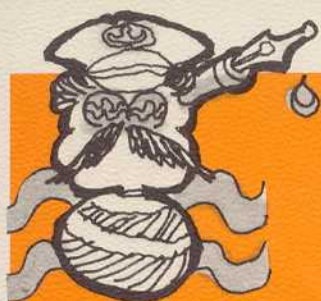


AMERICAN MARINE NEWS

VOLUME 9 NO. 1

MC(P) No. 113/6/7B





EDITOR'S NOTE

A British family, owners of a Grand Banks 42 would very much like the opportunity of visiting marinas in America and generally cruising around the States on a Grand Banks.

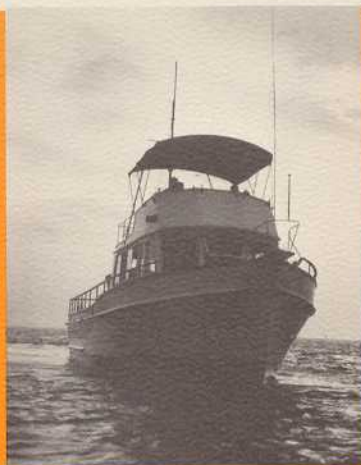
Any Grand Banks owner in America who would like to exchange a visit to the United Kingdom on a Grand Banks, please write to:

Mr. & Mrs. J. Uttley
Rooks Mount
Norwood Green
Nr. Halifax, Yorks
United Kingdom

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Photo Credit: Estrellita S.Y. Lim

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Financial Director

Ron Filbert joined American Marine Ltd. in 1973, coming from an international firm of certified public accountants. Ron's task was to establish financial control of American Marine Ltd's numerous U.S. subsidiaries. With a change in top management in 1975, a decision was reached to disband U.S. operations and, with the exception of marketing consolidate all remaining managerial resources at the factory in Singapore.

This was accomplished by mid-1976. After which Ron and his wife joined us in Singapore. Today Ron is responsible for overall financial and administrative control of the Company which he has seen grow from 350 employees in June 1976 to 602 today.

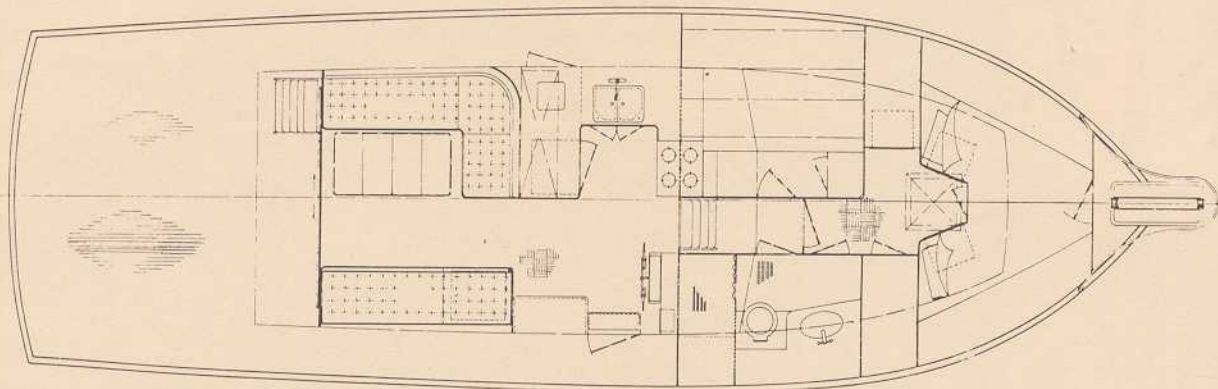
INTRODUCING THE FIBERGLASS GRAND BANKS 42 SPORTS CRUISER

Designed for those who go boating with fishing in mind, the GB 42 Sports Cruiser is the latest edition to the all-fiberglass Grand Banks 42 family. Her unencumbered aft deck is ideal for fishing chairs and the shortened hard-top permits freedom of movement for the rods that will lure the big ones on board.

Of course, fishing is not mandatory, and for those who seek the Grand Banks quality but who prefer a more sporty profile, the Sports Cruiser may be just what they have been waiting for.



GB
42



GB
42

Beachcombing



GRAND BANKS 36-531

Mr. Harry Wilkes, shown on his Grand Banks 36-531, 'Antares', on which he and his wife Betsy hope to spend many happy hours cruising and fishing local Catalina waters. The local cruising is in preparation for more venture-some trips in the future. The Wilkes' 36 is the first Grand Banks delivered by Stan Miller Yachts in Long Beach, California. The sale and commissioning was handled by Paul J. Miller of the Stan Miller Organization.



*True to style—
from Grand Banks to vintage cars!*

Dr. & Mrs. F. Venturi, American Marine dealer in Italy, take time off in their 1934 Mercedes Benz.



GRAND BANKS 42-540

Mr. & Mrs. Terrence O'Rourke of Guatalajara, Mexico and Lighthouse Point, Florida, owners of this year's Miami Show Boat, with guests on board their El Moro III. Mr. O'Rourke spent many restless hours at the Grand Banks display and is most delighted with the performance of his Grand Banks and the many sophisticated electronics installed by Marlow Marine Sales in Sarasota, Florida.



GRAND BANKS 36-224

Berthed at Ramsgate, Kent, Lady Banks, a GB 36 owned by Terry Moxley of Upper Belvedere, Kent, England.



GRAND BANKS 36-480

Kookaburras on pulpit rail of GB 36 Seadrift, owned by Clive and Betty Heath of Newport, N.S.W. Australia.

