

# 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.**

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: 714-582-5388 Telex: 350833 REGENCY MVJ

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Front cover: A lion dance performance graced the first new GB46 Cockpit Motoryacht at American Marine Singapore during this year's Chinese New Year celebrations. This traditional dance symbolizes strength, prosperity and good luck for both company and employees for the rest of the year.

## PROFILE Teo Lye Hock



**Teo Lye Hock** is our wood machining specialist cum supervisor of the woodroom, furniture and varnishing departments. It all happened in 1981

when American Marine advertised for a qualified person to assist in the efforts to upgrade the technology and work methods in wood processing and furniture manufacturing. Armed with many years of experience behind him, Lye Hock was naturally chosen for the task. He came under the tutelage of a consultant who was hired earlier to look into ways of modernising existing work methods. Getting skilled labor then was difficult in economy buoyant Singapore. By introducing specialised machinery and training unskilled and semi-skilled labor to use jigs and fixtures, productivity was improved further without any attendant sacrifice to the quality of the finished products.

The consultancy project lasted two years and when it expired, Lye Hock was put in charge. The varnishing department came under his control later when the production process was further rationalized to ensure a smoother flow of materials to the assembly lines.

The continued success and quality of the Grand Banks is testimony to much of this work. However Lye Hock does not believe in resting on his laurels. Whatever time he has in the evenings is spent pursuing a production management course just to better himself.



## NEW DEVELOPMENT

Visitors to this year's Fall boat shows will be able to take a first hand look at the latest addition to the Grand Banks range, the new GB46 Cockpit Motoryacht.

The boat follows the traditional standard accommodation layouts of her sister models, namely two cabins forward and a spacious cabin aft, separated by an equally spacious saloon. New, however, is the addition of an open fishing cockpit with the freeboard lowered the last four feet at the stern. Owners with a penchant for fishing or diving activities would be pleased with this new addition. However, Lazarette storage space is not sacrificed as a result. There is still ample storage available under the lazarette sole. A transom door comes standard.

At the request of many owners, non-skid for the deck walkarounds and all exterior surfaces is the preferred choice over teak and this makes for easier maintenance. However, teak decking will still be offered as an option. Stanchions and grabrails will be of stainless steel.

The new boat is very roomy and this is evident once you step on board. The beam is now 14'-9" (4.50m) and with the side decks narrowed slightly are both contributory factors to this roominess. Minimum height for all compartments is 6'-6" (1.98m).

The standard saloon layout consists of the well equipped galley to port and helmstation, L-settee and yacht table to starboard. Two doors, one each port and starboard give easy access to the flybridge.

Forward of this area are two roomy guest cabins. The forward cabin consists of V-berths and on the standard layout, there is the addition of the port cabin with a double berth. Both cabins share a common head and shower compartment located to starboard.

In the aft accommodations, the narrowing of the side deck walk-

## GRAND BANKS 46 *Cockpit Motoryacht*

arounds at this point provides a generous amount of additional space. This is utilized to provide a spacious owner suite with a double berth to starboard, good size head and shower stall, hanging locker and a single berth to port.

The engine room is aesthetically pleasing and large with a good 5'-2" headroom (1.57m). All equipment are logically laid out and there is ample room around the engines to do regular maintenance. Even with V-8 engines installed, the aisle space between the engines is a roomy 25

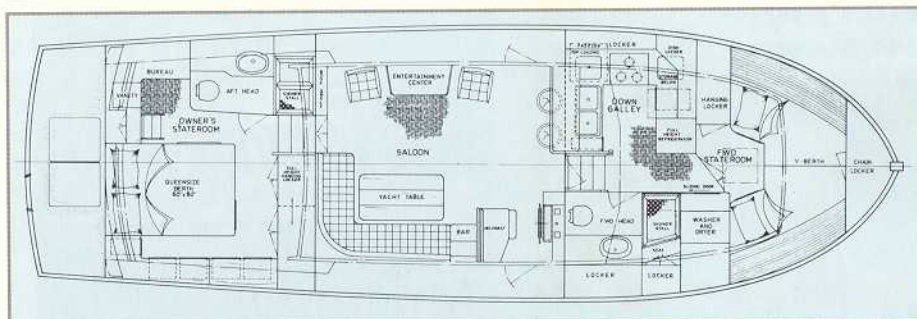
inches (0.6m). A 15KW generator is standard equipment and sits between the two fuel tanks.

The first 46 was installed with a pair of Cat 3208T 320Hp engines which provided a top speed of 16 knots at 2800RPM. The Ford Lehman 135HP or the Cummins 210HP engines will still however be retained as the standard power for the boat.

The GB46CP is truly the yacht you could call home. For more information, please contact your nearest Grand Banks Dealer.

### General Specifications

L.O.A.	47'-1"	14.35m
L.W.L.	44'-9½"	13.65m
BEAM	14'-9"	4.5m
DRAFT	4'-4½"	1.33m
ESTIMATED DISPLACEMENT	39,000 lbs	17,727 kgs
WATER	278 gallons	1052 litres
FUEL	600 gallons	2271 litres





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## BEACHCOMBING

### **GB32-744** ***Masquerade II*** Kobe, Japan



Mr. Nakamura is the proud owner of Grand Banks 32-744, *Masquerade II*. Having owned a sail boat for many years he has come to appreciate the sturdy qualities of the Grand Banks and likes the transformation from sail to power. Come weekends he can be seen cruising and fishing with his family in the inland waters off Awajishima. The boat was purchased through OK Yachting Aid CO. Ltd., the Grand Banks dealer for Japan.

### **GB48-007** ***Ziggy*** Bellaire, Michigan U.S.A.

Mr. & Mrs. Gil Ziegler are the new owners of Grand Banks 48 hull 007. Formerly named *Sundown V*, the Zieglers have since given her a new name — *Ziggy*. This picture was taken shortly after they left Connecticut on the way to winter storage in Virginia. Her new home port will be Chalevoix, Michigan.



