



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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Cover: 42-917 **Courageous** and 42-875 **Springer** are shown running off the coast of Florida before starting a cruise to the Bahamas this spring. Both boats are powered by Cat 3208 TA's and were making about 19 knots when this photo was taken. The home port of each come summer is Hingham, Massachusetts. **Courageous** is owned by Mr. George Hutchinson and **Springer** by Mr. Glen Hatfield.

PROFILE Charles L. Everhart



Charles Everhart's involvement in boat building started 26 years ago when he first joined Hatteras as one of their pioneer employees.

At New Bern, Charles worked on all aspects of their GRP production from the construction of plugs and molds to the finishing of top quality GRP parts. He later became the Plant Manager of their High Point Plant and subsequently the Facilities and Quality Assurance Manager of the New Bern operation. Charles retired early last year after a colourful career with Hatteras that spanned a quarter of a century.

Charles' retirement presented a great opportunity for Grand Banks and American Marine. Like any other boat builder we were only too eager to take advantage of outside expertise available and Charles was inducted in to work on a consultative basis. His job involves improving existing production work methods, introducing cost saving measures and engineer in improvements in GRP production.

Charles says that he is equally thrilled to be given the opportunity to travel to Singapore. He and his wife Nancy enjoy the cosmopolitan atmosphere and the availability of a wide variety of distinctly flavoured food and cultures. However he does miss his deer and dove hunting weekends back home in North Carolina.

DEALER NEWS

Jack Kelly Yacht Sales Inc.



Jack Kelly Yachts in San Diego, California has been recently appointed the Grand Banks dealer for the San Diego area. Jack Kelly, the founder and Chairman of the Board along with Bob Phillips (no relation to Robert L. Phillips of Grand Banks Yachts), President and C.E.O., run an operation that has primarily been noted for the design and production of the Peterson cruising sailboat and its recent success on the Kelly/Peterson 46-foot cruising cutter.

The Grand Banks fleet is considered a significant addition to Jack Kelly Yachts and is expected to complement the used boat brokerage in trawlers and other power boats.

Jack Kelly's offices are located near

Shelter Island in San Diego with their commissioning yard and slips available at THE BOAT YARD in Shelter Island Drive. The sales staff consists of Jim Hammond, Bill Glazebrook, Chris Byles, Bob Haines, Eilene Allison and Dunk Pruett. In addition to Grand Banks, Jack Kelly is also representing Hallberg Rassy, a line of cruising sailboats manufactured in Sweden.

Over the next several years, Jack Kelly Yachts intends to increase its business presence through the establishing of offices at other marinas in San Diego.

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Ed Note

The contributor's name of the article 'A Labor of Love' which was published in Vol 15 No 1 was inadvertently left out. She is none other than Mrs Joyce A. Cantrell of Springfield, Virginia. We apologize for the omission and our belated thanks to Mrs Cantrell for submitting a most interesting article.

BOAT SHOWS 1987

We are pleased to announce that Grand Banks will be on display at the following International Boat Shows scheduled for early 1987:-

London

Earls Court Exhibition Centre — January 6 to 18 — GB42

Dusseldorf

Dusseldorf Fair Grounds — January 24 to February 2 — GB36

Miami

Miami Beach Convention Centre — February 12 to 18
— GB32, 42 and 46

Tokyo

Harumi Exhibition Grounds — February 11 to 15 — GB36

BEACHCOMBING

GB42-937CL **Red Hackle**

Palm Beach,
Florida
U.S.A.

Mr Robert "Archie" Archibald of Palm Beach, Florida is the proud new owner of 42-937, *Red Hackle*. Both are shown in the company of several other Grand Banks serviced and sold through Marlow Marine of Sarasota, Florida.



GB48-039 **Intermezzo**

San Diego,
California, U.S.A.



Mr Thomas C. Townsend from San Diego, California purchased *Intermezzo* from Chuck Hovey Yachts, Grand Banks dealer for the Newport Beach area. This is Mr Townsend's second GB, the first being a 1973 wood 36.

Intermezzo is equipped with a full range of electronics, two generators as well as a reverse cycle airconditioning system. Says Mr Townsend of the boat "The GB48 is really ideal for a live aboard as well as for extended cruising. There is no better commercially made boat!"

GB32-542 **Taggalong**

N.S.W.
Australia

Built in 1975 and with only 1500 hours on the single Lehman Ford 120HP engine, GB32-542 has a history of careful use. Mr Robert Tagg, the third owner has appropriately christened her *Taggalong* when she was purchased in 1981.



Why Not II **GB42-629CL**

Sryensas
Netherlands



When Mr Peter Van Der Endt tells you he has the cleanest engine room

and one which you can sit at ease and sip cocktails, you better believe it! Seven year old *Why Not II* looks as beautiful as the day she was delivered, testimony to the care put in by her owner. And the boat is not in mint condition merely by sitting in a marina

Mr Van De Endt has cruised every summer with his wife Coby and their three daughters for the last seven years, to the far off corners of Holland, five times to Denmark and the Isle of Wight in England. Their longest trip was 1,300 miles.

GB32-353 ***Ocean Eye***

Fajardo
Puerto Rico



Edgar and Carmen Llorens are the proud new owners of *Ocean Eye*, a wood GB32 hull 353. Purchased in April 1986, the boat has had a colorful past. She was originally delivered to her first owners in California in 1972, and has since then sailed the length and breadth of the North American sub continent. More voyages are now planned for the Llorens to cruise the British and American Virgin Islands.

Sabaku **GB36-460**

Rynsaterwoude
Netherlands

Queenie and Mickey Jones are the proud owners of *Sabaku* a GB36 Classic hull 460. *Sabaku* is a sea bird very much like the White Ibis found in South America. It is also the name of the airliner that Mr Jones flew in when he was a commercial pilot for Surinam Airlines in Dutch Guyana. Now firmly on the sea in a Grand Banks, it is natural to give their boat the same name. Queenie and Mickey are avid sailors spending their entire summers cruising the IJsselmeer.



GB32-661 ***Coco***

Naarden
Netherlands



Mr Aan de Wiel and wife Ingrid poses proudly on the aft deck of their latest GB32 hull 661 *Coco*. The boat was purchased in Italy some 16 months ago and is the second GB32 owned by Mr De Wiel. Most cruising is presently done in Northern Holland on the picturesque IJsselmeer but a longer trip is contemplated next year, probably to the southern coast of England.

GB36-634 ***Oasis***

New Haven,
Connecticut
U.S.A.

Owned by Dr Arnold Baskin, *Oasis* is seen underway in a sailpast celebrating the 350th birthday of the Lower Connecticut River Towns. It was a great privilege to be included in this parade which started in Deep River and ended in Old Saybrook. *Oasis* was "dressed to the nines" for the occasion.





