

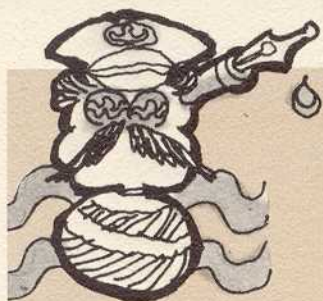


# AMERICAN MARINE NEWS

VOLUME 9 NO. 2

M.C.(P) No. 113/6/78





# EDITOR'S NOTE

## MIAMI BOAT SHOW (22-28 FEBRUARY 1979)

Come to the Miami Boat Show and see Grand Banks 42-600 on display. Hal Jones of West Palm Beach, Florida will be pleased to show you around.

**If your address is changing, or if your copy of American Marine News was improperly addressed, please let us know. And 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,  
Jurong Town, Singapore 22.**

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**AMERICAN MARINE (S) PTE LTD**

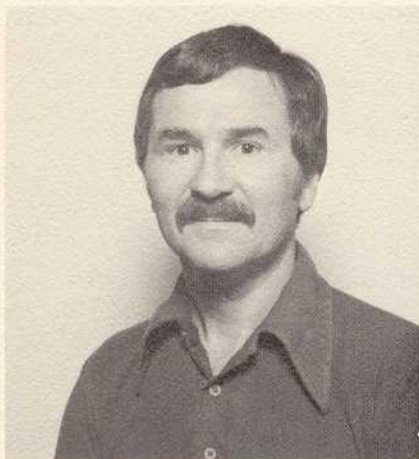
26 Jalan Terusan, Singapore 22.  
Cable: AMMARSING. Telex: AMSING RS21294  
Tel: 650511.



Cover:  
The new Grand Banks 42 Europa, the latest addition to the Grand Banks range of dependable diesel cruisers.  
Photo credit: Tony Fleming

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### Robert L. Phillips — West Coast Sales Manager

Upon Graduation from college in Minnesota with a Bachelor Degree in Business Administration, Bob moved to Northern California where he worked for seven years with a large international corporation in sales and marketing. In 1972 he came aboard with American Marine as Sales Administration Manager. Since then he has held a variety of positions, including Manager of American Marine Dealership, Balboa Marina, in Newport Beach, California.

Currently as West Coast Sales Manager, Bob is responsible for West Coast Dealerships in the U.S. and maintains his office in Southern California. He also co-ordinates the efforts of Singapore's purchasing department with U.S. suppliers.

Bob, his wife Pat and two boys enjoy a variety of sports together, from snow skiing to sailing.

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# Dealers' Profile

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**Higgs Marine Service Inc.**

300 Zerega Ave. Bronx,  
New York,  
New York 10473  
Telephone: (212) 892-0900

Higgs Marine Service Inc. is proud to announce the addition of Philip A. Annunziato to their staff as Sales Manager. Phil was head of McMichael Power Division for the last three years before joining Higgs Marine. He has a lifetime of experience in and around boats of all types. Phil will be handling all sales, both new Grand Banks and brokerage.

A new broker will be added to the staff in the near future as the Company expands its sales program to include a full brokerage department handling all types and sizes of used boats.

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**Dry Land Marina Inc.**

2705 Sanford Drive S.W.  
Grandville,  
Michigan 49418  
Telephone: (616) 538-8130

Dry Land Marina Inc. was recently appointed representative for Grand Banks in the Midwest, Mid-Central and North-Central States. Dry Land's reputation as one of the country's largest sales and finest service companies with two Lake Michigan locations, Holland and Grand Haven is sure to attract Grand Banks prospects and owners alike. Herb Postma Jr., along with his father and brother, own and operate Dry Land Marina. Herb Jr. will be giving Grand Banks owners and prospects his special attention. The Postma's with over twenty years experience as yachtsmen and businessmen have created a knowledgeable organization whose main concern is continued client satisfaction.

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**Mattituck Inlet Marina & Shipyard Inc.**

Mill Road, Mattituck,  
New York, 11952  
Telephone: (516) 298-4480

Mattituck Inlet Marina & Shipyard Inc. has been in business since 1961 and is a familiar name with the boating public of the North Shore of Long Island. Mattituck will be stocking all models of Grand Banks Diesel Cruisers and parts. Their staff of 25 qualified men would welcome you to stop by and view their Grand Banks display and facilities.

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**Societe Belge de Materiel Automobile s. a.**

Postfach No. 55-1180 Brussel  
BELGIUM  
Telephone: 376-0090

Societe Belge de Materiel Automobile s.a. was founded in 1937 and started as one of the first Volvo distributors outside Sweden. In March 1978, the Company was appointed Grand Banks distributor for Belgium and Luxembourg.

Charly Mannerie has been managing the Company since 1961, and is enthusiastic about the boat business. The marine department is handled by J.F. Lebecq assisted by J. Colin who has considerable experience in Grand Banks cruisers and is also well known by Grand Banks owners.