### **GB36-725E** ***Barrique*** Oslo, Norway



Mr. Otto Kofoed, owner of GB36-725E is seen here leaving Bergen on her maiden voyage back to her home port in Oslo. The other crew members were his wife, Inger-Johanne and brother in law. The boat was commissioned by Mr. Bengt Akselsen of West Marine, the Grand Banks dealer for Norway.

### **GB36-723** ***Genesis*** Ventura, California U.S.A.

Earl and Gail Bellamy taking delivery of their new GB36 Classic, *Genesis* at Ventura Yacht Sales Inc. in Ventura, California. The Bellamys have now purchased five yachts from Ventura Yacht Sales Inc. over a period of 14 years. The Bellamys' 36 is the first GB36 delivered by their new G.B. dealership. Also pictured are Dick and Paula Kahn, founders of Ventura Yachts. *Genesis* is berthed at Oxbow Marina on the Sacramento Delta across the street from the Bellamys' new home.





## **GB42-758MY**

### **Low Tar**

Hamburg  
West Germany

The soft glow from the midnight sun casts its mark on this solitary GB42-758 in Scandinavia. Mr. Claus Terheggen the owner who provided this picturesque shot says that it was taken at two a.m. in the morning and without the aid of a flash light.



## **GB36-687**

### **C'Est Tout**

Blood River, Louisiana  
U.S.A.



Mr. & Mrs. Webb of Baton Rouge took delivery of their 36' Grand Banks *C'est Tout* (ex *Mardan*) in Ft. Lauderdale. After provisioning, they took *C'est Tout* directly to her new home at Port Blood River, near Baton Rouge. John reports that everything was fine except the weather which gave them winds of 15-25 knots most of the way. John plans to continue his cruising along the Gulf Coast as soon as the weather warms up. *C'est Tout* was purchased through Hal Jones & Co.

## **GB32-114**

### **Lovable**

San Diego  
U.S.A.

Mr. Louis Geiger is the proud owner of this immaculately maintained 16 year old GB32 named *Lovable*. Moored at the South Western Yacht Club in San Diego, Mr. Geiger takes a personal interest in the upkeep of the boat. She is their floating home when the Geigers cruise to their favorite destination, Cedros Island some 300 miles south of San Diego.



## **GB42-652E**

### **Foftein**

Germany



Mr. Fritz Joachim Otto and Professor H.F. Korner jointly purchased *Foftein*, a GB42 Europa in October 1981. During the last five years, they have travelled about 7,000 km with 1050 hours clocked for the engines. When Professor Korner gave up his half of the ownership recently, Mr. Otto took over and is now the sole owner of the boat. As can be seen from the photo, *Foftein* is in the best of condition. As Mr. Otto puts it "we know we have the best boat when we bought her and she is still the best trawler boat in its class".



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## DEALER NEWS

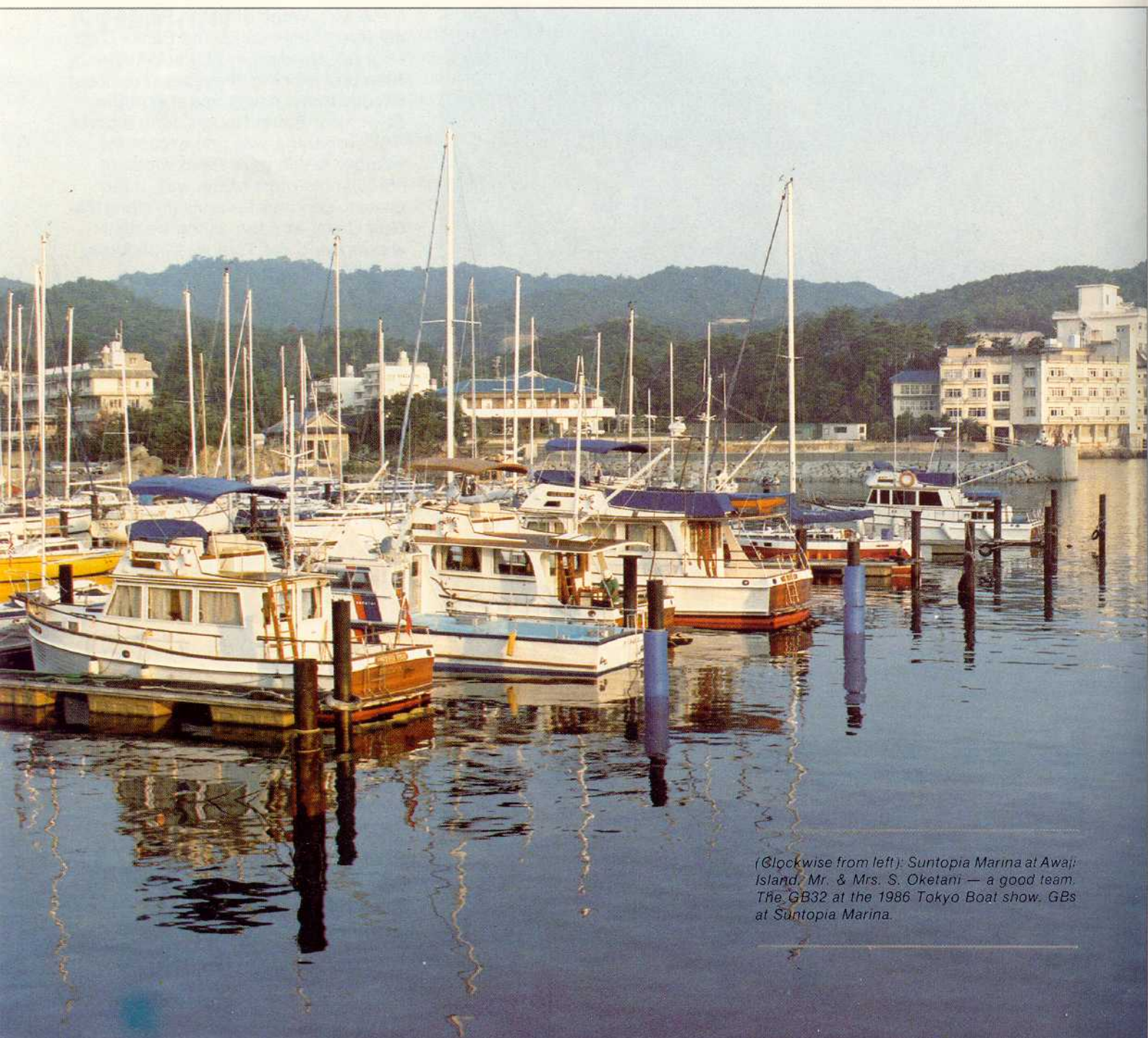
### ***OK Yachting Aid Co, Ltd. Kobe City, Japan.***

Some 19 years ago on the shores of Oahu, Hawaii, a young Japanese yachtsman saw his first Grand Banks 32 while there on vacation. He was greatly impressed by the uniqueness of the boat and although he knew nothing more about it other than what was written in boating journals, he had a vision that someday the boat and himself would enter into a viable business relationship.

