

AMERICAN MARINE NEWS

VOLUME 8 NO.3





EDITOR'S NOTE

Attention Southern California Grand Banks Owners

Stan Miller Yachts have tentative plans for a Southern California Cruise sometime during August or September 1978.

Please write to Stan Miller Yachts, 245 Marina Drive, Long Beach, California 90803, or telephone: (213) 598-9433 or (714) 846-2754 with your preference as to time and location.

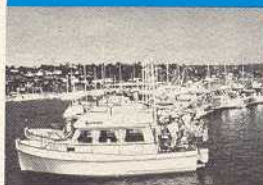
As plans formalize interested parties will be contacted.

If your address is changing or if your copy of American Marine News was improperly addressed, please let us know.

Also if you know someone who owns an American Marine Boat, but does not receive the News, let us know about that too.

Please write to:
American Marine News,
American Marine (S) Pte. Ltd.,
26 Jalan Terusan,
Singapore 22,

or
Mr. Robert L. Phillips
27665 Forbes Road, Suite D
Laguna Niguel
California 92677, U.S.A.



cover:

"... fiberglass Grand Banks cruisers are now being built better than ever in Singapore."

Read all about Jack Smith's story of American Marine in the March 1978 issue of Yachting.

Cover photo credit : Jack Smith.

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Quality Control and Commercial Boat Manager



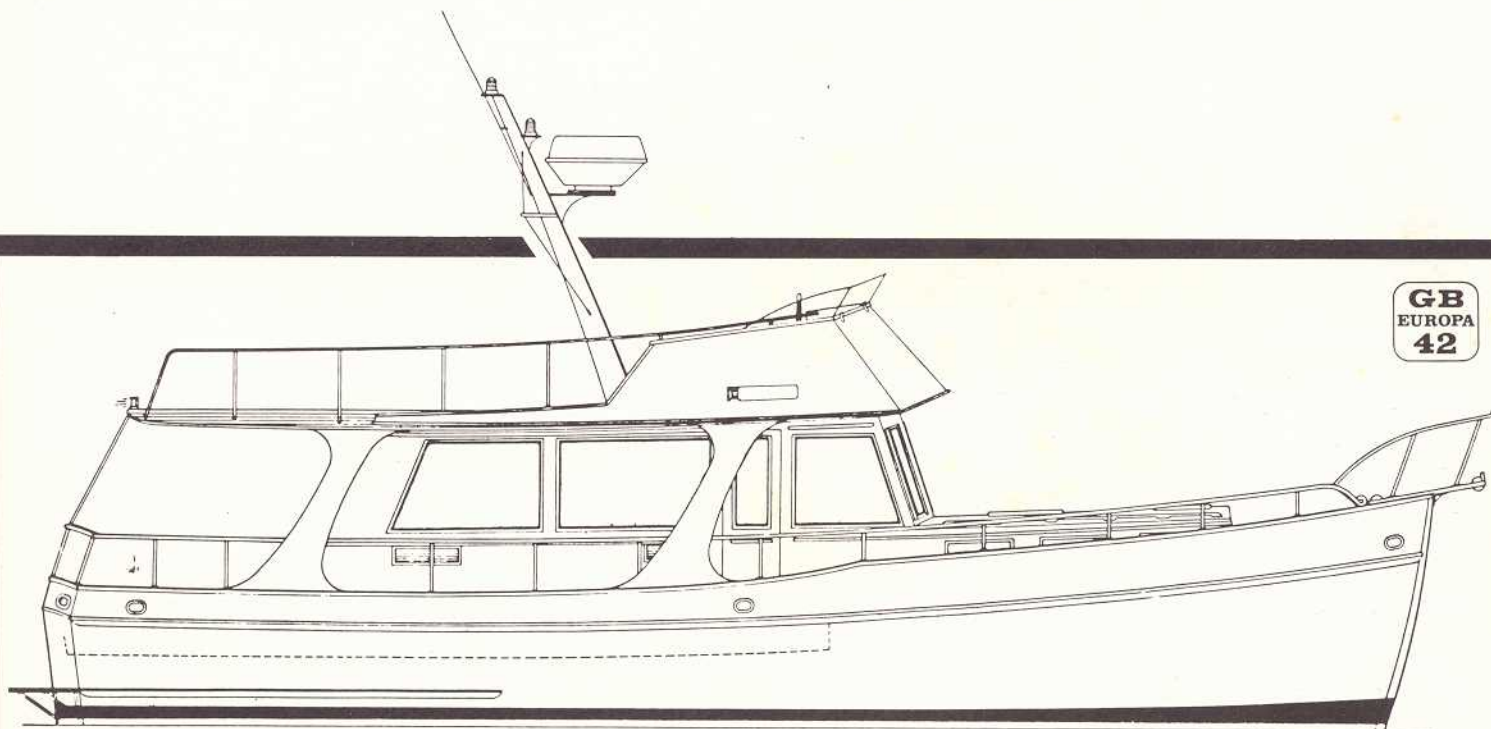
Rex Yates received his initial training as an engineering apprentice at the De Havilland Aircraft Company and was subsequently employed in the Company's guided weapons division.

In addition to travelling extensively in Africa and South America, Rex spent some six years sailing full time both as an amateur, and professional, during which, he navigated and skippered sailing boats in ocean crossing and offshore races. Rex joined American Marine in 1972 as Senior Development Engineer and later become Engineering Manager. In 1976 he was appointed Manager of the Commercial Division. Besides commercial boats Rex also is in charge of American Marine's quality control and warranty departments.

