

AMERICAN MARINE NEWS

VOLUME 8 NO.2





EDITOR'S NOTE

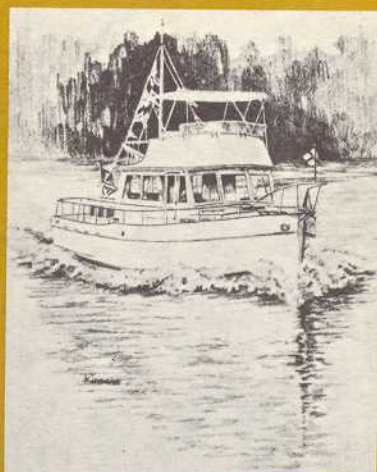
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Please write to:
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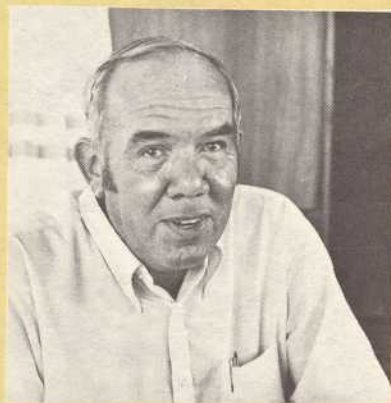
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Cover:
Pen and ink marine
drawing of a Grand
Banks 32 by Mr.
Kirk Kirkpatrick

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SALES MANAGER — AMERICAN MARINE (S) PTE LTD

Richard Loh's involvement in the yachting industry began in 1964 when he became a broker with Northrop and Johnson Yachts in Stamford, Connecticut. Dick was subsequently appointed Manager of their Stamford office in 1968.

He later was a broker with Richard Bertram & Co. and John G. Alden before joining American Marine in 1973. He began managing American Marine's dealerships in Louisiana, Essex, Connecticut and Maryland, and was appointed Sales Manager in 1976.

As Sales Manager, Dick is responsible for the U.S. Dealer network and maintains his office in Greenwich, Connecticut. He also spends about three to four weeks in Singapore twice a year assisting in product development and improvement.

Dick will be on the GB42, which will be on display at the Miami Boat Show in February 1978 and we sincerely hope you stop by and introduce yourself.

Boat Shows

First Singapore International Boat Show – June 17– 22 1977

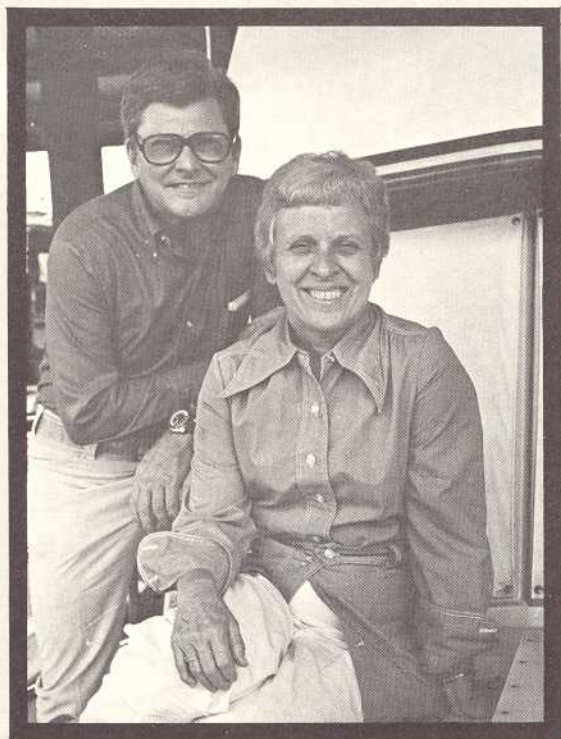
A Grand Banks 42 was exhibited at the First Singapore International Boat Show. This brand new GB42, the biggest and smartest looking boat at the Show, is owned by Mr. R.W. Livingston, President of American Marine (S) Pte.Ltd. It was specially constructed without the aft cabin as the aft deck space is intended for use as an entertainment area. Visitors from South East Asian countries, Australia, New Zealand and as far as the United States came to American Marine's stand to view this GB42, dubbed by show officials as "The Rolls Royce of Boats". We cannot but agree with them, as quality has always been our business.



A Grand Banks 42 with new enlarged Aft Stateroom and optional queen-size berth to be displayed at the Miami Boat Show Feb 24 – Mar 1 1978



Artist lives and works aboard his GB32 'Studio Two'



Kirk Kirkpatrick spends at least six months during each year cruising offshore in the Gulf of Mexico and inland waters of Mississippi, Louisiana and Texas aboard Studio Two, his GB 32, Hull No. 208. She's aptly named for Studio Two is just that: a marine artist's studio for photographing and studying commercial and pleasure boats in their natural environment for his marine drawings and paintings. Ashore in his Baton Rouge, Louisiana studio, Kirk makes composite studies of his photos and renders the result in pen and ink or acrylic paintings.

Kirk works on assignment only. Although he prefers to use his own photos, this is not always possible, and he will use a client's photos as long as they are 8" X 10" and in sharp focus, or color transparencies.