In 1981, this same man, Shosaku Oketani finally decided to embark on the venture that he had long dreamed about — to sell Grand

Banks into Japan. As an initial step, OK Yachting Aid Co. Ltd was formed in June the same year. He realised that there was more to selling a foreign product in his own country than simply finding the right emotional buttons. The product must be positioned well and priced right and as is the norm, the Japanese consumer expects the highest quality in the products they buy.

However, he was secretly confident about Grand Banks. Being Japan's most well known sailor for many years and having been involved with



*(Clockwise from left): Suntopia Marina at Awaji Island; Mr. & Mrs. S. Oketani — a good team. The GB32 at the 1986 Tokyo Boat show. GBs at Suntopia Marina.*



sailboats for the past 34 years, he knows a good boat when he sees one. Besides, he had many supportive friends.

Armed with a firm conviction about the marque, he approached American Marine who granted him a one year trial period to market GB's. Although he sold nothing the first year, his persistence paid off in the second with a GB36 order, followed by two in the third and six boats in the fourth year.

Suntopia Marina in Awaji Island

(about two hours by ferry from Kobe) is where one of the offices is now located. Kobe and Awaji have more to offer the recreational boater than any other area in Japan. Both locations have well established marinas and plans are underway to have more built to cater to an increasing number of young professionals who are looking towards the sea to fulfil their leisure needs.

Within a range of 300 miles, many attractive locations can be found such as the Beppu hot springs in Kyushu, Toba in Honshu and Nagoya. The Grand Banks would undoubtedly prove an ideal boat for such trips.

Recently, OK Yachting Aid participated in the 25th Tokyo Boat Show in which a GB32 was displayed for the first time. A large crowd attended the show and Shosaku Oketani was able to spread the Grand Banks message to an even wider audience.

Good fortune smiled on Shosaku Oketani and Grand Banks as three GB32's, one GB36 Classic and one GB42 Classic were sold as a result of the show.

**OK YACHTING AID CO, LTD**  
**6-51-301 Shinoharadi**  
**Nada-ku, Kobe City,**  
**Japan 657**





## A Labor of Love

Have you ever had a boat cry out to you saying "Please take care of me! Somebody please love me!"? We have. And we bought the boat, a 1973 GB36-288, which we christened *Sea Fever*. She was out of the water, wrapped in a canvas shroud, with the inside of the boat pretending to be a hot house with enough moisture to grow tropical plants in February.

This wasn't the first time we've heard a boat crying for help though. Our 1973 GB32-372 was in dire need of attention also. It took us two seasons to get her into bristol condition before we sold her for considerably more than we paid for her.

The gratification of restoring a wooden Grand Banks to its original condition is a feeling that can't be beat. Anyone can restore an old wooden boat, but not many can match the quality and charm of a Grand Banks. That is why we knew our second boat had to be a Grand Banks also.

We have been working on our GB36 for three seasons now and are almost finished redoing everything from stem to stern, inside and out for the first time. Then it will be time to freshen up what was done the first year. It is amazing how much more surface space you get with only four more feet of length!

Our first priority was to clean the engine room. After all, that is the heart of the boat. As long as you can see what is happening down there and keep it running properly, you can still play while you work. This naturally meant lots of engine cleaner, rags, hoses, paint, fluorescent lights and, of course, carpeting. She was already responding to the attention like a purring kitten.

Fortunately, the living quarters were more presentable and could take a back seat. Slip covers and dim lighting can do wonders for hiding slightly marred paint in the cabins. However nothing could hide the horrible condition of the bright work and the slimy stuff growing in the



window sills. We resealed the windows and stripped all the varnish off the valances, sills, chart table and galley area and refinished it all. Teak has such a warm glow to it when it is taken care of. A paint job of the remaining surfaces, reupholstery of the cushions, new curtains and additional 110v lighting would have to wait. The interior was liveable enough to allow us to start working on the outside.

Where to start became the next question. From the top down or bottom up? They both seemed logical. So we had a yard wood the bottom and paint the hull, including the blue stripe, which we feel adds a little something special. At the same time we started with the fly bridge, both inside and out. The exterior of the bridge was wooded, soaked with the WEST System epoxy resin, primed and painted. She sparkled and shined both top and bottom, but was still very ragged around the middle. All the while we

would work one or two weekends and play one or two weekends. We even found time to take a week's vacation on the boat the first summer.

Over the winter we removed all of the external bright work as well as the hatches from the inside to refinish them at home. At the same time, the cushions in the salon were reupholstered and we made new curtains for the salon and cabins. Teak decking was laid on the fly bridge and aft cabin top. That was a major project and a major decision for us to make. We felt it would be easier to maintain than the painted surfaces, which indeed it has been. At least it has been more rewarding. The glow of the cleaned and oiled teak is more than worth the expense.

With the coming of spring came the fragrance of paint stripper, chirping of sanders and refreshing dips into the paint cans. We had to finish dressing our boat in her new coat of







white, giving the cabin sides the same loving attention as the rest of the exterior. Throughout this season we took time for a two-week vacation, as well as a number of long weekend trips. She was as proud to be shown off as we were to show her off. She sparkled and ran like a gem.