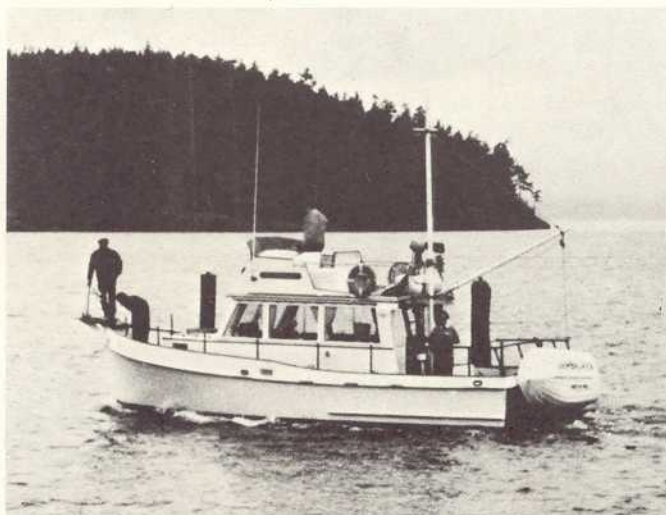
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**Concordia Trawler Sales & Service Corp.**

South Wharf, South Dartmouth,  
Massachusetts 02748  
Telephone: (617) 992-3644

Although Concordia was just recently appointed the Grand Banks dealer for Northern New England they already have a Grand Banks 32, 36 and 42 in stock ready for you to view. Grand Banks owners or prospective Grand Banks owners are welcome to stop by and view their Grand Banks on display. The President of Concordia is John D. Young who has over a decade of boating experience in the New England area.

# Beachcombing



## GRAND BANKS 32-26 WASHINGTON TO ALASKA

GB32-26 JAMBALAYA leaving Anacortes, Washington for a trip to Alaska. The owners Thomas and Jean Armstrong with their 2 guests, Capt. & Mrs. Knowles, did a 2,500 miles, 60-day cruise without problems. Their northern-most point was Petersburg, Alaska, including a side trip to Le Conte Glacier. They explored beautiful Behm Canal, visiting both Walker Cove and Rudyerd Bay, with their rugged peaks, waterfalls, the awesome beauty that is impossible to catch on film. After Petersburg, they circumnavigated Prince of Wales Island, exploring the numerous coves and small islands. Returning made a more leisurely trip through Desolation Sound, and the Canadian Gulf Islands. The total fuel cost for the return journey was economical at \$500.

## GRAND BANKS 36-533 IN FINLAND

The owner of GB36-533 Mr. Bjorn Lindqvist has a cute wooden figure-head of "Popeye" as his mascot, on the bow of his Grand Banks.



## GRAND BANKS 36-551 IN HOLLAND



Jan-Bart, son of Mr. & Mrs. C.M.G.I. Van Lanschot, launching GB36-551 named after him JAN-BART. The champagne bottle was so strong that he had to get his daddy's help.



Van Lanschots and guests getting ready for toasting on board. The Van Lanschots are experienced sailors and have owned several sea-going yachts. Their Grand Banks is moored in Muiden, at the border of the former Suyderzee, now closed off from the Northsea by a dike and renamed IJssellake, and flies the burgee of the Royal Netherlands Rowing and Sailing Club.



## GRAND BANKS 42-592 IN SINGAPORE



▲ Mr. Locklin, with assistants, opening the champagne.

◀ In September Mr. & Mrs. Paul Locklin launched their GB42-592 GOLDEN CHERSONESE at American Marine Yard in Singapore. The GOLDEN CHERSONESE is the Greek name for the Malaysia Peninsula.



## GRAND BANKS 42-545 IN ENGLAND

GB42-545 M/Y VIANAUT, owned by Bent Tolstrup, Grand Banks dealer for Denmark, passing the famous Tower Bridge, London.



## GRAND BANKS 36-547 IN CALIFORNIA

GB36-547 CAROUSEL-I was christened by Mrs. Bud T. Snite at the San Diego Yacht Club. Picture shows proud owners Mr. & Mrs. Snite after the christening. Bud owned six boats over the years, is a past Commodore of Great Lakes Cruising Club and Lake Michigan Yachting Association, 80,000 miles with Labrador — SORC-Virgin Islands — Skipper of TENACIOUS (Ex DORA IV) from Canaries to Antigua.

# The World of Grand Banks

All over the world, users of Grand Banks are expanding their horizons. They are able to explore remote corners or fashionable centers. Yet they take along with them the comforts of their own personal home afloat.

The Mediterranean is a popular cruising ground for the Grand Banks and around two hundred of the marque are to be found along the French riviera.

Almost everyone who visits the area — at least in a

Grand Banks — is familiar with Jean-Jacques Bouilliant-Linet who, from his base in Antibes, sells and services our boats in France.

Tony Fleming, American Marine Product Development Director, and his family, with Jean-Jacques as an excellent host, were able to share, for one short week, the world of Grand Banks along the Cote D'Azur.



*Flags of every nationality fly at the taffrail on the Grand Banks; here also seen at Porquerolles after the gale had blown the clouds away.*



- 1 As he buzzes around the waterfront on his Honda, Jean-Jacques is usually accompanied by Coco riding pillion.
- 2 We were going to call this picture "Tailpiece", but we seem to have got the wrong end of the dog! Perhaps our readers would care to suggest their own caption.
- 3 Windsurfing is a popular sport all along the coast and the Grand Banks anchor platform makes an ideal vantage point.
- 4 The mountains on the French mainland make a dramatic backdrop to the marina at Porquerolles, one of the island group known as the Iles D'Hyeres, off the South Coast.
- 5 Grand Banks 42 VILLE D'ANTIBES tied up alongside the dock at St. Tropez.