Boat Shows



American Marine participated as a member of the Singapore Delegation to the ASEAN*Trade Fair '78 held in Manila, Philippines from May 7 - 21, 1978

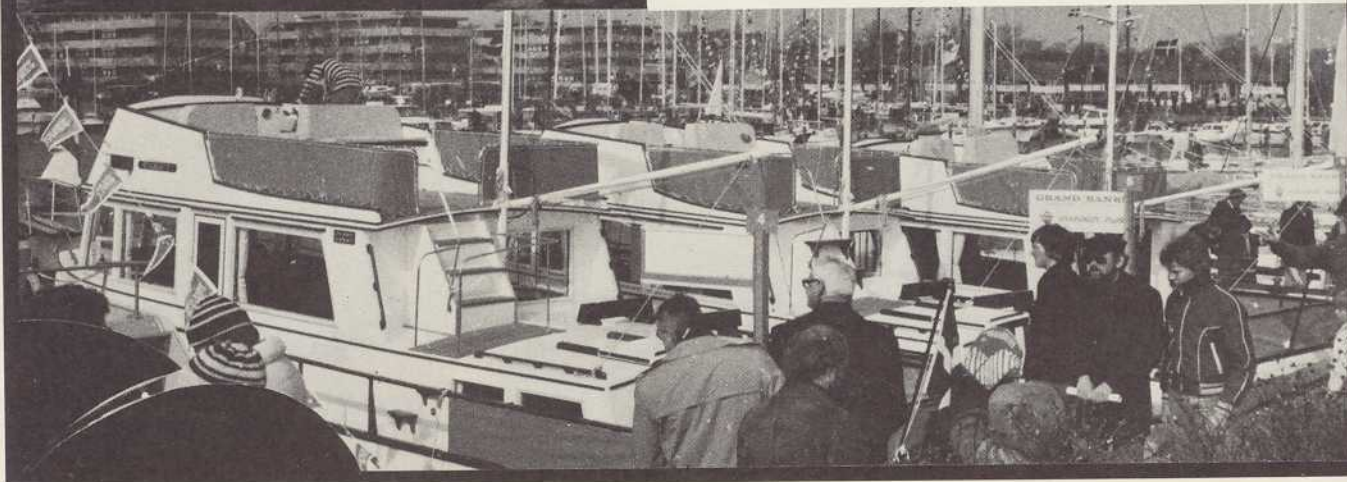
(*Association of South-East Asian Nations)



The Skovshoved Boat Show April 1 - 9, 1978

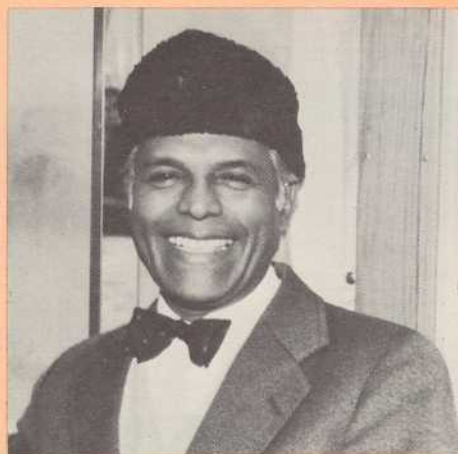
Held at the Skovshoved Marina in North Copenhagen. Three Grand Banks were on display—GB32-618, GB36-546 & GB42-546 and they stole the show!

It was a great success....with fine weather and visitors, visitors, visitors! Thank you, Bent Tolstrup.



A DREAM WHICH BECAME REALITY

By D. & E. Yesudian of Switzerland



Precisely one year after purchasing our Draco 25 in 1976 for our excursions on the Lake of Lugano, Daisy and I had set our hearts on acquiring a Grand Banks 32. We had come to know every nook and corner of this exceptionally beautiful lake, half of which belongs to Switzerland and the other half to Italy. The twin screw petrol engines speeded the boat up to 30 knots and had given us sufficient experience, that we felt we had the confidence to cruise in the Mediterranean. We had completed one course at Chichester conducted by the Churchill Motor Cruiser School in a Grand Banks 32 in January 1975 and a second in March '76 at Port Grimaud under the excellent tutorship of Commander Mike Reeder.

Daisy and I would spend our holidays near Nice and Cannes and most of the day would be spent in visiting practically all the ports from Menton to Marseilles, inspecting from near and far all the Grand Banks we could lay our eyes on. Daisy would jokingly say: 'Flirting with another lassie, when you are engaged to one?...' meaning, that you have the Draco 25 and you already want to give her up for another? With a smile I would pay her back with her own coin and say: "sailing in the same boat, aren't we?"

I remember the words of a famous philosopher who once retorted to the query of his perplexed pupil: "First the idea and then the money!" In other words first believe in a thing, and then what you believe in will become a reality. It was no easy matter to invest our faith in something so intangible as that, but desire is a strange thing in life, for it draws us to the goal of all the accomplishments in life. Daisy and I had not the means of realising our dream of one day possessing a Grand Banks 32, and yet we did not want to give up a faint hope which was like a tiny thorn buried in the foot, impossibly tiny to be discovered. At every step it made its presence felt more and more, but we did not mind the pain. With a nostalgic heart we would watch elderly English couples at their evening meal in their cosy Grand Banks 32 at St. Tropez, or others sunbathing on the flybridge, and others again putting out to sea.

On 16th June '76 we took the first step of writing to Rank Marine International, Hamble, Southampton for a brochure and price list. The answer came on the 18th June. After the necessary information, the letter ended with: "We look forward to hearing from you should your interest continue. Signed.. Ian M. Hardie."

The brochure of the Grand Banks 32 was

absolutely fascinating. The contents from cover to cover were like some beautiful poem: "The G.B. 32 has been around..... The G.B. 32, a fully equipped deep-water cruising boat and more.... she's a way of life."

Yes, our interest did continue and did not cease for a moment. 29th December '76 found Daisy and me at Hamble to inspect a Grand Banks 32 and get first hand information from Mr. Hardie himself. We were investing more and more of our faith and interest and were all the time unaware from where the funds would come. Two stubborn reckless people, I would think of ourselves, but the next moment we would forget all about our problems and continue making plans. Mr. Hardie's letter of 22nd Jan. '77 only strengthened our belief.

One day the inspiration came. We went to our Swiss dealer, Mr. Hochmuth, from whom we had bought the Draco 25 and expressed our desire to buy a Grand Banks 32 through him. He said: "Why not?" as though it was the most natural thing on earth. He was prepared to give us a very good price on our Draco and at once launched a series of letters to Grand Banks dealers in Europe to get a competitive price. Our dealer finally chose Mr. Hardie and the deal was fixed.