This past winter's project was to have new shafts and cutlass bearings installed. That is a job you don't want to have to do twice. But it will pay for itself in preventing wear and tear from vibrations. Again, between long weekend trips and a two-week vacation, we completed minor spit and polish projects both inside and out. Our finishing touch was to top her off with a new bimini and winter cover. Inside, the crowing glory will be the new headliner we are in the process of installing.

Now that we've almost gotten this boat the way we want it, a far off voice is beckoning. Could it be a GB42 crying for a little TLC?



(Clockwise from left): Wrapped in a canvas shroud. In need of TLC. Stripping and sealing the cabin sides. The teak decks "before". The final product. The beautiful teak decks "after".





## World of Grand Banks

### "OH MY"

By W. James Hall

The year was 1967, and by that time our accumulation of new boat brochures had grown steadily. It all started a few years earlier, after some harrowing experiences in our 27' power boat. At that time Phoebe, my wife, had emphatically stated that if she was to stay in boating she wanted a firm deck under her feet. Needless to say, today we are still well entrenched in boating and with that firm deck under our feet.

We first saw the 32' Grand Banks, then known only as hull 32-49 that was later to be named *Oh My*, in September 1967 at Higgs Marine Service in New York, the only nearby dealer at that time. Compared with other power boats to which we had been accustomed, the G.B. was unusual in design and workmanship, and it certainly had that firm deck. It was the type of boat we had often read about and thought of for the

retirement years; i.e. diesel powered, non-planing, comfortable, economical, and it offered a wide walk-around deck without the necessity of doing a balancing act on one foot while going forward. I was then still in business and questioned if the time for this boat was right for us. We ultimately reasoned that it was, that it could offer years of enjoyment of the type of boating we desired even prior to retirement — so why wait? We were never sorry for our early action and, of course, that collection of boat brochures ended in the trash.

*Oh My* was named after a departed feline member of our family: a blue-eyed, all white, short hair domestic, broad in the beam. In the early days, folks would come by and say "Oh my, what a beautiful boat! What is her name?" When we told them they had just said it, they would





look surprised, and we would invite them to look at our transom.

From her initial introduction to our marina, *Oh My* became a center of attention. We recall our yacht club rendezvous on the Hudson River in the spring of 1968 when fellow members and guests had their first opportunity to come aboard for a look-see. Before long, it was like Grand Central Station when other boaters in the marina also wished to see this "strange vessel". After all, how many trawler-type yachts were around in the late sixties? It wasn't long thereafter though that they started to appear in the boating market. (There is a saying about "imitation being the sincerest form of flattery".) To this day we still receive those admiring glances from passers-by, and many are amazed when they learn her age. By 1969 there were enough in the area to hold a first all-G.B. rendezvous on Long Island Sound, hosted by Higgs Marine. Since then we happened to be in the area for rendezvous in 1979, 1981 and 1985, the last hosted by

New England Yacht Sales of West Mystic, Connecticut.

The engine hours accumulated slowly during those early years while still at my job and we continued to have it maintained by the Higgs yard until retirement ten years ago. The yard still do the bottom and other major work, but we continue to do whatever is within our own limited skills and capabilities. When on long cruises away from home port we have, by necessity, learned to do many maintenance chores. The care required in keeping *Oh My* at her best, both operationally and aesthetically, also provides the therapeutic benefits of "just messing around in boats". Our "love affair" with *Oh My* was further nurtured because of this closeness when we got to know her few weaknesses and many strengths. When the oil crunch came along in 1974 and later years, we don't remember sacrificing our days on the water as much as some of our fellow boaters with their so-called gasoline guzzlers who had to refuel almost each time they returned to port. That is, assuming the fuel was even available. On our Atlantic Intracoastal Waterway cruises during those critical fuel years, how grateful we were for that single Ford-Lehman affectionately called the "Beast in the Bilge".

Some of our fast-boat neighbors often wondered how we could tolerate a maximum speed of eight knots. This limitation has never been a problem for us. It's true we are usually underway for a longer period of time, but that is more than compensated by a comfortable trip;

part of the joy is getting there, even in moderately high seas. Many times in rough weather we've seen the fast, planing craft throttle back while we have continued our faithful and steady eight knots. Without wishing to sound too critical of our fast-travelling friends, we have each selected our preferred type of boating, and the G.B. has much to boast about.

When I retired in 1975 we had a boat which had already provided eight years of enjoyment, and which we were getting to know better with each passing year. By that time we knew her capabilities and limitations; she was loved and didn't have to prove a thing. *Oh My* was there and ready for our retirement cruising.

After our move to Florida we really put hours on the engine with trips up the St. Johns River, the Florida Gulf Coast, and our biennial round trips trip to New England waters. We can relive, through our log, the many ports visited during these past years. There is much pleasure in locating and exploring new anchorages and revisiting those tranquil (and sometimes desolate but beautiful) areas away from the 110v umbilical cord. We will never tire of the diversification offered along the Atlantic Coast: the Elizabeth Islands north of Martha's Vineyard, eastern Long Island and southern New England, the Chesapeake in spring and fall with its some 6,000 miles of shoreline offering enough ports to last a lifetime, tidewater Virginia, both Carolinas with their open sounds and the winding Waccamaw River, almost undiscovered



(Clockwise from extreme top left): On Long Island Sound. Near Flagler Beach, Florida — C.G. Auxiliary & U.S. Power Squadron members. *Oh My*'s sweet sixteen birthday party Norwalk, Connecticut (L to R) Phoebe, Carmen, Jim Belatoni. The first G.B. rendezvous; Oyster Bay, Long Island (*Oh My* in center). Pumpkin and *Oh My*.



estuaries, and lastly, the wilds of the Georgia Sea Isles. There is no need to travel too far afield to find our kind of boating enjoyment. Lower Connecticut to our part of Florida is about three days by car, but our cruises average about 40 days each way. Our time underway varies from about two hours to perhaps eight or more each day.

