bulkhead.

The cleats as used on your GB 42 are available from a Grand Banks dealer. When the original cleats were installed, we fiberglassed in back up plates on the inside of the bulwarks before the deckhouse is fitted to the hull. Getting at that area today could be a problem.

We suggest you take a good look and determine if the installation of another cleat is feasible.

I am checking further into the location of any adjustments that could be made to your props. I believe the adjustment is a slight one and have seen people correct the harmonic pitch of a prop with a stiff blow from a large rubber mallet. That is just a suggestion, of course, but it has worked before.

Steam cleaning the deckhouse cushions should not damage the foam. An effort should be made to keep the cushions from becoming too wet. If you find that the cushions are soiled beyond cleaning, new fabric can be ordered through a Grand Banks dealer.

We would like to have a photo of TERRAPIN for the Beachcombing section in an upcoming issue of the NEWS. If you have a photo suitable, please feel free to send it to us. Best wishes for great cruising.

I just returned to Sydney from an extensive four month cruise through the Barrier Reef in our GB50 *Been There*.

The vessel performed fantastically, caused no trouble, handled many types of sea conditions and displayed more than adequate economy. Generally, the improvements we had carried out worked effectively. I am however, considering to fit a fishing type cockpit extension to the rear, approximately 7 feet in extra length. I would appreciate your opinion on this as to the possible effect on the vessel's behaviour under various conditions and if you have any knowledge of this having been done to a 50. I would appreciate that information.

Frank Matich
Roseville, N.S.W. Australia

Dear Mr. Matich

Many thanks for your recent letter.

With regard to the addition of a fishing cockpit, I do not know of any specific case in which this has been done to a GB although I know that there was a GB in Greece which was stretched out to about 65' by some miraculous means. I think length was added to both ends but I am not sure.

If the job were done properly, I do not see any reason why it would not be successful although I think that seven feet might be rather a lot. I believe that six feet might be better. If one foot does not sound much, it does represent almost 15% of what you plan to add on.

I think you will find that the added afterbody will give you more buoyancy than will be compensated for by its weight. This could result in the boat trimming down by the bow. However this can easily be corrected by adding ballast or possibly some more useful weight under the fishing cockpit deck.

Another possible problem might be a lack of lateral stability due to the original keel finishing well forward of the transom. If this turns out to be the case, it could be corrected by extending the horn-timber, which is not too hard to do on a wooden boat, or even adding a skeg of some sort.

When we added length to the hull of the GB49, we found that, if we continued the lines, the chines came clear of the water at the transom. This is not good because the underwater plane alters its area instantaneously and asymmetrically whenever a chine lifts clear of the water and this affects lateral stability. We solved the problem by maintaining the angle of deadrise at the new transom as at the old. When this is done the chine lines of the extension, when seen from the side, run flat rather than continuing the rising sweep of the original hull. A better way would be to cut open the original chine for a distance about one third forward from the original transom but of course this is quite impractical on a completed wooden boat!

Depending upon how heavily loaded the boat is and how far up the existing transom the actual waterline comes, you may find that extending the hull will not bring the chines clear of the water but it is a point to watch out for.

We wish you the best of luck with this project. Please keep us informed of your progress.

I have owned a GB32 which I sold to buy a GB36 or 42 — primarily to have an aft stateroom. But for the lack of maneuverability I would consider the

advantages of a single engine — more engine room space, etc.

Have you had any experience with bow thrusters?

Could such accomplish the maneuverability of twin engines?

What disadvantages might one encounter aside from the security of two engines?

William A. Budd
Riverside, California U.S.A.

Dear Mr. Budd

Many thanks for your recent letter.

Over the past year or so, several GB owners have fitted their single screw boats with bow thrusters. In each case the owners are happy with the change.

The opinion of some people is that a bow thruster will actually result in increased maneuverability over twin engines. The fact that the bow can be moved without having to move the stern (the pivot axis moves aft) adds a different dimension to dock-side takeoffs and landings.

The other positive features of a single engine with a bow thruster installation are less maintenance, more engine room area and better economy at hull speeds. The negative factors are the cost of the thruster and the loss of mental security in knowing that another engine is available. A bow thruster installation will cost almost as much as a second 135 HP six cylinder diesel.

CUSTOM CORNER



Another good idea comes from Mr. Toby Goldfarb of Holmdel, New Jersey, on his GB42-869 *Otremba*.

This loose canvas duffel bag is made specially for strapping to the underside of the lazarette hatch cover and is useful for the storage of extra dock lines and life vests.

With both hatch covers done in the same manner, just think of the space now available in the lazarette for other bulkier items.



This hideaway cutting board was built into his GB32-367 *Neo Phyte* by Mr. Phil Montgomery of Corvallis, Oregon, USA. The board slides out easily when needed. It can also provide more counter space for meal

preparation. Mr. Montgomery will share his unique ideas on Grand Banks with other interested owners. Phil Montgomery, 7115 Appaloosa Drive, Corvallis, Oregon 97330 U.S.A

LAZARETTE

Cruising with Royalty



Lady Clare in her slip at the Long Beach venue. Secret agents are seen on the dock in the foreground.

The 1984 Los Angeles Olympics would forever remain a memorable occasion for at least one Grand Banks family.

Steve and Audrey Higley and daughter Clare had the distinct pleasure of entertaining His Royal Highness Carl Gustav XVI, King of Sweden and his lovely lady, Queen Sylvia on board their Grand Banks 42-515 *Lady Clare*.

The occasion was the final day of the Olympic Games' yacht races and his Majesty wanted to view the proceedings as Sweden was a strong contender for a medal.

