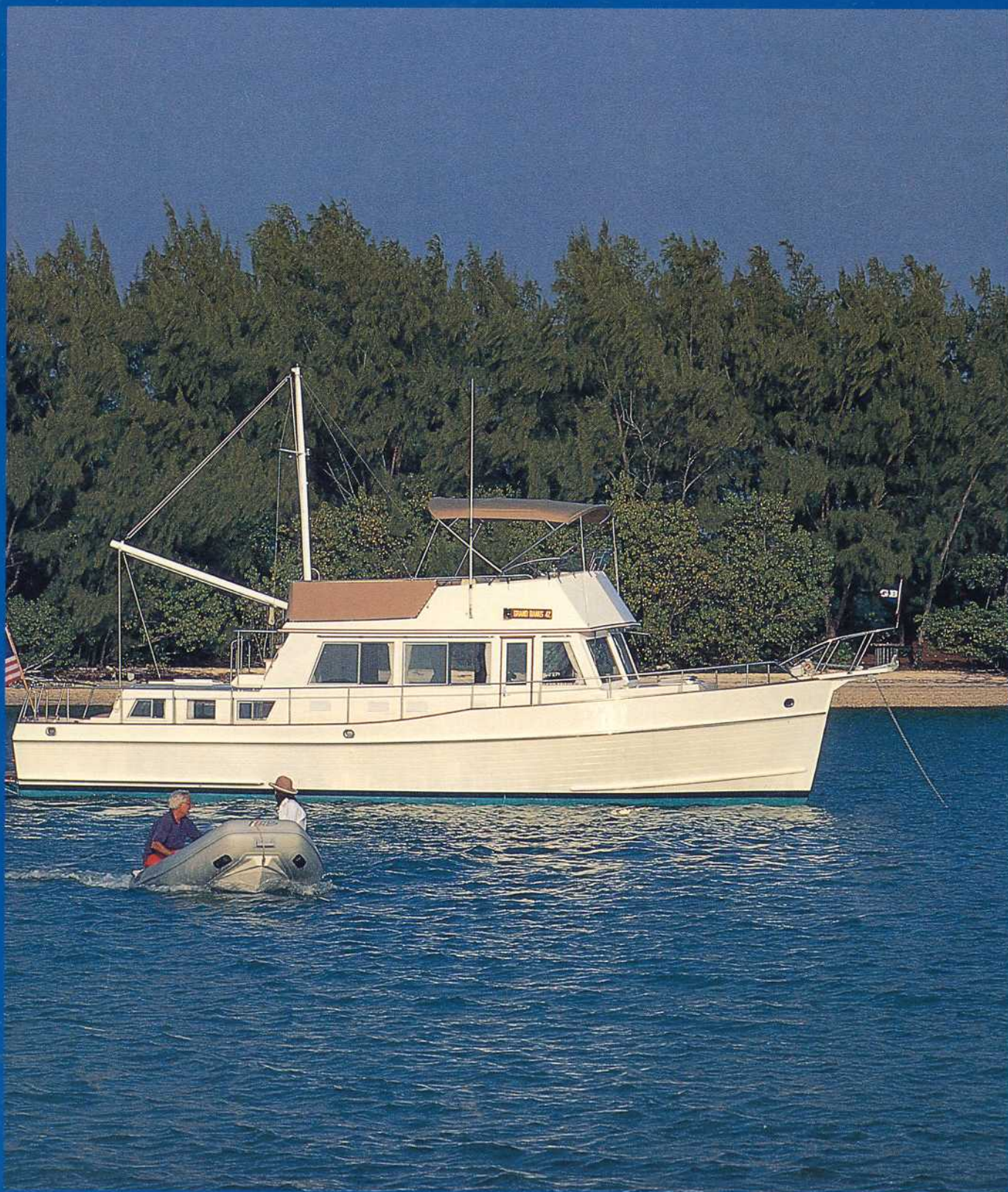


AMERICAN MARINE

NEWS

Vol 24 No 2/97



NEW BOAT PREVIEW • RENDEZVOUS NEWS

AMERICAN MARINE NEWS

Vol 24 No 2/97



Cover: *A new Grand Banks 42 Classic, built by Grand Banks Yachts Shd. Bhd. in Malaysia is enjoyed by her new owners in the Florida Keys, USA.*

EDITOR'S NOTE

Grand Banks owners throughout the world continue to take pleasure in sharing their Grand Banks experiences. **American Marine News** invites you to submit your articles and photographs for publication. **Photographs will not be returned.** Let us know of a recent cruise, share the details of a passage to an exotic port, jot down some technical questions or a tip on a custom feature. We appreciate your support and look forward to your feedback.

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Customer Service Manager

BC CHARTER NEWS

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HAPPY CRUISING

Journey through the Straits of Malacca

What better way to test a new boat, then to leave on a several hundred mile trip the day after the boat is completed by the factory. Last April, the European Sales Manager for American Marine, Mr. K.H. (Bugs) Yeow had the opportunity to do just that. He helped deliver a brand new Grand Banks 42 Europa, *Zhimin*, to it's new home through the Straits of Malacca to northern Malaysia.