Problems? Yes, we had them too, but over a span of 18 years, on looking back, they seem trivial compared to the many hours of pleasure derived when everything is purring beautifully. With an all-wood boat there's been some rot in the deckhouse, but nothing massive. (If we had our druthers, we could imagine a wood hull, as we now have, wedded to an all-fiberglass deckhouse. But we don't feel too bad, as there are "all fiberglass" boats with rot around wood window frames.) Then there was a time when we loaded some bad fuel, which, combined with accumulated algae in our tanks, proved disastrous to the dependability we always relied upon. Cleaning out the many years accumulation from our tanks was an experience, and we were thankful for the clean-out plates and the drain plugs. Our recommendation: do the job as soon as suspected, don't postpone!

Adventures? We've had our share of riding out hurricanes (Belle, David and Frederic) and their fringe areas, being fogbound off the New Jersey shore and Block Island, and our only-ever tow by the Coast Guard across Long Island Sound due to a broken bleed screw in the injection pump.

While there will be more memories built up over the years ahead, we cannot forget some of the other good ones: Operation Sail in 1976; and *Oh My's* sweet sixteen birthday party in Connecticut, all decked out in banners and flowers. (After all, we do christen boats, don't we?) — And the bad: the usually "nasty" Neuse River, and crossing the wide mouth of the Potomac River under adverse conditions.

And we should mention our companion on all our cruises, at least up to two years ago, when he went to join his ancestors in feline heaven. Pumpkin, a shorthair domestic

orange tabby cat (our animated "golden Burmese teak"), was as much an integral part of *Oh My* as all her essential equipment. Pumpkin and *Oh My* were both attention getters wherever we went.

Over the years we've made some changes to add to our particular lifestyle and comforts aboard. Among the first were: a complete built-in dish rack forward of the gas range, customized to fit our dish set; cutout/hinged drops under the seats in the main cabin in order to have easier access to storage; and a small 12v/110v refrigerator was installed immediately aft of the ice chest, which has been retained, thus enabling us to utilize any of the three systems. We did away with the backrest/upper berth and installed shallow teak book racks on all three sides of the area bordered by the rear cabin wall, the port wall and the refrigerator. It still leaves sitting space for two or three, utilizing the extra cushion from the hi-lo table-to-bunk conversion. The benefits from this addition far surpasses the need for extra bunks. It is called the Library since it provides a central and convenient place for books, magazines, newspapers, charts, binoculars and navigation tools; particularly when on long cruises. (Like most boaters who cruise a lot, we learned from the very beginning to stay organized.) In the stateroom, a small hinged door under the forward section of the V-berths, between the drawers, provides ready access to that very useful storage area aft of the rope locker. In the head, we have added a 110v fluorescent light, and replaced the fixed window with a hinged port and screen for improved ventilation.

We have been advised to minimize our exposure to the sun, the result being a nylon/vinyl cover over our stern deck, supported in the center by a line to the raised boom, and two stainless steel poles at each corner of the transom. Added protection, when needed, is provided by removable zippered curtains for all three sides. Other additions include a stern deck fresh water tap, and a storage box/seat made for the bridge, just behind the starboard helm seat.

Below decks, the original exhaust

has been converted to a fiberglass water-lock system. And, in the absence of a generator, the installation of an extra bank of two high amperage rated batteries with an isolating switch, for use as needed. The automobile size is preferred rather than the very heavy and unwieldy commercial size batteries.

Because gauges for the original instrument panels are no longer available, we have been forced to replace them with non-matching gauges, necessitating cutting additional holes at each helm to accommodate the replacements.

We look forward to many more engine hours ahead. As heard so often about the Ford-Lehman engine, "Why she's just broken in". A few words about the engine: Ours is one of the few with the CAV injection pump compared with the widely used Simms. It has never been removed for any reason, although it came close when that bleed screw between the engine block and the port side of the pump housing broke off inside the pump. We like to think the engine itself is invulnerable and that the day-to-day problems occur in the many external (and thankfully, accessible) accessories. There is no denying that clean fuel and air-tight connections are of the utmost importance, plus a watchful eye on those instruments and gauges with their telltale indications. Lastly, the stout keel and skeg have





provided yeoman protection to our original propeller, although it is about to be replaced due to corrosion on the blade edges.

A recent (1985) independent marine survey undertaken for insurance purposes states a few times that "she has had a lot of careful use, is very well constructed and has been well maintained". It has been proven that regular use of a boat is beneficial for her, otherwise, as in we humans, atrophy sets in after periods of just sitting all closed up. Fortunately our Florida winters encourage use.

In our home port area near Ormond Beach, Florida, *Oh My* has been an operational vessel in the United States Coast Guard Auxiliary for the past ten years. We've done our share of taking people out of the water, ungrounding others (carefully), and towing disabled craft to safe ports. She's been on stand-by duty and utilized when regular Coast Guard vessels have been out of commission, including security patrols during a few of the space-lab launches at Cape Canaveral. She's been used for training both by the Auxiliary and the nearby Coast Guard station located at Ponce de Leon Inlet.

We often wonder how much longer we will be able to maintain our present level of enjoyment with *Oh My*, whether she or we fail first. In the meantime, we are all growing older together. If the day ever arrives

that she, or we, have to give up on the water, then perhaps she could still continue to provide some pleasure up on chocks outside our home — with flower beds adorning the deck?

Every time we meet another "old timer" our curiosity is aroused by the possibility that we may be one of the longest original G.B. owners. If there are any out there exceeding 18 years it would be quite interesting comparing notes, and for that matter, with anyone having a boat of our similar vintage.

Each issue of the American Marine News is eagerly anticipated and we appreciate all those ideas, innovations, problems/solutions that other G.B. owners share with us.

Our best wishes to American Marine News for continued success as an outstanding publication. It too has established itself in the same traditional G.B. standards.

*(Clockwise from below): The "Captain" at the helm, southbound Alligator-Pungo Canal, I.C.W. Stern to stern with PYXIS, rendezvous at Mystic Seaport. Most recent picture, approaching Northport, L.I. The "Library" and refrigerator replacing the upper bunk.*





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## COMMUNIQUE

I am the owner of GB36 hull No. 618 with which I have been very pleased. There are over 1200 hours on the engine and it has performed without hesitation. I am taking this opportunity to make some comments about structure and ask for some help which I hope you can assist.