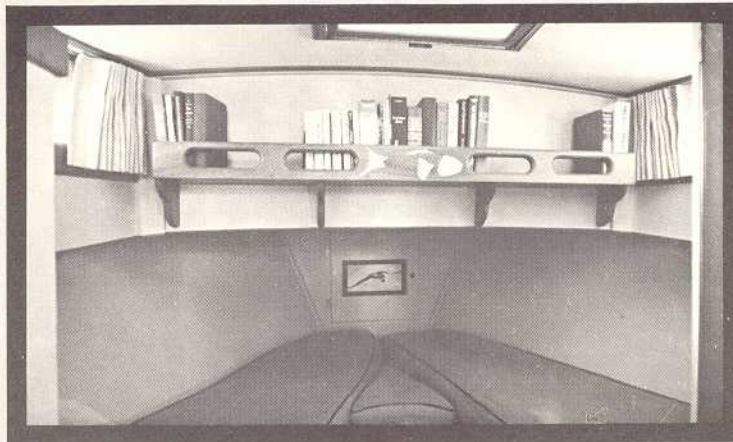
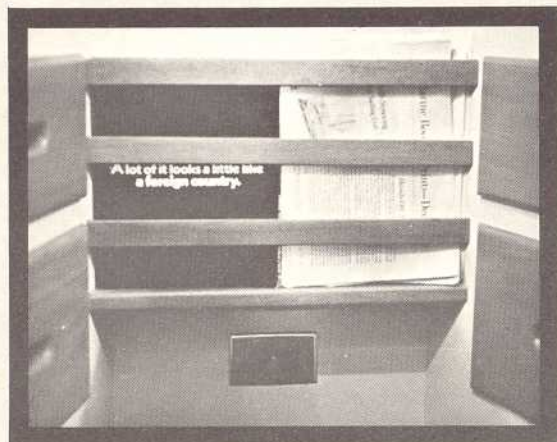
In addition to making dramatic wall hangings when framed, the pen and inks are ideal for reduction and reproduction on everything from specialty items such as napkins and match-books to Christmas cards and stationery, and both drawings and paintings are ideal gifts for the boatowner.

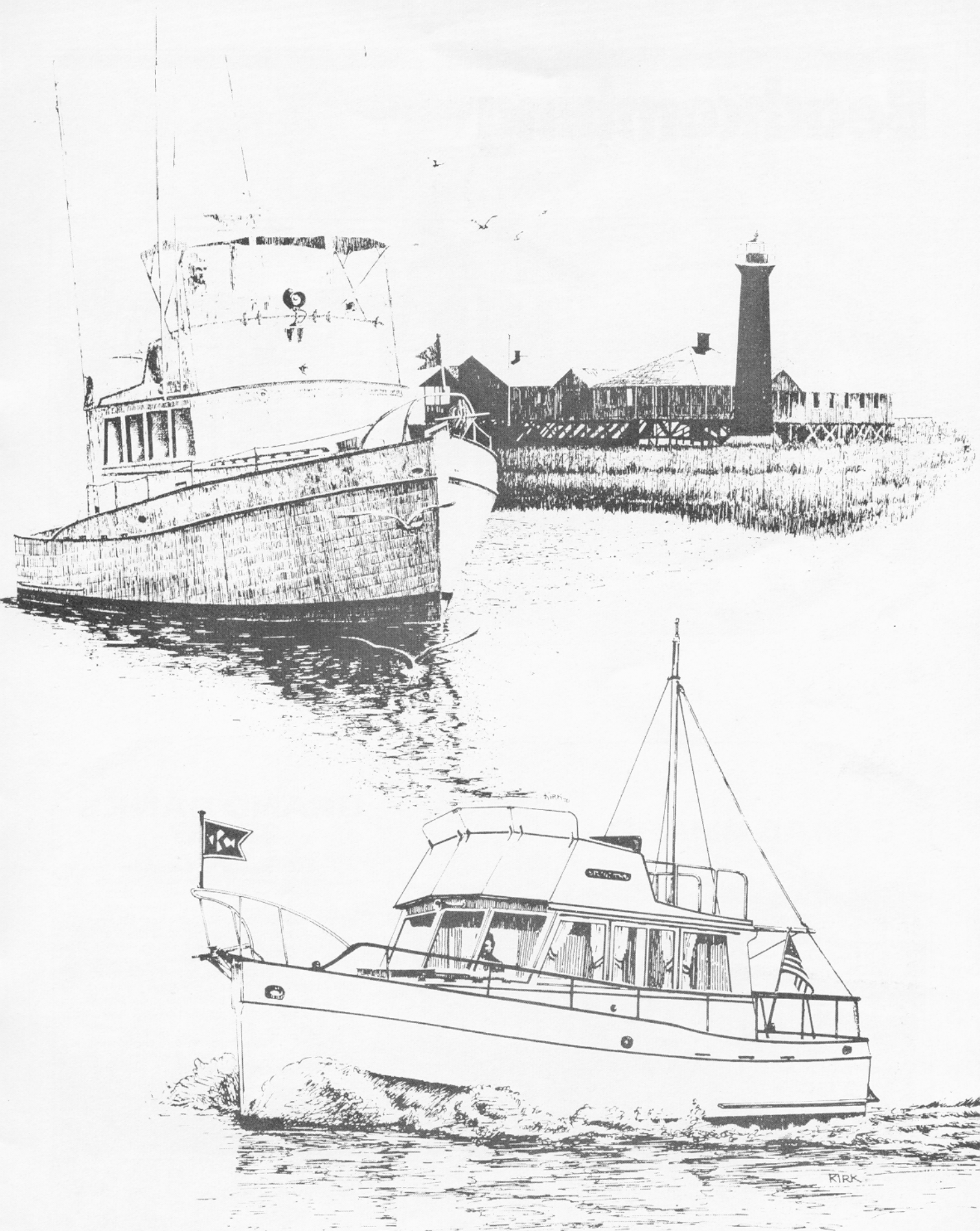
After long periods of living and cruising aboard their boat, the Kirkpatrick's have found little to change and they have this to say about their GB32 "Every inch of space was well planned by the GB designers and the only additions we have made are just that: additions not changes to interior design. The few here just might interest other GB32 owners.