Mr. Yeow was looking forward to the opportunity to test one of the first 42 Europa's. The delivery crew had to work around the last minute items being completed by American Marine, but on April 25th, they finally topped the fuel and water tanks, stored all the loose items on board, including two large T.V sets, 3 stereos, and a boat full of spare parts, electronics etc. The waterline went down a few inches after they loaded all the other items which they purchased in Singapore's famous shopping district.

The crew of American Marine which included Bugs, Chia, and Tayeb arrived at 5:00am on the 26th of April. Joining the crew were Mr. K.S. Oh and Mr. Pheh, from Marina Capricorn, the Grand Banks dealer from Penang. Mr. Oh sold the boat to it's new owner, and although they were only recently appointed as a GB dealer, they have been quite successful. Also aboard from Penang were two brothers, John and Cosmos Chong. They were both expert fisherman who provided the crew with fresh fish and entertainment throughout the trip. The final crew member was Halim who was hired by the owner to try out for the future coxswain job.

Due to the early morning start from Singapore, there weren't many boats around Singapore harbor, which remains one of the busiest ports in the world. Entering and exiting the area is often compared to the local morning commute on Singapore's roadway. The crew was



Left: *The "Crew" posing with the boat at RSYC.*

anticipating the Southwest Monsoon to blow and were ready for a rough ride. However the seas were surprisingly flat until they reached Port Dickson. They then increased to one meter and remained so until they reached Port Kelang. The GB42 Europa took these in stride as she sliced through them at good speed.

With the twin Caterpillar 3208TA's at 375 hp each, *Zhimin* cruised at 2,400 RPM and averaged 16 knots. Enroute, Tayeb suddenly slowed the boat down and pointed to an object in the water on the starboard side. It was in fact a big Grouper which was lying on the surface. Tayeb circled the boat around and Cosmos decided to swim to the fish, which appeared stunned, and grabbed it in the water. The 3 kg Grouper made for a great meal that evening.



Left: *Fresh fish for lunch*



they met with the American couple who are presently residing in Penang. The week before the same couple took a test ride on a "go-fast" boat from a different manufacturer which apparently flexed and vibrated, and caused general discomfort. After such a horrible ride, they still decided to give boating one more chance. Their ride on board the new 42 Europa was much more to their liking and even if they do not buy a new boat in the short term, they walked away with a

Left: *The entrance to Lumut, Pangkor Island is to the left.*

After a full twelve hour day of cruising, *Zhimin* arrived at the RSYC inside the Kelang River. The club house provided a great slip, food and fueling facilities. The crew was pleased after checking the engines and finding that all the fluid levels had remained the same, even after 13 hours of solid running time. They then opted for yet another early day and left the dock before 5:00am the following morning. They were very careful in navigating the treacherous Angsa Bank, which has claimed many boats. During this part of the trip, they wanted to meet with a potential customer and take he and his wife for a day of cruising Grand Banks style. The planned rendezvous point was the Lumut Yacht Club.

The seas were calm, but the early morning skies were overcast which caused a nice cool breeze. In Malaysian waters, when you are only one degree off the Equator, a cool breeze is a welcome addition. They arrived at Lumut around noon time for their rendezvous, where

perfect day of yachting.

At 6:30pm, *Zhimin* arrived without incidence at the Batu Maung Slipway. The crew went out and searched for some famous Penang food which was well deserved. *Zhimin* has since



Left: *Boat arrived at Batu Maung on 27 May (6.30 p.m).*

been delivered to her new owner who continues to enjoy cruising in the picturesque waters of Malaysia.

Grand Arctic Cruises the Capitals of the North

When the organizing committee of the Grand Arctic Yachting Club planned their convoy for 1997, we had fresh in our memory the cruise to the "Land of The Midnight Sun" in 1996. This was an experience never to be forgotten. It was filled with impressive and stunning scenery, good friendship and a cold climate.

We made some jokes about the temperatures for the '97 cruise and stated as a wild inspiration that our biggest concern would be the high temperatures of the Scandinavia Summer! We were almost right. How could we have predicted that we would have six weeks of blazing sun, no wind and with the ocean as shiny as a silver plate.

Below:
The twelve boat fleet lines up for the start of the Grand Artic Cruise.



Twelve yachts enjoyed the cruise to "The Capitals of the North", in the best summer since the weather registrations started in Norway 140 years ago. With indications and forecasts for a summer in 1998 with the same qualities, planning the next Grand Arctic cruise to focus on the theme of "Fjords Deep and Mountains High" is being planned.

In the last weekend of June, the Grand Banks from western Norway sailed down the coast and met up with the GB's from the eastern part of the country in Kristiansand. They then set off across the Skagerak (90 miles) to the Danish town of Skagen on the northern most tip of the mainland.