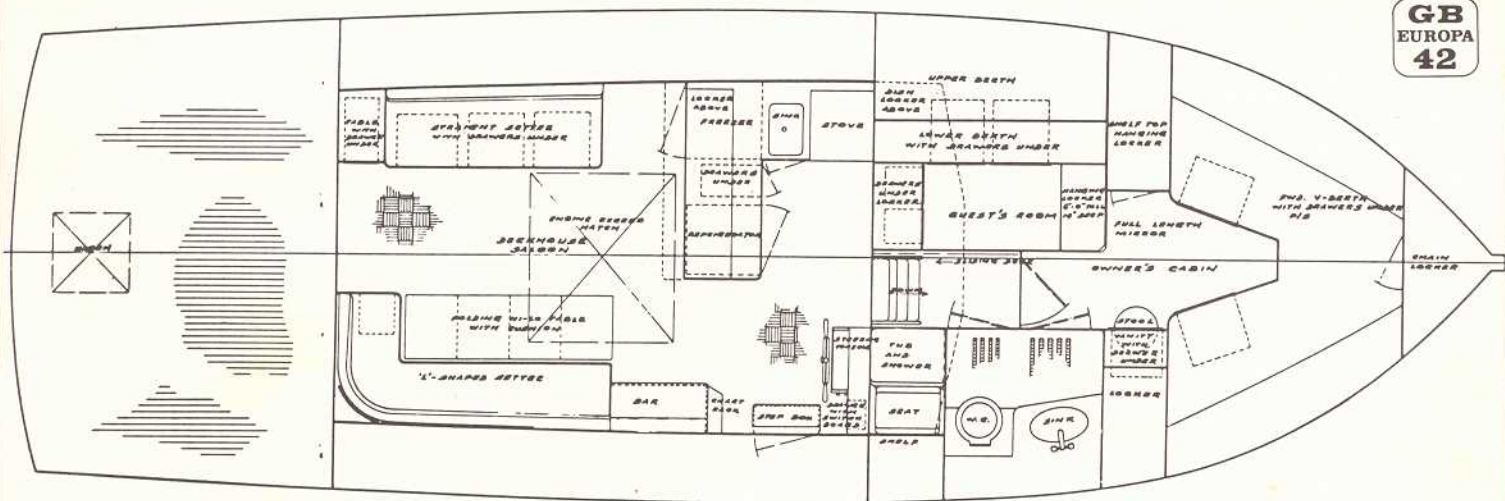
INTRODUCING THE FIBERGLASS GRAND BANKS 42 EUROPA

Now there are two different models of Grand Banks 42s to whet the appetites of even more people looking for boats in that size range. In addition to the famous and favorite aft-cabin GB42 that is seen everywhere, an entirely new cruising model in fiberglass has been created on the same hull.

Meet the Grand Banks 42 Europa. The Europa, with big wide bridge deck, covered cockpit and side decks, and island-counter galley, is likely to be nick-named the "Mini-50."



GB
EUROPA
42



GB
EUROPA
42

Boat Shows

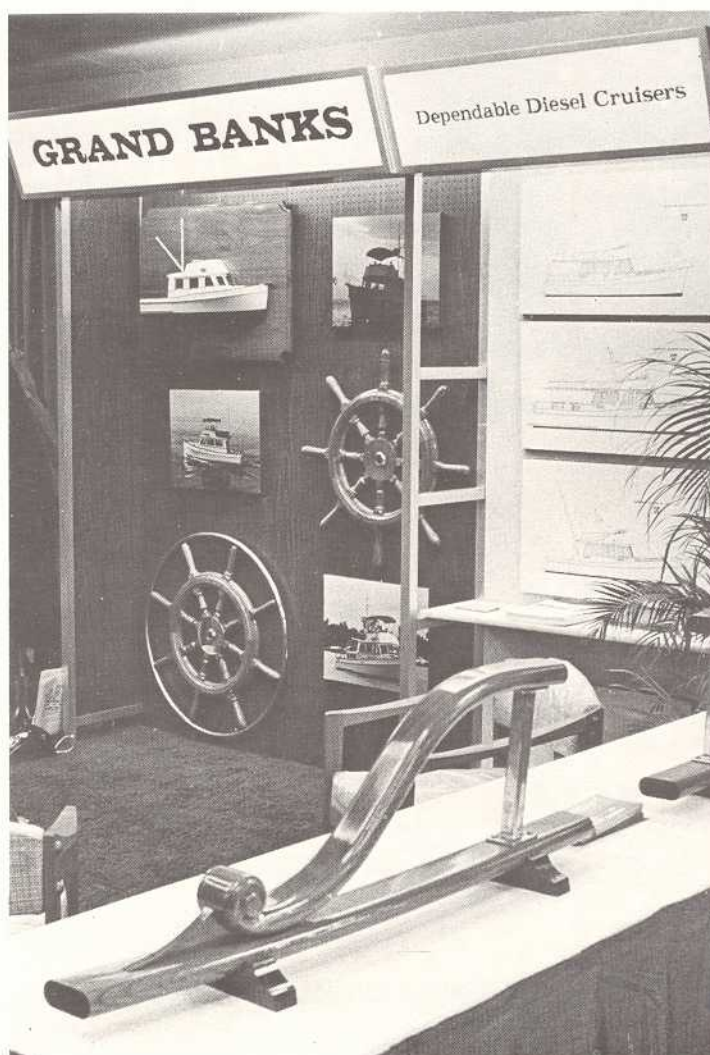


MIAMI BOAT SHOW

A Grand Banks 42 with a new Queen Size Berth in the enlarged aft cabin was on display at the Miami International Boat Show.

American Marine enters NEW YORK BOAT SHOW for the first time

American Marine booth at the New York National Boat Show in January 1978.



LOS ANGELES BOAT SHOW

After being absent for several years, a Grand Banks was again on display at the Los Angeles Boat Show in February 1978

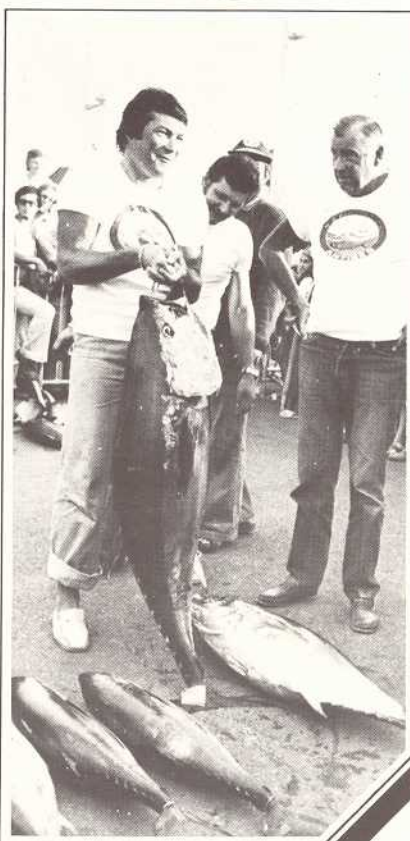


NORWALK BOAT SHOW



The proud owner of this Grand Banks 42 hull number 524 who kindly consented to her display at the Norwalk Boat Show. Besides the GB42, a GB32 and GB36 were displayed. As Dick Loh, Sales Manager, states, "It sure felt good to walk down the dock and once again see three Grand Banks on display".

Beachcombing



Tuna Fishing in the Mediterranean

Rene Armand and Jean-Jacques Bonil-
liant-Linet, both of Nautica in Antibes,
France with their catch.



