



AMERICAN MARINE NEWS

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EDITOR'S NOTE

One of the questions we are asked most frequently is how we select the owners and yachts which are featured in the American Marine News articles. The answer is simple: Grand Banks owners who are nice enough to share their story with us. We have been extremely pleased with the high percentage of Grand Banks owners who have suggested story ideas, actively participated in preparing articles for publication and contributed comments, information and photos for our Communiqué column. But we know there are other owners who are cruising to fascinating areas whose stories would make interesting and helpful reading for other Grand Banks skippers and their families.

American Marine News is your magazine. As you begin thinking about that special cruise you've longed to take aboard your Grand Banks drop us a line. We just might ask to come along.

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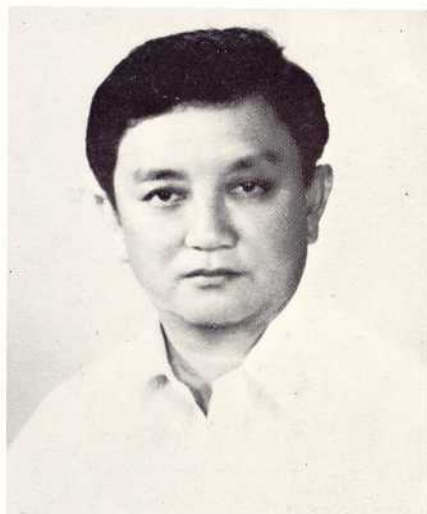
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COVER: A Grand Banks 36 feels right at home amid the heavy swells in the North Sea off Holland.
Photo Credit: Jean Colin

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Yeo Ah Moh — Production Manager

Yeo Ah Moh is our Production Manager and, as such, he is responsible for the operations of all the manufacturing departments at American Marine.

Ah Moh is a Singaporean who joined the company when it was established in 1968. However, before the yard actually went into operation, he spent some weeks in Hongkong, learning how the wooden boats were put together.

On his return to Singapore, he started as painter foreman and then, when fiberglass was introduced into the company, he absorbed the new techniques and took charge of the Laguna production lines.

When the use of fiberglass was extended to include the three smaller Grand Banks, Ah Moh's areas of responsibility were similarly expanded. Today he is not only responsible for the assembly lines but also for all the manufacturing sections that turn out the multitude of components needed to create the Grand Banks.

Few people outside the business appreciate the difficulties faced by a Production Manager. The job has been described as being that of trying to keep a number of different sized balls in the air simultaneously while various parties attempt to pull the rug out from under you!

The continuing high reputation enjoyed by the Grand Banks is perhaps the best testimony to Yeo Ah Moh's ability as a juggler!

RESCUE AT SEA

Olympian Skipper earns prestigious Seamanship Award aboard his Grand Banks 32

Story credit: Mike Oakland Photo credit: Dick Milligan of The Daily Olympian

The hull of the KLUH MARU, a Grand Banks 32, was plowing through the waters of Wells Passage off the coast of British Columbia when the Mayday call came over the VHF radio. The Coast Guard was too far away to help, so Olympia skipper Ted Klueh turned the bow of his Grand Banks 32 toward the distress signal.

Klueh and his "all-girl crew" were six days out of Olympia, a third of their way along the 1,250 mile jaunt to Juneau in the 50th anniversary running of the Capital-to-Capital race. The heroics of the Olympia skipper that blustery summer day won for him the seamanship award from the 9,000 member Royal Navy Sailing Association, Portsmouth, England, of which Prince Phillip is Admiral.

Klueh, a mustachioed man with a director-type cap, recounted the events of his sea rescue recently with his wife Sissie, daughter Suzie, 16, and the fourth person aboard that day, Shelby Peck, 17. "We were making a run up Queen Charlotte Strait out of Wells Passage," said Klueh. "Our destination that night was Blunden Harbor where we were to rendezvous with the 20 or so other boats in the Capital-to-Capital race."

The crew members left from Minstrel Island that morning where they had enjoyed excellent luck catching crab and shrimp. As evening approached the fog moved in and the wind kicked up. "We had 20 miles to go when we got this Mayday call over the VHF radio. The man was calling for the Coast Guard, but because of where he was, he couldn't get through. We started relaying the message," Klueh said.