The Skagerak can be rather rough at times, however we experienced mirror like waters. This gave a chance for the girls Fredricke, Emely, and Julie-Helen (aged 3-5) to play on deck with no worries from their parents.

The fishing port of Skagen was the first port to rendezvous with GB friends coming up from Germany, as well as a new GB42 Europa registered to an American owner. From there the shining white fleet of GB's had superb sailing across the Kattegatt until we were met by *CHIVIVA*, north of Gothenburg, Sweden.

Kladesholm is the summer home port of the Alveborn family and their GB 46 Classic. They hosted the welcome dinner for 45 GB-enthusiasts which was a welcome respite after the long trip. In Gothenberg, which is also the hometown of Volvo, we were given a very

interesting tour of the Volvo car factory. The Volvo museum was quite fascinating for the youngsters of our group.

The Gota River which runs up to Lake Vaneren, was the first leg of the inland waterways of Sweden. For inexperienced "deepwater crews", the first encounter with the locks in Trollhattan was a bit frightening. With twelve boats in the locks, and being lifted in sections of 9 meters, some stress arose. However with certain emergency training, the final locks were handled elegantly. For Norwegians, Lake Vaneren is some what of an inland ocean. Used to rough saltwater conditions, we were quite unprepared for such a large lake that took a full day to cross. We took advantage of the fresh water, and gave our beauties a complete wash down.

The Gota Kanal was officially opened 175 years ago, and all of us were impressed by the technological, human and financial challenges it must have presented. The waterway system cuts right through central Sweden! With only two Grand Banks able to go into each lock, the Grand Banks fleet became stretched out. An impressive technique was developed to get quickly in and out of the locks, with the minimum stress and use of muscles. But working through 66 locks over the full distance gave a certain pain in the arms and shoulders. It needs a special force to hold a heavy GB in place in turbulent waters while in the locks.

Below:

The beautiful scenery made for some beautiful photography.





Left: Sailing through the fertile landscape was a contrast to those used to the rugged coast of Norway.

Sailing through a fertile landscape with yellow fields of wheat and rye, grazing cows, it was such a contrast to those of us used to the rugged coast of Norway. We did indeed get used to it and with the aid of the bimini top, life was indeed pleasant and hot. Ashore, the medieval castle of Wadstena was impressive and the professional guide was able to give a lively description of the royal life in this fortress in the middle of the 17th century.

Six days later, the Grand Arctic convoy sailed out of the last lock and into the Baltic Sea. A proud fleet headed north and we were joined by *Fiffanella* as she sailed a different route. In the picturesque town of Trosa, the fleet was joined by the von Schirach family, and they hosted the cruise for the next several days.

We approached yet another lake as we sailed into Malaren, to the Royal Castle of Gripsholm in Mariefred. Passing by Birka was a special event, based on the historical significance. Birka is the remaining town of the largest Viking settlement in Scandanavia, and is where Christianity

came to Sweden. We passed the location where the Swedish nation was founded more than 2,000 years ago.

The first half of Grand Arctic '97 ended in Stockholm, more specifically at Drottningholm "the island of the queen". The convoy docked at the jetty of the von Schirach family. Linda and Christopher were hosts beyond all expectations. They invited their 60 Grand Arctic friends for a garden party, arranged sightseeing in Stockholm, and assisted with both minor and major problems for the crews.

Finally, the von Schirach family escorted the Grand Banks through the archipelago of Stockholm- a real sightseeing city with all the islands and passages opening up north of the city. After the necessary farewells to our friends in the port of Waxholm, the Grand Arctic convoy pointed their bows north and traveled along the eastern coast of Sweden.

Continued in the Next American Marine News, we will join the Grand Banks fleet in Finland.

Left: The 45 GB enthusiasts gather to discuss their next leg of the cruise.



RENDEZVOUS NEWS

Boatworks Hosts An Open House Weekend



Left: *The fleet of Eastbay's was an impressive site during the Boatworks open house.*

This past November, Boatworks Yacht Sales of Rowayton and Essex, Connecticut hosted their annual Open House. Their waterfront facility was the

perfect site for a fall weekend in New England. The focus of the event was the new Eastbay 43. Grove Ely, president of Boatworks Yacht Sales, ordered Hull #1 before the drawings were even complete based on his success with the Eastbay 40. Strong winds rolled in over the weekend, giving the Eastbay 43 a chance to demonstrate her sea keeping ability in rough weather. The classic Ray Hunt hull took the three-four foot chop with ease.

In addition to the new Eastbay 43, a large fleet of Eastbay 38's was on display. The brokers of Boatworks took the opportunity to show prospective buyers the numerous custom items they have incorporated into the 38, 40, and 43's. From teak windshields, specialized seating, additional foredeck lockers, to custom cabinetry,

Boatworks has delivered some stunning boats. Preliminary information was also presented on the new Eastbay 49 Express.