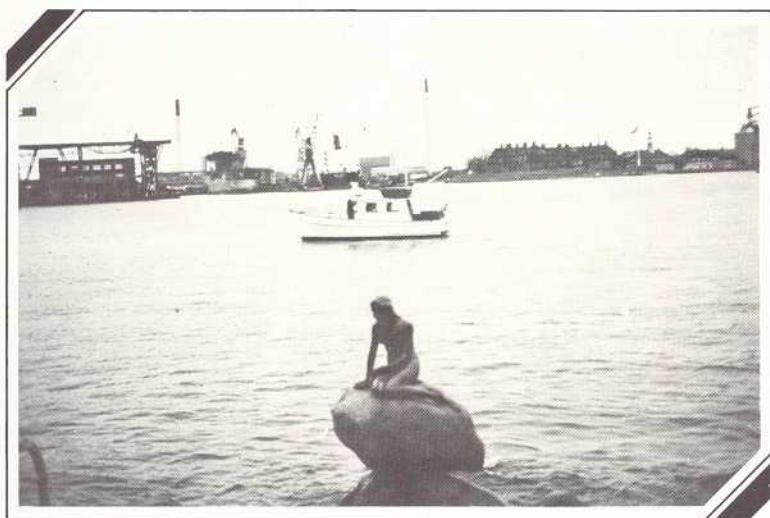
GRAND BANKS 36-513

The proud owners of the Jeana II are Mr. & Mrs. Otis Gunn of Byron, Georgia. The Gunns are berthed at the Buccaneer resort in Sarasota, Fla. After cruising Florida and Bahamian waters they will be heading up to Savannah, Georgia where the Jeana II will be berthed at Thunderbolt Marina.



GRAND BANKS 42-527

The Sketch Pad was delivered at Christmas to Mr. & Mrs. Gordon Perlmutter of Rumson, New Jersey. They wanted a Florida delivery during the winter months. They chose Marlow Marine Sales of Sarasota, Florida primarily because of their extensive experience in equipping Grand Banks and their location for cruising Florida waters.



GRAND BANKS 32-590

GB32-590 is the **VICTORIA** of Copenhagen and is owned by Leif J. Møller, Senior Ship surveyor of Lloyd's Register. Here **VICTORIA** is seen cruising past the world famous Little Mermaid.

GRAND BANKS 42-510

The **GRAND CAPER** cruising in Georgian Bay. This is great cruising country and owner H.F. Andrews and party of Cleveland, Ohio, spent two weeks there. They report that they had no problems with the boat and thoroughly enjoyed their cruise.

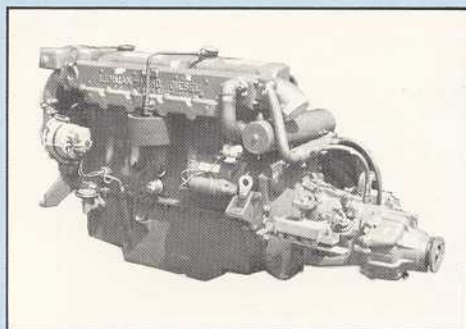


GRAND BANKS 42-554

Mr. & Mrs. J.A. Fulmer of Cincinnati Ohio took delivery of their second Grand Banks at American Marine Singapore. Their first boat was GB32-458 which was launched in 1973 while they were living in Singapore.

In January 1978, Mrs. Fulmer came to Singapore to launch their GB42-554. Their GB42 is a single diesel-engined Lehman Ford 150 HP.

LEHMAN DIESEL POWER



IN GRAND BANKS

by Bob Smith

Lehman Ford is a personal Company. Many hundreds of Grand Banks owners have, over the last ten years, become friends of the family. Our company, which was begun in 1932, has been built by good service.

The ultimate success or failure of any marine engine manufacturer is for the most part, determined by the application and installation of the unit.

A profound statement? I think not. As the man behind the engine, I have long since learned to address myself to the problems at hand as if facing a personal challenge. The result being a keen appreciation for the proper specification of horse power to a boat design, then secondarily, the proper operation of same.

Lehman Ford engines do indeed perform well in the semi displacement trawler yachts built by American Marine. They are heavy duty low speed engines which leads us towards their success in Grand Banks.

The best engines can only return to the owner/operator the tender loving care provided to its needs. If it is abused or neglected, efficiency and dependability will go overboard — not to mention the cost of maintenance. The marine industry as a whole is slow to learn the merits of preventive maintenance even though the boat owner pays most dearly for dependability. Poor preventive maintenance clearly raises operating cost in dollars per hour of

boating while placing the safety and sometimes the lives of the crew in jeopardy.

We believe that the boatmen who own Lehman powered boats are our best salesmen, but like any salesman, he must be provided with the tools of understanding. Toward this understanding, Lehman provides an Owner's Manual and Parts Book (4C61-C).

The first edition of the Lehman Manual came out in 1971 and has been revised several times over the years. Owners who have our 4C61 should be advised that the latest edition is 4C61-C, June 1977, as indicated on the lower left of the front page. Any owner who wishes to obtain the new edition can do so by addressing Bob Smith, c/o Lehman, P. O. Box 647, Linden, NJ 07036 USA. Please send me your serial engine number and hull number. A complimentary copy will be mailed.

Over the past several years, Lehman has been offering a unique, free service to owners. Our "Engine Orientation Class", given regularly (first Wednesday of each month) at Linden, NJ has become so popular that they've been on the road — or in the air, with classes given in Florida (during the Miami Show), Seattle, Washington, New Orleans, Costa Mesa and Oakland, California and even to Sydney, Australia. As a boatman myself, I have enjoyed giving classes and meeting some members of the Lehman boating family. In upcoming months, I expect that classes will be given throughout the U.S. Their scheduling is dependent upon demand, so all interested parties should contact us or our distributors to organize a session.

The class, by the way, is not intended to make mechanics of owners, but rather to teach the care and feeding of the engine by means of slides and verbal massacre.

During the last five years of classes, we have been repeatedly asked a multitude of questions. Following are what I believe to be the ten most common.

1. *What engine speed should I cruise at?*
Not so easily answered because of the many varying factors involved, but usually our GB owners prefer to run at 1950 rpm's. This speed gives a comfortable hull speed and good economy.
2. *How much fuel will my 6 cylinder Lehman burn?*
On an average of GB owners, we have been told that 2.8 gallons per hour will be used at 1950 rpm's. However, a slight reduction of engine rpm's will reduce the consumption with only a slight (say one knot) loss of hull speed.
3. *At what frequency should the fuel filter elements be changed?*

The primary filter elements are the most critical with regards to discovery and removal of dirt/water conditioner in the fuel system. Sample of the fuel should be taken from primary at a regular interval with special attention after putting fuel aboard. Both primary and secondary elements should be changed at least every 200 hours.