World of Grand Banks The Restoration of Ursa Major

by Rick and Lois Abbott

It all started on a lazy afternoon in June, 1984. We were poking around the Great Egg Harbor River in our 14-foot aluminium Jon boat. We made a turn up English Creek and came across a small boatyard. As we rounded the bend, we saw her. There she sat, high and dry in the yard, a beautiful 42-foot Grand Banks Trawler. (Built 1975, 42-472).

There was a man working on the engines of a sportfisherman docked there, and as we approached the dock, he greeted us. Naturally, we asked about the trawler. "Oh, that," he said. "She burned and sunk."

Well, she certainly didn't look like she had burned and sunk to us. She had two cracked windshields, but her hull was in perfect shape. You could tell she'd been neglected, but burned? ... sunk?

This was exactly what we had been looking for during the past year. Was she for sale, we wanted to know; and who was the owner?

Yes, she was for sale, the man told us. But he added, "I could sell that trawler 15 times a day."

Nothing is easy in life, at least for most of us it isn't. And this surely wasn't going to be. The man (by now we know he is the manager of this yard) got really huffy at the mention of the owner and clammed up. And before he returned to the engine room of the sportfisherman, he made one point perfectly clear: We could walk around her, but we were not to go on board that trawler! Stay off!!! His manner had become abrupt and unfriendly. So we looked her over from the ground level; and then we spotted the office, a small, humble

building, white clapboard in need of paint.

Inside was one old wooden desk, one chair, and one secretary. The manager had briefed her well. She wouldn't tell us a thing about the owner of that trawler. Nope, can't help you.

But Rick engaged her in conversation anyway, trying to find out what he could. I must admit, I didn't hear much of the conversation because behind her desk posted on the wall was this typewritten sheet. I could barely make it out, but it looked like the name of each boat in the yard and on the opposite side of the page the name of the owner.

I didn't want to be too obvious while I stared at this sheet of paper behind the secretary, but I had to stare hard to make those tiny, little letters focus into discernible names. I knew that this find we had made in English Creek, New Jersey, (the proverbial "end of the world") was exactly the kind of situation we had been hoping for. A damaged Grand Banks 42, neglected, ignored, and in storage for nine months. Something we could

buy at the right price, work on it ourselves for two or three years, and end up with a fine yacht in bristol condition.

But the secretary wasn't paying much attention to me, even though I was standing right in front of her. So stare I did. And finally I found the *Grand Mariner* and then the name of the doctor who owned her.

Rick had no idea what I had seen, busy as he was trying to squeeze information out of the conversation. When we walked out of the office and I told him I knew who owned the boat, he couldn't believe it!

It would be a simple matter now. This doctor certainly lived somewhere in South Jersey. All we had to do was look him up in the local telephone directories and we'd have our man.

But it wasn't that easy. No doctor by that name was in any directory in Southern New Jersey. We went to the Vineland Library and searched through their extensive collection of telephone directories: Philadelphia, Wilmington, and surrounding areas. Nothing.

The next day I got on the phone and called every organization I could think of who could possibly help us locate the owner of this vessel. But we just didn't have enough information. I kept running into block walls. For instance, on the stern of the boat was her name, but not her home port. Plus we found out later that the name on the stern was not the name she was currently documented under! Coast Guard documentation had her listed as *Grand Marnier*. But her stern was lettered, *Grand Mariner*. So Coast Guard documentation couldn't even begin to help us.

We called Grand Banks in Connecticut, sure, they could tell us who owned her; all we needed was the number on the plaque in the wheelhouse. But if we weren't allowed on board, how could we get that? It just kept going like that. We were finally flat out of ideas.

Finally I told Rick I was going to give it one last shot. I was going to call the secretary at the boat yard and tell her I was a secretary to a marine surveyor. My boss needed to inspect

the damage on Doctor so-and-so's boat, and he wanted me to gather all the information he needed before he made the trip. Rick said that if I was lucky the secretary would be out of the office and I'd get someone else who would cooperate with me.

Well, finally our streak of bad luck broke, and that is exactly what happened. Some nice man from the carpenter's shop answered the phone and couldn't have tried harder to help me with the information I needed.

The *Grand Mariner* sunk in October of 1983. It was now June, 1984. When we called the doctor to inquire about his boat, we were the first and only people who had contacted him! That's how good a job the boat yard had done in keeping people from knowing who owned her.

Why had they done this? Maybe the boat yard was trying to buy her

themselves. Or maybe they wanted a commission on the sale. They did tell us to leave our name and number the day we were there, but no one ever contacted us after that day.

We do know that the manager of the yard and the owner of the trawler did not hit it off. So maybe their dislike for one another created this lack of cooperation. Coincidentally, when I called the doctor the first time, he told me that if we wanted to look the boat over, he was driving down from Philadelphia the next day to oversee the launching of the *Grand Mariner*. He had made arrangements to have her towed to another yard in Tuckahoe, N.J., just so he could end his relationship with the manger of the English Creek yard. Who knows what circumstances had brought him to that point; that's a lot of trouble and expense to go through just because you're not getting along with someone.



(Above): Rick ... busy hands ...
(Left): "URSA ★ MAJOR" August, 1984, when we first bought her and brought her home.

So we met the owner that next day, and got our first look inside the *Grand Mariner*. She was in very rough shape. Her interior looked like a troop of boyscouts had lived on her for a year. The teak was scratched and nicked. Grab handles and door pulls were broken off. White powder residue from the fire extinguishers was everywhere. The headliners were full of holes. Her window frames were rotting because the drain holes had been plugged up for ages.

The engine room was even worse. Oil from the engines had been drained into the pans, but allowed to overflow into the bilges. (The whole boat smelled like dirty oil and diesel fuel). The fire had been contained in the engine room, but everything down there was covered with soot. The John Deere engines were big balls of rust. Hoses had leaked for years. Everything was as filthy as it could possibly be.

Not surprisingly, this Grand Banks 42 had been the doctor's very first boat! He had taken a Coast Guard course on boat handling and ownership and had gone out and bought a used 42-foot trawler. He knew next to nothing about mechanics, maintenance, or boating in general. And we believe that this boat had been badly neglected before he bought her. (He couldn't have possibly done all this to her himself in less than two years!) He really had a tiger by the tail.

It took us weeks to negotiate a deal with the doctor. We started out \$70,000 apart. We finally compromised on a price that we feel was fair to both seller and buyer.