## Grand Banks 1978 San Francisco Bay Delta Cruise

On the morning of Friday, June 30, 1978, 18 Grand Banks (joined later by 5) departed from Angel Island in San Francisco Bay for a 4-day, 150 miles cruise of the Bays and Delta. The flotilla consisted of boats ranging from 32-48 feet cruisers. The group was led by the INTREPID with Captain Don Lesly skippering. As a starting point for activities, the boats' skippers were asked to hand in their calculated E.T.A. of the flotilla just off Rico Vista on the Sacramento River. Prizes were awarded to skippers submitting the times closest to the actual arrival. It was interesting to note that all entries were competitive, with only one or two minutes separating the first, second and third places.

After a pleasant and scenic cruise up Steamboat Slough, 23 Grand Banks tied up stern-to at the Steamboaters Restaurant. Crew members had an excellent barbecue dinner which was somewhat tempered by a sudden cool evening breeze that blew.

The following day, the planned route had to be changed because the Georgianna Slough bridge had become non-functional. The route had to be retraced back down Steamboat Slough and the Sacramento River eventually joining the San Joaquin River by means of Three Mile Slough. The flotilla then proceeded up river to their destination at Disappointment Slough where the boats rafted for the remaining 2 days of activities.

Unscheduled activities were the order of the day with boat-hopping, greeting old friends, swapping nautical tales, and general relaxation going on everywhere aboard.

Skipper Les White and his lovely First Mate Dorothy bravely volunteered their beautiful Grand Banks 42 SENECCA for the activities and party boat. Competing crew-teams from each boat assembled for the contests that were to follow. The games included tug-of-war between dinghy crews, races with points awarded for the greatest number of persons in the boat (see photograph), a laugh provoking event called "emergency drill" in which contestants had to start with a stowed dinghy, inflate it, leap into the water and row to a buoy and back. After a rest and clean-up, the contestants reassembled on the SENECCA for the presentation of prizes and refreshments. The refreshment committee had again outdone themselves with palate-tickling smoked salmon and cod and many very tasty hors-d'oeuvre. The hungry crews dispatched the food and libations in double quick time.

Monday was the day for the Mystery Mini-Cruise. The Richard Boyds generously invited all aboard their spacious 48 footer DOLPHIN for the trip up river to the port of Stockton. Here, all enjoyed a restaurant dinner with a view of the holiday fireworks. The return in the dark down-river was delightful and balmy with a few added thrills as the thick traffic and river obstacles and shoals had to be avoided. The DOLPHIN arrived safely at Disappointment Slough to find all's well with the boats left behind.

The following day the flotilla dispersed for their home ports or extended cruises for some. All are looking forward to 1979's bigger and better annual Grand Banks Delta Cruise.

# CRUISE



## Canada Gra



Some of the guests at the Cruise-In sit down to their roast beef dinner while others line up at the carving board and still others out of view are still gathered around the bar. Banjo player in the background provided "old time music" during the dinner fun.



# ES 1978

## Connecticut River Grand Banks Rendezvous



In the Spring of 1978, the second Connecticut River Grand Banks Rendezvous was attended by fifteen boats from the New England Area. The raft of one Grand Banks 48, seven 42's, two 36's and five 32's presented an impressive scene as it stretched nearly the width of Hamburg Cove. The usual exchange of ideas and adventures were pleasantly interrupted by the raffle of a decorative teak wheel donated by American Marine and received by Dale and Candy Phelon on the Grand Banks 42 ROADRUNNER. A good time was had by all and the best comment award was won by Bill

Webster, owner of Grand Banks 42 YANKEE, who mentioned that these rendezvous must be a success to have attracted so many boats from Wilmington, Delaware.

Grand Banks owners wishing to attend 1979 Rendezvous are asked to contact:

**Fred Brooke,**  
New England Yacht Sales Inc.  
Pratt Street,  
P.O. Box 126  
Essex, Connecticut 06426  
Tel: (203) 767-0919



## and Banks 1978 "Cruise-In"



Bob and Mil Pettigrew and daughter Maria posed for pictures on the stern deck of their boat, GB36-433 YOHO on the sunny afternoon of July 15th.



Marilyn Davis, wife of National's President, Kirk Davis, does the cutting of the cake.



Roger Glassford of National Boat Sales Vancouver office (in chef's hat) carves baron of beef for Dr. Charles Ballam (GB32-492 LYKEN) while Dick Chudley of National's Sydney office looks on.

# Grand Banks up the Mississippi With One Engine

By John A. Fulmer

After five happy years cruising our GB32-458 SINBAD around Singapore and later in the Ohio River, we decided to move up to a Grand Banks 42. In due course my wife and I found ourselves standing on the Wharf at New Orleans looking at our pride and joy, GB42-554, resting on the deck of the Union Concord. The next morning, May 3, was to be the big day. Unfortunately, May 3 saw the worst rain storm in New Orleans' history, flooding the city and preventing any work on the docks. The rain and flood finally ended and on May 5 we watched nervously as the crane operator and the Union Concord crew managed to skilfully avoid the tangle of cables and booms cluttering the freighter deck, as they dropped the new SINBAD safely in the Mississippi. Provisions for the long trip up-river, fuel, water and equipment were loaded on board at the wharf and about 3p.m. Friday May 5 we took off. On this first leg, up to Baton Rouge, I had a fellow Ohio River boater, Bob Lavercombe with me while our wives took the car and promised to meet us in Baton Rouge.