On 18th Oct. 1977 Mr. Hardie wrote us: "I am sure you will be pleased to know that I have just received a telex communication from American Marine, Singapore, that your boat which is Hull No. 607, has been shipped from Singapore aboard the OCL vessel Tokyo Express due in Southampton on the 8th of November."

The end of December 1977 found us again at Hamble, now to inspect our own Grand Banks 32. Mr. Hardie and his co-worker Len Davis who worked in installing all the extras were there to receive us. Mr. Hardie baptised the boat with a bottle of excellent French champagne. 23rd March 1978 had brought Daisy and me to Antibes. There was our Grand Banks 32 named "SURYA", meaning sun in Sanskrit, lying in Mr. Hardie's berth. For a week Mr. Hardie and Len Davis were at Antibes to see that the boat was in perfect order.

As the size and dimensions of our new boat were considerably different to our old one, we took the prudent step of getting acquainted with it. Commander Mike Dawes, who was in a week leaving for England, stuffed all the knowledge he could into our buzzing and spinning heads in an intensive five day course, and unfortunately only two of which were spent at sea due to strong wind and bad weather.

Ian Hardie introduced us to his French colleague, Mr. Jean-Jacques Bouilliant-Linet, who is the sole agent for Grand Banks in France. His office is at Antibes, facing one of the nicest marinas of the Cote d'Azur. Though Jean-Jacques did not sell us the boat, he took a personal interest in us from the very first day, visiting us practically every day and attending to our smallest needs. His foreman, Mr. Chamberlain, a talented engineer, came a couple of times daily to see if his boss's orders were executed.

One day the wind had dropped from force 8 to 3, the nasty mistral which makes boating impossible for days. Picking up our courage, Daisy and I decided to venture forth on our own in the harbour. After an hour or two we decided to return, and lo and behold a new westerly had started. Whenever we sterned into our berth, the wind played pranks with us and took us straight into our neighbour's boat. When our bow was at the point of ramming the other, some unseen angel would make me reverse the gear, raise the revs and back out of a tight situation. Little did we realise that our stern was heading for another boat on which stood Edmund, an Englishman who signalled to me to be calm, to put the gear into forward and try again. Had it been a rowing boat, I would have asked Daisy to jump into the water and save the situation. In between, some onlookers had assembled, a nasty thing I thought with the intention of betting which boat it was we were going to hit soon. It was in the air and I could feel it. If not why shouldn't they be on their way like decent citizens. We were exactly like Laurel and Hardy who got into a boat for the first time. A nasty gust turned the boat completely in the other direction, and there was Edmund with his cool head instructing me to do this and do that. My throat had dried, my tongue stuck to the pallet and my heart was speeding at 140 beats per minute. Strangely enough my head was still in its place though my sense of orientation deserted me completely. The new position of the boat deprived me of the last ounce of confidence, and I was sure I was in another marina I had never before seen. But there was Edmund again once to my right, another time to my left as the wind turned the boat, suggesting everything sensible, while proved futile. I was glad Edmund's appearance suggested that our berth was near. Another gust of wind sent us speeding sideways into our berth, but in another fraction of a second we landed in our neighbour's berth from where we tugged our way into our own. The shock of the happening exhausted us completely, but we were safe and sound without damaging another's boat. I think that as long as we live, Daisy and I will never forget this event which taught us many a lesson for life.

We told Jean-Jacques our plight of the previous day and despite the nerve shattering experience, we were all the more determined to learn the elementary rules of handling our boat. Our understanding friend knew exactly what type of a teacher we needed, and found one Nigel Hemmingway a past master at handling boats of any size. We had 20 lessons in all and our dear Nigel achieved what we wanted, to love the boat and enjoy all the cruising hours with him. We had stood the test, as Nigel put it.

We are proud to own a Grand Banks 32 with twin screws, which I believe is the first of its kind in the Mediterranean waters, and Daisy and I are eagerly looking forward to enjoying what our Grand Banks 'SURYA' and the deep blue waters are going to offer us in the future.



Viewing clockwise from left:

Picture shows the crew filming the middle of the crash is a cameraman, fellow, attempting to peer out; Jack posing beside Lim Yoon Hock; Jack Steve McGarrett in a tense moment in the pilot house. Picture on the right the sea at her service speed of 30 knots.



HAWAII FIVE-O

on location in
SINGAPORE

A wave of excitement swept over Singapore last June when the Hawaii Five-O film crew came to visit. For just the second time since this internationally popular series started, the team packed their bags and left Hawaii to shoot an episode overseas.

In company with many others, American Marine was caught up in the act. Our 11.5 metre prototype patrol boat suddenly appeared in the colors of a local police launch and even our Engineering Manager, Mr. Lim Yoon Hock, turned up in a police uniform. Together with stars Jack Lord and James McArthur, they set off in hot pursuit of the evil-looking baddies as they sped towards their sanctuary beyond the limits of Singapore's territorial waters.

Meanwhile a Grand Banks 42 served the team as a floating headquarters. The logistics of transporting large numbers of people and keeping them supplied with refreshments was impressive and the Grand Banks played a useful, though unusual, role.

The episode was released in the U.S.A. in the fall and is entitled "Year of the Horse."



ugh the windshield. Somewhere in the
n looking in and our helmsman, poor
nes McArthur, playing Danny Williams
x Lord, the star of the series, playing
in the action; a view of the scene inside
shows the patrol boat powering across
ts.



Communique

Re: GB32-448 "Little Hippo"

In case it has not been done before, I thought you might be interested in my "get you home" facility to get over any worry the single crew skipper might have of what to do should he lose his one and only engine.

- 1) Photo No. 1 shows a 30 HP outboard engine mounted on a purpose made wooden bracket which is affixed to a strengthened swimming platform.
- 2) Photo No. 2 shows the temporary mounting of engine control gear and battery for the "get you home" facility. It also shows the 9 ft long boat that is hung on the GB 32's aft davits.
- 3) Photo No. 3 shows the normal, out of the way, storage position for the 30 HP outboard which can be handled very easily by a man and wife crew using the standard GB 32 boom and pulley gear for dropping it down to the swimming platform or onto the ski boat.