"I asked the man what his problem was. He said the engine of his boat, THE SPINNAKER, had failed and he was going to blow against the rocks. I said, 'Well, why don't you put up your sail and get out of there?' He said his wasn't a sailboat, but a commercial crabber."

The KLUH MARU was supposed to turn to starboard (north) once past the Poking Horse Islands to continue on the race course. To get to the disabled crab boat, Klueh had to turn to port and go about eight miles out of his way in

unfamiliar rock-strewn waters without large-scale charts to help him navigate.

"We told him it would take us an hour to get there," Klueh said. "We made it in 45 minutes. He talked us in all the way." The blue and white 40-foot crab boat was about 15 yards off the rocks when the crew of the KLUH MARU spotted it bouncing atop waves kicked up by a 25 mph wind.

"We were really lucky," said Mrs. Klueh. "We had this 300-foot line with us and we threw it to him." The captain of THE SPINNAKER, Vaughn Thompson, and his 16 year old son, Mike, were very shy, she said, "I think they were really worried."

The line was tied to the bow of the Nova Scotia-made boat and Klueh pointed his smaller craft toward Sullivan Bay, a small British Columbia settlement. The hour was 5 p.m.

The two skippers communicated over their radios. "He didn't say much; he was the real quiet type," Klueh remembers.

"He was lucky a Grand Banks came along instead of some other type of cruiser," his wife added. "This boat has a tough little hull."

The Olympia jeweler pointed out the displacement hull works like that of a tug boat, pushing water aside, allowing the boat to travel on a level plane. The 25-mile tow to Sullivan Bay was a long one. It was close to midnight before the KLUH MARU neared the small settlement. "They turn all the lights off

Grand Banks 32 KLUH MARU

about 11 o'clock, so we didn't know where the town or docks were," Mrs. Klueh noted. "A woman dressed in a bathrobe came outside and waved a lantern to guide us in."

Thompson was very grateful, offering to pay for the fuel and Klueh's time. The Olympia skipper wouldn't hear of that, saying, "Anyone would have done the same thing."

Klueh focused his attention back to the race he had abandoned hours before.

He left Sullivan Bay in the dead of night, but only made five miles before turning back because of dense fog. The detour to rescue the disabled ship had cost the KLUH MARU a day of racing "We had to cram two days of racing into the following day to catch up," Klueh said.

Klueh checked with Sullivan Bay two weeks later and learned that Thompson and his son were still waiting for parts to repair their boat's engine.

Klueh eventually finished first among Olympia yachts entered in the Capital-to-Capital race and fourth overall. The Kluehs made a vacation of the race, leaving Olympia on July 1 and not returning until Sept. 4.

Denis Wardell, Captain of the British Columbia branch of the Royal Navy Sailing Association, made the special presentation of the seamanship award to honor "extraordinary seamanship above and beyond the call of duty." Wardell noted the award is not distributed on any regular basis and that Klueh is the first recipient on the West Coast.

Skipper Ted Klueh with his Award on board Grand Banks 32 KLUH MARU, together with his three-girl crew.



Beachcombing



GRAND BANKS 42-605 IN SINGAPORE

Mr Ernest Allcott (with Champagne bottle) and guests at the launching ceremony of his GB42-605 ENTERPRISE, which was held at American Marine Yard, Singapore in January 1979. Besides having a Rolls Royce automobile as seen in the photograph, Mr. Allcott has now a Rolls Royce of boats, his new Grand Banks 42.

GRAND BANKS 32-525, 36-527 AND 42-544 IN WASHINGTON

Bob Geppert, Erik Lange and Dick Meldrum have things in common. They all work for Phil Smart Inc., a Mercedes-Benz dealership in Seattle, Washington and they each own a Grand Banks. Erik is the owner of GB42-544 BIANCA, Bob the GB36-527 MERCEDES, Dick the GB32-525 SAMARINA. Erik and Bob are full-time liveaboards, and in the last year the two have put about 450 hours on each boat. The three Grand Banks in the photograph are seen anchored at Port Madison, Washington.