SINBAD is different from other Grand Banks 42's in that she has only one engine, and my reasons for ordering her thus might be interesting to others. First, I was pretty sure I could get substantially better fuel economy and about the same speed as the twin — more about this later. Second, I wanted the protection for the prop, shaft, and rudder that a single engine affords, as much of our cruising was to be in the river with floating trash a frequent hazard. Third, I like the idea of the extra space in the engine room, plus only half the usual engine maintenance. As an added benefit, one engine makes less noise than two.

The disadvantages are a possible failure of the only engine and a loss of close-in maneuvering ease. The safety aspect does not disturb me due to the protected rudder and prop and the proven reliability of a well maintained diesel,

and the maneuverability merely requires a bit more planning and skill of the pilot. After several years with a single engine Grand Banks 32, I felt I could manage. Later on, for blue water, I plan to install a small, perhaps 10 HP diesel, cogbelted to the shaft, for emergency get-home capability.

Therefore, I asked American Marine to install a Ford Lehman 150 HP, 363 cubic inch turbo — charged engine. With it, they selected a 2.5:1 reduction gear and a 26" x 21" four-blade prop. The result has exceeded my expectations. With full fuel and water, I get 7 knots at 1500 RPM, 8.5 knots (hull speed) at 1850 RPM, 9 knots at 2000, and 9.3 knots at 2200. In Singapore, American Marine ran wide open and got 10.6 knots. At 8.5 knots, she uses only 3.2 gallons per hour, and this drops to 2.0 gallons per hour at 7 knots. She can use a bit more propeller, as maximum RPM is 2550 RPM, which is 150 above the red line on that engine.

But upon our start up the Mississippi we did not know what the performance would be. We did know the river was in flood and the current would be bad — it was!! It varied from a low of 3 MPH (they use statute miles on the river) up to as much as 6 MHP. It was a long trip and if it were not for the fact that I was busy installing the VHF radio, the depth finder, the knot-log, and radar while first a boating friend Bob, and after Baton Rouge, my wife Betsy steered around the floating debris and kept out of the way of the tow boats, some pushing as many as 42 barges, I would have been even more tired and bored than I was.

Baton Rouge has no private boat facility and during a rain shower I had to nudge SINBAD's bow into a work-boat barge where Bob jumped off and Betsy climbed aboard.

We soon fell into a routine. I'd get up just before dawn, start the generator and coffee and have a glass of orange juice. When the coffee was ready, I'd



*SINBAD as pictured on the Mississippi River*

wake Betsy with a cup, and as soon as she dressed, get the anchor in and get underway about sunrise.

About 11 a.m. I'd fix a full breakfast, which we ate on the run, and about sunset we would anchor, have dinner and fall into bed.

We don't recommend the Mississippi for pleasure cruising. There is little scenery to watch, lots of floating logs and trees, very muddy water, strong currents and even whirlpools. We passed one whirlpool (they are apparently caused by abrupt changes in river depth combined with the strong current) that I estimated to be 3 feet deep to the vortex.

The tow boats were plentiful, as were the ocean-going ships as far up as Baton Rouge, but they were not a problem, and really a help. They all monitor Channel 13 and we frequently exchanged greetings and reports on river conditions.

Further, there are few places to stop with Natchez, Greenville and Memphis being about it on the entire length from New Orleans to Cairo. Natchez has a small dock, with water, diesel and gasoline, Greenville has a fine marina and Memphis a small yacht club. As usual, everyone was very hospitable and interested in the Grand Banks, as they are not too often seen on the river. Except for those three places, we anchored in the river, and with the heavy current we went to sleep with the noise of the prop turning in the current. It sounded like a train passing us that never ended. But we made it to sleep any way after spending about 13 hours each day underway.

Seven days out of New Orleans we reached Greenville Marina. Complete service, a fine restaurant at the Marina, and wonder of wonders, clear water. Greenville is on Lake Ferguson, an embayment of the Mississippi and thus out of the current. It was a nice overnight stop, and we were joined there by a 41' Hatteras and a 46' Bertram, both going upstream as we were. Both of these yachts were concerned about refuelling enroute, but with my 640 gallon capacity and the economical Ford Lehman, I did not worry about where I could refuel.

Memphis was the next port of call, and there I got my first experience in docking with a strong wind. With some help on the dock, I didn't embarrass myself too badly. SINBAD proved to be quite easy to handle, even though single-engined. Our son Jim came aboard there to help on the rest of the trip.

After twelve days of dealing with current, drift, wind, rain, fog, cold and the oversize Mississippi tow boats we finally entered the Ohio River at Cairo. What a relief! Even though the Ohio

was 24 feet above pool stage the water was, compared to the Mississippi, relatively clear, free from drift, and best of all, only running at about 2-2½ MPH. However, the river was so high that the tow boats were running over the entire river instead of only in the channel and this made it impossible for us to find a safe anchorage outside the channel, so that we ran until midnight to get to Clark River Marina at Paducah to find a safe harbor. By then, with my son's help, we had the radar operating and used it to spot and avoid the buoys in the river.