"Get you home" petrol is stored in the flybridge seats to get over petrol vapour risks.

In practice the 30 HP outboard pushes a fully laden GB 32 with five people at approximately 1½ knots at half throttle and gets you out of trouble on a windward shore. If used in conjunction with a steadying sail with a following wind, quite long mileages can be achieved.

It should be stressed that the mounting of the engine is purely for emergency use only and a great deal more strengthening of the swimming platform would have to be made for more frequent use.

Photo No. 4 shows the normal use of the 30 HP long shaft Chrysler outboard on a 9 ft long deep vee ski boat/tender, so the engine investment is not wasted purely as a standby that might never be used. I might add that the small ski boat goes like a rocket with 30 HP driving it and can mono ski with two up.

G.W. Bewley Dubai, U.A.E.



Dear Mr. Bewley,

Thank you very much for sending us details of the emergency outboard arrangement fitted to your boat.

We have heard this method discussed before but never actually seen it installed on a Grand Banks.

It might be possible to obtain even better performance if a diesel heavy-duty outboard was used with a slow turning propeller. We do not have details but we understand that such a motor is made in Italy by Arona.

However you would, of course, not be able to use this type of motor on a ski boat.

Thank you again for the information. We hope that you never have to use the emergency rig!

GB36-423

We have a Grand Banks 36, Hull No.423 which is taking in more than the usual amount of water.

On investigating the source of the leak we find it is coming from a piece of rubber hose that sticks up through the hull between the stringers in the aft cabin.

We measured the depth of this tube and find it is about 30 inches. I can only assume it goes right down into the keel. My question is, what is it, why is it there and why is water coming up through this hose.

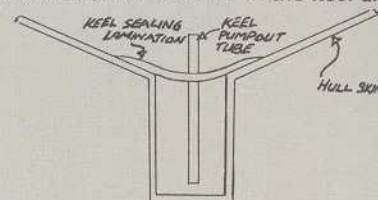
As a temporary solution we put a cork in the hose and clamped it to eliminate all the water we have been getting into the bilge. We would feel much safer if we knew just why this hose is there and why it is letting water into the boat.

Your comments would be appreciated. Thank you.

W.B. WEIR, WEST VANCOUVER, B. C. CANADA

Dear Mr. Weir

In the sketch below, we have shown a cross-section of the hull in the keel area.



You will see from the sketch that the presence of water in the keel area must indicate that a leak exists in the hull at some point below the "keel sealing lamination". Only by slipping the boat and inspecting the keel area of the boat can you ascertain the source of this leak. The purpose of the tube you mention in your letter is to pump out the keel should this be necessary - however, under normal circumstances, no water should be present in the keel.

We would suggest that you pump out the keel area completely and time the rate at which water is leaking into the boat. This will at least give an immediate indication of the size of the leakage source you are looking for. Obviously it is necessary to slip your boat quite soon if she is making water at all quickly.

It is just possible that the water accumulation is via the keel sealing membrane or lamination. This could occur if a hole is present in this area, which would in effect allow water collecting in the bilge to leak down into the keel space. This in fact is the reason that we suggested the test for "leakage rate" as this would be zero if the water was entering from above.

Re: GB32-12

Just recently purchased the above vessel — now named the "PUFFIN" out of Sayville, N.Y. and are as contentedly happy as the "clams in an out-of-the-way mudbank".

She will be our retirement home for extensive cruising up and down and in and around the little hideaway spots East Coast, Gulf Coast and who knows where else?

Help please on a few questions: (1) Would you happen to have a copy of the original brochures for this model? (2) What size are the fuel tanks and may they be removed without cutting the daylight out of the stern cockpit? (3) What size—gallons—is the water tank? (4) Do you have an answer for "Water in the bilge collects in the forward compartment below the stateroom (V-bunks) and is not pumped out by the bilge pump".

Other than the above — I used to have an "oldie but goodie" 38' Matthews of 1925 vintage and fully intend to keep our PUFFIN in the same beautiful condition. Hope you will not mind an occasional query or two.

Fred Brooke of your New England Yacht Sales in Essex, Conn. was the instigator of our purchase. We must admit that you have a winner there in that gentleman. He was most considerate of our needs and finances. Please keep the American Marine News coming without any let up.

E. Kenneth Donovan New York, U.S.A.

Dear Mr Donovan,

It is always a pleasure to hear from an owner of a vintage Grand Banks.

Regrettably I do not believe that we can help you with many of your questions. As you no doubt are aware, all the original boats were built in HongKong and with the passage of time, assisted by a fire that destroyed the offices there six years ago, very little has survived from those early days.

Specifically, therefore, we can only answer your questions as follows:—

1. We do not have any copies of the original brochures.
2. We do not know for certain the size of the fuel tanks. The best way to determine the capacity at this point would be to let a tank drain and then refill it with a measured quantity of fuel. Alternatively you could measure the dimensions of the tank and calculate its volume. If you obtain this figure in cubic inches, dividing that amount by 231 will give you the capacity in U.S. gallons.

If you know the dimensions it should be possible for you to compare them with the size of the hatch and allow you to determine whether the tanks could be removed through the hatch opening.

3. We do not know the capacity of the water tanks but, once again, you could follow the same procedure as listed in (2) above.
4. If you have water collecting under the forward sole, it sounds as though the boat is trimming down by the bow. The boat should have one round-headed screw in the stem and one just above the chine on each side, approximately where the chines meet the transom. If the boat is trimming level the actual water-line should be the same distance above or below the screws at both ends of the boat. If you find that the boat does trim down by the bow, you should ensure that you do not have large amount of gear stored under the forward berths which could perhaps be moved into the lazarette. If all else fails, the simplest solution is to add trimming ballast as far aft as possible in the lazarette. We wrote a letter to Mr. Robertson on this subject which was printed in Volume 8 No. 2 of American Marine News. We are enclosing a copy for your convenience.

We hope that "Puffin" will bring you many hours of happy cruising.