A year and a half ago I made the mistake of hitting the propeller on a rock, resulting in damage to the rear bearing secondary to vibration in the shaft. The boat was pulled and the shaft removed. Because of unfamiliarity with the construction and some ineptness, the yard had a difficult time pulling the bearings. Incidentally I have had made and now carry with me a very effective but simple pulling tool. The yard was surprised to find the center bearing. Despite having the blue prints, we were unable to replace the center bearing. It should be noted that despite indication of there being a set screw in the center bearing there was none. Further, we could not get to the housing for the center bearing without cutting into the stern tube, which we did not do. Therefore, there is no center bearing in my boat which has since performed without problem for over 125 hours. Do you have any comment about the need for the center bearing? If it should be replaced, how?

Is the mast bonded to the grounding system in some way? I would like to bond the mast some way for lightning protection. Do you have any comments?

Thank you for your attention and help.

**Michael J Curtin**  
**Gladstone, Michigan U.S.A.**

*Dear Dr. Curtin*

*Thank you for your recent letter.*

*Since 1983, we have changed our stern tube construction and eliminated the center bearing in the process.*

*The bearing was originally added as a precaution against resonance frequency when the shaft turns at a critical speed. We have since upgraded to using a more superior*

*material for shafting due to higher horsepower requirements by our owners. As a result of this change, the distance between the front and stern bearings is adequate to prevent resonance from occurring (critical spacing between the two bearings is about eight feet).*

*In the case of your boat, you have correctly pointed out that it is impossible to replace the center bearing without cutting into the stern tube. In such a situation, we would usually advise owners to simply replace the front and stern bearings and leave the center one 'as is'. When replacing your bearings, it should also be noted that there should be an 'interference fit' (forced fit) between the bearing and the bronze housing.*

*The mast is bonded to the grounding system by way of mast cables tightening against the flybridge stainless steel handrailing and with the latter bonded to the ground.*

---

I already have some leaks developing at the joints in the fresh water pressure system. What is the grey, rubberlike material used for the piping and should I expect to be able to buy the unusual clamps (and tool for installing) in this country? Conventional hose clamps do not seem to do the job.

Your advice will be much appreciated.

**Jerrems C. Hart**  
**Vero Beach, Florida U.S.A.**

*Dear Mr. Hart*

*The piping for the fresh water plumbing system on your boat are the 1/2" I.D. grey polybutylene supplied by Wrightway Company of Illinois, U.S.A. Unfortunately, Wrightway is now defunct but you can purchase a compatible material from BPC which is what we are using for present boats now in production.*

*Aluminium rings of 3/8" x 3/4" O.D. and 1/2" I.D. are available either from BPC or from us. The tools to use to replace the piping and for crimping the rings should be available from any plumbing establishment. For*



your reference, BPC's address is as follows:

BPC  
Division of Bristol Corporation  
P O Box 278  
Bristol, Indiana 46507  
Tel: (219) 848-7681

I have GB32-26 which is powered by a 80 H.P. Ford Lehman engine. At 1800 RPM this boat makes seven knots.

I am considering installing a 150 H.P. Ford Lehman which I have on hand. I would like to know, if you have such information, what I can expect in the line of speed, fuel consumption, propeller size, propeller clearance and your opinion as to this proposed change. If you have drawings or sketches of the propeller area of the hull I would like to have a copy.

I do not know if this engine is original installation or not. The engine has 2600 hrs now. Can you tell me what speed I can safely run the engine at and what speed I can expect.

This boat has been very well kept up and has a lot of extra goodies installed. I am very well satisfied with the boat except for speed.

**Ray C. Renard**  
Seattle, Washington U.S.A.

Dear Mr. Renard

Your letter postmarked November 14 just recently reached us. We moved our office June 1 and some mail has been slow in catching up with our new address.

It is our experience that increasing your horsepower to around 150 will result in a maximum cruising speed of 8.5 knots and a top speed of approximately 9.5 knots. If speed is more important to you than efficiency, I would suggest going with a lower ratio transmission such as a 2.5 to 1 or 2.0 to 1. You will find that due to the configuration of the 32 hull it is impossible to swing much larger than a 24 inch diameter prop. This limits the potential speed of the 32 because you can't really take advantage of a larger horsepower engine.

You should be able to run your

present engine continuously at 400 RPMs under your maximum RPM without causing harm. You have probably found that increasing your RPM's much beyond 1800 only adds about a knot to your speed, makes more noise, burns more fuel and in general isn't worth pushing the throttle forward.

Best wishes for the remainder of the boating season.

This last summer I bought a 42' Grand Banks in Copenhagen, Denmark, and shipped it to Oakland, California on a container ship. We then spent several weeks having the bottom painted and equipping it in Oakland. It was already equipped with auto-pilot and radar. We added Loran-C. It has the twin 3208 210HP Cat's.

After getting it ready in Oakland, we brought it north up the Pacific Coast to Tacoma, Washington. It is about a 1000 mile trip and the *Rosa* performed beautifully. We had unexpectedly rough water going around Point Reyes between San Francisco and Bodega Bay the first day out. We laid up at Bodega Bay for 2 days for better weather. On the first leg the wave heights were estimated 15' with some 20' and higher. The wind and waves were from 330° and we going generally north and it wasn't too bad. We did take an occasional wave over the bow with some water reaching the flying bridge. However, the *Rosa* handled it well. That initial leg was a shakedown in every sense of the word.

From Eureka, California, north, the water smoothed out and we had a fine run on into Tacoma.

Our longest leg was from Newport, Oregon to Port Angeles, Washington, a distance of 300 miles. This was a non stop run of 30 hours. We also ran a 250 mile leg from Eureka, California to Newport, in 26 hours. There were five of us aboard; my partner, Dave Horsely and three friends. Our cruising speed was about ten knots made good at 1850 RPM and a fuel burn of nine G.P.H.

I have chartered boats for years and decided long ago that the ultimate

boat for my family was the 42' GB. The *Rosa* is everything I had hoped it would be. We are looking forward to cruising in the San Juans and north this summer.