- 1 A bookcase holding full size hardbacks designed to fit the overhead bulkhead in the forward cabin. Just enough clearance remains for the head door to open back and latch over the starboard bunk.
- 2 Below the bookcase and between bunks, we fitted in a magazine rack, the base and three front pieces screwed in place from inside both drawer areas. The rack holds over a dozen magazines, handy for in-bunk reading. (The electrical outlet below the rack is for electric blankets.)
- 3 Although some projects were brought about from live-abroad needs, the addition of the pictured screen door is one with the most benefits. A 'why didn't we do this before' contrivance, calculated to keep out insects and dust but increasing interior ventilation.

The Kirkpatrick's cruise the inland and offshore Gulf coast mingling with shrimpers and oil riggers and photographing the marine scene. As an artist, Kirk prefers to paint oil-rigs and boats rather than people.

If Grand Banks owners would like to contact Kirk he can be reached at: 1445 Perkins Road, Baton Rouge, Louisiana 70808, U.S.A. Phone (504) 343 - 4055





RIRK

Beachcombing

GRAND BANKS 32-585

GB32-585 is the Honeymoon boat owned by Jim and Joyce Fay of Ft. Lee, N.J. The "Honey" was purchased a month after their wedding. We can hardly understand why Jim stayed single so long. The Fays are delighted with their new boat and expect to take her South this winter. Best wishes to the Fays from the Staff at the Oxford Yacht Agency.



GRAND BANKS 32-257

ORIGINALLY delivered by Riverside Marine to John and Ann Serich of Wilmington Delaware. Purchased by John C Shannahan III in 1973 and turned over to Richard and Gail Wilgenkamp in Wantagh, N.Y. in June 1977, this boat has been known as "Consciousness I", "White Rabbit" and presently is named "Dutch Treat". As the White Rabbit, she cruised the Chesapeake extensively from 1973 to 1977. She accumulated approximately 2000 engine hours as she explored virtually every river, creek and cove in the Chesapeake. She has also been a star in "The Edge of Night" television programme.

Last summer "Dutch Treat" made a three week trip to Canada via the Hudson River. Under her new owners, she may even make a trip to Puerto Rico.

GRAND BANKS 32-560

GB 32-560 owned by the Jon and Marjorie Thomas represents a new venture. Named the "Sea Stroll" this GB will be the Thomas' home in the Virgin Islands for the next several years. Located at Caneel Bay Plantation the "Sea Stroll" will also be a platform for Jon Thomas to operate a new type of excursion/diving business unique to Bermuda. The Sea Stroll carries an enlarged swim platform, generator, air compressor and six diving hats. With these facilities Jon Thomas will take Caneel Bay visitors on tours of the underwater National Park on St John's V I. The trip from Oxford to the Virgin Islands began in September 1977.



GRAND BANKS 36-504

Owned By the Hanson's of Sharon, Pa.

The Hansons, Mary and Herm, made many trips around the Chesapeake Bay in their new GB 36. Herm is very happy with the single engine as it gives excellent performance with a minimum of mechanical maintenance. The previous boats owned by Mary and Herm have been sailboats and they appreciate the space and comfort of the Grand Banks 36.

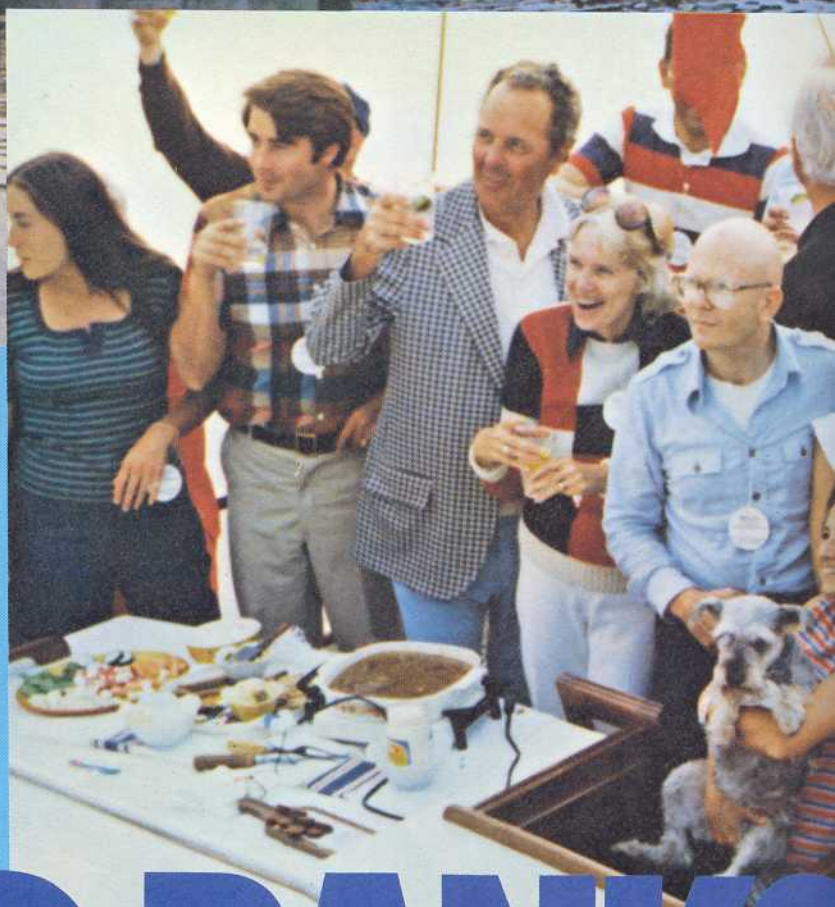
The "Cross Rip" was delivered by the Oxford Yacht Agency and is available on a bareboat charter basis. All who have cruised the "Cross Rip" have commented on the ease of handling, quiet engine and fine details which make cruising at 8 knots so pleasant and satisfying.





New England Yacht Sales Inc. held their first Grand Banks Rendezvous at Hamburg cove on the Connecticut River on May 21st this year.