While we negotiated, Rick made quite a few phone calls to Rick and Dick Loh of Grand Banks in Greenwich, Connecticut. We can't say enough for the fine advice and generous help these two men gave us. I am sure there were times when they picked up the phone and said to themselves, "Oh, no ... not him again;" but not once were they inconsiderate or unavailable. Thanks guys for helping us to make this dream come true!

Also, during negotiations, the doctor offered to let us work on the boat and see just how bad the main engines and Onan were. It was his

belief that the engines went completely under water when the boat sank in her slip. He also said that the Onan was "frozen". (His choice of words.) Supposedly the engines had been "pickled" immediately after the sinking.

His beliefs turned out to be wrong. Rick yanked off both starters and alternators and took them to a local auto-electric place. As you know, the starters are located very low on the engines, maybe two feet from the bottom of the bilge. We were surprised to learn that they had not been under water, but we had them and the alternators rebuilt anyway. Within a couple of weeks, Rick had both diesels running.

Next he worked on the Onan. He eventually got that to run, although it ran poorly. We now knew that the alleged sinking had not amounted to much. Just a lot of water in the bilges. The marine surveyor who had inspected the damage after the fire and sinking told us that she went bow down and that the forward stateroom took on most of the water. Even the battery charger mounted on the forward bulkhead of the engine room had not taken in any water during this sinking. The engine room, had, therefore, not been affected in any significant way by the water and had incurred only smoke damage from the fire.

We now knew something the owner didn't know and apparently didn't care to know (because he never once asked how we were doing with the engines). He had bought a boat, and the experience had turned into a continuous nightmare for him, and he wanted out. We knew that this was a once-in-a-lifetime opportunity for us. This boat, which supposedly had incurred all types of damage to its machinery, was mostly in need of major cosmetic work. We bought her on August 8, 1984.

The owner told us at closing that it really is true that they say about buying and selling a boat: "The happiest day of a boatowner's life is the day he buys her and the day he sells her." We couldn't have agreed more!

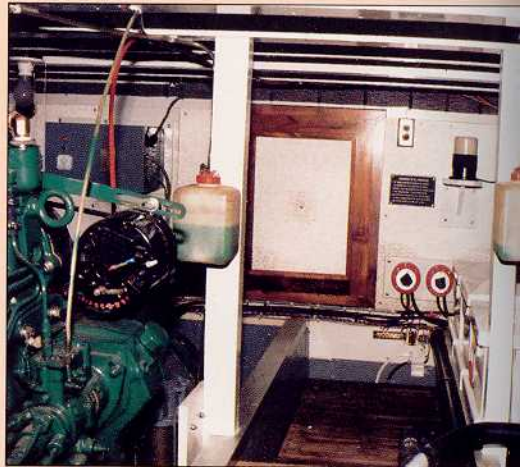
Now that we owned her, we had a few problems we had to work out. First of all, the yard in Tuckahoe, New

Jersey, where the boat had been towed to and was now located, was in Chapter 7. The owner of the yard had neglected to pay Uncle Sam some taxes he owed, and we were told that any day now the yard could be padlocked. We had to get our boat out of there as soon as possible! However, we wanted to have her insured before we took her around from Tuckahoe to the Maurice River. This entailed four or five hours in the Atlantic Ocean, another one and a half hours in the Delaware Bay, a ten-hour trip altogether; and since there were so many things neglected on this boat for so long, we really didn't want to chance the trip without insurance.

Have you ever tried to get insurance for a vessel that was recently burned and sunk? It's impossible! They all want surveys before they write the policy these days. We had one surveyor look her over, the same man who had inspected the damage



We had to remove stainless steel fridge and re-insulate — staining the floor and cabinets, due to condensate.



Fully restored engine room.

originally. He told us we were crazy to even consider buying this boat (we already had). And he refused to even come on board. She was that bad.

We finally found an insurance company that would put a binder on her and allow a two-week grace period before they required a survey. We brought her around as soon as the binder went into effect. What a horrible trip it was. Not only was it rough and rainy most of the day, but we had fuel leaks in the engine room. The fuel would hit the hot engines and turn immediately into choking smoke. Poor Rick spent most of his time down there trying to set one thing straight after another. When we finally did reach the Delaware Bay and were only about three hours from home, we looked at one another and wondered why we bought this garbage scow. We'd both done plenty of cruising, and it was supposed to be fun. This definitely had not been fun.

We reached Penny Hill Yard late that afternoon. The next morning, Wayne Robinson, the owner of Penny Hill, hauled us. Now that we were high and dry the insurance company didn't require a survey until we launched her in the spring. But we had a ton of work to do before she was able to pass a survey.

For two weeks we scrubbed the engine room with chemicals. Rick removed everything from it first except the two John Deere Diesels and the Onan. When we got rid of as much grime as we could, we gave everything one coat of primer and three coats of Interlux's glossy deck enamel. That's how much paint it took to keep the oil-soaked fiberglass from bleeding through the new paint. We put up all new ceiling tiles on the ceiling and the walls of the engine room at that point. We also scraped and painted the main engines and the Onan. We removed the pans from under the main engines and

crawled under them to scrape the gunk off the bilge in that area and then of course painted there too.

Meanwhile, Rick had everything else home and was slowly going over the various pumps, compressors, etc. He rebuilt most everything, sand-blasted and painted each item, and stored it all in our shop at home. Everything would go back into the engine room when it was spotless and ready. The only thing we had to completely replace because of salt-water damage was the refrigeration system, and the damage that this compressor incurred was not due to the sinking. Salt water had leaked in through the louvered vents on the outside of the hull onto and into this unit and eaten into its inner workings. We believe it had been non-functional for a few years.

The first difficulty we ran into in redoing the engine room was locating new motor mounts for the John



It leaked on. Stripping out the interior. Note that we removed the bar. It's home in our workshop all ready to be re-installed.



This shows how far we've stripped the interior apart. Window sills are gone as are all moldings. Ready for new formica counter top and backsplash.



It looks bad here, but the teak on this boat is coming up like brand new — much, much work.



Much water damage under windows. (Leaks.)

Deere engines. After several discussions with American Marine and John Deere, it was obvious that there had been several problems with the original motor mounts because no one would own up to designing and manufacturing them. And parts were no longer available. Rick finally found motor mounts that were adaptable to the application, however he had to design and machine parts for the adaptation of these motor mounts to the existing castings on the engines.

We also had to eliminate the American Marine self-contained bilge blowers. Ours were broken and we found almost immediately that parts were not available to repair them. So we substituted Jabsco blowers.

By May of 1985, after working on the engine room for ten months, we were 95% complete in that area. We also have been concentrating on the exterior of the boat. The interior of the wheelhouse and staterooms will be the last thing we will work on.