4. *What is the best means of removing dirt from fuel?*
The best way is not letting your fuel tanks become contaminated. Know your fuel supplier and try to pick one with a filter on his pump.
5. *Is fungus a problem in diesel fuel?*
Yes, in areas of the world which are hot with high humidity, your fuel tanks can become contaminated. The best cure to the problem is "Biobor" manufactured in the U.S. by U.S. Borax Company, which also acts as a diesel fuel conditioner.
6. *Does the heat exchanger have a zinc pencil to provide electrolysis protection?*
Most definitely it does. This zinc is located on the upper port side of the exchanger and can be serviced by replacing the element only. It is recommended that a replacement schedule be established for your own needs since there will be a variance from boat to boat and sometimes with location.
7. *What is the best operating temperature of the engine?*
A temperature range of between 185° — 195° F under load is most desirable. Note that all electrical gages will vary as much as 20°, so it pays to check electrical units with a hand thermometer to put a true perspective on the readings.
8. *How much lub oil should the 6 cylinder Lehman Ford diesel carry in its crank case?*
Twelve quarts is the correct amount and would read full if the engine were placed on level ground. The dipstick should be remarked after a complete draining and refill to twelve quarts. Be sure to run unit after refill before marking stick. A suggestion is to shorten the dipstick sleeve instead of remarking the stick.
9. *Does the Warner transmission require service?*
To assure dependability of your unit, check oil level daily, inspect for discoloration, realign prop shaft and make sure that shift level gives exact throw at transmission F-N-R and from both stations.
10. *Is there a single suggestion which would guide an operator for dependable service?*
Make a daily check of oil and water levels, check for accumulation in drip pan. Look for anything which has changed since last inspection.

Dealers' Profile

STAN MILLER YACHTS

245 Marina Drive, Long Beach, CA. 90803

Telephone: (213) 598-9433

Stan Miller Yachts has currently taken delivery of five Grand Banks and is looking forward to a very successful relationship with American Marine as their Los Angeles area dealer.

Located on beautiful Alamitos Bay in Long Beach, California, Stan Miller Yachts is celebrating its twentieth year in the marine industry.

Featuring a complete range of services for the boater, Stan Miller Yachts has its own rigging department, hardware store, outboard service facility, sailing school, as well as new boat and brokerage sales.

Seven salesmen, including three Miller brothers compose the sales force. Stan Miller, founder of the company, is a two time winner of the Cal Cup and Transpac races.

NAUTICA MARINE LTD.

3, The Square, Hamble, Hampshire. U.K.

Telephone: Winchester (0962) 2129

American Marine announce the appointment of Nautica Marine Ltd., as their dealers for the United Kingdom and Ireland. The Company, owned by Ian Hardie, who has been closely associated with Grand Banks as a Director of Solent Yachts Ltd., since their introduction into Europe in 1967, is well known to the many United Kingdom owners, and will be pleased to welcome as many of them as possible to their 17th Century offices at Hamble, which opened recently.

KONA MARINA

1901 Shelter Island Drive

San Diego, California, 92106

Telephone: (714) 224-2489

Kona Marina, at its waterfront location next to the Kona Inn on Shelter Island, is as well known in San Diego, with her 265 slips, as is her owner Ben Chadwell. Ben along with Bud Gestri became dealers in the San Diego area for Grand Banks early this year. Both men are experienced yachtsmen and have been very active in the Southern California Boating scene for the past 20 years. Ben and Bud welcome all Grand Banks owners to stop by their facility whether on your way to Baja or out for a week-end cruise.

NOEL ROBINS

896 Canning Highway

Applecross, 6153 Western Australia

Telephone: 571-214

Noel Robins has been appointed dealer for Grand Banks in Western Australia. Noel is more familiar in boating circles as the skipper of the 1977 America Cup Challenger, "Australia", and has taken up the Perth-based Agency at a time when long distance cruising is a fast growing power-boat activity on the extensive West Australian coast.

EDWARD BAYOUTH & SON, INC.,

105 Doncella Street, Punta Las Marias, Santurce,

Puerto Rico.

Telephone: 726-2786

The Bayouth family has been in the boat business since 1956 and possess considerable experience and a complete modern marine store with the finest marine equipment and service in Puerto Rico. It is operated by young Alfred Bayouth as President and Edward Bayouth founder of the firm.

Communique

Dear Mr. Hook,

Thank you for your letter dated 9th April in which you asked for further information concerning your boat.

Propellers

We would fit the following propellers to your boat in order that the engine could achieve its full power at 2500 rpm.

3 blade 22" x 18.0"
4 blade 22" x 16"

The reduction in diameter from 24" gives less vibration as a result of increased clearance between propeller tip and hull.

Electrical Grounding

The combined A.C. and D.C. grounding was instituted to fulfil N.F.P.A. (National Fire Protection Association) requirements and as such, we would recommend that you modify the system aboard your boat.

We instituted this type of grounding system as from the 8th of March 1973 and GB32 #414 was the first boat to have the system installed.

Stuffing boxes

We no longer use the "O" ring stuffing boxes having reverted some years ago to the standard flax packed type. Our present stuffing boxes are cast locally from bronze and have a boss cast integrally with the box such that it may be tapped for the water hose connection.

The "O" rings we used in our "O" ring stuffing boxes were manufactured by "PARCO" Plastic and Rubber Products Co., P.O. Box 970, 2150 Parco Ave., Ontario, California 91761. The number of the "O" ring was PRP568-222 3110-70, which was a neoprene compound.

Engine rating

The general rule for the use of the maximum intermittent rating (95 SHP @ 2500 rpm in your case) is that full throttle operation should not exceed 15 minutes duration in any hour and the average load should not exceed the continuous rating.

For continuous cruising I would suggest about 2100 to 2200 rpm.

Zinc Anodes

We have no direct experience with zincs secured to the shaft. However, Bob Smith of Lehman and I discussed this sometime ago and he said that there was always difficulty in maintaining good electrical contact

between the zinc and the shaft and that this resulted in inefficient operation.

When we fit zinc anodes, we place them under the boat near the transom about 1.5' aft of the propellers. These zincs are about 9" long semi-circular in section, having a radius of about 1.25" and are secured by two bolts, to one of which the ships bonding is made fast inside the boat.

I hope that you will find this additional information of assistance.

Please refer to your letter of May 5th, 1977, par. 3, Stuffing Boxes. I have GB 32-304. (I have ordered the 22 x 16 propeller you mentioned and am very anxious to get it installed!)

You state you have stuffing boxes cast locally there, from bronze, with a boss cast integrally with the box such that it may be tapped for the water hose connection. I assume it would require no other modifications for installation in my boat. 1 1/2" shaft.