GRAND BANKS 32-323 IN ENGLAND

Mr. Frank Warmesley, owner of GB32-323 recently visited our yard. His Grand Banks which is moored in Southern England is named MIZPAH. This stands for Mizpah Benediction, an inscription on Victorian wedding rings meaning "The Lord watch between me and thee when we are absent from one another" (Genesis 31, v. 49).



FOUR GRAND BANKS IN FLORIDA

Recently Flotilla Ninety-three of the U.S. Coast Guard Auxiliary held a fleet review honoring their new District Commander—forty-one active facilities entered the review—including the four Grand Banks in the picture.

The boats and their owners are from right to left-

GB42-552	JAUNTY JANE	-Kenneth Berol,
GB42-318	KNAPSACK	-Bycon Knapp,
GB42-175	B-B	-Cass Hough,
GB36-536	WHISPER'S END	-Glen Robb.

Mr. Robb reports, "All four Grand Banks are active in the Auxiliary and all of our boats are called on for Search, Rescue and Safety Patrols which sometimes turn out to be in conditions that make us thankful that our boats are Grand Banks. Incidentally Cass Hough is our Flotilla Commander, and all of us are residents of the Port Royal section of Naples.

GRAND BANKS 36-418 IN FRANCE

Mr. & Mrs. Dumond are the proud owners of GB36-418. They keep LE MERIDIEN at the new, 1200-berth yacht harbor of Grande-Motte situated to the west of the Rhone estuary in the South of France.

This year the management of the Ports of Grande-Motte and Carnon selected a Grand Banks as the motif for their 1979 New Year Greetings card which was sent to 2,500 boat owners who keep their boats at the two harbors.



GRAND BANKS 36-578 IN SINGAPORE

In January 1979, it was a family affair for Mr. & Mrs. Michael Fort, their son James and daughter Adrienne, when they launched their GB36-578 DREAMER at American Marine Yard in Singapore. The Forts plan to have many happy weekends aboard their new Grand Banks in Singapore and later on the West Coast of the U.S.A.

The World of Grand Banks



GB 36-584 M/Y SANDORM breaking into the wave on its way to Rungsted, escorted by GB 42-545 M/Y VIANAUT



Close-up of the icing-up of the handrails and teak scroll of M/Y VIANAUT



Keeping watch on the flying bridge of M/Y VIANAUT as this Grand Banks 42 makes its way through the thick ice-barrier.



Icing-up of the handrails, deck and superstructure of the M/Y SANDORM

In January 1979, GB42-545 M/Y VIANAUT owned by Bent Tolstrup, Grand Banks dealer for Denmark cruised all the way from Rungsted (Denmark) to Rostock (East Germany) through ice and bad weather. This was the first trip done by a pleasure cruiser. The temperature was below 15°C at night, but the boat's central heating system made it a cosy journey,

On the return journey M/Y VIANAUT escorted GB36-584 M/Y SANDORM from Freeport to the marina at Rungsted. This kind of trip is only meant for an experienced crew. The danger to be avoided is damage to the hull/propellers by floating ice. Extreme caution and low speed are necessary when cruising through ice.

Another danger which is much worse is icing-up. On the journey, M/Y VIANAUT took on a heavy layer of ice. This icing-up affects the stability of the boat. Without warning it could overturn the boat. The skipper had to change course and head for the nearest port. News was later heard at this port that five fishing vessels iced-up and overturned, drowning twenty men.

This hazardous journey by the two Grand Banks depicts yet another area in the World of Grand Banks.



Ice all over the M/Y SANDORM brings out a crewman to chip them off. He had to be very cautious as the deck was slippery.

Grand Banks Charter

The beauty and sophistication of Sarasota, Florida drew Pam and Jerry Chitwood to make it their home and port city for Chitwood Charters. Their dream of a Grand Banks Charter company has materialized. Devoted to the elegance and performance of the Grand Banks Trawler, they opened for business with a fleet of Grand Banks 32's.