There were a total of ten boats (five GB32's, two GB36's and three GB42's), with one GB32 coming from as far away as Florida. The rendezvous gave GB owners an opportunity to swap stories of previous trips, share experiences and ideas, and visit the beautiful Connecticut River.



GRAND BANKS CONNECTICUT



As expected, a grand time was had by all the Grand Banks skippers, crews, families and friends. American Marine is delighted to hear of the camaraderie among Grand Banks owners, and congratulate New England Yacht Sales Inc. for taking the initiative. Let's hear of more future cruises, rendezvous etc. and share with us your experiences and fun.

RENDEZVOUS- CUT RIVER

Communique

Having just received Volume 8 No. 1, American Marine News has brought several questions to my mind.

1. The GB42-7 making 16 knots what size engines and props are used to accomplish this feat?
2. I want to know if it is practical to change engines, in my case engine (Single Screw 1973 36' Grand Banks). Would I pick up enough speed to make it worth while? I would sure like to cruise at 11 or 12 knots.
3. Do you have any plans to make the 42 Europa in fibre glass?

F.M. Cooley.

Dear Mr. Cooley,

Thank you for your letter dated September 10th, 1977.

We have very few details concerning the re-engining of GB42-7 except that a pair of Cummins V8-300M engines were fitted.

We do not really believe that it is a practical proposition to re-engine your boat in order to cruise at 11-12 kts. Although we have not installed one ourselves, we believe that a Caterpillar 3208 engine would fit in a single screw GB36 but, even so, the horsepower of this engine is still not equal to the Fords that we fit in the twin screw boat. Even the twin screw boat cannot claim to cruise at 11-12 kts so that fitting the Caterpillar would not give you what you require. It would also be necessary to increase the diameter of the shaft and therefore the shaft tube which could be a major undertaking.

In reference to your question concerning a fibreglass Europa, I can only say that it is under consideration. The decision to build the Europa will be made shortly and the first unsold Europa available would be April 1979.

I am the proud owner of GB32-418, purchased in 1973 from your Newport, California office.

I am enclosing a copy of a questionnaire that was forwarded to me on September 10, 1975. The reason why I'm enclosing a copy will become clear as this letter unfolds.

I am very happy with my vessel. But, I have a problem and so I am going straight to the top in hopes that I can solve it. Please look at item 2 on the questionnaire. It states, "What are the principle features of the boat which you dislike?". Wet boat. Takes water over

the bow and spray over the bow even in small seas. Boat is balanced out incorrectly. Fuel tanks should be located further aft to keep boat from pitch-rolling and burying the bow. I dislike the wasted space behind the fuel tanks below decks with no hatch. Therefore, it is inaccessible and creates lots of extra room that is of no value. It can't be reached."

Since replying to your questionnaire, I have done a great deal of research into what could be the problems with this particular vessel. She runs like a top. However, the other things that have become evident are: 1) Water drains toward the forward scuppers on the aft deck in rain or spray which, of course, are the smaller scuppers and many times they can't handle it. 2) Water in the bilge collects in the forward compartment below the stateroom, or the V-bunks, and cannot be pumped out by the bilge pump.

I have tried to determine several reasons why my vessel may be a little bow heavy as compared to others. So, I give you the following situations. I have three hundred feet of 3/8" anchor chain and a Danforth 16" anchor, giving me approximately five hundred and fifty pounds at the extreme forward end, stowed in the chain locker. However, to offset this, I keep my water tank full at all times and I have a bait tank of approximately forty gallon capacity located just aft of the cabin.

My question to you is as follows. If I go to the time, trouble and expense of moving the fuel tanks aft to slightly raise the bow, will I accomplish the following:-

1. Lower the amount of spray taken over the bow of the vessel?
2. Will I alter the center of gravity enough to allow the water to drain to the aft scuppers on the rear deck?
3. Will I balance out the vessel and give her better trim overall?

Needless to say, I hate to spend the kind of money it's going to take to move the fuel tanks if I'm not going to accomplish what I desire. And, more importantly, if I'm going to destroy the seaworthiness of the vessel in a following sea by making her stern too low, I certainly don't want to touch anything.

These are my problems. I would sincerely appreciate your early attention to them and whatever advice you may offer. I don't know if you have had this complaint from other owners or this question from other owners. It's the only major complaint I have about my vessel. The other things that were included on

the questionnaire were suggestions for improvement, not complaints. However, it is a constant source of irritation not having a boat that drains properly. I would have made the move without consulting you but I figure you people are in the business of building the best boat in the world. Consequently, you are marine engineers. Please get out your slide rules and calculate for me, if you will, how far I can move the tanks aft without destroying the seaworthiness of the vessel. If you advise that I do not move them at all, please say so.

In conclusion, I have a couple of further questions.

1. I have 1200 hours on my Ford-Lehman diesel. I have serviced it religiously at the dealer every 100 hours. Maximum rpm that the vessel is ever run is 1900 rpm. I take very good care of my engine, filters, etc. Could you give me an approximation of how many hours I should expect the Ford-Lehman diesel to run satisfactorily?
2. If, when it comes time to repower, can additional speed be obtained from this hull style by the addition of higher horse-power, larger prop, etc.? This question was prompted by your recent American Marine News, Volume 8, No. 1, next to the last page, a GB42-7 with new engines it can reach maximum speed of 16 knots. Until now, we have been advised that maximum speed was 9½ knots.
3. I don't know if you have ever had any complaints regarding vibration from the three blade prop. We had a certain amount of vibration and I talked to Carol at AAA Propeller in Costa Mesa. And, as a result, we replaced the three blade prop with a 2317 left hand four blade prop and virtually eliminated 90% of the vibration in the extreme stern of the vessel, caused by propeller cavitation. I thought you might like this information if, it was a problem that you had encountered.