I went to the Washington Boat Center, your new Seattle GB dealer (an excellent and a very cooperative firm!), and they advised — since I already had communication with you and it was a special order — that we order the stuffing box direct from you by the local Pleasurecraft Marina who will be doing my haul-out work, including stuffing box replacement, propeller installation and the other recommendations in your letters.

He further suggested, since they have a couple of GB's coming, that the stuffing box could easily be included as parts with the next GB coming, thus eliminating separate and costly shipping costs. And, your invoice to Pleasurecraft Marina could show the shipping date for easy identification on receipt of the boat when Washington Boat Center would notify us and we would pick up the part there. We would advise your shipping date to assist them.

Pleasurecraft's Purchase Order is enclosed. On your invoice to them, please also indicate if you wish payment to your So. California office or direct to Singapore.

Vincent Hook

I am the owner of GB32-304—original owner—purchased new in January 1972. First, I want to compliment your organization and especially R. Yates,

I had many questions and his several letters gave me authoritative answers! I have followed his advice and put his suggestions and recommendations into effect, the final phase completed during this month's haul-out.

Here's the results of his propeller recommendations:

The vibration, the rumble, the noise therefrom—all gone! Yes, all gone! With the old 24 x 18 propeller, nothing could be left on the main cabin table while cruising—it would vibrate off in a few minutes. Now: Five hours at various speeds—as an example—a 5" sea shell and a 2" piece of driftwood didn't move at all!

Smoothness — it's a new little ship! When pushing the throttle forward, all you hear is the slight engine noise as its rpm's increase. Real smooth!

Performance is great — no significant sacrifice! Here's the proof:

Measured Mile RPM's	Old 3-blade 24 x 18	New 4-blade 22 x 16
2000	8.392 Knots	8.209 — .183
1800	7.956	7.789 — .167
1500	7.214	7.218 + .004
1250	6.267	6.202 — .065
750	4.011	4.009 — .002

While there appears to be a slight loss except at 1500, these are comparisons of identical rpm's to the two different propellers and does not take into effect the fact the 3-blade restricted the engine to a top speed of 2100 whereas the 4-blade allows the engine to have a top speed of 2350. 2100 rpm cruising is now possible; but I shall continue 1850 which gives me 8 knots, average. "Bite" is excellent and I see no difference in reversing. The boat runs so smooth at slow rpm's that it gives the "feel" it has less bite but maneuvering in and out of the berth, in coming alongside floats, etc. no change. Quick bursts of throttle to "kick" the stern one way or the other, or in reversing to stop quickly, proved to be the same as the 3-blade. Strict engineering tests may prove otherwise — but to me, as an average boater, the performance is equal and I have the wonderful smoothness! And the other plus of anticipated fuel savings because the engine does not work as hard at a given rpm.

The above speed tests were made with full fuel and water tanks, no change in provisions or equipment, only myself on board.

Again, thanks to your R. Yates! I thought you might like the

information on the new prop (Michigan Dyna-Quad). Any GB 32 owner who hasn't found out about a 4-blade doesn't know what he or she is missing.

The new stuffing box promptly and conveniently sent by your K. H. Yeow arrived in Seattle in January/early February and is also installed and works fine. I'm glad to be rid of the O-ring and its associated problems of frequent greasing as well as wear of the O-rings.

Vincent Hook Washington, U.S.A.

It seems that these days the only news fit to print or broadcast is bad news. I happen to believe that the good things that occur in this life of ours are just as noteworthy, if not more so, and I certainly believe in the old adage "give credit where credit is due". I am referring to my experience with Stan Miller Sailboats and the purchase of a new 36' Grand Banks. We bought the boat at probably the worst possible time, with year-end business, Christmas, and the myriad of things involved in outfitting a boat of this type. It could have been a very frustrating and irritating period of time. On the contrary, Paul Miller handled the whole situation very professionally, smoothly and pleasantly. He responded quicker than one has a right to expect to all of my questions and requests. He referred me to people of competence and integrity to do all of the outfitting. These are people, who in a short period of time, I have developed great confidence in and will continue to patronize in the future for service, etc. We have received many compliments on the finished product and, needless to say, Betsy and I are very satisfied. All this was made possible by Paul Miller's efforts and ability. Stan Miller Sailboats is indeed fortunate to have a man of Paul's caliber and integrity.

I want you to know that I will be more than happy to highly recommend Stan Miller Sailboats to prospective Grand Banks owners and show them the boat whenever possible.

As I said before, what could have been a difficult time, instead, turned into a very fine Christmas present for Betsy and me.

**E. Harry Wilkes
California, U.S.A.**

In answer to our last letter, you let us know that we could always make inquiries about our little problems with the Grand Banks 36-501.

The bottom of the mattress of the double bed is always wet after having slept on it. We think that this happens because of the condensation water that

is formed on the side under and next to the bed and which forms a pool under the bed. How can we prevent that? The cover of the mattress is yet badly disfigured by little black specks.

We also want to know the sort and name and number of the paint that is used in the interior of the ship.

Our last question is, if we can still obtain the original parts of the omitted window in the back of the helms-room. We want to have a better sight backwards.

Is such a window deliverable in parts? What is the price? Can we get an exact drawing with precise indications for a "do-it-yourself" man?

We hope that the "English" of our letter is not too bad.

We like to say that in spite of these small problems, the Grand Banks came up to all our expectations!

In the summer of '77 we crossed the North-Sea Channel in bad weather but we arrived safely in England. In the near future we will visit Norway by boat.

We thank you in advance for your answer.

F. De Bock Hoboken, BELGIUM

Dear Mr. De Bock,

Re: GB36-501

Thank you for your letter dated February 19th 1978.

We believe that the problem of condensation beneath the mattress can be solved, either by improving the air circulation beneath the mattress or by insulating the mattress from the plywood.

Probably both of these requirements could be achieved by putting a pad — about 25 mm thick — between the mattress and the plywood which would be of an open weave construction rather like an oversize and stiff plastic pot-scouring pad! A few extra holes could be drilled in the plywood to allow more air to circulate through the pad. However we have no idea at present where to obtain such a material although we will institute enquiries.

In the meantime perhaps even placing a thick blanket beneath the mattress may help. At least any condensation would be on the blanket which could be removed and hung up to dry out.

The paint used on the interior of the boat is: — No. 11950 Beige Enamel from Koppers Co. Inc., 5900 S. Eastern Avenue, Suite 104, Commerce, CA 90040, USA. To achieve the non glossy effect, please add ½ gallon flattening solution to every one gallon of paint used.