All arrangements were made by Cliff Tucker of the Channel Cruising Club in which Steve was a member. Cliff was very active with the Swedish Olympic Committee and he had asked Steve whether he would do the honor of hosting the King and Queen for the day since the Grand Banks 42 Classic with the large flybridge and the walk-around all weather decks was well suited for the task. Steve was naturally honored to be asked.

On the morning of the race *Lady Clare* proceeded to the Long Beach venue where she was given a thorough security check by secret service agents and frogmen who checked the hull. Thereafter, they welcomed King Carl and Queen Sylvia and their entourage on board. There were fifteen people altogether including U.S. and Swedish secret service agents and everyone enjoyed a sumptuous buffet luncheon catered by the Long Beach Yacht Club. The beverage supply seemed endless.

As they left the Long Beach venue, two 82 foot Coast Guard Cutters were on hand to escort the "Royal Yacht" out to the race course. They cleared the way through a crowd of boats to the front line for the best possible view of the race. The weather was delightful and the royal couple enjoyed the warm sunshine.

The race was exciting, but Sweden however, had to contend with finishing fourth in the Star Class event and missing the bronze medal by a mere fraction of a second.

Everyone on board *Lady Clare* enjoyed the food and beverages as they cruised back to Long Beach Marina later in the evening. The atmosphere was most festive and many people gathered to see the King and Queen as they left *Lady Clare* and departed the venue.

It was certainly an exciting day for the Higleys and their Grand Banks.



*Swedish
Star class sail boat
(came in fourth)*



Our two 82 foot Coast Guard Cutter Escorts

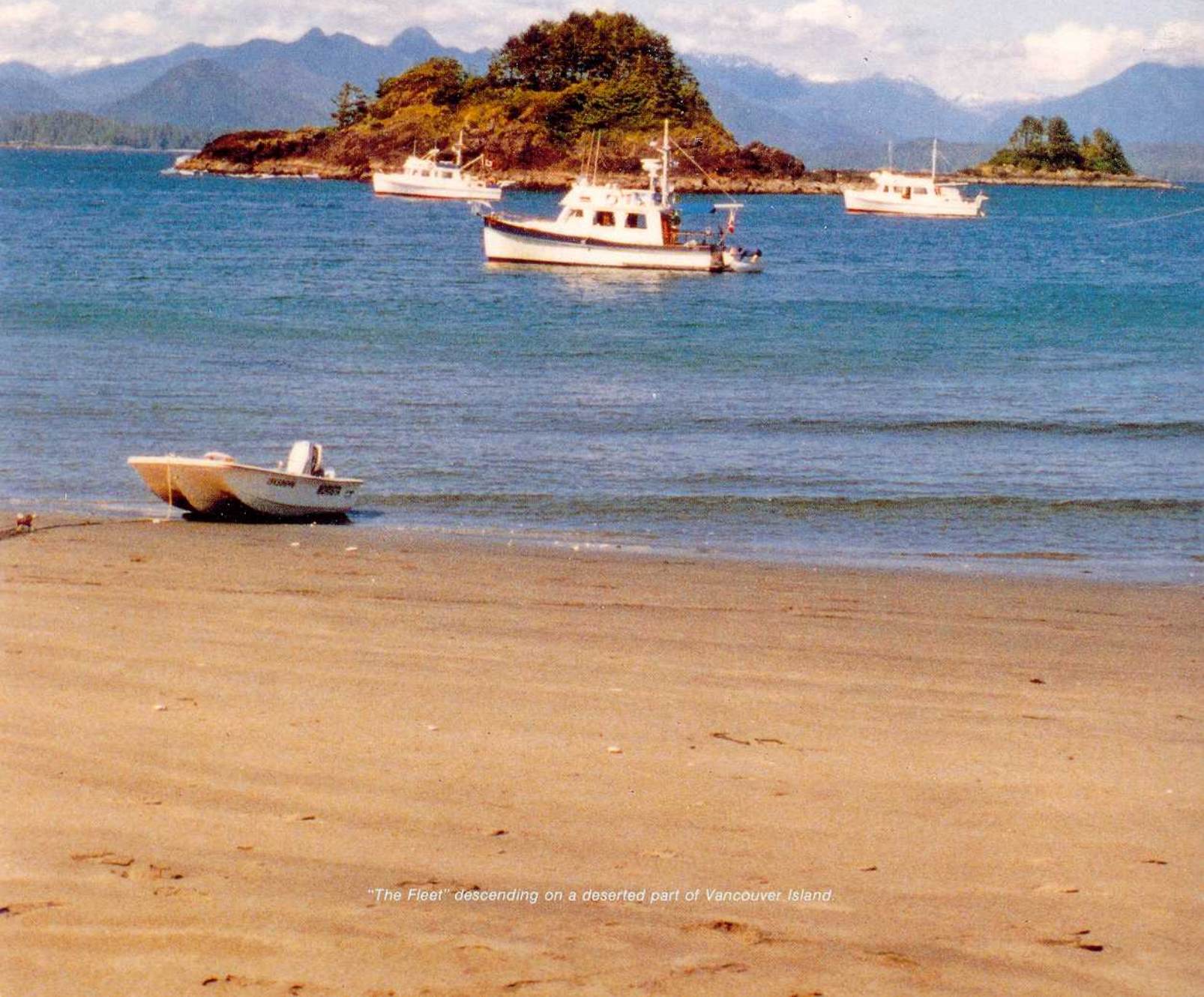


*At the Long Beach venue
From left to right: Mrs. Audrey Higley, Mr Steve
Higley and daughter Clare.*



*H.R.H. King Carl(left), Clare Higley(center)
and Queen Sylvia(right)*

The coast of British Columbia which provides some of the finest and most spectacular cruising waters in the world will be the storyline for our next World of Grand Banks article.



"The Fleet" descending on a deserted part of Vancouver Island.