I realise this is a rather lengthy letter. But, I am sure you have detected by now that I love my boat very much. We use it for fishing, pleasure, cruising, etc., and we wouldn't trade it for the world. We want to improve it if at all possible.

Thank you very much for your time and attention.

Frank D. Robertson

Dear Mr. Robertson

From what you say, it does sound as if your boat is significantly down by the bow and this is quite hard to understand in the case of the GB32 because this model is, if anything, more-inclined to be stern heavy. In fact the reason that the fuel tanks were not placed right at the aft end of the engine room was to move their weight forward.

We do agree that the space aft of the fuel tanks is unsatisfactory and, when we changed to fibreglass construction the fuel tanks were moved against the bulkhead. However, to compensate for the weight moving aft, the water tank was moved forward from the lazarette into the engine room.

There is no doubt that the Grand Banks does not like to be down by the bow. Quite apart from the problems that you mention, the boat loses a lot of its precise steering characteristics as soon as she starts to trim down by the head.

The fact that your boat trims down by the bow means that there must be a very considerable amount of weight forward of the Longitudinal Centre of Buoyancy (LCB) which in the GB32 is located at the aft end of the transmission.

You have advised us of the heavy weight of the chain and anchor carried well forward and this undoubtedly has a considerable effect on the trim. In fact, being 16' forward of the LCB, it provides 8,800 ft lbs of forward trimming moment. On the other hand, your bait tank, if we count only the 40 gallons of water and ignore the weight of the tank itself, only contributes 2,505 ft. lbs of aft trimming moment. It is not only lighter but it is also only 7½ ft aft of the LCB. The fact that the water tank is kept full is not really significant because this was taken into account when the boat was balanced originally; you should not have to keep the tank full in order to keep the bow up. Much of the most useful storage space on a GB32 is under the forward bunks. This area is approximately 12 ft forward of the LCB and we wonder whether you are carrying a lot of heavy gear in this area. If so, is it possible to move any of it to the lazarette or at least to beneath the deckhouse settees?

According to our calculations, moving the fuel tanks aft would add about 4,000 ft. lbs. of aft trimming moment when the tanks are full but only about 600 ft lbs when empty. Quite apart from the expense of making the move, we do not really feel that this is an answer because of the considerable difference when the tanks are full or empty. The further from the LCB you go, the greater the effect will be. The weight of the anchor and chain are more or less static — at least when underway and it is better, therefore,

if such weight be counterbalanced by a similarly static weight.

Our recommendations therefore would be firstly to move as much weight aft as you can. This is especially effective if it can be moved from one side of the LCB to other. And the second is to add ballast — preferably in the form of lead ingots — which should be placed in the lazarette as far aft as possible. 500 lbs of lead does not take up much room but, at 13 ft aft of the LCB, it contributes 6500 lbs of aft trimming moment.

It may just be that we never got to hear about it, but this is the first time that we have come across this problem with a GB32 and it is hard to accept that the problem could be solely due to the windlass and chain since most boats finish up with a windlass if not the chain. Incidentally 3/8" chain is rather substantial on a boat and the size of a GB32. Most people use 5/16 which saves about 55 lbs on 300 ft.

The answers to the other questions are:—

1. The basic Ford engine is an industrial engine used in trucks and all kinds of industrial and agricultural applications 1200 hours, at even eight hours a day, only represents some five months use so from an industrial point of view the engine has hardly started its working life.

As regard to the marine conversion, the only vulnerable parts of the system are the oil coolers and the heat-exchanger. In fact I would recommend that you change the two oil coolers quite soon and also that you remove the end cover and inspect the condition of the tubes inside the heat-exchanger. If you want any further advice on these components you should contact Mr. Bob Smith at the Lehman Manufacturing Company, Inc. 900 Elizabeth Avenue, Linden, New Jersey 07036.

The other vulnerable point is the exhaust system especially if you have the pot-type system where the muffler protrudes up through the deckhouse sole, inside the settee, and is connected to the engine with a section of wrinkle-belly flexible tube.

After a number of years some of these may have rusted through on the inside where the vertical stand pipe is welded to the pot. However we have very seldom been asked for replacements so I suggest that you contact Mr. Bob Phillips at 4500 Campus Drive, Suite 203, Newport Beach, Ca. 92660 who should be

able to tell you, or at least find out, what is happening in the field in your part of the world.

2. Having a semi-displacement hull form, the Grand Banks will respond to increased horsepower. Although we have not proved it in practice, a single Caterpillar 3208 would theoretically give a GB32 a top speed of 12 kts at a fuel consumption of 12 U.S. gallons per hour!

However this would be a very expensive exercise as it would involve not only changing the engine but also the stringers as well as the sizes of the shaft and shaft tube. It is also doubtful whether a suitable propeller could be fitted on an existing boat without extensive modifications.

In the event of repowering being necessary we feel it best that you should not be looking for a significant increase in speed. As a matter of interest, GB42-7 was fitted (not by us) with a pair of Cummins 300 HP engines.

3. Thank you for your suggestions concerning four-bladed propellers. In fact we changed to four blades about two years ago and, as you say, this greatly improves the vibration.

We are so glad to hear that your boat has given you so much pleasure and we sincerely hope that it will continue to do so for many years to come.



On behalf of my father, let me thank you again for showing us around American Marine yard during our stay in April 1977.

I have enclosed a photograph of our GB36 "Poolster" which was delivered to us by J. Kimman.

C.J. Heodeman

I would appreciate receiving brochures, because at school I am writing a composition about the beautiful yacht under 14 metres, and because I am completely mad about the Grand Banks. We ourselves have a 12 metre yacht, a Kampala cruiser from Kemper.

My father intends to buy a new yacht in England.

I thank in advance you for the brochures.