Re: GB32-598

I am in receipt of your letter and the back issues of American Marine News. I appreciate these papers and look forward to receiving subsequent issues.

I would appreciate your advising me on a few matters.

A tube with a stopper in it (approximately 1" o.d.) protrudes out of the keel line at bilge level just aft of the engine. What is it?

The engine will draw fuel from one tank until the boat lists to the point that the water line difference from port to starboard can be as much as three inches.

What do you recommend to insure even fuel distribution in the tanks?

The refrigerator when on DC power draws 5 amps. Over a 24 hour period, the effect on the battery is obvious. Do you recommend an additional battery, or a diesel generator? If it is the latter, what kind? I would want it to be quiet and occupy as small a space as possible; 1000 to 1500 watts is sufficient.

Finally, my major concern has to do with electrical system. The alternator did not charge the batteries nor produce sufficient voltage. The dealer had the voltage

regulator changed to a *202 with an adjustable voltage potentiometer. The new regulator is mounted on the bulkhead forward of the alternator. Two attempts have been made to filter the alternator noise so as not to interfere with the low frequency radio range. My RDF is useless as long as the engine is running. I have—two RDF's, a Seaspot II, and a Benmar 555.

Harry C. CARR, Long Beach, California, U.S.A.

Dear Mr. Carr

- 1) The tube protruding from the keel to which you refer is intended to be used to pump out the keel space should this become flooded.
- 2) You do not mention in your reference to the fuel distribution problem whether you have both fuel "shut off" valves in the ON position.

If both the aforementioned valves are in the ON position, then the engine should draw from both tanks evenly. Since the Ford engine returns very little fuel, one would not expect the position of the 3-way fuel return valve to have much of an effect.

One possible cause of uneven distribution is that one of the filters at the bottom of the fuel pick-up tube has become blocked. I enclose a drawing of this filter such that you may remove the tube to check this. Our present feeling about these filter gauze is that they cause more problems than they solve and our present boats do not have them fitted.

Therefore any dirt in the tanks is drawn into the main fuel filters which have sufficient area to prevent blockage.

- 3) It would be wise to check that your refrigerator has adequate ventilation of the condenser coil at the back (outboard) face. Should this have become restricted for any reason then excessive running will result.

As an option, we do install Onan 3 KW generators on our GB32 boats. This is installed aft of the engine on the centerline of the boat between the fuel tanks. However due to the restricted height it is not possible to fit the Onan sound shield.

In one instance on a locally owned boat where the refrigerator was suffering from restricted cooling of the condenser, we increased the clearance of the condenser coil from the back of the refrigerator by 2", by means of spacers. Additionally we

glued an asbestos sheet to the back of the unit to prevent radiant heat from the condenser penetrating the refrigerator.

- 4) We have had no other reports of radio interference from the alternators on our boats, and would suggest that the alternator should be checked for any abnormality.

The problem of low battery charge as a result of insufficient alternator voltage is due to an excessive voltage drop across the charge dividing diodes, which when used in conjunction with a solid state voltage regulator reduces the voltage applied to the battery terminals. This being the case, your dealer's solution to the problem is the correct one in that it facilitates the manual adjustment to the voltage at the alternator to overcome the voltage drop across the diodes.

We are at the moment conducting tests on a different model alternator which we hope will overcome this problem. This alternator is:-

Alternator Model No: 8MR2022K
Regulator Model No: 8RG2009A

Strangely, you are only the second person to draw this problem to our attention but we realise it is a very valid point.

I trust that you will find our comments of interest and should you have any further queries please do not hesitate to contact us again.

Re: GB32-130

Thank you for the last Newsletter, my wife and I sure look forward to each copy. There are always some new ideas that owners of Grand Banks have to pass on to others.

I have a couple of questions I would like answers to, perhaps you could help me.

Our Grand Banks 32 MALMAR #130 was built without a bow pulpit and the former owner had one made that just didn't look right, it was rather bulky and I didn't like the way it appeared. I spoke to Fred Brooke at New England Yacht Sales from whom I purchased the boat about it and he only could get me the new style of rail and pulpit. According to my measurements it would be too small as the newer boats have their side rails go further to the bow. I am capable of building a unit if you could possibly supply me with a sketch or drawing with some dimensions, to work from.

The second thing I would like to know is where you are putting the holding tank for the head? Now that the boat is in New York State we will have to comply with their regulation also if we want to go to Canada. I would like to put it in the lazarette away from the engine room. Any suggestion would be appreciated.

Once again we are very proud of MALMAR. It is hard to believe how many people have visited us since we got her. A Grand Banks makes quite a stir in our marina. By the way as far as I know it is the only Grand Banks on the southern shore of Lake Ontario. As soon as we get a break in the weather I'll start getting her ready for the water, this is the first year Malmar has been out for such a long time.

Ernst H. Siegmund New York, U.S.A.

Dear Mr. Siegmund,

Although we would send you drawings of the existing bow pulpit, We really do not think that they would be relevant or helpful in your situation.

We believe that, using a length of suitable wire, reinforcing rod or even copper tube you should bend up the shape of a pulpit which looks right to your eye with the rails anchor platform installed on your boat. Masking tape can be used to hold the uprights in the proper place and at the correct angle. Having obtained a pattern, it is then a fairly straightforward matter to build the pulpit to match it.

We are presently installing the holding tanks at the forward end of the engine room on the starboard side where it is quite close to the toilet. However there is no reason why the tank could not be put in the lazarette.

We have just returned from a visit to the Miami show and, after examining all the equipment on display, we would say that the Microphor Unit deserves very serious consideration. As yet we have not had any direct experience with these units.

Re: GB36-464

As you can see from my other letter to you, I am delighted with my Grand Banks.

I would appreciate your comments to the following:

- 1) I find the John Deere engines leak a significant amount of lubricating oil out of the oil filter boxes. The engines have 250 hrs on them.
- 2) As the ventilation to the engine room is mechanically driven it means there

is no forced cooling air after shut down, consequently the whole engine room is too hot for too long.