**David E. Jones**  
Washington, U.S.A.

Dear Mr. Jones

Thank you for your interesting letter. It is always a pleasure to hear from owners of mature GBs and we are very pleased to learn that *Rosa* is everything you had hoped her to be.

Your name is now on our mailing list and a copy of the *News* will be sent to you as and when they are published.

I would like to correct an article in your American Marine News Vol. 12 No. 1 page 3. The article is titled "GB32-31, Dividend Hamilton, Bermuda." It states a GB32 hull No. 169 owned by Mr. Steven Kempe of Warwick. This is incorrect. We own hull No. 169 boat named *Chinito* bought new in March of 1971. I still own the same GB32 and have had and are still having many pleasurable cruises aboard same. I bought *Chinito* hull No. 169 in Miami, Florida at John Donnell Yachts.

I have moved throughout the years and no longer receive the American Marine News publication. I would very much like to receive this publication again.

**A. Manuel Gonzalez**  
Seffner, Florida U.S.A.

Dear Mr. Gonzalez

Thank you for your recent letter correcting our misprint in Vol 12 No. 1 of the AMERICAN MARINE NEWS. We will update our owners list and you will once again receive the NEWS as each issue is published.

Thank you for taking the time to fill out our questionnaire. We plan on publishing your photo of *Chinito* in an upcoming Beachcombing section of the NEWS, and we will correct our earlier case of mistaken identity at the same time.

Enclosed are several additional



issues of the NEWS. Best wishes for continued happy cruising aboard Chinito.

I own a 42 foot GB built in 1975. I believe the hull number is 435. My engines are John Deere Ammarine 404 Diesels. I have a question concerning the fresh water system. About two years ago after the heat exchanger and the cooling system components have been removed and replaced, I encountered high water oil temperature on that particular engine which caused the warning buzzer to turn on and I then had to shut down the engine (200°F).

Since then the mechanic showed me to simply open a drain valve in the front of the engine connecting the fresh water system. By opening the drain valve, some air was vented and the engine water temperature returned to normal. Everything has been fine for the last two years until recently when the engine temperature has again been progressively increasing to 190°F — 195°F in a two and a half hours run and I have to throttle back from 1850 RPM to 1650 RPM, following which the temperature drops back to about 165°F — 170°F. On return to the mainland I opened the drain valve to allow air to escape but nothing comes out. When I run the engine, again, nothing comes out the drain (or vent) valve. I have opened the radiator cap so fluid flows from the expansion tank (which I keep at the full level) and then fluid will come out the vent valve. I close the radiator cap, open the vent valve and nothing comes out.

My question is, how is air entering this fresh water system and what can I do to fix it? Mechanics I have talked to are mystified as are my yacht club "experts".

I have had no trouble at all with the other engine which runs 160°F, at a steady 1850 RPM. I would appreciate any information you have to help me solve my problem.

**Frank E. Carroll**  
Rancho Palos Verdes, California  
U.S.A.

Dear Mr. Carroll

We are sorry to hear that you are experiencing overheating problems on one engine of your boat. Overheating problems are usually corrected after a series of checks and we suggest you start by checking some of the normal faults usually associated with overheating:

- Loose or broken vee belt
- Raw water intake hose crimped, sometimes rubber layer inside the hose delaminates but still look good on the outside
- Faulty thermostat
- Air trapped in water system
- Clogged heat exchanger
- Clogged sea water strainer
- Water intake scoop damaged or lost
- Sea cock partially opened
- Heat exchanger or oil cooler clogged
- Low crankcase oil level
- Incorrect injection timing

With regards the vent valve problem, we hope the following comments will throw some light on the matter.

Your engine is cooled by the circulation of fresh water (contained in the system) through the water jackets surrounding the cylinders, cylinder head and exhaust manifold. The heated water flows by thermosyphonic action, assisted by a pump at the front of the cylinder block. Raw water from outside the boat flows through the heat exchanger tubes, and the heat from the fresh water is thus transferred to the raw water which is expelled overboard.

A special barrel-type thermostat located directly underneath the fresh water reservoir, promotes rapid "warming up" and assists in maintaining constant engine temperature.

The fresh water system is filled through a cap atop the fresh water reservoir. Water level should be checked daily and maintained to full level. The air bleed valve at the front end of the exhaust manifold should be opened while filling the fresh water system in order to allow trapped air to escape. When water appears at the neck, close the valve tightly. **DO NOT OPEN VALVE WHILE ENGINE IS RUNNING**, as this will draw air into the system,

displacing water and causing overheating of the engine.

Most complaints of overheating are due to improper purging of air from the fresh water system. The following is the correct method with engine not running.

1. Open air bleed valve (on front end of manifold) to allow air to escape.
2. Remove filler cap from top of fresh water reservoir.
3. Slowly fill cooling system with water/anti-freeze mixture.
4. Continue filling cooling system until all air or bubbles cease to expel at the air bleed valve, and a solid stream of water appears.
5. Close air bleed valve.
6. Continue filling of cooling system until water level reaches top of reservoir.
7. Start engine and run at approximately 1000 RPM (in neutral) until thermostat opens. Turbulence in water will be noted through the filler hole.
8. Maintain water level to top of reservoir.
9. Replace filler cap.

We hope that the above information helps in your efforts to eliminate the problem.