The boats are docked at the prestigious Hyatt House, in the center of Sarasota along the Intracoastal Waterway. Airport to dock transportation in a classic 1952 Cadillac is complementary. The Charter boats have been decorated with taste and style down to the Dansk galleyware. All arrangements are made upon request to make the Grand Banks traveler's trip a true fantasy cruise. The charters can be scheduled with a Captain, at an additional fee, or as a bareboat, which should have special appeal to the experienced Grand Banks past or present owner.

Chitwood Charters offers leisurely cruising along Florida's West Coast, where the naturalness of true Florida still abounds. Upon leaving the docks, a turn south will allow yachtsmen to discover the shell beaches of the barrier islands of Boca Grande, Captiva, Sanibel, and Marco Island. These offer both undeveloped stretches and luxurious resorts. Further south you will discover geographical phenomena such as the Everglades, the Ten Thousand Islands, the mangroves and the Okeechobee Waterway which leads to Lake Okeechobee with its locks and on to the Atlantic Gold Coast.

A turn north from the Hyatt Docks takes the travelers to one of the great natural harbors of the world, Tampa Bay, and the spectacular Sunshine Skyway. St. Petersburg offers a rich diversity of yacht facilities and waterfront entertainment.

Chitwood Charters, leasing Grand Banks out of Sarasota, Florida, believes that the West Coast has much to offer the vacationing Grand Banks yachtsmen—excitement, beauty, privacy, peacefulness, luxury and countless adventures among the inlets and bays which sheltered the pirates of the past!

Jerry Chitwood, who is presently looking to expand the fleet, has been quite pleased with the response to the Grand Banks. Comments from charterers reflect the true feeling that the Captain of a Grand Banks feels each time she moves out to sea. They express total confidence and pride in a little ship that you can depend on to carry you in comfort to the most beautiful sunsets in the world.

The Chitwoods have expressed a great deal of satisfaction throughout their

first year in business with the Grand Banks and American Marine community. From the Miami International Boat Show of 1978 where it all became a reality, the dealers from Oxford, New York and Ft. Lauderdale were very supportive and helpful. The Chitwoods want to express a very special thanks to David Marlow and John Velinoff of Marlow Marine in Sarasota, Florida whose assistance in acquiring their Grand Banks was more than could be expected from a dealer. This type of dealer cooperation from around the United States ensures the future success of the Grand Banks Trawlers with their image of prestige and quality.



HAMBURG BOAT SHOW

Fred Schwarz our dealer in Germany displayed a Grand Banks 42 at the Hamburg Boat Show from October 19-29, 1978. There were many Trawler-hull type boats, but they could not be compared to the Grand Banks.



LOS ANGELES BOAT SHOW

A Grand Banks 42 on display at the Los Angeles Boat Show, held from February 2-11, 1979.

Photo shows (from left to right) Paul Miller, Los Angeles Area Dealer, Yoong Jun Fah, Director, Singapore Trade Office, Los Angeles; and Bob Phillips, West Coast Sales Manager, American Marine.



MIAMI, FLORIDA BOAT SHOW

In February American Marine exhibited a Grand Banks 42.

The boat was in Bristol condition thanks to Dick Loh, our Sales Manager and our newest employee, Rick Loh. The boat show was attended by most of the USA dealers and several American Marine personnel.

It was hull number 600. There have been some small changes below decks and the price has gone up (What else is new?), but today's boat is essentially the same as her predecessors.

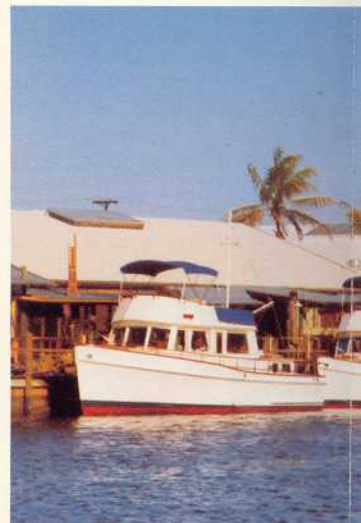


Above: The Grand Banks 42-600.
Top right: American Marine President, Bob Livingston discussing his favorite subject, Grand Banks, with a dealer.
Right: Alyce Ping, Purchasing Manager for American Marine and Kirk Kirkpatrick, (see American Marine News Volume 8 No. 2).