In addition to the Eastbay models, several previously owned Grand Banks were on display, and in fact were sold during the weekend. Boatworks is already planning ahead for their next open house where the Eastbay 49 will be shown.

Below: *Hull #1 of the Eastbay 43, on one of the many sea trials during the weekend.*



Marlow Marine Open House



Left: The new 11,000 square foot storage facility at Marlow Marine packed with GB's.

If you wanted to see any model and almost every vintage of Grand Banks, a trip to Marlow Marine Sales and Charters over the weekend of November 21st would have satisfied any Grand Banks fan. The fleet of over twenty-five boats included everything from a 1971 Grand Banks 32 to a brand new refined 1997 Grand Banks 49 Classic.

Marlow Marine's full service facility, located in Snead Island, Florida, was bursting with restoration, commissioning and service projects. One of the boats being commissioned was a 46 Europa with an extended aft deck. The owner wanted to have an aft deck that could be used for both fishing and entertaining. Another project was the complete restoration of an older 42 Classic. The skilled staff of Marlow Marine had recently completed a superb Awlgrip job on both the deck house and topsides. The interior varnish was also completely stripped and re-done. The continued high re-sale value of a Grand Banks makes these types of projects a worthwhile investment.

At the end of the weekend, several new members were inducted into the Grand Banks family after the staff of Marlow Marine sold several models ranging from a GB32 to a GB46 Europa.



Left: The variety of GB models at the Marlow Marine Open House.

Tribute to Raymond Hunt at the Newport Museum of Yachting.

This past August, the Newport Museum of Yachting hosted a three day tribute to noted naval architect, C. Raymond Hunt. From his early designs to his last, the variety of his work was impressive. The event included match racing for his famous Concordia Yawl designs, and 110's, cruises aboard his 12 meter design, *Easterner* (arguably one of the most beautiful 12 designs) and many personal stories from his family and friends. The founders of this event, Denise Roussinos of C. Raymond Hunt and Associates, Sherry Marx of the Museum of Yachting, and Jim Cassidy of Heritage Marine Insurance did a first class job.



Vice President of Grand Banks Yachts, Ltd., Ed Roberts, took the opportunity to unveil the latest design from the office of C. Raymond Hunt and Associates, the Eastbay 49 Express. Ed recalled the long association of American Marine and Raymond Hunt dating back to the late 1950's when the Newton brother's of American Marine built a wooden deep-V sport fishing design. Powered by Twin Cummins the boat was eventually shipped to Australia.



Left: Hal Jones from the Grand Banks / Eastbay dealer Hal Jones and Company in Ft. Lauderdale, and Grand Banks Customer Service Manager, Fran Morey. Hal was in the middle of his New England cruise aboard his GB 32.

Far left: Ed Robert's of Grand Banks Yachts recalls the long history of C. Raymond Hunt and American Marine.

After the races on Saturday, a cocktail party sponsored by Grand Banks and U.S Paint was held along Newport Harbor. This was followed by a lobster dinner, more stories regarding Mr. Hunt by his friends and family, and dancing late into the night.

The collaboration between C. Raymond Hunt and Associates continues to be a winning combination. Demand for the 38, 43, and 49 are increasing worldwide and we look forward to future additions to the Eastbay line.

Below: Not only was the Hunt rendezvous entertaining, it was educational. This pictures shows only a portion of the time line that traced Mr. Hunt's career.



BEACHC

GB42-1230

Alpha Wave

Vancouver,
British Columbia,
Canada

This panoramic view shows the Grand Banks 42 Classic, *Alpha Wave*, owned by Michael and Suzanne Jones. The photo was taken in August of 1996 in front of the Majorie Glacier in Glacier Bay, Alaska. After cruising over 1,000 miles from their home port in Vancouver, the Jones' turned around and made their way back through Northern B.C and Alaska. A very exciting voyage!



GB32-542

Roanoke

Sydney,
Australia



The last time GB32-542 appeared in Beachcombing was in 1986, Volume 15 No. 3. Ten years later she is in the hands of new owners and first time GB buyers, John and Irene Garran of Sydney, Australia. The vessel was renamed *Roanoke* in a casual ceremony at the vessels home club, the Kuring-Gai Chase Motor Club. Attending the ceremony was Mrs. Elaine Jackson, widow of the original owner, Don Jackson, who took delivery in 1976. We would like to welcome the Garrans to the GB family.

GB49-90

Sea Ranger II

Glasgow,
Scotland

After owning a GB42 Classic for almost five years, Mr. Jack Gillespie purchased a GB49 Classic, which he has now owned for 4-1/2 years. He reports his GB49 is all one could wish for. Mr. Gillespie has owned a variety of boats during the past 35 years, including a 65 foot wooden sloop. He has cruised both his Grand Banks throughout Scotland, in a variety of conditions, including Force 8/9 conditions for prolonged periods of time. *Sea Ranger II* is shown here cruising the river Clyde, with the company of the famous ocean liner, the QEII.