- 3) As a consequence of 2 above, there is a vastly increased heat loss from the frig. I believe you could do far more in the way of frig insulation all round the box with the foam type insulation available today.
- 4) I believe the batteries should be located elsewhere away from the engines and thus prevent them from overheating a prime cause of a short life.
- 5) Why not introduce a sealed fresh water cooling system similar to the modern cars? The cost would be minimal.
- 6) I would like to see double cleats on the bow and springs and cleats on the transom as well.
- 7) I think there should be exterior drains on the after end of the sliding window channels. It seems to me these are a source of weakness for leaks and rot.
- 8) I think there should be a removable floor over the steering linkage in the lazarette to obtain the best use of the space.
- 9) The design of the high bowsprit make the use of a windlass difficult without setting it on large lump of teak to raise it to bow roller level.
- 10) Do you have a catalog and price list of parts available?

David K. Reynolds Rome, ITALY

Dear Mr. Reynolds,

Your boat is certainly much travelled. We have passed the relevant letter onto our editorial people for possible inclusion in a later edition of the News. Do you have any photos that you can send us?

With regard to your second letter, we have the following comments.

- (1) The problem with the oil leaks is almost certainly because the breather system is restricted; later boats were modified. The modification is quite simple for you to do yourself and we are enclosing one copy of drawing 10265 and the relevant portion of drawing 10110 together with the description sheet headed "Modification of Breather Systems". If you need any further help, please let us know.
- (2) What you say is true; however when the engines are running a much greater volume of air is expelled by the mechanical blowers than would have been achieved by electric blowers. It was felt that, for most conditions,

this advantage outweighed the disadvantages encountered when the engines were stopped.

For hot climates additional electric blowers can be a help and, if you wanted to do so, you could install a pair to blow directly into the same discharge vent as the mechanical blowers. It might be necessary to arrange some kind of flap to prevent the discharge air from circulating back into the engine room through the blower vent not in use at the time.

- (3) We do not know what kind of refrigerator was fitted to your boat. On our own installations we use polyurethane foam.
- (4) It is difficult to find accessible locations for the batteries. If you are experiencing excessive engine-room heat then we can understand the problem; generally we have found that the batteries are satisfactory in their existing locations.
- (5) We stopped using the John Deere engines some time ago because of the difficulties their use imposed on us with trying to provide the necessary service and spare-parts back-up. However your suggestion concerning a sealed cooling system with remote header tank is a good one that we had under consideration before we decided to switch back to Fords. If you so wished, you could purchase the necessary parts from an auto parts store and carry out the modification yourself.
- (6) We now use double cleats at the bow but not at the other locations.
- (7) Window drains have been improved and all current frames are now made of teak.
- (8) We now fit a lazarette sole as standard.
- (9) The windlass can be mounted on the deck provided that a chain pipe with a right-angled bend is fitted forward of the windlass. This method was first used in Holland and works satisfactorily. Enclosed is a page from last year's Simpson Lawrence catalog which illustrates the type referred to.
- (10) We regret that we do not have a parts catalog or price list but our dealers would be pleased to quote against specific items.

Thank you very much for taking the time to send us your comments. We hope that your boat will provide you with

good Mediterranean cruising this summer.

Re: GB36-367

You had requested our hull number, and ours is a 36 Grand Banks, 1973, hull number 36-367.

I am going to want to purchase a set of spare propellers, and am wondering if you could suggest a specific size for this boat. The wheels that I am now using are three bladed and I get a definite whine between 1,600 and 1,800 RPM's. Someone mentioned that if I were to use four bladed propellers, this would probably be quieter running.

If you have any suggestions, I would appreciate hearing from you on this. We truly enjoy our Grand Banks and are enjoying cruising in the Great Lakes.

S.M. "Bud" Osgood, Jr. Minnesota, U.S.A.

Dear Mr. Osgood

The established size for the propellers for a boat with twin Ford Lehman 2714E engines is 24" diameter x 18" pitch left hand and 24" diameter x 17" pitch right hand. The reason for the difference in pitch is to compensate for the slight difference in transmission reduction ratio between the port and starboard transmissions. The transmission on the starboard side has to reverse the direction of the putport shaft so that the propellers contrarotate.

It sounds as though you are experiencing the phenomenon of whistling propellers. Although aggravating is its effect, it is simple to cure—once you know how. The treatment consists, basically, of sharpening-up the trailing edge of the blades to eliminate turbulence. The bevelling of the edges can be done in a few minutes with a file or a disc sander with 120 grit paper. The art is to make the bevel without altering the contour of the blades. It is quite easy to do and the effect is dramatic. Enclosed is a sketch illustrating the degree and location of the required level.

We are so glad to learn that your boat is providing you with so much pleasure.

Re: GB50-37

Just completed the run from the Virgin Islands to Florida. No big problems. I do have an exhaust note — GB50-37 was delivered to me in November 1972. Just

prior to departing St. Thomas we carefully checked the wrinkle belly and upon inspection decided to pull the pots and check them.

We wound up replacing the innards of both, bottoms, and discharge lines. We were running on borrowed time. The date was April 1978. You might want to notify via your newsletter for owners to check their systems.

GB50-37 was hauled in January. We took the bottom down to bare wood and I had her surveyed. Other than minor corrections I could do myself it was a good survey!

I'll pass over lightly, the caulking job we did, in the water, at Arecibo, Puerto Rico, en route to Florida. We had one seam fwd on the boot stripe really trying to sink us! Never a dull moment! Jim Cameron, formerly with Donnell Yacht who sold me the boat, is coming for lunch today — We've kept in touch — Enjoyed the "Yachting" story. Aloha.

Beverly Alexander.

Dear Mr. Alexander

Many thanks for your letter dated 8th June in which you gave details of your trip north from St. Thomas to Florida. Having done the trip from Antigua to Moorland City and experienced very sinister weather conditions I feel that the thorough preventive maintenance of your main engine exhaust systems, was a wise precaution.