BOAT S

MARLOW'S ALL GR SHOW — NAPA

Marlow Marine, the GRAND BANKS "All Grand Banks" Boat Show at Napa. The theme of the show was "For those who". The two-day affair was held at the Old and indoor shopping mall was built and they have utilised the old fixtures in a beautiful manner. It was a perfect spot. Low reports an excellent attendance. The three Grand Banks on display, a miles round-trip in moderate seas at a low reports that the boats ran flawlessly. The gathering went so well that the next again. Ft. Myers is the probable destination.



SHOWS

GRAND BANKS BOAT SHOWS, FLA. U.S.A.

dealer for Florida's West Coast held an event in Naples, Fla. for two days in January. The event was a "no know the difference".

Marlow Marine Market Place. This restaurant is located on the site of an old marina complex, with its historic houses and buildings in a very quaint and charming setting. The boat to display the Grand Banks, and Mar-

32, 36 and 42 made the 220 nautical miles in an average speed of 9 knots. David Mar-

Marlow Marine crew is planning to do it again this time.



DUSSELDORF BOAT SHOW

A Grand Banks 42 was displayed at the Dusseldorf Boat Show from January 20-28, 1979. Dick Loh, American Marine's Sales Manager, who was present remarked that he had never seen such a large Boat Show. Most of the visitors were highly impressed with the Grand Banks 42. This kept our German dealer Fred Schwarz very happy.



SEATTLE BOAT SHOW

The Seattle Boat Show was held in January at the Kingdome. Our dealer, Washington Boat Center, displayed a Grand Banks 42. Bill Booth, Vice President and Sales Manager of Washington Boat Center commented that "this year's show is the most active in sales volume that they had ever experienced." According to Bill, the Pacific Northwest is natural Grand Banks country. The crowds gathering around the Grand Banks 42 would seem to evidence this.



NORWALK, CONNECTICUT BOAT SHOW

Sunny skies, cannon fire, cheers, flag raising, boat races, a marching band and high spirits got the third annual NAEBM International In-Water Boat Show off to a running start. There were over 450 boats on display which included a Grand Banks 32, 36 and 42.

Dealers' Profile

Mission Bay Marina

1548 Quivira Way
San Diego
California 92109
Telephone: (714) 225-9627

Mission Bay Marina is owned and operated by Bill Roberts. Many of you may remember Bill as American Marine's former Special Project Manager in the United States. Mission Bay has two hundred and forty-two rental slips, a complete repair yard with a sixty-ton travel lift, a yacht chandlery shop and an excellent sales staff who handle new and brokerage power and sail boats.

Bill and his staff welcome Grand Banks owners to "over-night" at their marina whenever they are in the San Diego area.

Top right: A photo of the many rental slips. We all hope to fill it up with Grand Banks soon.

Right: Mission Bay Office and Service Facility.



Service Manager and Fred Schwarz

Alfred Fr. Schwarz

Yachten & Service
Schliemannstrabe 8
2000 Hamburg 52
West Germany
Telephone: 040/829120

Fred has his sales office and service yard in the holiday center of Hamburg at the Elbe. They have six slips in the water and thirty spaces available on land via a crane. They keep a full range of Grand Banks in stock and welcome you to stop by and view their Grand Banks.

Fred's wife Elke is also active in the business. Both Fred and Elke have all licenses for motor and sailing boats.

Communiqué

Communiqué is dedicated to the free exchange of ideas, information and experiences among Grand Banks owners. If you have an interesting cruising or equipment installation aboard your boat, or a technical question you think would be of interest to other American Marine News readers, let us hear from you. Please be sure to include the model, hull number and name of your boat.

Illustrative photographs, either black and white or color, are always welcome. We will make every effort to get them back to you but cannot guarantee their return.

I am still interested in purchasing in the future a Europa 42 but in the meantime we added a solid top to my Grand Banks 32-446 MANANA III. It resulted in a new and still better looking boat.