To assist with cutting an extra window

in the deckhouse, we could send you a window frame, glass and pieces of teak trim. The window would be about 560mm high and 330mm wide. If you are a reasonably competent "handy man" then you could probably manage on a "Do it yourself" basis although I do not think that you would just be able to drop the window straight into the hole. You would probably have to fit additional pieces of wood between the fiberglass and the plywood cabin liner. We could put them on board a GB36 due to leave for Belgium in May if acceptable to our Belgium dealer.

You do not need to worry about the standard of English in your letter. I would be very proud of myself if I could write your language as well as you can write mine!

We are all interested to learn of your extensive cruises and hope that perhaps you can let us have a few more details and perhaps a photograph or two.

My brother, Warren A. Greten, Meriden, Conn. recently took delivery of a new GB 42. It is, most certainly, a beautifully worked out, well built and able craft.

We are both engineers, grads of Stevens Institute of Technology and for myself, worked for five years at the Stevens Towing Tank. We have been on the water since infancy, my brother with power boats and for the last 12 years I have followed sail racing for 3 seasons, and 8 seasons with cruising auxiliary, the last two singlehanded.

In "exploring" the new GB 42, both of us wonder whether the differing propeller speeds are intentional or are a result of availability of gear boxes for the Lehman Ford diesels. Isn't the reversing-reduction gear available in the same ratio as the other engine? Is there a desirable effect achieved by having engines turning the same speed with the propellers at different speeds (Vibration Minimization or whatever)?

Also, in your American Marine News Vol 8 No 1, you show GB 42 #7 as having been "recently fitted with a pair of new engines and can reach a max speed of 16 knots". Since the hull speed is 8.5-9 Kts, isn't it very costly to drive her faster, let alone nearly double that speed? Doesn't she trim excessively by the head? Do you know if trim tabs were installed to provide more bearing aft?

We would appreciate your comments on the above at your complete convenience.

Three months and one week 'till GB 42 Jigway III comes out of winter storage!!!
Dick Greten New Jersey, U.S.A.

P/S I journeyed to Higgs Marine Service so as to see the underbody while hauled out. While there I was fascinated by the GB 32 on display. She is POSITIVELY the MOST "Little Ship" one can imagine. Keep up the good work!

Dear Mr. Greten,

Thank you for your letter dated December 26th 1977.

The reasons behind the differing propeller speeds are quite simple. Except for some boats which were fitted with handed Deere engines, the twin engines installed in our boats have all rotated left-handed (when viewed from aft). However it is generally considered desirable to have propellers which turn outboard and this means that the direction of rotation of the starboard shaft must be reversed. This is achieved by employing a transmission in which the direction of rotation of the output shaft is reversed from that of the input shaft.

Our boats normally use a nominal reduction ratio of 2:1. However the exact reduction ratio of the contra-rotating (or starboard) transmission comes out at 1.91:1 and the port transmission at 2.1:1. This means that, for a given engine r.p.m., the starboard shaft is rotating slightly faster than the port shaft. Compensation is made for this difference by making the pitch of the port propeller one inch more than that for the starboard.

The current boats, however, are now fitted with a different series of transmissions which were not originally available. These transmissions have the output shafts offset vertically from the input shafts but both port and starboard transmissions have exactly the same reduction ratio.

The Grand Banks hull-form is of the "semi-displacement" type. Such a boat will plane if additional power is provided. Certainly the cost is greater but then speed always costs money — and at an exponential rate. We believe that the Grand Banks, although basically not designed as a high-speed craft, is no worse in this respect than other boats. We do not know whether trim tabs were fitted to GB42-7 as the re-powering was not done by ourselves.

We are delighted to learn that you and your brother are such Grand Banks fans. May we ask you to keep up the good work also! Please would you let us

have the hull number of your brother's GB42 to check our records.
Happy Boating in 1978.

Read a recent article in Yachting magazine about Am Marine. It was very good and I hope you continue your successful boatbuilding.

We have a Grand Banks 36' (1973) and, naturally, think it is the BEST. However, we have a problem. Our new "puppy" chewed the end of our table in the main salon and it is almost beyond repair. We would like to know what the cost would be to replace it? Also what would the shipping costs be?

The table is 30" x 32" I believe. It has a white laminated top (two fold-out leaves). Table top rests on two chrome (adjustable) legs. It is not so important that the table be exactly the same but a table for our model GB.

I would appreciate whatever information you can supply.

Wm. T. Corrigan San Francisco, U.S.A.

Dear Mr. Corrigan,

Your letter plus your puppy have set us a bit of a poser.

The table and the legs now fitted to the current boats are different from the type that you have. The present table is a bit shorter when open so that you can get around the front easier. Instead of having two flaps which fold up on top and leave rather sharp corners, the latest table has one drop leaf which runs fore and aft. Enclosed is a sketch which illustrates this table.

Presumably the legs that you have are OK and we believe that these can be used and screwed to the underside of the new top. Incidentally the slots in the legs probably run athwartships on your boat. If you rotate both legs one bolt hole in opposing directions, you will find that the table will be much more rigid because the slots on the two legs are no longer in line.

If Mr. Kern Adams at Sea West agrees, I believe that we could ship the replacement top on board one of his boats to Alameda. Please advise if you would like us to make the top. If so, please supply us with the dimensions requested on the enclosed piece of paper.

Please also advise your hull number. It is important always to quote this number to enable us to check the exact details of the boat. We also need it for our mailing records.

Your name is now on our mailing list and you should receive future copies of

the American Marine News. Enclosed are copies of the two most recent issues. We look forward to hearing from you.

I recently purchased a 36 foot Grand Banks Hull No. 255. This vessel is equipped with two Ford diesel engines. I must say that I am very pleased and satisfied. However, I do have some questions.

Each propeller shaft is equipped with a 1½ inch stuffing box (Laguna). I have a photocopy of the drawings of this equipment. Can you supply me with any instructions regarding the servicing, the type of grease to use, and how often I can expect to change the "o" rings. Are they rubber or neoprene?

I presume that the boat must be out of the water during the replacement of these rings. Also, I would like to know how successful this type of stuffing box has been. I would also like to know the trade name of the varnish and sealer used on the interior teak work and whether it can be obtained in Canada or your plant.

A. H. Meakin Vancouver, CANADA

Dear Mr. Meakin,

Re: GB36-255

Thank you for your letter dated November 15th 1977.

Provided that the shaft is not unduly worn, tests here showed that the O-rings should give at least one year's service. It is usual, when replacing the rings to add 2-4 spare rings on the shaft ahead of the stuffing-box. This is to obviate the need to remove the coupling each time that the rings are replaced. With the spare rings installed it is then only necessary to cut the old rings off and slide the new ones into position.