GB36-1108

Notable

Los Angeles,
California
USA



Show here is Mr. Allan Gardner aboard his new 1997 GB36 Europa, *Notable*. Allan and Alice Gardner named the boat after the fan fare and interest the boat received. Grand Banks Yachts in Malaysia incorporated many custom changes into this GB36 Europa. The Gardner's say they look forward to many more years of "Notable" cruising.

OMBINING

GB42-1376

Sonath

Nice,
France

Monaco Marine recently delivered the Grand Banks 42 Europa, #1376 to Mssr. Jean-Paul Meunier and Mme. Liliane Meunier, shown here with their dog Tsarine. Like many Grand Banks owner's, their 42 Europa is not their first Grand Banks. In fact it is their fourth. They first purchased a used 36 Classic, followed by a new 36 Classic, then a new 42 Classic, and finally their new 1997 42 Europa. We wish them many more years of enjoyment aboard their newest GB.



GB42-691

Tockwough

Punta Gorda,
Florida
USA



Joan and Walter Nauta recently completed a "loop cruise", or a circumnavigation of the eastern United States aboard their GB42 Classic. They began from their home port on the west coast of Florida, cruised north along the Eastern seaboard, then into the Hudson River and onto the Great Lakes. They then cruised Georgian Bay and Baie Fine, where *Tockwough* is shown here at anchor. They returned by the Mississippi, Ohio, Cumberland Rivers and into the Tenn-Tom waterway and finally back to the Gulf of Mexico. They are now planning their next adventure aboard their Grand Banks.

GB49-53

Shilo

Reedsport,
Oregon

Chuck and Clista Prather sent us this post card perfect photo of their Grand Banks 49 Classic, *Shilo*, anchored in the Isla Angel de la Guarda, in the Sea of Cortez, Mexico. The Prather's have put many miles on their sea going GB49, including this trip, many miles away from their home port of Reedsport, Oregon.



GB32-660

Cobber

St. Tropez,
France



The photo shown was sent by Mssr. Robert Zimmer, owner of the GB32 *Cobber*. Continuing to be a popular model on the second hand market, Mssr. Zimmer went all the way across the pond to Ft. Lauderdale, Florida to find *Cobber*. He then transported his new GB32 aboard a cargo ship to Palma de Majorque. With several friends, who also owned GB's, Mssr. Zimmer took *Cobber* to sea for 52 hours fresh upon its arrival. Robert and Barbara Zimmer are looking forward to cruising aboard *Cobber*.

NEW BOAT

Eastbay 49 Express Under Construction

The construction of the new Eastbay 49 Express has begun at American Marine. Designed by C. Raymond Hunt and Associates, the Eastbay 49 was designed to meet the growing demand for a performance cruiser, with increased accommodations.

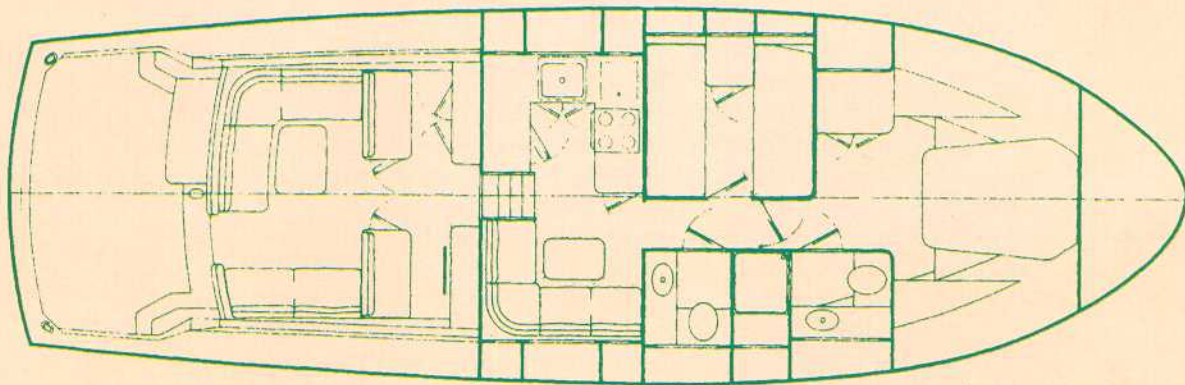
Offered with a teak windshield and optional soft top or with a hard top and fiberglass windshield, the EB49 is an extension of the highly successful Eastbay-series of cruisers.

Similar in style to the popular Eastbay 38 Express, the EB49 Express provides two spacious private staterooms, two heads and a

wonderfully roomy bridge deck area complete with two settees, cocktail table and dual helm seats. Standard equipment includes refrigeration, an 8kw generator, 2 station windlass, teak cockpit and Corian counter-tops.

Preliminary performance estimates predict a top speed of 34.3 knots with a pair of Caterpillar 3196's at 660hp each. Additional Caterpillar engine options, as well MAN and Detroit packages are available. The first seven Eastbay 49's have been ordered and hull number 1 will debut on the East Coast of the United States during the summer of 1998. For more information, contact your Eastbay dealer.