Everyone admires it so much that I thought you might like to receive a picture of it.



Ralph Bazo,
CARACAS

Dear Mr. Bazo,

Thank you for your letter and the photograph of your Grand Banks 32 with the aft deck covered which we have published above.

We have orders for seventeen Grand Banks 42 Europas and have delivered nine so far.

Below are some pictures and a story you might be able to use in one of your next issues.

The boat is a Grand Banks 36 Twin Diesel (Lehman's) Wood Hull Number 354 delivered in Seattle to owners Fred & Jean Fellows of Yakima, Washington in May, 1973. The name of the boat is FELLOWSHIP.

We have cruised this boat throughout the Puget Sound and into British Columbia for about 1400 hours without any major problems at all. Our average fuel consumption is about 2.1 GPH per engine at 9 knots.

We have had a long standing desire to trade boats with competent skippers in other parts of the world for a couple of weeks in their waters. How about starting an offer to exchange in the American Marine News and see what response you get?

Some of the most beautiful weather of the year occurs in the Pacific Northwest in our winter months of January and February. Though the daylight hours are short, high barometric pressures with clear blue skies and soft winds occur frequently between fast moving cold fronts out of the Gulf of Alaska. It is necessary to wear warm clothing because temperatures range in the middle thirties to the high forties Fahrenheit (one to eight degrees Celsius), a breeze and the dampness can add to the chill factor.

The American San Juan Islands abound in sea food, clams, Dungeness Crabs, firm and especially tasty in the cold winter waters. Black Mouth Salmop are plentiful and are fished on down rigger trollers with quick releases for the greatest in sport fishing on light tackle.

So why not cruise? Well, a damp cold boat is one deterrent, and no heat except when plugged into electricity at dockside, other than the propane oven is another. Since the by-product of burning propane is water, propane only adds to the discomfort and steamed up windows. We abhor the smell of a diesel stove, so we decided to design and build a hot water heating system.

The system described is simple to build, install, and has many advantages. Operating off the starboard engine, and being tied into the hot water tank circulation, it operates much like the old hot water heating systems used in automobiles.

The heater coil unit is a dual fan Kenworth truck and bus heater shock-mounted on rubber grommets to operate quietly. Duct work is heavy-duty fiberglass, 4" flexible tubing with spiral wire reinforcement in the cover. Metal work is 18 gauge stainless steel. The warm air is distributed to the head in the forward stateroom, to the main salon, and the head in the aft stateroom. Air that is being circulated is coming out of the warm engine room, being passed over the hot water radiator of the heater and blown out through the radiator vents. All of the vents are stock stainless steel vents that can be opened fully, partially or closed completely. It is necessary to keep a window or two opened a bit for the air to exhaust. As long as the engine room is kept clean and diesel leak free, the air is fresh and warm. A marvelous bonus is the warm head fixtures and the drying effect on towels and wet gear hung up in the heads with the doors closed and the windows opened a bit. The effect is like having a clothes dryer aboard.

Whenever possible we take night moorage at a dock with electric power so we can enjoy electric heat and electric blankets, etc. If not available we carry one of the new kerosene heaters with the new odorless fuel, this works very well.

The under way picture shows the FELLOWSHIP headed back to home port Seattle after a winter cruise to Blakely Island in the San Juan group. Snow-capped Mount Baker 10,750 feet high and the snow-capped Cascade Range show in the background 50 miles away.



F.E. Fellows
206 North Twenty Sixth Avenue
Yakima, Washington 98902
U.S.A.

Dear Mr. Fellows,

The story concerning the hot water heating system is great. It is this type of assistance which makes a good Newsletter. Thanks.

We are not sure if you got our Newsletter Volume 9, No. 1 so we have enclosed a copy. In that issue on the inside cover under "Editor's Note" is an address of a U.K. Grand Banks 42 owner who, like you, would like to exchange boats. We have printed your name and address asking Grand Banks owners interested in exchanging boats to contact you directly.