Although some water will leak into the boat, it is possible to fit new rings without removing the vessel from the water. The stuffing-box casting must be slid out off the rubber hose so that it can be split open but rags can be pushed into the gap between the shaft and the hose in order to reduce the flow of water. If the shaft is worn the length of the hose can be adjusted so that the rings rub on a different part of the shaft. The rings are neoprene and are standard 1½" diameter X 1/8" O-rings. They can be lubricated with any grease that does not rapidly immulsify in water. Water-pump grease is usually satisfactory.

On the whole this type of stuffing box has been quite satisfactory on the GB's where the speed of shaft rotation is quite low. The problem has been that once they start to leak the rings have to be changed and there is no intermediate

adjustment as there is on more conventional stuffing boxes.

The varnish that we used in the interior is V975 obtainable from Koppers Company Inc., 5900 S. Eastern Avenue, Suite 104, Commerce, CA 90040, U.S.A. Our dealer in your part of the world is Mr. Kirk Davis of National Boat Sales, 2060 White Birch Road, Sidney B.C. and, if you have not already done so, we suggest that you also ask his advice; he probably has some suggestions regarding the use of locally available materials.

We have included your name on our mailing list for the owners newsletter and we welcome you into the GB fleet.

I thought you might be interested to know how we brought our Grand Banks Malmar home to Sodus Bay, N.Y. First of all let me say what a great little ship she is and never worried for one minute as to her performance.

We left Oxford Md. Fri. around 3:30 P.M. after traveling from Webster all night with our friends. The station wagon had barely 3" clearance with all the equipment we took along.

The first afternoon was a short run as we wanted to get acquainted with our new boat, so we shut down around 6:00 P.M. However in this short time which was not without having a little problem. There is a dredged channel at Tilghman Island, with buoys and markers the whole thing looked OK so we proceeded for the channel, and promptly ran aground in the mud. Backed off and tried again no luck. Finally another boat came out and told us they had just dredged the channel, but a little too far to the right of the marks!

From then on everything went very smoothly. The Chesapeake and Delaware Bays are great places to explore if one has more time. It took us two days to reach Atlantic City. As the weather was getting worse we decided that this was a good layover marina. The next day not a single boat left, there was almost total silence in the State Marina at 6 AM. So the day was spent broussing Atlantic City and which all enjoyed very much.

The next leg of the trip was from Atlantic City to Atlantic Highlands, N.J. Just a nice long cruise on the open Atlantic with a following sea to help push.

We waited for the tide to change so that they would favor us going up the Hudson River, and it was just a beautiful sight to see. The weather had cleared

the air, I have never seen New York City so clearly and there was hardly any traffic in the river, in fact we had the whole waterway almost to ourselves.

Going through the locks was something new to us and we learned very quickly how to go about going in and out of them. We went through 31 of them so no more problems with locks.

The trip took us 8 days including the one day in Atlantic City.

Malmar is now tied up in our old slip in Sodus Bay, with everyone in the marina wanting to look her over, we are very proud of our new boat.

I wish at this time to thank you for your help in finding us so nice a Grand Banks. By next year she should look like she just came out of the showroom. The decks are already scraped and oiled. The rest of the teak is next for varnish and so on.

Ernst Siegmund Sodus Bay, N.Y. U.S.A.

Thank you for your letter and I hope the following may be of some assistance to you.

My boat is kept at Kip Marina, Inverkip near Greenock on the River Clyde, which has some 500-600 boats of all classes berthed there.

My cruising waters are the West Coast and Islands of Scotland, which without prejudice contain some of the finest and most scenic areas in the world albeit that the weather may not be the best in the world.

The seas can be very rough during stormy weather but there are very many sheltered areas on the sea lochs and between the Islands. Having been in some fairly rough seas with my GB42, I can say I have the greatest confidence in its sea-going capabilities.

There are a number of Grand Banks in the area and these are:—

'Chiltern Deans II'	G.B. 42
'Dawn Seeker II'	G.B. 42
'Manda Brown'	G.B. 42
'Cobra'	G.B. 42
'Jay III'	G.B. 32
'Anroyden'	G.B. 32
'Rhu Hunish' ex 'Aphormi' an Alaskan 49.	

and my own 'White Bear' GB42 all based at Kip Marina.

There is a GB 48 at Inverness now called 'Jacobite' which used to be 'Sylvander' when based at Kip Marina.

There is no doubt that the Grand Banks are admired by all who have been on board one.

I am rushing this reply off to you as I am going off for a week's holiday and I don't want you to think you were not getting the courtesy of a reply, but on

returning I will try to send you further information which may be of use in your American Marine News, as I'm sure that you must have a wide circulation in many areas where there are many Scots.

Meantime, thank you for your kind interest and please do not hesitate to ask for any information or assistance I can give.

**I. MacConnacher
Renfrewshire SCOTLAND**

Congratulations on your new format for American Marine News. Readers may be interested in my experience with Grand Banks.

I was originally a rag man but was bitten by the GB bug in September 1974. My wife Shirley and I purchased GB32 Hull No. 67 HELLS BELLS in Miami. We found it ideal for Florida cruising, took it to Key West, the Abacos and then up the Intracoastal to our then home town of Stamford Conn. In the fall we returned to Miami. By keeping the boat on Long Island Sound in the summer and Florida in the winter, we were able to make much better use of her than normal. We parted with our 32 in April 76 and decided that in that summer we would take advantage of the opportunity to see parts of the US other than the Eastern Seaboard.

We took the family to San Francisco, the following morning I scanned the ads in the SF Times and saw a GB36 demonstrator listed. We immediately motored over and saw Kern Adams, Sea-West Yacht Sales Co at Alameda and the upshot of our visit was the purchase of GB 36-464. Being an Airline Executive on a worldwide contract, we aptly named her FOOTLOOSE. Footloose was trucked some 2800 miles to Clearwater Florida, where she was commissioned in October 1976. We then cruised the West Coast and later crossed Florida via the Ochechobee waterway with the added excitement of alligators beside her at night. The winter was once again spent in Miami and also the following spring and summer.

In August I was transferred to Rome, Italy and Footloose followed as deck cargo some two months later. Our first trip in Europe was 64 nm to Bastia Corsica and then to Elba. The boat wintered in the modern American type Marina at Cala Galera in the company of 7 other GBs. We are looking forward to cruising the islands of the Tyrennian Sea this summer and who knows where afterwards! Footloose has travelled some 2/3 round the world albeit most of it as cargo, I wonder if she will complete the circuit?

David K. Reynolds Italy ROME

JUST FANCY THAT

Grand Banks 36, Hull No. 538 and Grand Banks 42, Hull No. 538, were recently delivered by Sea-West Yacht Sales to Mr. & Mrs. Bradley Gaynor of Santa Clara, California and to Mr. & Mrs. James Orosco of Lafayette, California.