Speaking of the exterior of the boat, the bright work has been my project. I'm the varnish expert in the family. The teak was so bad that it all had to be stripped and sanded before I could revarnish. I've used at least ten gallons of Zip-Strip since April, 1985. And three cases of Interlux's "Schooner" spar-varnish. Something that I'd recommend to anyone who does their own brightwork maintenance is Black and Decker's palm-grip sander. It's a vibrator and is small and easy to handle (being a woman who works with her hands a lot, I really appreciate the size of this tool, since I find most electric tools are sized for men and are therefore hard for me to handle). I finished the last of this job in late August, 1985. And now I worry and watch over the teak like an old mother hen.

Presently, I am compounding and waxing the fiberglass. It's a big job, since it hasn't been done in a very long time. The fiberglass is dull and therefore takes a lot of muscle and a buffer to bring it back.

Our doors to the wheelhouse are wooden on this 1975 Grand Banks. They were in terrible shape, rotting and peeling. So Rick spent a very

long time rebuilding each door. He took them both right down to the mahogany frames. He then applied new marine plywood and covered that with formica. He double coated the plywood and the formica with an exterior contact cement before laminating them together. We chose a white glossy formica for the exterior side of each door, of course, and "Honey-tone Teak" for the interior side. So far these doors have been maintenance free except for the teak trim, which needs to be varnished. He even put new glass in each door, since the old was scratched from people sanding the teak trim around the window.

We have not yet had any new canvas work done. The original canvas was brown, but we plan to have our new canvas done in bright blue. We believe the old brown canvas is the original ten-year-old canvas, because it is very thin and beginning to rip in many places.

One other problem we ran into was our tachometers. They are Stewart-Warner tachs and were discontinued a few years ago. We eventually intend to replace all our gauges on the bridge and in the wheelhouse, but this year we decided to replace only the tachs, which were water damaged topside. After several calls to Grand Banks in Connecticut, (who was very helpful in trying to locate us used tachs) and also several calls to Stewart-Warner, (who wanted to sell us four new diesel tach generators and four new tachometers because the style we had was discontinued and they had nothing that would attach to our present equipment) Rick finally found out that Stewart-Warner did not make the units we have. They were manufactured for them by a company called Auto-meter, and Auto-meter still had the equipment we needed available at a very reasonable price. We were glad that we didn't have to buy all new equipment after all.

We launched ex-*Grand Mariner* now *Ursa Major* in late June, 1985. Today she is docked only a few minutes from our home since this is a "work summer". The surveyor who had originally surveyed the damage after the fire and who advised us not to buy that boat surveyed *Ursa Major* a couple of weeks before we went in

the water. He was very impressed and surprised by the vessel he inspected that day and praised Rick and me to the hilt for our fine workmanship and attention to detail. He wrote us a glowing survey and we finally were able to get insurance for navigation purposes.

One last note to you Grand Banks' fans. This is not the first total restoration that we've been involved in. Back in 1981-1982 Rick totally re-outfitted a wooden DeFever trawler that had sunk in ten feet of water and had to be totally gutted inside. She was 50 feet long, built in Nagoya, Japan, in 1973-1974. Although there were a couple of features on the DeFever that we really liked (the extra eight feet, mainly), we can say with authority that the Grand Banks is a much finer vessel in quality and workmanship. We just shake our heads when we remove something from our trawler and see how it was installed. The care and workmanship that was used in hidden areas that most owners will never see is fantastic!

We live in a time and place that seems to be plagued by shoddy workmanship and short-cuts. We've yet to find a short-cut that was taken in the building of our *Ursa Major*. Boy, we've really got something to work with!

LAZARETTE

Grand Banks Enjoy Life in the Fast Lane

The beautiful waters of the Gulf of Mexico and the surrounding bays of Sarasota, Florida was the venue for the annual Suncoast Grand Prix, a three-day event held to raise funds for the Suncoast Foundation for handicapped children. Each year, many hundreds of thousands of dollars were raised for this worthy cause.

Over 250,000 spectators lined the white sand beaches, passes, bridges and the condominium balconies to watch the many classes of racers roar by at speeds of up to 120 miles per hour. Many more spectators enjoyed the leap frogging, roostertail throwing thunderboats from their boats anchored in designated areas.

The events could not be held without the support of many volunteers. Two of the more highly visible volunteers at this years event were Grand Banks. *Pyewacket*, Grand Banks 42-792, owned and captained by Wes Jung, was the main turn boat in Sarasota Bay. Grand Banks 42-955MY with 3208TA engines was loaned by Marlow Marine, for the event. Broker Paul McFadden who captained the *Motoryacht*, with a crew of Marlow Marine employees, was the Official Start/Finish boat.

Talk about life in the fast lane. *Pyewacket* reported being sprayed several times by the roostertails from the speeding racers. Paul and the Marlow Marine crew sometimes looked like the Ringling Bros and Barnum and Bailey Circus center ring with all the race boats and their accompanying chase helicopters hovering about the *Motoryacht*. Jack Rynerson's *Statia*, 42-842, was in position to witness the only near tragedy, when a driver was thrown out of his airborne racer, but was quickly rescued by *Popeyes* superboat thereby, keeping the race weekend tragedy free.



The race drivers and officials reported, they liked using Grand Banks as the Official boats because, their distinctive styling makes them easier for the racers to spot at high speeds. The Marlow Marine crew also liked being the Start/Finish boat, because, they could talk to the winning drivers and get their autographs as they brought their super boats alongside the Grand Banks to collect their checkered flags.

All in all, it was a great race and lots of money was raised for the handicapped children.

Next year, you guessed it, Paul McFadden, Marlow Marine and Wes Jung have already committed Grand Banks to the Race Committee. After all, life in the fast lane is a lot of fun.

**Paul B. McFadden
Marlow Marine Sales
Sarasota, Florida U.S.A.**

COMMUNIQUE



Carina is a GB32-96 (1968). We purchased her in 1970 and are now working on our 16th year of enjoyment. Her home port is Balboa Yacht Club, Newport Beach, California. She has been as far north as latitude 50 degrees (British Columbia) and as far south as Manzanillo, Mexico. Our last trip (during the summer of 85) was to the northern part of British Columbia. The engine is approaching 6,000 hours and running great. I don't believe it is using any more lube oil than it ever did — something less than a quart in a hundred hours.