Generally, we recommend that the pot type mufflers and risers manufactured from galvanised mild steel, be replaced every five years. This time scale would appear to coincide well with your experience in this particular instance. I was sorry that we could not supply the exhaust manifold fittings you required but hope that you were able to have suitable replacements fabricated in St. Thomas. Should you find at sometime in the future that your exhaust manifolds require replacement, I would recommend that you investigate the use of the standard CAT 3208 manifolds, as the type fitted to your boat are no longer available. These standard CAT marine manifolds should be adaptable with a minimum of modification.

We were most interested in your comments relating to the hours you "have on" the main engines and generators as we seldom get this sort of feedback. Perhaps at your convenience, you could advise us of any generator or main engine problems which you have experienced, together with the relevant operating hours.

Re: GB42-386

I am half owner of G.B. 42 No. 386, and, my partner and I are more than delighted with her. She is named HOI

CHEE, which we are told is Chinese for Ocean Pearl.

When I last saw your Hamble agent, Ian Hardie, he gave me Vol. 8 No. 3 of A.M. News.

In this I read the letter from F. de Bock, Hoboken Belgium on the subject of "Damp mattresses". Having suffered this problem and overcome it, I would with all respect question your advice.

We were also advised to make holes in the ply supporting boards on the bunks, but, we then found, that we got large round patches of damp right where the holes had been made. We then approached a firm of insulation specialists, and it was pointed out that the damp comes about, from the difference in temperature on the top of the bunk, and, underneath it, and, far from allowing the free passage of air, it would be better to have new bottom boards without holes, and then a Thermal (not accoustic) form of insulation between the board and the mattress.

We then obtained some of the "Purl-board" and cut this (easily with a knife) to shape, and have had no trouble since.

We also found that, in some conditions condensation formed, on the teak longitudinal strips inboard of the bunks, and, this condensation ran down and finished up under the mattress. We then packed the space between the strips and the hull, with Builders fibreglass insulation material, which is in the form of a fibreglass wool, and this was another problem solved.

Since doing these two modifications, and, during the two following winters, we have had no more damp mattresses, and, we have passed the tip on to other boat owners, with the same success.

Whilst I doubt that you can obtain the Pearlboard in the States, I am sure there must be some similar product.

If you will kindly give me the address in Belgium of Mr. F. de Bock, I will write him the details.

We holiday each August in France on Hoi Chee, where, we have a circle of G.B. owner friends... Enos ex Sabre 36'... B & B 50' G.B. owned by Msr. M. le Grand, the chairman President of Benedictine. The B & B standing for "Brandy & Benedictine" amongst them. I hope that you will accept my respect-

ful criticism of your advice, but it failed over in this country, where we have very damp winters.

We are pleased to see the Grand Banks extending their range with the new 49; and hope that we shall see one in this country in the near future. Hoi Chee, as

Ian Hardie will confirm, is admired wherever she goes, for she is our baby, and is maintained as new, and, with certain custom furnishings, like hessian wall coverings and, marble effect laminate in the heads, really causes a stir.

To us she is the best boat in the world and we would only change for a bigger model.

C.F. Wallace Dorset, U.K.

Dear Mr. Wallace

We are extremely appreciative of the fact that you questioned our advice and have offered in its place a solution which has been proven in practice. We will print your letter in the next newsletter so that other GB owners may benefit from your experience.

We have sent a copy of your letter to Mr. Francois De Bock and have requested that he contact you. Although it does seem extremely unlikely that anyone would object, we feel that perhaps we should not pass on the address of an owner without first asking his permission to do so.

We must confess that our suggested solution to the damp problem was something of a shot in the dark and we are sure that all those who have experienced this problem will be most grateful for your advice. We feel that we have built up a considerable pool of knowledge when it comes to building the Grand Banks but when it comes to experience of their use in wide ranging climatic conditions we must defer to our owners — without a certain amount of envy!

"Hoi Chee" literally translated from Cantonese does indeed mean Ocean Pearl. We are happy to learn that you are delighted with your boat. May we wish you happy cruising this summer.

Re: GB 32-245

Dear Sirs:

We received our boat, which we named "Pierrette" in July of 1971 and we are still enjoying her. She has proved to be

an exceptional sea boat which is required here to stand up to the rough water of the Gulf of Venezuela.

To date we have made over a dozen non-stop twenty hour runs from here to Aruba with only one mishap which was an over-heating engine due to uneven injection. A twenty eight hour non-stop run was made a few years ago to Curacao from where we continued to Bon Aïre. On this trip we were out over three weeks and had no mishaps. The boats are excellent but they are slow.

We enjoy fishing a great deal however, as we are fifty miles from the fishing area, we require a weekend to complete a fishing expedition that faster boats complete in one day. Also, due to the distance from the fishing area we are unable to compete in the local fishing tournaments.

I have read your comments concerning repowering in the volume 8 no. 2 issue of A.M. News and I am quite disappointed as I was hoping to pick up two-four knots by installing a turbocharger. Would the installation of stabilizers together with more power help to attain the desired speed increase?

The time has arrived to change the window tracks. I had anticipated that it would involve removing the outside window cornices however, when those were sanded to find the plugs over the screws, we found no plugs. Please send sketches showing the assembly method employed.

Again thank you for building an excellent boat. We have certainly enjoyed her and have the utmost confidence in its seaworthiness.