It is a coincidence that Sea-West Yacht Sales should sell a Grand Banks 36 and 42 with the same hull number; even more intensely coincidental is the fact that they arrived as deck cargo on the same freighter on the same date. Unfortunately, Sea-West couldn't arrange to have them berthed side by side and so they are several piers apart in Ballena Bay Marina in Alameda, California.

Brad, Janet and their son plan to eventually do considerable coastal cruising in their Grand Banks 36. Presently they are enjoying some shorter cruising to nearby destinations.

Jim, his wife and family plan to do some extensive fishing and cruising and have equipped their Grand Banks 42 to handle most any usage.



Kern and Evelyn Adams owners and operators of Sea-West Yacht Sales.



**GRAND BANKS
42-538**



**GRAND BANKS
36-538**

FAVORITE RECIPE

LINGUINE WITH CLAM SAUCE

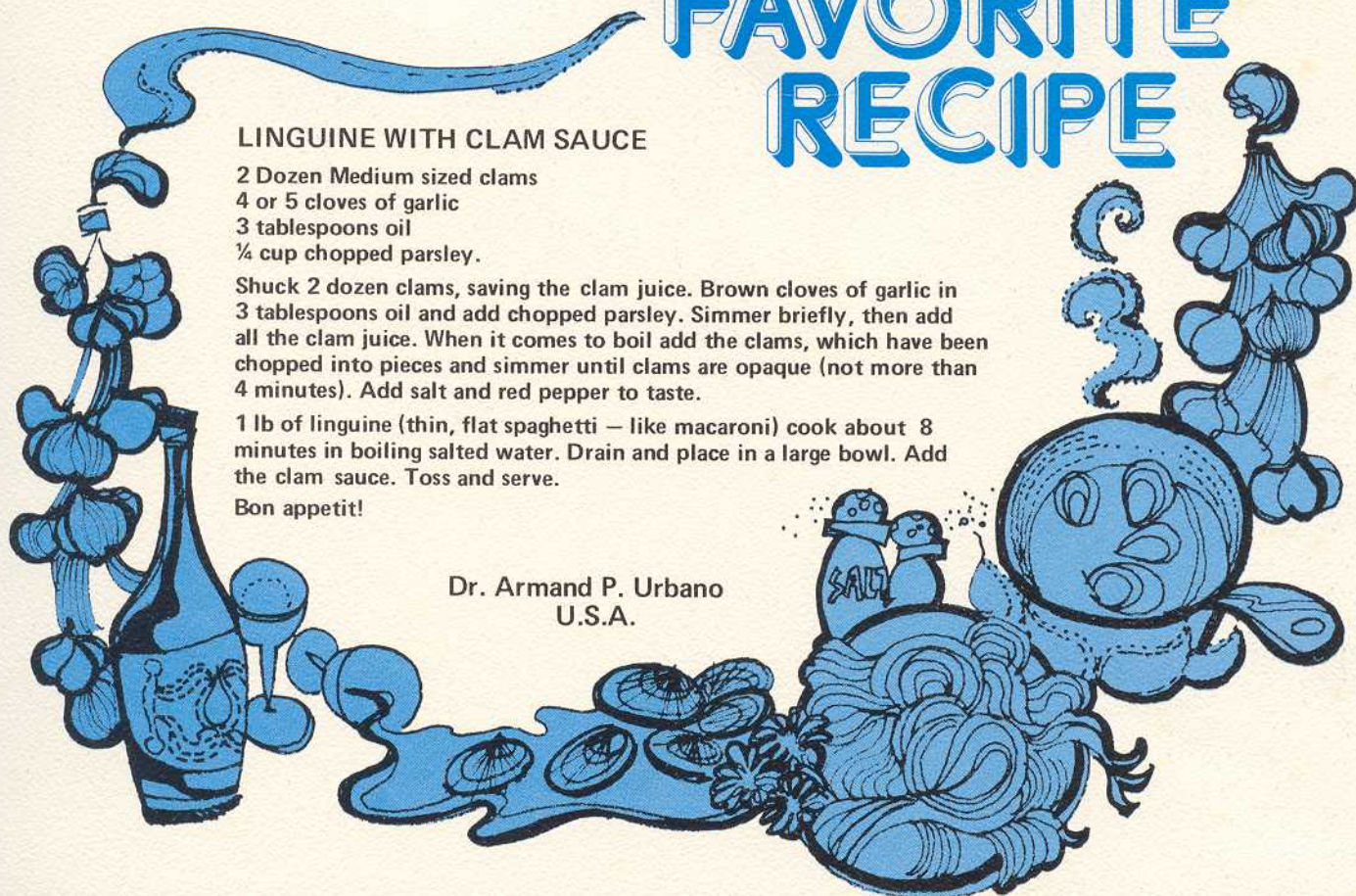
2 Dozen Medium sized clams
4 or 5 cloves of garlic
3 tablespoons oil
¼ cup chopped parsley.

Shuck 2 dozen clams, saving the clam juice. Brown cloves of garlic in 3 tablespoons oil and add chopped parsley. Simmer briefly, then add all the clam juice. When it comes to boil add the clams, which have been chopped into pieces and simmer until clams are opaque (not more than 4 minutes). Add salt and red pepper to taste.

1 lb of linguine (thin, flat spaghetti — like macaroni) cook about 8 minutes in boiling salted water. Drain and place in a large bowl. Add the clam sauce. Toss and serve.

Bon appetit!

Dr. Armand P. Urbano
U.S.A.



We are very proud of our trawler.
It is seaworthy and enjoyable
to be her owners

Ontario, Canada.

I continue to enjoy
and appreciate my GB
more than words
can express

Massachusetts U.S.A.

Plan to visit Singapore and hope to stop in at
your yard to see where our first GB32 and
second GB42 was built. We think GB is the
greatest! They're considered the ultimate in
boats here.

California U.S.A.

It is still the Greatest Boat
on the water. We have just returned
from a two month cruise through
the Canadian North Channel
and Georgian Bay. Simply great.

Chicago, Ill. U.S.A.

Best trawler on the market —
No exceptions. This is
my 2nd G.B.

Springlake, Michigan U.S.A.

Becoming popular on
West Coast of Scotland.
Super Sea Boat.

Renfrewshire U.K.

Finishing my 8th year with
'Drumbeat' and hope to
enjoy many more.

Westport, Conn. U.S.A.

My wife says to tell you,
'We love her'

Washington, U.S.A.



Quotable Quotes



*"If quality in a boat interests you, then have a good
look at the Grand Banks 42."*

*Earl R. Hinz in Seafools Report.
Sea Magazine — May 1978 issue.*