An experience we had might be of some interest to other owners. We found ourselves off-shore between Geronimo Island and Cedros Island along the west coast of Mexico in weather conditions that should have kept us in a snug anchorage (why we left it is another story). To set the scene — it is midnight, the wind has been blowing for about 24 hours at between 20 and 30 knots. The seas have developed fully, probably 15 to 18 feet and they are coming in on our starboard quarter. I would like to have slowed down and run off before them but such a course change presented other problems that I wanted to avoid if possible. Slowing down and holding the same course

did not seem to make much sense. I assumed that would be destabilizing. Finally a particularly big sea came aboard — into the cockpit. That convinced me that it was time to run off without further delay. Before making the course change, I throttled back about 350 RPM (from 1750 to about 1400). Bingo! no need to change course. The boat settled down instantaneously and I immediately recovered from what had been a severe case of terminal white knuckles.

New lesson learned. Slowing down helps in quartering conditions just as well as it does going up hill or dead down hill.

Final comment. They really are good sea boats.

**Preston and Bonnie Zillgitt
Corona Del Mar, California
U.S.A.**

Dear Mr. and Mrs. Zillgitt

Thank you very much for your recent note and photograph concerning Carina, GB 32-96. She looks to be in great shape.

Your short story made interesting reading and I'm sure readers of the AMERICAN MARINE NEWS will feel the same when they read the account of Carina off the coast of Mexico.

Many thanks for taking the time to write and best wishes for continued happy cruising aboard Carina.

We think your readers might be interested in some comments about the versatility of Grand Banks cruisers. We are unable to take long (two weeks has been the maximum!) dream cruises. Yet, our short bursts of four days here and ten days there have added up to many glorious living-on-the-boat hours.

We have *Arethusa*, a standard GB-42-711 built in 1980 and purchased new in 1981 from Stan Miller Yachts in Long Beach, California, who, with John Buettner in the lead, continue to furnish support and advice. The boat is based at Marina Del Rey, and her cruising grounds range along the Southern California Coast from San Diego to Santa Barbara and the off-shore

islands, including Santa Catalina and Santa Cruz.

For this type of cruising, her nine to ten knot speed is a limiting factor. But this negative is greatly outweighed by incredible fuel economy, which enables us to avoid fuel stops for months on end.

Boat liveability during these trips is generally good. Even in miserable beam seas, where it is necessary to steer from the lower station (can you furnish a helmsman's seat for the lower station that will fit existing boats in some fashion?) to cut down the motion, the boat plows along in safety, with stuff staying put and no real fear of boat failures. In nice weather, which is most of the time, the ride is comfortable, and the flybridge is a great place to be. The sun, the beauty of the water, and the solid feel of the boat combine to give a unique sense of well-being.

Liveability in port, or preferably in an island cove, is greatly enhanced by the Simpson holding-plate freezer and fridge equipment supplied with the boat. This minimizes the running time of the compressor. At anchor, they cut down on the need of the noisy, even with a sound shield, and somewhat unreliable Onan 7.5 generator. A backup alcohol stove and a BBQ set up are useful when the Onan gives trouble. In this regard, a portable gasoline generator is being considered as a further backup but it would have to be pretty big to run the 1500 watt-plus, 110-volt stove.

The main saloon galley and eating arrangement also has its problems (everyone should see the new GB 46) but, on balance, serves togetherness. The view of harbor activities, ranging from an incompetent anchorer to a pelican diving for fish, is great from any place in the main saloon.

The boat has also served as Race Committee Boat, Judges' Boat and weather mark for numerous sailboat races, including such top-grade events as the Cal Cup and the Lipton Cup. Everyone aboard always expresses admiration — not just of the teak — but of the stable work platform she provides, the ease of

moving about, and her manoeuvrability.

In addition, *Arethusa* is an Operational Facility in the Coast Guard Auxiliary and has served many hours during the 1984 Olympics and assisting other boats in distress. The boat's design and strength make her an effective vessel for manoeuvring close to an incapacitated boat and towing or otherwise rendering assistance.

Stuck in a slip, cheek-to-jowl at her home port or one of the Southern California marinas, the GB retains its liveability. Privacy, through blinds and curtains, AC current, two heads, and room to move around, take on importance. The boat has the look and feel of a boat; so, even at a slip, the feeling of being somewhere connected with boats and water can be achieved.

Things we'd like to know more about (besides the aforementioned, lower-station, helmsman seat) include:

Does anyone use a watermaker?; what kind?; where installed?; and does it work?

Backups for the Onan?

And last, but not least — the numbering system of the *AMERICAN MARINE NEWS*, which we wish came out every week.

Richard and Suzanne Zimbert
Encino, California
U.S.A.

Dear Mr. and Mrs. Zimbert

Thank you very much for your nice letter concerning your Grand Banks, Arethusa.

We can offer a flip up type helmsman seat that fits on the end of the bar cabinet to help solve your problem of steering from the lower station. This seat is not a true seat but is a good place for the helmsman to park himself. John Buettner could provide more information for you. As you probably know we now offer a fixed type helmseat option on the GB 42's today.

Watermakers are becoming more popular each year. As people begin to cruise to more exotic places, the need for watermakers has grown.

One unit I have heard good things about is a Sea Recovery watermaker. It is a bit more expensive than some others but seems to be more reliable. The best place to install one is in the engine room.

Short of adding a second generator you have two options for providing AC power in an emergency. One method involves the installation of a cruising generator, which provides 110 volt AC power via belt drive from one of your engines. Your other choice involves the use of an inverter, which converts 12 volt power to 110. This unit can run off the batteries but power is best provided from the alternators while underway.

The important numbers to remember concerning the AMERICAN MARINE NEWS are the volume and issue numbers. The numbers that look like a code have nothing to do with dates. We are currently publishing three issues a year with the volume number changing each year.

Thanks again for taking the time to write.

We have enjoyed reading back issues of the American Marine News. So far we have not received our own issues but hope to in the near future. I hope we are on the mailing list.

I have a helpful hint to pass along to your readers where appropriate.

From time to time most of us have trouble with things sliding around from swells or wakes on board our vessels. After the flower pot basket ending up on the deck, the soap dishes in head and galley ending up in the sinks, I put on my thinking cap. What I came up with is very simple and effective, I have essentially eliminated the problem entirely.

To each item that I wanted non-skid, I turn it over and run a bead of clear silicone cement seal around the bottom. After doing this, I turn the item right side up and set it on clear plastic wrap (Saran, Handi-Wrap, etc). After letting it set for a couple hours I carefully peel off the plastic wrap. Next, I turn the item upside down and allow the silicone to finish drying. This makes a fantastic non-skid surface.