Wim Van Hamersveld

Thank you for including me in the list of recipients of your Newsletter. Both myself and my family have found them enjoyable to read.

Obviously every Grand Banks vessel is a showroom for your product and I am extremely pleased to include my new GB 42 Grand Banks, "Mistress" in that category. As you realise, we have only recently taken delivery on my return from overseas but are having a great deal of fun not only on the water, but also with the interior decorating, etc. If I can get a suitable photograph of "Mistress" I will certainly forward it on to you.

When I have the opportunity, I would be most delighted to visit your yard in Singapore.

John W. Utz

I am the owner of a GB32 Hull 523 purchased in 1975. I notice that the new 32's have supportive bronze stanchions attached to the rails at each gate. Would it be possible to purchase a set of these supportive stanchions and if so, would you kindly enter my order and send me your bill at the above address?

For your information, the nearest dealer to ship these to would be New England Yacht Sales in Essex, Connecticut.

I certainly will appreciate your cooperation in this matter.

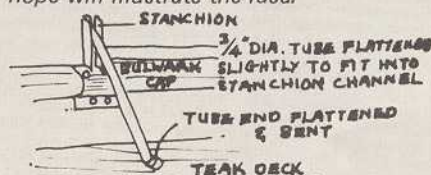
Adrian Pinsince

Dear Mr. Pinsince,

The new supportive stanchions were developed from an original idea seen on a boat in England. This boat had supports made by slightly squeezing a piece of $\frac{3}{4}$ " diameter tube so that it would fit between the channels of the stanchions; the lower end of the tube was flattened and bent at such an angle that it rested flat on the teak decking. The upper end was held by horizontal bolt passing through the stanchions and the tube. The lower end was screwed to the deck.

Every boat is slightly different due to minor variations in the way in which the teak capping sits on the bulwark. I think therefore that it is much more practical for boats in service to add a brace as outlined above. The result is very

presentable and quite simple to carry out. I am enclosing a rather poor sketch which I hope will illustrate the idea.



Just finished 5 month trip on "Bravo" — 4500 miles — down coast of Mexico to Mazatlan to be finish vessel from Mazatlan Race in November — then to Masszanills for Christmas — back to Lulax in January for 3 months in Gulf.

The boat is ideal for such a trip — comfortable for up to 6 people and very seaworthy. Went through hard winds up to 25 at full cruising speed and through 40 to 45 throttled down for greater comfort.

My only suggestion for improvement are minor — better headrooms on helmsdoor and doors — more ventilation in any one room, etc.

James Speer

I have recently acquired a Grand Banks 32, No. 326, built in 1972. This boat has a stuffing box that requires the application of a heavy-duty marine grease whenever the propeller shaft stops turning and the leak past the seal is quite heavy and is continuous. While under way I can understand the need for sea water lubrication, but can't understand why it should continue after the propeller shaft stops rotating.

I know that Grand Banks 32's are also provided with a stuffing box that uses the conventional flax and jam nut. Could you recommend a brand and model number of the more conventional unit and offer some opinion as to whether I could change my current stuffing box for this other type while the boat is in the water?

In all other respects I am satisfied with the boat you have designed and built.

J.L. Deitz

Dear Mr. Deitz,

The stuffing box should not leak excessively at any time. An occasional drip is acceptable when the shaft is stationary.

In order to change the stuffing box it is, of course, necessary to remove the coupling. It should be possible to slide the shaft aft by approximately 8" before the after end of the shaft contacts the rudder. This should be enough to remove the coupling although an inch or two more can be gained by turning steering-wheel hard-over to one side. If this is still not

enough space then the boat would need to be slipped.

I believe that any good marine suppliers should be able to supply a stuffing box for $1\frac{1}{2}$ " diameter shaft. In case of difficulty you could contact Stan Miller Yachts or we could supply one from Singapore. Remember that you need to obtain the type with a water connection on the top.

We are pleased to hear that, apart from this problem, the boat has given you satisfaction.

FAVORITE RECIPES

CHEESE TOASTS A LA "GEEBEE"

Ingredients (for 4 persons):

8 square slices of bread, abt $\frac{1}{2}$ inch thick
 $\frac{1}{2}$ ounce butter
 2 cups of dry white wine
 2 eggs
 8 slices of ham (same size as bread)
 12 ounces of grated mild cheese (preferably a half-and-half mixture of Emmenthal and Gruyere)
 Salt)
 pepper)
 nutmeg powder) for seasoning, according to taste
 chopped garlic)

Preparation:

Preheat oven (hot)

Spread butter on one side of bread and place, buttered side down, on oven tray

Sprinkle upper side of bread evenly with wine, but do not soak

Mix grated cheese thoroughly with one egg, salt, pepper, nutmeg powder, chopped garlic and just so much wine as to make a firm but spreadable mixture.

Put one slice of ham on each of the bread slices, then spread the cheese mixture evenly on top of the ham (about $\frac{1}{2}$ inch thick)

Put tray into the hot oven and leave for about 8 minutes. The cheese should just melt and become goldish yellow, do not let it bake until it becomes brown.

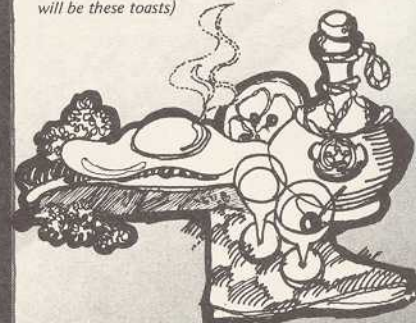
Use the 2nd egg to make a fried egg and place on top after the toasts have been taken out of the oven. (optional)

Decorate, garnish or sprinkle with chopped parsley or chives and/or add some slices of fresh tomato.

Keep washing down with cool white wine.

Bon Appetit.