Donald L. Dezendorf Zulia, VENEZUELA

Dear Mr. Dezendorf

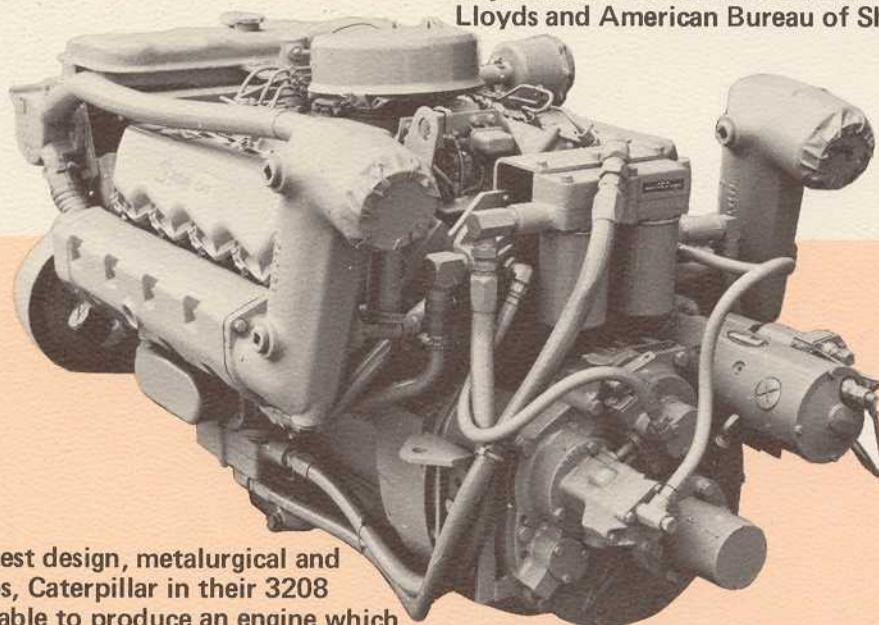
We are pleased to learn that your boat has given you good service although rather too slow for your preference. The addition of any form of stabilisers would not lead to any increase in speed. Fitting a turbocharger would give you more power and, therefore, a little more speed. However you would still be faced with the difficulty and the expense of increasing the shaft and propeller diameters. You would also have to increase the size of the exhaust system.

At the time that your boat was built the window frames were fastened from inside as per sketch No. 31709 of which we enclose a copy. As you can see, it is necessary to remove the teak trim running below the window.



For prospective owners who require improved performance from the GB42, American Marine has for a period of two years offered CAT 3208 engines as an option. In addition to increasing the maximum speed to 15.7 knots, the CAT 3208 offers surprising fuel economy at lower speeds.

The CAT 3208 engine is an 8 cylinder 90°vee design having a bore of 4.5" (114mm) and a stroke of 5.0" (127mm), with a displacement of 636 cu. in. (10.4 litres). The engine develops 203 SHP at 2800 rpm rated for pleasure boat use and 146 SHP at 2400 rpm when rated continuously. The transmission mated to the engine for the GB42 installation is the Twin Disc MG 506 with a reduction ratio of 1:2.96. This transmission is a special version of standard Twin Disc MG 506 with a styled adaptor housing to allow the engine starter motor to be mounted accessibly. In addition, this special transmission is equipped with helically cut gears in order to reduce transmission noise to a minimum.



By utilizing the latest design, metalurgical and foundry techniques, Caterpillar in their 3208 engines have been able to produce an engine which is compact in size and relatively light in weight, while still maintaining the strength and rigidity necessary to ensure long life and dependable operation. An important criterion of the 3208 design from its inception was fuel economy and to this end, Caterpillar paid particular attention to reduction of frictional losses and accurate fuel metering. The result of this approach is an engine with high specific horse power which is most economical on fuel, as illustrated by the GB42

performance figures below:-

Engine Speed (rpm)	Boat Speed (knots)	Fuel Consumption (two engines) (US gall/hr)
2800	15.7	23.5
2600	13.6	19.5
2400	12.2	15.8
2200	11.1	12.2
2000	10.3	9.0

In order to accommodate the extra power available from the CAT 3208 engine, the standard 1½" diameter propeller shafting has been increased to 2" diameter and the main and intermediate struts have been completely redesigned. The propeller size has also obviously been increased to 30" diameter by 26" pitch of 3 blade design.

CAT 3208 engines and MG 506 transmissions have the advantage that both are guaranteed by Caterpillar for a period of 12 months and can be serviced world wide by Caterpillar's network of 800 dealers. As an additional assurance of quality the CAT 3208 marine engine in common with all other CAT marine engines is recognised by eight major marine classification societies including Lloyds and American Bureau of Shipping.

Footnote :-

Performance figures quoted in this article are from trials in calm water in "light ship" condition with no owners' gear or stores aboard.

CATERPILLAR 3208 ENGINE

FAVORITE RECIPE

KEY LIME PIE

As key limes are yellow no key lime pie should be green. If key limes are not available persian limes can be used.

1 baked 9" pie shell - cooled
2½ can sweetened condensed milk
3 egg yolks
¾ can + 2 tablespoon lime juice
4 teaspoons grated lime rind.

In medium bowl beat egg yolk until thick and light lemon in colour. Blend in condensed milk. It is better to use a whisk than a beater for this. Gradually add lime juice and rind. Lime juice will "cook" egg yolks and mixture will thicken. Spoon into pie shell. Cover with meringue and bake at 350°F till meringue is lightly browned. Cool, then chill for 3 to 4 hours before serving.

MERINGUE

3 egg whites
1 teaspoon lime juice
6 tablespoon sugar

Beat egg whites till fluffy. Add lime juice and beat until whites begin to hold shape. Add sugar a tablespoon at a time. Beat till holds stiff, glossy peaks. Spread on pie and make sure to touch edge all round.

Margaret S. Hughes, Georgia., U.S.A.

I CONTINUE TO ENJOY AND APPRECIATE MY GB
MORE THAN WORDS CAN EXPRESS.

Massachusetts, U.S.A.

GREAT BOAT,
WE LOVE HER
California, U.S.A.

GREAT!
KEEP UP THE GOOD WORK
Florida, U.S.A.

STILL THINK THAT WE
HAVE THE GREATEST BOAT
IN THE WORLD!
WE ARE ABOARD
3 NIGHTS PER WEEK
9-10 MONTHS A YEAR.
California, U.S.A.

TO ALASKA AND RETURN IN 1977:
NO PROBLEMS.
California, U.S.A.

A GREAT BOAT!
IN NEARLY 7 YEARS,
NOT A SINGLE "FAILURE"
OF ANY SORT.
STILL GOING
BEAUTIFULLY AS EVER.

Delaware, U.S.A.

A HAPPY OWNER-
ONE OF THE GOOD THINGS IN LIFE
IS OUR GB36 "SEA SWAY"
Connecticut, U.S.A.

JUST THE FINEST
BOAT AFLOAT
New York, U.S.A.

QUOTABLE QUOTES
from Owners of Grand Banks