The next morning, our thirteenth day, we were met at Clark River by two experienced friends and their wives, who took over for the last 500 miles up the Ohio to Cincinnati while Betsy, Jim and I came on home by car.

Our substitute pilots negotiated the locks on the Ohio with no trouble and had an uneventful 5 days up to Cincinnati, where I met them at Four Seasons Marina, SINBAD's home base for now.

The entire trip took 207 engine hours and 18 days and the boat performed as expected with minimal problems. She

is all I had hoped she would be, and the new master stateroom layout proved to be as comfortable as anyone could wish. In these days of diminishing quality in many products, it is good to see American Marine maintain the same high standards they have held since their beginning. The fiberglass work and the interior fit and finish are still hard to improve on and the new aluminium mast is a big improvement as it is so much lighter than the wood mast.

So far, I've run the boat 250 hours and I am more and more happy with my choice of single engine. The engine room is positively cavernous, well lighted, and I can get at all the mechanical equipment with no contortions.

I must say, though, that I hope I never have to cruise the Mississippi again except one more time, and that downstream! I've brought two boats up the river, and that's enough!!

## GRAND BANKS TEAK NAME BOARD

A special sale of Grand Banks Teak Name Board as shown in the photo is being offered to Grand Banks owners. This beautifully carved, gold lettered teak board would be a proud showpiece on your Grand Banks. The price per board is US\$10.00 including postage. Place your order by sending your check/money order to:

Grand Banks Yachts Ltd. 27665 Forbes Road Suite-D,  
Laguna Niguel California 92677 U.S.A.



## ATTENTION U.S. GRAND BANKS OWNERS WITH LEHMAN FORD ENGINES

Lehman Power Corp., manufacturer of Lehman Ford Marine diesel engines, has announced a new service for its engine owners in the form of a 24-hour service 'hotline'.

The special number, (201) 486-5658 is connected directly to Lehman's Customer Service Department. The phone is manned during regular business hours and monitored by a telephone answering system at other times. Calls received during non-business hours receive immediate attention the following working day.

"This service was instituted to help our customers in different time zones", Bob Smith, Lehman Executive Vice-President, said. "It's part of our continuing effort to better serve our engine owners and dealers."

# Communique

Thank you for your cooperation in my investigation of the feasibility of Kort Nozzles and Kaplan Wheels on the Grand Banks 36. You may be interested that the judgement of Michigan Wheel engineers was that the efficiency of such an installation would be minimal due to the low blade-loading in a yacht. They believe the fuel saving would be in the vicinity of ten percent, as compared to up to thirty percent in heavily loaded commercial fishing boats.

Now, another favor. I am planning to have the sides of the deckhouse of my Grand Banks 36 fibreglassed — all around, of course. The checking in the plywood from which it is constructed has become so widespread as to make it virtually impossible to keep paint on it. The only obvious problem is how to remove the jambs for the door and aft hatch, as no fastening holes are visible.

If the jamb assembly has been glued in place I suppose it must be broken loose by brute force — which in turn may mean that the assembly must be replaced entirely, but if there is a chance to break it loose in reasonably good shape it will depend on the order by which each piece is attacked.

Obviously, one of the four sides must slide in place without locking into the plywood. If you can suggest the proper order of removal and the method most likely to be successful I will be most appreciative.

Incidentally, one of your suppliers "took" you pretty good! All the screws holding the trim in my after cabin are plain steel — true, they were chrome plated, but they're steel — and rusty too. I know this wasn't your intent and I figure you ought to know about it.

**Paul Charles L'Amoreaux**  
Illinois U.S.A.

Dear Mr. L'Amoreaux,

Thank you for your letter dated September 23rd 1978. Please excuse the delay in replying but it has taken some time to find anyone who can remember exactly how the wooden boats used to be assembled.

*In fact, in the case of the door frame, it does appear that it is going to be extremely difficult — if not impossible — to remove the frame without damaging it. The following sketch shows the section through the frame areas.*

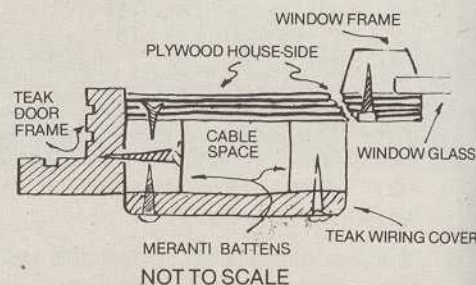
*If you remove the teak strips immediately forward and aft of the door you should see the back face of the teak door frame with the meranti batten screwed to it. It is unlikely, however, that you will be able to remove the batten from the teak frame because of there being insufficient room to insert a screw driver. If this is so, you then have to locate the screws under the paint and filler on the outside of the boat. If you undo these screws and also remove the wood above and below the inside of the door frame, you may just be able to ease the whole frame into the interior of the boat.*