Recently, I wanted a new soap dish for the galley. I took a large clam shell, scrubbed it and soaked it in bleach until it was nice and white. Let it dry completely. Next, on the underside where I wanted it to set, I ran a large fat bead of silicone, then turned it right side up on the clear wrap, added a bar of soap for some weight and pressed down slightly, flattening out the bead of silicone. After drying for an hour or two, I carefully peeled off the clear wrap and let it continue to dry upside-down. Now that it is dry I have a very nice soap dish that is virtually impossible to move by sliding and does not tip over easily.

I like our boat to feel homey so I use a basket for bread, another for fruit, and another still for a silk flower arrangement. Some of these had uneven bottoms so that they were wobbly and all either ended up on the deck or in the sink while underway. All of these problems have been eliminated.

While trekking ashore I usually snitch some flowers to bring back to the boat. I picked up a couple of inexpensive, squatty vases (which slid around while also scratching my lovely varnished wood surfaces). I have applied the silicone to their bottoms in the same manner described above with excellent results. Now I leave my vase with flowers out even while under way (except in heavy seas). Don't forget to keep the water level low in your flower container.

We are enjoying our cruising in the Pacific Northwest (Puget Sound) in our GB 36-380 *Discovery*. We hope to meet other GB owners. Hello out there!

Jim and Carolyn Long
Tacoma, Washington
U.S.A.

Dear Mr. and Mrs. Long

It sounds like you've got all "moveables" under control! Thank you for writing in and sharing these helpful hints with us.

Your name is on our mailing list and you should be getting future issues of the NEWS as and when they are published.

MAINTENANCE

Props, Shafts and Bearings

This article is reprinted with permission from the August 1985 issue of MOTOR BOATING and SAILING. Its author, Mr. Ed Dennis, writes a monthly column on diesel engines for MOTOR BOATING and SAILING.

Propellers

There are as many different propeller designs and sizes as there are combinations of speed, horsepower and hull design on today's diesel-powered boats. Propeller design involves a complex interplay of factors such as diameter, pitch, tip speed, horsepower, gear reduction, shaft rpm and number of blades. Change one and it affects all the others.

Props are manufactured in a wide variety of metals and alloys, such as manganese-bronze, Ni-Bral (a nickel-aluminum-bronze alloy), aluminum and stainless steel. But regardless of what metal or material is used, the prop is of little value if it is not properly balanced and pitched. A bent or unbalanced propeller can result in loss of horsepower, vibration, a wobbly bearing and a host of other problems.

Hazards such as submerged logs, reefs and floating debris, including fishing lines and traps, can cause just a small nick — or the loss of a complete blade. Any such damage should be repaired promptly. Sea growth and fouling are also extremely detrimental to your prop's efficiency and should be cleaned off immediately.

There are several underwater divers and boat maintenance services that will check and clean your propeller system for a small fee. If you should pick up any fishing line or rope on your prop or shaft, slow down to idle, then quickly reverse your engines to throw the line or debris in the other direction. If this does not clean the stuff off, then stop the engine, dive overboard and try to remove it yourself.

Once or twice each year, when you haul your boat, your props should be pulled and shop-checked for damage, pitch and balance. During the same haul-out examine the

stuffing box, shaft, struts, bearings and underwater zincs for wear.

If you expect to do any amount of bluewater cruising you should always carry a spare propeller, puller, nuts and cotter pins, especially on a single-screw boat.

Shafts

Each type of shaft material has its own resonant frequency and tensile strength, and each responds differently to vibration. Today's propeller shafts are usually available in bronze, Monel, steel and stainless steel. Armco's Aquamet 22 is one of the best because it's tough, strong and corrosion resistant.

A bent, worn or misaligned propeller shaft can play havoc with your diesel and its propeller. It will cause loss of horsepower, vibration, a leaking stuffing box and will force you to replace your bearings frequently. After several years of use, most propeller shafts will have worn grooves at the stuffing box and at the bearings. If this is the case on your boat, you will have to remove the shaft and have it reworked or replaced to reduce vibration and to improve performance. Remember that size, shape, fit and alignment of key and key way are also essential for good shaft life, and that any deviation in these can produce propeller wobble.

If you do remove a shaft for shop work or install a new one, never force the shaft to accommodate the engine, bed, bearings or stuffing box. Always do the final aligning after your boat is in the water.

Bearings

There's trouble ahead for any diesel boat owner if sand or gritty particles should get trapped between his propeller shaft and bearings (or if he should have a hard surface or poured babbit bearing). These abrasive particles grind away until both the bearings and the shaft are scored and worn. This happened to me on the *Aterbrine Express* in Papua, New Guinea, and we could only operate at half speed until we had time to haul the boat and replace the shaft and bearings. Today, however, such gritty problems can

be alleviated by installing rubber-lined bearings that have grooves for lubrication and water washout.

Water is an ideal lubricant for propeller bearings because it is cooling, abundant, noncompressible and has excellent washout qualities. When it is contained between moving surfaces, it forms a very effective lubricating film. Grooved sleeve bearings allow the sand and abrasive material to be flushed away

via the grooves as the water moves rapidly between the shaft and the rubber surfaces.

Rubber shaft bearings also tend to absorb shock and vibration, so your boat will run smoother and quieter. And at high speeds they will allow your propeller shaft to turn to its centre of gyration, increasing its efficiency.

All bearings and shafts are worn

down by use, especially the area closest to the propeller. Remember that when bearings are precision fitted to your shaft, with the correct clearance for lubrication and washout, they will operate more efficiently and last a lot longer.

Bearings exposed to heavily contaminated or abrasive waters should be inspected at least once a year or during each haul-out.