Standard Arrangement Twin Berths in Guest Stateroom



Alternative layouts available.

SPECIFICATIONS

L.O.A. (moulded)	49'-11"
Beam (moulded)	16'-0"
Draft vs. D.W.L (props)	4'-1"
Typical Operating Displacement	42,000 lbs.
Fuel Capacity (2 tanks)	720 USG
Water Capacity	175 USG
Black Water Capacity	80 USG

Right is reserved to make changes in materials, specifications and equipment at any time without notice.

PREVIEWS



Eastbay 49 Express With Hard Top



Eastbay 49 Express With Soft Top

The New GB 52 Europa

New design and construction is moving at a rapid pace at American Marine and Grand Banks Yachts, Malaysia. During the past eighteen months, three new models have been launched; the Eastbay 43, the Grand Banks 42 Europa, and perhaps the most significant, the Grand Banks 52 Europa. Initial response to the 52 Europa has been very positive. Over a dozen yachts have been ordered since the introduction last June. The Grand Banks 52 Europa shares many of the same classic styling elements as the popular Grand Banks 50 of the 1960's and 1970's.

The interior was developed to allow for a number of versatile layouts. Each owners' particular requirements are reflected in the fact that each GB52 ordered is quite different.

Pictured here is Hull #1, sold by Luc Coplin of North Sea Marine. The amount of time and planning by Luc and American Marine are evident when you step aboard this very custom yacht. The owner, who has several children wanted a boat where he could accommodate his large family for dining and still maintain a separate "living room" area.



Above: *Eastbay 49 Express With Hard and Soft Top.*

Left: *The berth in the master cabin of Hull #1 was placed diagonally in order to best utilize the space.*



Left: *Hull #1 on its way to the Amsterdam Boat Show.*

Foregoing the enclosed pilothouse, he chose to have a very open layout, deleting the bulkhead between the pilothouse and the main saloon. This also created the necessary room for the two large settees. Luc's commitment to the GB52 helped launch the project from conception into production.

The engines selected for the first ten Grand Banks 52 Europa's have been as varied as the interior layouts. They include Caterpillar 3208NA 210'hp's to Caterpillar 3196's at 660hp each. Depending upon the engine package, cruising speeds will range from 8.5 knot to 18 knots, with a top speed of approximately 22 knots.

Another evolution in the GB52 project is the extended hull version. John Buettner of Stan Miller Yacht Sales approached American Marine's Director of Manufacturing, Mr. Y.P. Wong, with the criteria for additional interior volume. He wanted to have a large aft cabin, a spacious engine room and two guest cabins forward. In addition he wanted the aft deck space to accommodate large groups for entertaining. The integral swim platform of the standard GB52 Europa was deleted and an additional mold was created which increases the GB49 hull to an LOA of 53. John chose a pair of Caterpillar 3196's at 660hp each for higher speeds. The rendering shown on these pages shows the preliminary concept of Hull #9 which was sold by Stan Miller Yacht Sales, incorporating many of the ideas used on the Buettner's personal boat. Having seen John Buettner's concept, several other dealers have followed suit requesting the same model.

No matter what version, the Grand Banks 52 Europa offers many attributes of a serious cruiser. The flybridge layout offers ample space to stow a dinghy athwartships, instead

of fore and aft. This system allows for a better distribution of the weight. Access to the flybridge is by a molded fiberglass staircase from the aft deck. Equipped with safety railing, moving from the bridge to the aft deck, even with your hands full, is far safer than using a conventional ladder. There is also room for life raft storage, seating, and an optional grill or icemaker.

The full stand-up engine room will make servicing the engines a joy. In addition the aft lazarette has space for machinery which will keep it out of a hot engine room and allow ease of service. Many owners are using this area for the washer and dryer and workshop area.



Left: *The spacious flybridge of the GB 52 Europa has access to the lower helm station and aft deck.*



Left: Looking forward from the main saloon, the open feeling of Hull #1 has proven to be very popular.

Hull #1 debuted at the Amsterdam Boat Show this past September by North Sea Marine. Hull #2 was shown by Passepartout at the Genoa Boat Show in October. Hull #3 debuted at the London Boat Show shown by Boat Showrooms of London, and Hull #4 was shown at the Seattle Boat Show by Grand

Yachts Northwest. The first 52 on the East Coast was sold to a 46 Europa owner by Marlow Marine Sales and Charters. Now that the project is in full spring, American Marine is averaging a new 52E launch every six weeks. For more information on this exciting new project contact your Grand Banks Dealer.

Below: Color rendering of 52 Europa with extended hull.



COMMUNIQUE

Ball Valves

Dear Mr. Roberts,
Grand Banks Yachts, Ltd.:

I read with interest your comments on the letter published in the fall issue of *Passagemaker*. You stated that above-waterline through hulls are fitted with marine ball valves in new boats built by Grand Banks. What is a marine ball valve?