*The window frames were all screwed from the inside of the deckhouse and the screwheads were then filled and painted over. You therefore have to try and locate the filler, scrape it out and then remove the screws. Since the inside of the boat would have to be repainted anyway, it is probably best to use a sharp, pointed instrument and dig it into the surface at different points until the filler is located. Once a typical line of the screws is determined together with the approximate spacing, it is quite straightforward to find the remainder. You would also have to remove the teak moulding that runs under the windows. To do this you will have to remove the teak plugs over the fastenings. It will probably also be necessary to remove the valances over the windows. The only windows fastened from the outside are the outer windows across the forward end of the deckhouse.*

*The screws to which you refer must have been some that used to be known as "Hongkong brass". It is hard to believe that anyone would have thought it worthwhile to brass-plate steel screws and then sell them off as the brass variety. However that is what was done.*

*We are more careful these days with our screw suppliers.*

*Thank you for letting us know.*



We thank you for sending us the letter from Mr. Wallace in U.K. We will contact him directly.

Last year, we met a Belgian yachtsman who admired our Grand Banks for its good sailing qualities and marvellous finishing touches. However, during a Boat Show, he saw a Taiwan trawler, one of the many copies of the Grand Banks. In view of the fact that the price of this boat is two-third of a Grand Banks, he bought it from a Dutch dealer, thinking it was a good buy.

This Belgium friend decided to cruise on his Taiwanese trawler together with us on our Grand Banks, to England.

On 22nd July 1978 at 8 a.m., we sailed from Breskens for Ramsgate, a crossing which would take over 9 hours. We had to run at 1350 rpm because our Belgium friend was running at 2300 rpm in order to follow us. The sea was calm when we departed, but after a few hours it became rough. When we were half-way, our friend indicated that much water had come into the fore-cabin of his boat, thereby making it dangerous to continue the voyage. We changed course and headed for the coastal town of Dunkirk, France.

The water came inside my friend's boat through the area where the hull and superstructure were joined. The bilge pump did not work automatically as it should, and no water could be pumped out. The exhaust of the bilge pump went gradually underwater, with water seeping through the floorboards. We had to carry out 2 days of repair work before our Belgium friend could sail

his boat. As the days went by, more defects were detected which could put both boat and people in danger.

After the bad experience suffered by our friend, we realised that our Grand Banks, though expensive, is a better deal than the cheaper copy. After this voyage, we were more than ever convinced that people should only go to sea with a boat that can be trusted 100%. With a Grand Banks you have a boat which both passengers and crew have faith in.

Please see the photo of our GB36 "Eidfjord"



F. De Bock, Belgium

May I resume our previous correspondence. On a prolonged vacation voyage some weeks ago, I have learned to appreciate the qualities of the boat from my own experience. However, there have again arisen some minor questions which I would kindly ask you to reply to.

1. Under the instrument panel in the saloon is an unconnected cable terminal no. 47 designated as "Electric Head" in the instruction manual.
  - a) What sort of device is this — obviously it is not installed?
  - b) In case I would like to utilize that cable for a different purpose, where does it lead and to which fuse is it connected?
2. On the electric panel are, among others, two 220V fuses with the designation "freezer" and "ice-maker". Since I do not have either of the two installations I would like to be informed where the respective cables end — perhaps can I use them for a different purpose.
3. On the superstructure in front of the mast and next to the sockets for the mast lighting system, there are two open cable terminals, possibly provided for some sort of

antenna. Where do the cables end in the saloon?

4. The control stand on the bridge is indeed equipped with engine starting and stopping facilities. However, this is only possible provided the corresponding switches on the control panel in the saloon are in the "on" position which, on the other hand, sets the buzzers into operation as long as the engine has not yet been started. Consequently, if one is not willing to live with this bothering noise, one has to rush down into the saloon in order to switch off or on the buzzers. Anyhow, if you are in the saloon, you can start or stop the engine from there, and the control knobs on the bridge make no sense at all.

Unfortunately, I have to pass through sluices frequently and I prefer to conduct the more ticklish maneuvers standing on the bridge. During lay-time in the sluice, however, it is recommended to stop the engine thus requiring a continuous up and down at each stopping and restarting because of that terrible noise of the buzzers.

To cut a long story short: Can you recommend any modification of the circuit arrangement which does not only allow to start and to stop the engine, but also to de-activate the buzzers while standing in the bridge?

5. Setting in as well as putting out of operation of the holding tank requires opening and closing of various valves. Moreover, I am not fully aware of how to determine that the holding tank is filling and should subsequently be drained. I would, therefore, like to receive operating instructions for the holding tank or, should this not be available, some illustrating statements on this matter.

I assume that the number of any questions will decrease with growing familiarization with the boat. May I ask you for some more patience up to that time?

Joachim H. Sorsche  
GERMANY

Dear Mr. Sorsche,

Thank you for your letter dated September 26th 1978.

1. a) "Electric head" means that the toilet is operated electrically rather than manually. The toilets fitted to your boat may be converted to electric operation by fitting the conversion kit. Enclosed is a copy of the relevant page from Raritan's catalog.

b) Also enclosed is a copy of drawing D213 on which I have marked various locations in red. The points marked 'A' and 'B' show where the "electric head" cables terminate. They finish at junction blocks inside the lockers adjacent to the toilets.