PROPELLERS AND SHAFTS DIMENSIONS USED ON GRAND BANKS

ENGINE	BHP	TRANSMISSION MODEL AND RATIO	RATED RPM	GB32 SINGLE D×P×B (SHAFT DIA)	GB36 SINGLE D×P×B (SHAFT DIA)	GB36 TWIN D×P×B (SHAFT DIA)	GB42 SINGLE D×P×B (SHAFT DIA)	GB42 TWIN D×P×B (SHAFT DIA)	GB46CP TWIN D×P×B (SHAFT DIA)	GB49 TWIN D×P×B (SHAFT DIA)
LEHMAN FORD 2715E	120	BW 13-003/4 2.03	2500	24×14×4 (1.5)	24×14×4 (1.5)	24×18×3 (1.5)	24×14×4 (1.5)	24×18×3 (1.5)		32×20×3 (2.0)
LEHMAN FORD SUPER 2725E	135	BW 14-005/6 2.47	2600	24×20×4 (1.5)	24×20×4 (1.5)	26×21×3 (1.5)	26×18×4 (1.5)	26×20×3 (1.5)	25×20×3 (1.5)	
LEHMAN FORD SUPER 2726T	160	BW 14-005/6 2.47	2400					27×24×3 (1.5)		
LEHMAN FORD SUPER 2728T	225	PRM 401 2.0	2450		26×18×4 (2.0)	28×28×3 (2.0)		30×21×3 (2.0)		26×19×3 (2.0)
LEYLAND 6N-125	125	BW 13-005/6 2.47	2800	24×18×4 (1.5)	24×18×4 (1.5)	24×18×3 (1.5)				
LEYLAND 6T-165	165	BW 14-005/6 2.47	2700	24×22×4 (1.5)	26×21×4 (1.5)	26×21×3 (1.5)		27.5×19.5×3 (1.5)		28×18×3 (2.0)
LEYLAND 6T-200	200	BW 14-007/8 2.93	2700		26×26×4 (2.0)		30×25×3 (2.0)	30×25×3 (2.0)		32×21.5×3 (2.0)
CATERPILLAR 3208NA	210	TWIN DISC MG506 2.50	2800		26×21×4 (2.0)		30×21×4 (2.0)	28×21.5×3 (2.0)	26×22×3 (2.0)	28×19×3 (2.0)
CATERPILLAR 3208T	320	TWIN DISC MG507 2.54	2800		26×26×4 (2.0)			30×24×3 (2.0)	30×23×3 (2.0)	30×23×3 (2.0)
CATERPILLAR 3208TA	375	TWIN DISC MG507 2.54	2800					28×30×4 (2.0)	30×27×3 (2.0)	30×27×4 (2.0)
CUMMINS 6BT5.9	210	TWIN DISC MG502 2.47	2600		26×23×4 (2.0)			28×24×3 (2.0)		
CUMMINS 6BT5.9	210	BW7000 2.66	2600		30×25×3 (2.0)				28×23×3 (2.0)	
VOLVO TAMD-40B	165	VOLVO M53 2.73	3600	24×16×4 (1.5)	24×18×3 (1.5)					
VOLVO TAMD-60C	250	TWIN DISC MG506 2.0	2800			25×19×3 (2.0)				
VOLVO TAMD-70E	305	TWIN DISC MG507 2.0	2500						26×23×3 (2.0)	

CHARTER NEWS



La Vida Charters Inc., one of the largest bareboat companies in the Caribbean, is an enthusiastic convert to Grand Banks Motor Yachts. Founded in 1978 by Bob and Julia Dixon, La Vida was originally a sailboat company in St. Thomas with a fleet of Pearsons. Four 38 foot power boats were added to the fleet in 1983 and the high demand for trawlers prompted La Vida to begin

searching for a quality motor yacht consistent with the first class image the company was attempting to portray. In the fall of '84, La Vida added two Grand Banks Motor Yachts to the fleet, as a test. The incredible luxury and dependability of the Grand Banks convinced La Vida to increase its fleet to seven in 1986 and they will have eleven by 1987.



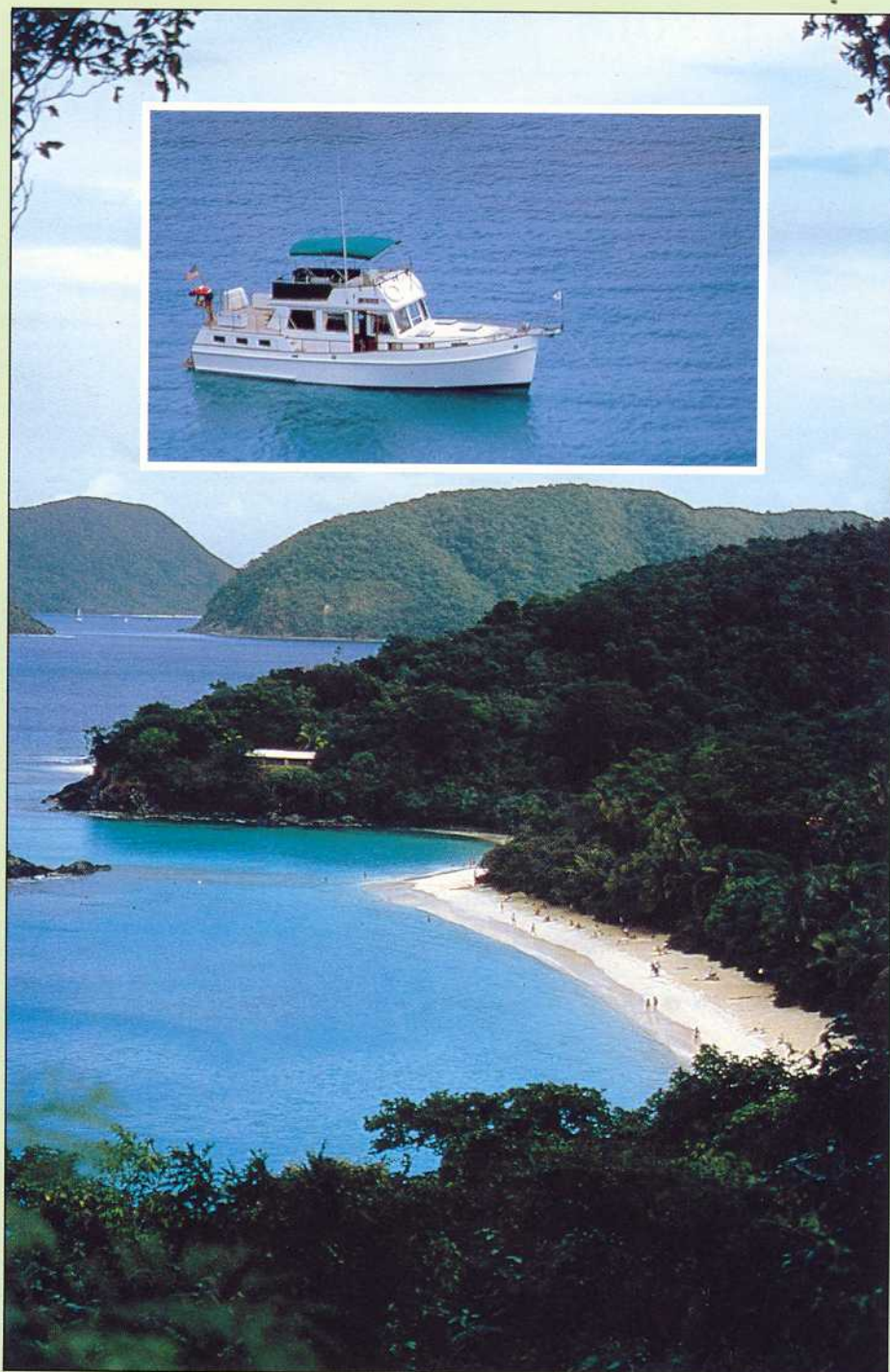
For charter use, the Grand Banks have expanded separate refrigerators and freezers, double anchor windlasses, oversized biminis, cockpit cushions, aft deck showers, additional water tanks and, of course, generators and air conditioning.