My boat is a 1989 Grand Banks 36, hull number 874 and all of the above waterline through hulls have only a hose barb connected to rubber hoses. I have been concerned because with twin engines, fully loaded, in fresh water these through hulls are below the water. In addition, the forward sink will splash sea water in the cabin underway because of back pressure. I am interested in modifying my boat to rectify these problems. Installing conventional seacocks will require replacing these through-hulls. Could you please send me specifics of what these ball valves are and details on installing them on my boat.

Sincerely yours,

Orin F. Guidry
Jackson, Mississippi
USA

Dear Mr. Guidry:

Thank you for your recent letter. Enclosed you will find several samples of the ball valves we referred to. Please note that any brass chromed ball valve with Teflon will work. They are basically a shut-off valve with NPT threads at both ends.

Most of your thru-hulls have a threaded portion with the exception of the generator discharge. By cutting the barbed portion of the fitting you may then be able to thread the ball valve on. If there is not enough threads, then you will have to replace the thru-hulls.

I hope this information helps to answer some of your questions. Let us know if we can be of more assistance.

Soundown Coupling

In October of 1994, American Marine and Grand Banks Yachts Sdn. Bhd. switched to the Soundown Flexible Shaft Coupling as a standard installation on all Grand Banks and Eastbay models. The goal was to provide isolation of vibration and noise transmission. This was combined with Soundown 1600 Series Engine Mounts. This mount provides maximum vibration isolation and accommodates propeller thrust. All of these factors play a crucial part in reducing vibration noise caused by the engine(s). This in turn reduces the noise levels transmitted throughout the boat by vibration.

However the Soundown Flexible Shaft Coupling does require service. These couplings should be checked if any of the following conditions are present:

- Excessive shaft vibration or shaft whip
- Engine alignment to the shaft coupling is found to be incorrect.

The most accurate method of checking engine alignment with boats equipped with the Soundown Coupling, is by using the Soundown spool adapter. You should contact your Grand Banks dealer for information on how to obtain the spool adapter. They are available for loan or purchase.

If the boat has run aground, even if it is a minor grounding, the couplings needs to be thoroughly inspected. This includes a minor grounding of the props or hitting the shafts.

Your Grand Banks/Eastbay dealer has an outline of the necessary procedure and how to check the coupling properly.

Norscot Propeller Shaft Seal Maintenance Tips

The Norscot propeller shaft seal, now standard on all Grand Banks and Eastbay models, was developed to be a direct replacement of the conventional stuffing box.

A stuffing box requires water for cooling and lubrication and therefore must leak or drip to keep the shaft from overheating or burning. As it wears and starts leaking too much, it requires tightening of its packing gland to reduce the amount of dripping. At high speeds, the water is sucked out of the shaft log (stern tube) leaving no water for cooling or lubrication when it is needed most.

The Norscot seal uses lip-type oil seals pressed into bronze housing. The bronze housing is machined to a bearing tolerance and clearance to fit each size propeller shaft. The shaft and bearing surfaces are lubricated with the systems self contained oil supply in a reservoir and the lip-type seals on each side of the bearing surface keep the oil from leaking. Water can not enter the bilge through the seal as long as oil is visible in the reservoir and tube. There are no adjustments necessary with this seal system. The owner (operator) should monitor the oil level in the reservoir and add oil if necessary during operation. After about fifty hours of running time, the plug on the

underside of the housing can be loosened to allow the dark oil to drain into a pan or oil absorbent pad (about 1/2 cup) and re-tighten the plug.

If a propeller shaft is pulled for any reason, the oil should be drained from the system. The Norscot seal must be removed by loosening two hose clamps and re-installed per the original installation instructions. The temperature of the housing when cruising should not exceed 140 degrees Fahrenheit.

Every installation is different, but one should expect over 1,000 hours of run time before the seal will show signs of weeping oil into the bilge. You can still run hundreds of hours until a scheduled haul-out to replace the lip-seals. There is no weeping of oil when the shaft is not rotating even if the seal lips are worn.

The lubricant recommended for use in the system is Dexron AFT because its red color is easily visible in the reservoir and tube, and it is compatible with the lip-seal. Almost any oil (even water) can be used in the system, but Dexron has been tested and provides the best overall performance. *With the Norscot system, you should enjoy a cleaner dryer bilge.*

For More Information contact your Grand Banks Dealer or the Ibsen Company :