2. The "freezer" cable terminates at location 'D' on the drawing. The cable is behind the teak panelling above the cabin floor but underneath the side-deck. It should be accessible by cutting a hole through the panelling about 1 metre aft of the door.

If you go into the engine-room you should be able to see the cables going up through the cabin floor immediately forward of the port fuel tank.

The "icemaker" cables terminate behind the back of the locker in the bar cabinet at location 'C'. The cables can be reached by cutting a hole at the back (outboard) of the locker just above the bottom of the locker.

3. The open terminals are connected to a flat T.V. antenna type of cable which also terminates at location 'D'.
4. Although we can understand the annoyance of the buzzers, we do not agree that the start and stop buttons on the bridge "make no sense at all".

It is sometimes possible for an engine to stall at a crucial moment during maneuvering. For example when moving from ahead to astern in a lock (or sluice?). You would not want to go below in order to restart the engine under these circumstances.

Similarly if something happened to the transmission control and the

boat would not stop when entering a confined space it would be necessary to stop the boat immediately from either control stations.

In other words, the buttons are more intended for emergency rather than routine use.

Because the actual alarm buzzers are located on the flying bridge it would be quite simple to insert a cut-off switch for the buzzers on the flying bridge. However it would be very easy to forget to switch them on again with consequent risk of damaging the engines should overheating or loss of oil pressure occur.

Alternatively, an additional circuit breaker could be wired in series with the main breaker on the lower panel. However, in this case, both breakers would have to be on before the engines could be started.

If you wish to make your own modification to suit your own special circumstances then you could do so. However, as you can see, there are other factors to be considered also.

5. With regard to the holding tank operation, I believe that I can only refer you to the instructions included in the manual. Enclosed is a copy of the relevant page. If for some reasons, you find that these do not suffice, please ask again.

If the toilet is pumping satisfactorily and the discharge is not going over the side, then it must be assumed that it is going into the tank. There is no other way of telling that the tank is filling unless you can hear it. I regret that, due to the nature of the contents of the tank, there is no device fitted to tell you when it is time to pump it out. When you have become familiar with how often the tank becomes full according to the number of people on board, I believe that it will be less of a problem.

I hope that I have been able to answer most of your queries satisfactorily.

My father and I purchased in November 1977 Grand Banks 36-473 with twin John Deere engines and 3½ KW. generator from Oxford Yacht Agency. We are

the third owners and keep the boat at my father's house on the Waccamaw River. This location is approximately eleven (11) miles above Conway and approximately thirty-five (35) miles north of Bucksport, S.C. which is located on the Intercoastal Waterway. The river in our area is very scenic and winding with cypress and hardwood swamps bordering both banks.

I would like to know the number and the manufacturer of the green paint used on the fuel tanks, and also for the white paint which is used on the exterior wood trim. Also I would like to know where I can obtain the zinc pencils for the water jackets on the John Deere engines, and some shower curtain hooks to fit the curtain rack.

Whenever air conditioning is installed on a 36 foot boat at the factory what size and manufacturer of the evaporator and condensing units are used, and where are they located. Our boat has air conditioning installed, but this was done by the last owner and it does not seem to be adequate.

The manual for the John Deere engines and transmissions state there is a screen located behind the drain plug which has to be cleaned whenever the transmission fluid is changed. Recently I changed the transmission fluid and upon removing the drain plug, I found a coil spring and a washer behind the drain plug instead of a screen. Please advise if this is proper and if not where can I obtain the necessary parts for correcting.

I have noticed on some of the newer boats that the railings and the exterior teak trim appear to be oiled instead of varnished. I would like to know what preparation is used and also if Decks Olje or a similar preparation were used on the exterior teak trim would the peeling problem that is experienced with regular varnish be reduced.

My father and I are very pleased with the boat and the purchase of 36-473 has fulfilled a dream of many years, since we have been admirers of Grand Banks from the very beginning.

Henry B. Burroughs Jr.  
South Carolina

Dear Mr. Burroughs,

Thank you for your letter dated September 13th 1978. We are very pleased to learn that you have purchased one of our boats and delighted that you are so pleased with it.

We have never painted our fuel tanks green so we cannot advise as to the specific paint used. However any good quality marine paint of any color would serve the purpose. The same applies to the white paint on the windows. We actually use a paint formulated locally by International Paints. However, any good quality oil-based marine paint will serve equally well.

We can supply the zinc pencils via our dealer in your area.

We are enclosing a set of shower curtain slides with our compliments. Over the years we have changed a few times, so if they are not the correct type please advise us and try to describe what the track looks like.

We have not really offered any standard air conditioning packages as a factory item. However we feel that the best arrangement is made by Marinaire. We suggest that you contact them directly at:

3233 S W 2nd Avenue  
Fort Lauderdale  
Florida 33315  
Tel: (305) 524-0376

The situation regarding the drain plug screen for the Warner Gear transmissions is far from simple and we are enclosing pages 8 and 9 from the manufacturers manual covering their 2:1 ratio transmissions. As you can see, whether there is a screen or not depends on the exact unit. If you have any queries, may we suggest that you phone Bob Smith of Lehman at

Lehman Power Corporation  
800 East Elizabeth Ave  
Linden, New Jersey 07036  
Tel: (201) 486-5658

Actually they deal with Lehman Ford conversions but the transmissions are the same and, if you mention that we suggested that you call, I am sure that you will find him most helpful.