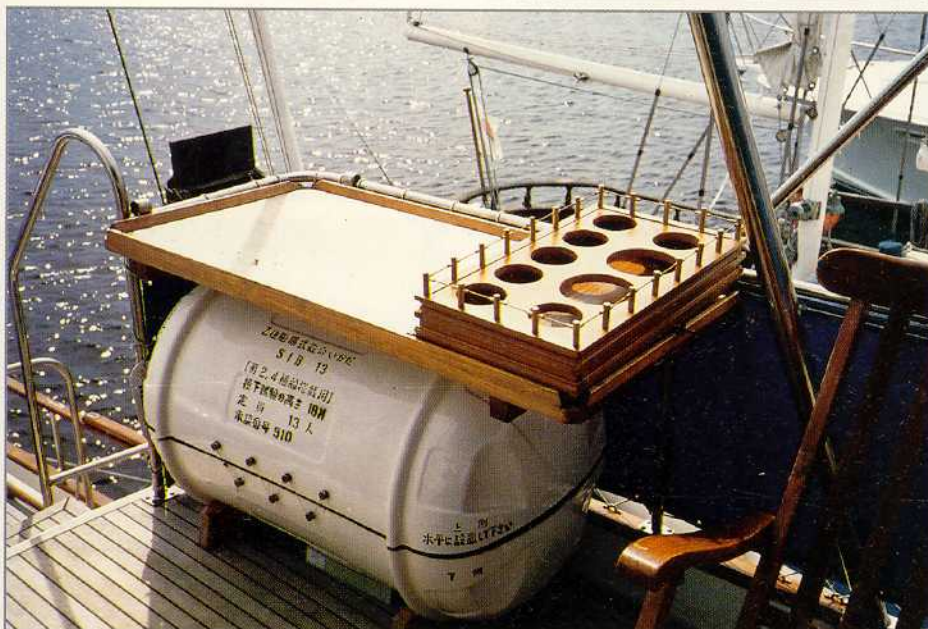
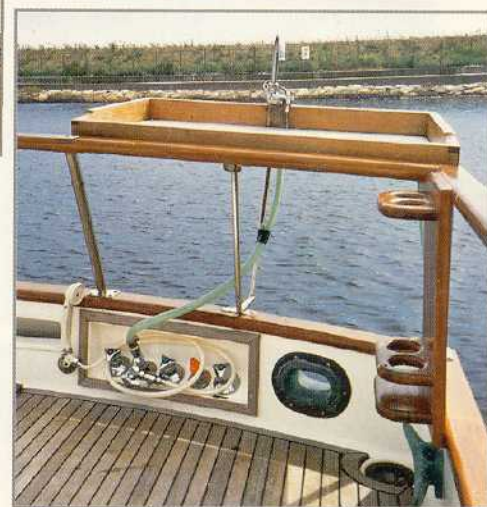
## CUSTOM CORNER

Three interesting additions to *Genbu*, GB42-909 Classic owned by Mr. Nishou Nagata of Nishinmiya City, Japan, are featured here in Custom Corner.

From left (clockwise):  
A stainless steel rack to hold the rubber fenders is placed in an out of the way location just behind the companionway ladder to the flybridge. Here, Mr. S. Oketani, the Grand Banks dealer for Japan demonstrates.

A foldable cutting table to fillet fish is most important to Mr. Nagata who spends most of his outings fishing. And to ensure that the "catch" is washed and ready for eating as sashimi (raw fish), fresh water is available through a simple hose fitting connected to the hot and cold water fixture at the transom.

Guests sitting on the flybridge are also not left out either. A simple snap on table top resting on a life raft canister is a useful feature to place tidbits and canned drinks.





## RENDEZVOUS

### *4th Annual Southern California Cruise U.S.A.*



This year's Grand Banks Rendezvous sponsored by Stan Miller Yachts, our dealer in Long Beach, California, was the biggest and best ever.

Eighty six Grand Banks with over 300 people aboard arrived at Isthmus Harbor, Santa Catalina Island, for a beautiful fall weekend, September 26-28.

Saturday featured fun, information and more fun. At 10 a.m. Tom Schultz of Seaward Products, spoke on the full line of ovens and microwaves featured on Grand Banks. Next, "Show-and-Tell" presented the opportunity for proud Grand Banks owners to share cruising experiences and offer tips on maintenance or modifications followed by "Open House" and invitations aboard.

Afternoon festivities included a dinghy race, hors d'oeuvre contest and cocktails at 5 p.m. followed by an enormous swordfish and steak dinner prepared and served by Art Nelson of Doug's Reef Restaurant.

An evening dance at the beach bandstand topped-off a good time had by all.





## *Darby Marine holds GB Rendezvous*

Charleston, South Carolina



Six Grand Banks attended the first Grand Banks rendezvous held by our GB dealer in the southern mid-Atlantic states, Darby Marine. Held the weekend of October 25th — 27th at Wild Dunes Yacht Harbor in Charleston, South Carolina, the gathering was small but enthusiastic.

Wild Dunes is a resort community located right off the Intracoastal Waterway about 10 miles north of Charleston Harbor. Wild Dunes has an excellent marina facility, one (soon two) 18 hole championship golf courses, and plenty of tennis courts. Historic downtown Charleston is a short cab ride away and offers many examples of Southern history and excellent restaurants.

Darby Marine sponsored a cocktail reception for the GB owners and interested local people on Friday night. On Saturday a highly competitive golf tournament was held on the challenging Wild Dunes course. Buddy Darby, President of Darby Marine, posted the best score but in reality the golf course won.

The participants found out why the Wild Dunes layout was ranked 34th in a recent Golf magazine survey of the top 100 courses in the world.

Saturday afternoon was spent wandering among the GB's in the marina. Sea stories were swapped, electronics installations scrutinized, and tips on equipment were traded back and forth as the afternoon faded into evening. That night a good old fashioned Southern Barbeque was held featuring Southern style chicken.

Except for their failure to do a better job of controlling the weather on Saturday night, the crew at Darby deserves credit for their efforts in putting together a successful weekend.

For information on their 1986 Rendezvous contact either:

**Buddy Darby or  
Mike Jones (sales manager)  
Darby Marine,  
Wharf Street, Mt. Pleasant,  
South Carolina 29464,  
Phone (803) 884-8541.**



New England Yacht, our dealer in West Mystic, Connecticut will hold a Grand Banks Rendezvous at Block Island from August 3-5, 1986.

Grand Banks owners who are interested to participate are kindly requested to contact:-

**Charles Beaumont or Jeff Seaver  
New England Yachts  
Willow Point — Box A  
West Mystic, Connecticut 06388  
U.S.A.  
Tel: (203) 536-9436**



*Captain Clair and Grace Carlsons' fascinating 2700 mile trip down the Mississippi River will be unfolded in the next issue of the World of Grand Banks.*