(P) 206-364-2284

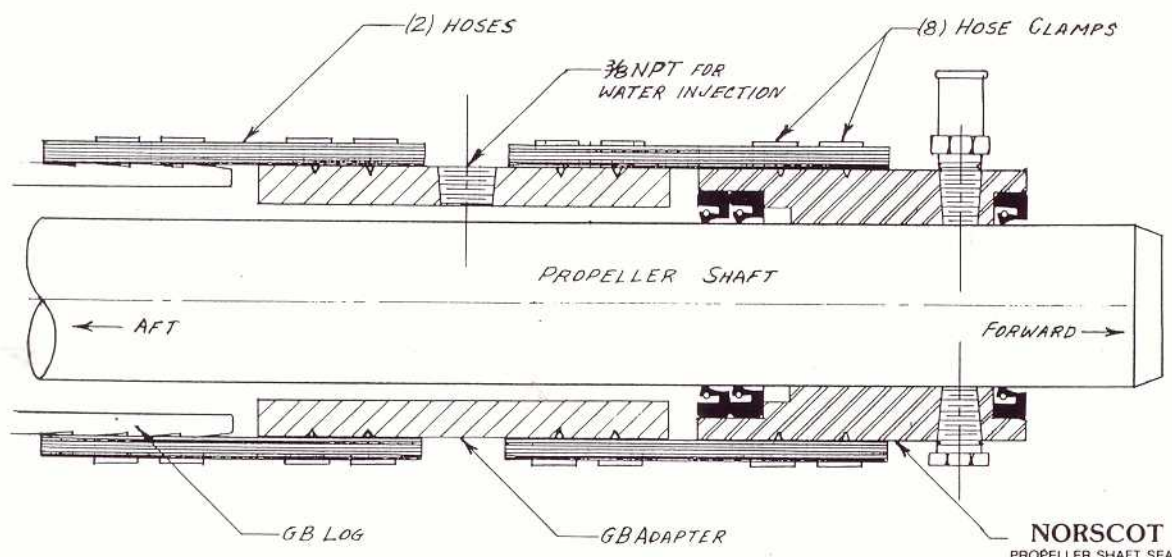
(F) 206-362-4970

e-mail ibco@accessone.com

Below: Norscot
Propeller Shaft
Seal

NORSCOT

Propeller Shaft Seal with Grand Banks Adapter



Davits Installation

Dear Mr. C.H. Leong,
American Marine

First of all thank you for your help with the drawings of the propeller shaft for my GB(42MY-957) These gave me the necessary help to sort out my issues.

Due to weather conditions my boat is operated in, I have found it wise to take my dingy out of the water on longer legs. The best way (and the easiest) is to fit the boat with davits. For this purpose I have been in contact with Simpson in England. They have been very helpful and I have already received the davits here in Norway.

In order to do things properly, I hope you can provide me drawings of your recommended installation for davits on a GB42 Motoryacht. I hope to make any of the mountings in Norway. If possible could you also estimate the thickness of the upper aft deck to prepare for the bolts.

Thank you in advance for your help.

Best Regards,

Peter Mentz v. Erpecom
Norway

Dear Mr. Erpecom:

We usually install the davits as per the enclosed drawings (see final photograph).

The advantages are:

- *Minimum Modification needed to the railing if the centre of the davit suspension is between them*
- *More clearance between transom ladder and the dinghy for human movement*

Unfortunately, to do the bottom brass plate reinforcement at your end will be difficult. Alternatively you can place the davit on the aft cabin top, but ensure that the railing does not obstruct the davit frame and handle/arm.

The length of the bolt actually depends on the thickness of the wooden spacer needed to level the davit over camber of the deck. Usually we allow

about 13mm in order to reduce the possibility of wood cracking and the length of the bolt varies between 100mm to 150mm.

Best Regards;

C.H. Leong

American Marine



PROFILE

Fran Morey
Customer Service Manager
Grand Banks Yachts, Ltd.



Fran Morey first began working with Grand Banks Yacht Shd. Bhd. in Malaysia as a consultant. Using his wide range of mechanical and boat building knowledge, Fran worked closely with Plant Manager, Bruce Livingston. Fran helped develop a variety of systems at the new factory which in the end would help build a quality boat. Recognizing the need for someone with Fran's broad background to work closely with the dealer network, he was offered the job of Customer Service Manager at the Grand Banks Yachts, Ltd. office in Southport, Connecticut. Fran is responsible for post sale service and works directly with Grand Banks dealer. He monitors the commissioning of the boats, warranty issues and also assists with service support to those owners of older American Marine product, who may not be located next to an authorized GB dealer.

Before joining the GB team, Fran was a service technician at Little Harbor Marine and

Ted Hood Yacht Builders in Portsmouth, Rhode Island. While working at this well respected service yard and builder of custom boats, Fran worked closely with Bruce Livingston, Plant Manager and Grand Banks. In addition to his time at the Hood Companies, Fran worked for several years at Hansen Marine servicing and installing Westerbeke's, Perkins and Onan units. Prior to spending his time at these well respected companies in New England, he was a first class petty officer in the United States Coast Guard. He was responsible for the machinery on a variety of Coast Guard vessels and involved in everything from search and rescue missions to buoy maintenance.

At home, Fran is the father to a nine year old son and enjoys spending time sailing on his recently restored classic sail boat, and trying to maintain his golf game. We hope you join us in welcoming Fran to the Grand Banks family.

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