(contributed by Frank and Aina Gut whose first dinner on board the "Geebee" they now dream about, will be these toasts)



Dealers' Profile

American Marine is proud and happy to announce the appointment of new dealerships in the United States, Australia and Japan to re-inforce the growing demand for Grand Banks:—

HAL JONES & CO

1681 SE 17th Street Causeway
Suite 200, Pt. Lauderdale
Florida 33316
U.S.A.

Hal Jones & Co. of Fort Lauderdale and West Palm Beach were recently appointed dealers for Grand Banks in East Florida area. Hal personally oversees the operations in both locations and has long experience, since 1966, in the South Florida Marine Industry. As a keen yachtsman and businessman, he has helped create an efficient and knowledgeable organisation whose main concern is the continued satisfaction of clients. Hal Jones & his staff are anxiously awaiting delivery of their Grand Banks in the fall, and look forward to be of service to present and future Grand Banks owners in their area.

NEW ENGLAND YACHT SALES INC.

Pratt Street — P.O. Box 126
Essex, Connecticut 06426
U.S.A.

New England Yacht Sales Inc. have been recently appointed dealers for Grand Banks in the Southern New England Area. Fred Brooke, President of the company, started his association with the Grand Banks line a year ago. Fred welcomes all Grand Banks owners to stop by when cruising Long Island South or the Connecticut River. Their offices are at the picturesque lighthouse in Essex, Connecticut, and there are 6 slips available for new and used Grand Banks.

MARLOW MARINE SALES INC

2005 No Trail
Sarasota, Florida 3350
U.S.A.

Marlow Marine Sales of Sarasota, Florida were recently appointed dealers for Grand Banks for the West Coast of Florida. David E Marlow, President of the company, oversees both the sales department and the Marlow Marine Service Yard. Marlow Marine Sales has already delivered a large number of new Grand Banks to Florida West Coast owner.

WASHINGTON BOAT CENTER

705 N.E. Northlake Way
Seattle Washington 09105
U.S.A.

Washington Boat Centre located in Seattle, on Lake Union, has been a familiar name with the boating public, in the Pacific Northwest, for over 10 years. Bruce Barker, President and Bill Booth Sales Manager, welcome you to stop by and view their Grand Banks display.

GEOFF LOVETT INTERNATIONAL PTY. LTD.

P.O. Box W42, Kurraba Road
Neutral Bay, N.S.W. 2089
AUSTRALIA

Geoff Lovett International Pty. Ltd. has recently been made American Marine dealer for Australia. The Company, with Geoff Lovett as the Managing Director, has a staff of 12 professionals well qualified in the boating business. The Company's premises are at Neutral Bay Yacht Basin, Sydney. This location is close to two famous Australian landmarks, the Sydney Bridge and Sydney Opera House.

Geoff recently took delivery of his Grand Banks 32-597, 36-597 and 42-531, and is a firm believer that the Grand Banks is a "line leader" which will attract potential yacht owners in his area.

TAIYOSHOKO COMPANY LTD

Kita Building 8
1 — Chome, Kofunecho
Nihonbashi, Chuoku
Tokyo, JAPAN

Mr. G. Matsumoto, President of Taiyoshoko Company Limited, has placed an order for a GB36 to be delivered in March 1978. It is his intention to participate in the Tokyo Boat Show in conjunction with American Marine. Taiyoshoko Company is a well-known Grand Banks dealer in Japan and has been successful in promoting sales of Grand Banks and the Laguna in Japan.

Peninsular Malaysia's Beautiful Islands



Situated off Mersing on the East Coast of Peninsular Malaysia, are some beautiful islands that are suitable for cruising, scuba diving, fishing and picnics.

In August, Mr. Robert Livingston (President, American Marine) his wife and 3 children visited these islands on board their Grand Banks 42 Hull No. 520 "Scarlet Cloud".

It takes 14 hours of cruising from Singapore to reach the biggest island of the group, Pulau Tioman.

A number of islands of the group have exotic names quite representative of a "Zoo", and with legends surrounding some of them:

PULAU TIOMAN — This island (Pulau in Malay) the biggest of the group, derived its name from a small bird "Tiong" noted for its excellent singing quality. According to the legend, the island provided a shelter for these "Tiong" birds. They took refuge on this beautiful location, because at that time they were popularly ensnared and caged by the inhabitants of the mainland. Being free to nest and fly on this island, the "Tiong" birds sang beautifully to their protectors, the fairies of Pulau Tioman. The story goes on that at certain

nights of the year, you can hear the ghostly songs of these birds in the stillness and calm of the night, against the back drop of waves lapping the shores of Pulau Tioman.