We have never applied any sort of oil in place of the varnish. We do understand that many people find that it

*cuts down on maintenance but we have not yet built up enough personal experience with it to be able to offer advice on its use.*

I am writing to you in reference to the changes made in the fuel system of the Grand Banks. It appears to me that we are no longer able to regulate the fuel supply and return to various tanks which appears to be a disadvantage to me. Could you comment please?

**David E. Marlow**  
Sarasota, Florida. U.S.A.

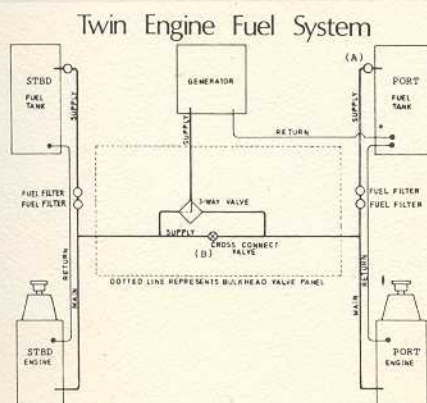
Dear Mr. Marlow,

*The changes to the fuel system only concern the fuel return. Either engine can still draw from either tank by opening or closing the appropriate valve on the tank and by opening the cross-link valve which joins the two halves of the fuel system together.*

*With Ford installations, the engines now only return fuel to the tank on the same side of the boat as its respective engine. With the old fuel system, we had continual complaints from owners who were unable to understand the system. Our tests showed that the Ford engines return less than 50 cc per hour at 2300 rpm which, in our view, is not significant and not worth the complication and expense of a fuel return manifold.*

*Fuel for Caterpillar or other engines which return fuel at a significant rate can still be drawn from or returned to either tank.*

*The following Ford Fuel Schematic drawing taken from the manual shows how fuel can be drawn from either tank.*



*Closing (A) and opening (B) allows the port engine to draw fuel from the stbd tank.*

## A TRUE STORY by a Grand Banks 42 on the Mediterranean



### CHRIS-JAC IV

I joined the Grand Banks family with number 191 in 1971 by the name of "Who-Who".

My owner was a distinguished inventor who left me orphaned in 1975 and I became Chris-Jac IV.

Christine and Jacques are the first names of the Travers' children who adopted me happily.

Jacques is a trained skipper who took me all over the Mediterranean.

From Port Canto, Cannes, we coasted around Corsica and Sardinia, the islands of Elba and the Italian Coast, of course.

In 1976, our voyage led us to Naples, Capri, the Stromboli, Sicily and from the Etna over to Cephalonia.

Greece is the best country for the Grand Banks for they can take shelter in so many bays where Grand Banks meet with history and antiquity.

The Aegean Sea, with all the islands, is magic, and the year 1976 was a great milestone for we travelled back to France by the enchanting sites of Scorpis, Corfu and rather roughly across the Adriatic, which proved how seaworthy I am.

Since 1976, we have visited the Balearic Isles, again and again, and the Spanish Coasts where we met other Grand Banks, French ones of course, but Belgian and Spanish as well.

And just like in Maurice Chevalier's song "When a Grand Banks chances upon another Grand Banks, what can they tell but Grand Banks stories?"

My masters have just gone to Singapore where Mr. Livingston and his staff took them around the modern nursery where my youngest 42 feet brothers get ready to join the Grand Banks family.



Mr. and Mrs. Travers with Mr. and Mrs. Barbe, in front of CHRIS-JAC IV and STOLVEZEN (36') at Porto Ferraio, Island of Elba. STOLVEZEN was pictured in Issue 3, Volume 6 of AMERICAN MARINE NEWS.

# FAVORITE RECIPE

## EGG & MUSHROOM CASSEROLE

— Serves 6

12-18 hard boiled eggs  
2 cans of mushrooms  
3 large onions  
½ cup Sherry

2 cans mushroom soup  
6 tablespoons butter  
Salt, pepper, breadcrumbs,  
Tabasco, Worcestershire sauce

Brown onions and mushrooms in butter. Chop eggs. Mix all with soup. Add sherry and seasonings. Place in shallow casserole. Sprinkle top with breadcrumbs. Dot with butter. Bake about 20-30 minutes in 350°F.(176°C) oven — until heated thoroughly and crumbs are toasted. Serve in small pastry shells or on toasted rounds.

Estelle Moses  
BALTIMORE  
U.S.A.



Old as she is, my Grand Banks hasn't given me any problems. My next boat will be a bigger Grand Banks.

Honolulu, HAWAII

After 7,200 miles of travel we are very happy that we chose a Grand Banks.

New Jersey, U.S.A.

This is our first Grand Banks. It's a great little ship. I have always been a sailboater, but this is the only power boat I would have changed to.

New York, U.S.A.

I take pride in being a member of the Grand Banks family and recommend the line to anyone and everyone with whom I am in contact on the boating scene.

California, U.S.A.

A great boat — exceptional quality and value.

Florida, U.S.A.

A perfect boat which rides beautifully at sea.

SINGAPORE

A Grand Banks was my "dream boat" and we are very happy with it.

California, U.S.A.

**Quotable  
Quotes**  
from Owners of  
Grand Banks