La Vida's management program is designed to return substantial cash to the private owner after expenses and, indeed, has been able to come close to paying the mortgage without using the substantial tax benefits that are also available to charter owners. This is because the Grand Banks 42 is able to command a premium over less well equipped, less luxurious trawlers in the Caribbean and also because of high charter utilization. "There's simply nothing like it in the Caribbean and it puts us head and shoulders above all the other charter companies," says George Bell, Vice President. "The addition of the Grand Banks 42 and the enthusiastic response from the chartering public convinced us to do the same thing with our sailing yachts and we have now added 10 Centurion 40's and 47's, handbuilt by Henri Wauquiez in France."

The Virgin Islands are a unique cruising ground — certainly the most beautiful cruising ground of its type in the world. Year round temperatures vary only between 78° and 88° and the cool tradewinds are always present. The maximum distance between islands would be from La Vida's St. Thomas marina to Virgin Gorda, a distance of 33 miles. In between, there's nearly an endless number of beautiful anchorages, tropical and unspoiled.

"An unusual level of personal service has been the secret to La Vida's growth over the years," says Bob Dixon, Founder and President. "While we do spend heavily in national advertising, there's no better advertisement than satisfied customers."

Upon arrival at the marina, the charterer receives an extensive briefing on the Grand Banks and its systems. In addition, our charter managers spend an hour and a half going over the charts and things to do, helping plan specific itineraries.



Approximately one month before the charter each customer receives an extensive cruising guide — planning is half the fun!

In addition, La Vida owns its own travel agency in Florida and, therefore, has available the lowest possible airfares for its charterers.

"One of the most impressive thing about Grand Banks is the way they stand behind their yachts," says

George. "Whenever we have a question or a problem, and that's very rare, we always get an immediate response — that's quality!"

For more information, write or call:-

La Vida Charters, Inc
P.O. Box 8300
Charlotte Amalie GPO
St Thomas, VI 00801
Tel: (809) 775-6900
(800) 524-2550

RENDEZVOUS



About one half the Grand Banks which arrived at Catalina Island for the 1986 Rendezvous are shown here.

5th Annual Southern California Cruise, USA

It seems the Southern California Rendezvous at Catalina Island is destined to get bigger every year.

A record 93 Grand Banks arrived at Isthmus Harbor with over 350 people on board. Stan Miller Yachts, our dealer in Southern California, once again sponsored the weekend Fall festivities, September 13th and 14th.

There were games of volleyball and horse shoes as well as the standard attractions of the beautiful island — snorkeling, hiking and buffalo watching.

Guest speakers included presentations by Gary Prestegard on marine engines and Tom Schultz of Seaward Products about the full line of stoves and ovens featured aboard Grand Banks. A popular addition to the lecture slot was Dave Rath, Marine Surveyor. Dave was a big hit, expanding on issues of corrosion and repair.

Several large tables were required to hold the fare of the ever popular hors d'oeuvre contest. The competition was more popular, more colorful and tastier than ever.

Door prizes were donated by many local vendors of Grand Banks products and accessories. Seaward Products provided the grand prize — a brand new microwave oven.

Stan Miller Yachts hosted the open bar throughout the evening. Large



porterhouse and swordfish steaks were barbecued and served with all the trimmings by Doug's Reef Restaurant. And after the tables were cleared, there was dancing under the stars until well into the night.

A gathering of 100 Grand Banks is the 1987 goal. For more information contact:

Stan Miller Yachts
245 Marina Drive
Long Beach, California 90803
Phone (213) 598-9433

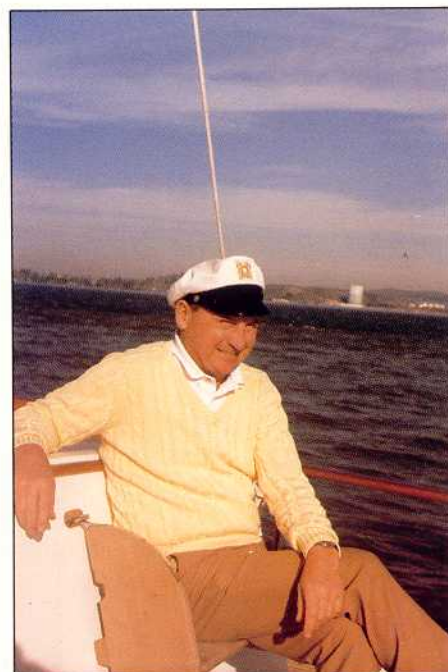


The hard-working stan miller staff ensured the smoothest rendezvous ever!

CUSTOM CORNER



This teak boarding step was submitted by Mr Donald Lesley of San Rafael, California and is used on board his 42-755 *Intrepid*. The step can be attached to either side of the hull at the opening railgate positions. A third pair of hooks are installed on the aft houseside providing a convenient spot to stow the steps while underway and this doubles as a comfortable seat as well.



Over to another type of boarding device and this one was designed by Mr Rudy Schaefer of Los Angeles California and used on his Grand Banks hull 49-20.

Originally designed for their pet Doberman, the "ramp" also came in handy for his mother-in-law as well. It is particularly useful in Alaskan ports where no boarding steps are available. Incidentally, all parts fit into the lazarette of the 49.



Ocean Navigator

Marine navigation & ocean voyaging



Special Section: THE SATELLITE NAVIGATOR

BASIC CELESTIAL NAVIGATION NEW OCEAN VOYAGING SECTION RACING TO JAMAICA

We have come across a new boating magazine which we think Grand Banks owners will like. It's called Ocean Navigator and it's about marine navigation and voyaging. Recent issues have featured radar, loran and satnav in the electronics realm. Stories in a recent issue included an account of a cruise to Bermuda, instructional articles on celestial navigation and a special section on satellite navigation. Another past issue featured 20 pages of articles on radar.

We found the magazine informative and well-written with good descriptions of subjects the other boating magazines won't touch, particularly involving electronics and electrical systems. There's nothing in the magazine for the cook. There aren't any bikini-clad models. Ocean Navigator is for boat owners who want to be better navigators and who dream of taking long trips.

An editor at the magazine told us he'd love to hear from Grand Banks owners about their recent trips. Subscriptions are \$18 per year for the bi-monthly (6 issues) and can be ordered through the magazine: **Ocean Navigator, 537 Post Road, Darien, CT 06820 USA.** Tel: (203) 656-0525.