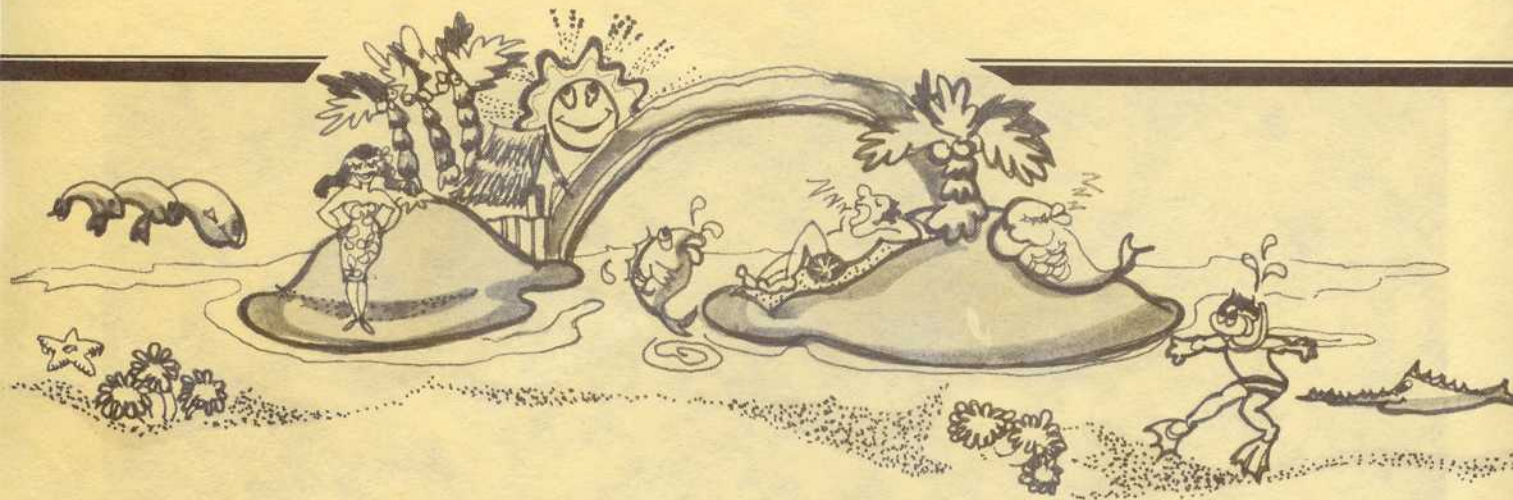
The island of the Tiong birds is no more than 25 miles long and half as wide, and sits in the South China Sea like an emerald — all white beaches and palms and flights of gawky birds overhead.

Down the middle of mountainous Tioman runs a ridge of peaks matted with jungle growth. Orchids grow like crabgrass and they are wild and beautiful things that smite the sunlight with burst of colour. There are no cars, no trucks, no combusive noises at all save that of a motor bike or two. And that's good, because the beaches of Tioman are a lure for walking, especially in early evening when breezes are skimming the heat of the air.

Between 1,500 and 2,000 persons live on the island. Almost all of them Malays. They grow vegetables catch fish, grow rubber and coconuts, enough to feed themselves, and somehow they collect the money to buy rice and salt from the mainland town of Mersing four hours away by boat. Now and again a tropical storm will batter their houses, or a python will slither into one of the villages and kill a goat, but there has never been any major problems

The largest of the villages on Tioman is Kampong Tekek, and the chief administrator or penghulu (in Malay), of the island lives there. Penghulu Abdul Talib, a middle-aged man is very much a man of the island. He has this to say of his island — "Tioman is a paradise. We have a school and a medical clinic, and the mail arrives by boat once a week. There is no crime — that is, nothing more serious than stealing chickens."





There is a good hotel on the island — Merlin Hotel which caters mainly for both the locals and tourists. However, there is a mixed reaction about this hotel (built about 3 years ago), the only one on the island. Some villagers feel that it will be of economic benefit; others do not like the idea of the hotel controlling so much land (more than 700 acres).

Besides the hotel, there are certain spots on Tioman where enterprising villagers have built wooden huts for hire. For a 3-room hut complete with beddings, oil lamps, cooking and eating utensils and toilet facilities, the rental is US\$12 per day. You get a discount when staying for a longer period.

It is possible to travel to Tioman by single-engine aircraft, but it is best to approach by sea like the Livingstons' did on their Grand Banks 42 "Scarlet Cloud", for then the enchantment of the island is at eye level, and therefore more easily absorbed and to flood the soul.

The two other islands of interests are:—

PULAU HARIMAU — The Tiger (Harimau in Malay) island. The legend goes that a tiger from the mainland wanted to swim across the waters to reach Pulau Tioman (Island of the "Tiong" birds), as it had heard of its tranquillity and peacefulness. Unfortunately, half-way he drowned, and the gods turned its body into an island, where it now stands.

PULAU BABI BESAR, TENGAH AND KECIL —

These three islands denote three pigs — Big Pig (Babi Besar) Medium Pig (Babi Tengah) Small Pig (Babi Kecil). The story goes back to history where junks from ancient China sailed to these parts of Asia to plunder. On one of these was an important emissary of the Chinese Emperor. The junk however, sank in this location. On board were three pigs that

drowned. The Chinese Diety formed three islands out of the carcasses of the three pigs to commemorate this unfortunate event.

This beautiful group of islands off the East Coast are noted for their crystal clear waters and are an attraction to scuba divers, for there are corals galore for the picking and fantastic sea shells. The waters in this area are also alive with fish. Even an inexperienced fisherman can be rewarded if he has the patience. A few of the islands are uninhabited, like Pulau Tulai (South-West of Pulau Tioman). This island makes an ideal spot for picnics, barbecues and camping.

The Livingstons enjoyed themselves thoroughly, and look forward to more cruises to these islands.

Well Grand Banks owners, should you come out this way, you can charter a boat from American Marine to bring you to these islands of paradise (at a very Reasonable Rate of Course)



"A truly remarkable craft! Wouldn't trade it for anything I have seen".

Massachusetts, U.S.A.

"I don't think I have seen anything so beautiful"

Glynde, Australia.

"As a professional master mariner with years of experience in command of ocean going vessels, I would like to say that in my opinion the sea-keeping and handling capabilities of my GB32 are absolutely superb. I would not hesitate to take her anywhere at anytime, and what's more I've done it."

London, U.K.

"Still running great! Got through a hurricane No damage 35ft seas, 60 M.P.H. winds."

California, U.S.A.

"We would never consider another boat except a larger Grand Banks. There have been many attempts to copy your boat, but no other company has been able to come up to your standards of excellence and lasting quality."

New York, U.S.A.

"After 3 years it is still going very well in Greek waters, 800 hours on the clock."

Dubai, United Arab Emirates.

"The boat is doing excellently after 3½ years of continuous living aboard"

California, U.S.A.

**Quotable
Quotes**

*from Owners of
Grand Banks*