My grand old lady Grand Banks 42-87 is a joy and really in perfect condition. So many other Grand Banks owners who have come aboard have admired one of the slight modifications we have made that I am writing to tell you about it. We have extended the steps leading to the forward cabin by 5" on the second step and 8" on the third step; to the aft cabin we extended the second step 7" and the third step 11" — it all makes for much easier access and interferes with nothing.

Our only problems have been slight leaks around the after cabin windows and the sliding after hatch (solved by a cover).

We enjoy our American Marine News very much.

James A. Woodruff
Florida, U.S.A.

Dear Mr. Woodruff,

Since your boat was built, many details have been altered and we think you will find that the angle of the steps as built into the latest boats is now much easier.

It is always nice to hear good reports of the more vintage members of the Grand Banks fleet and we hope that she will continue to serve you well.

We are also glad that you enjoy the American Marine News. It makes the editor very happy!

Thank you for the prompt attention given to my wife's request for copies of the American Marine News and for adding our name to the current mailing list. She enjoyed all of the social news, whereas I took particular interest in the more technical subjects.

Our Grand Banks 32 is DOVE, carrying hull number 288. We live on board in the Florida Keys five to six months a year cruising the Keys, the 10,000 Islands

and the Bahamas. I would like to add as a matter of personal pride that DOVE is in mint condition and has been the most reliable boat I have owned in almost forty years of boating.

However, I do have the original propeller (24"x18") and after reading American Marine News, Volume 8, No. 3, feel that I am accepting unnecessary vibration. Also, this propeller is holding my maximum rpm down to about 2150 and a cruising rpm of 1800.

I would like more specific information on the two propellers that you recommend (3 blade 22"x18", 4 blade 22"x16"). Which of these two do you feel is superior — what manufacturer is supplying these propellers and at what approximate cost. Any information will be greatly appreciated.

Edwin B. Weir
Kentucky, U.S.A.

Dear Mr. Weir,

Concerning your queries regarding suitable propellers for your boat, we would comment as follows:

1. When your boat was built, we installed the Ford 2714E engine equipped with a Lehman marine kit. Presently we install the Ford 2715E engine but with a similar Lehman marine kit.

These engines are rated as follows:

- a) 2714E - 95 SHP @ 2500 rpm
- b) 2715E - 105 SHP @ 2500 rpm

2. When comparing similar designs of three and four blade propellers, it is generally accepted that the three blade type will have slightly higher efficiency than the four blade version. Therefore in applications where efficiency is the prime criterion then a three blade propeller is usually chosen. However we have found that when used in single engined applications a three blade propeller suffers from "dead wood" (keel) induced vibrations due to the propeller blades passing into and out of the water disturbed by the keel (keel shadow). Therefore in single engined applications, we find that it is advantageous to install a four bladed propeller, which because of its symmetrical blade configuration suffers far less from keel induced vibrations. In fact, our experience is that quite a dramatic reduction in vibration is experienced.

3. Our present propellers and indeed many of those fitted to our older boats are manufactured by Stone Marine Services of Singapore which is a wholly-owned subsidiary of

Stone Manganese Marine of the United Kingdom, a company which produces some of the largest propellers in the world.

4. In your case, we would suggest that a four blade propeller would result in an advantageous reduction in vibration while the change of propeller would affect the performance very little.

Our present standard four blade propeller is 24" diameter 14" pitch and a propeller of this size should suit your requirements.

We append brief details of the performance of one of our recent Grand Banks 32's fitted with a 24"x14" four blade propeller.

Engine rpm (2715E)	Fuel Rate U.S. (Galls)	Speed. (Kts)
1500	1.95	7.27
1700	2.04	7.31
1900	2.54	7.76
2100	3.29	8.19
2300	4.42	8.63
2650	8.12	9.54

The above boat was of course in "light ship" condition with half water and seventy gallons of fuel but with no owners' gear aboard.

5. By installing a 24"x14" propeller, you will find that the maximum engine rpm obtainable should closely follow that noted under the engine performance (see item 1) i.e. 2500 rpm. We would suggest that you purchase a four blade Michigan "Dyna quad" propeller as the performance will be similar to our standard S.M.S. propeller.

I own Grand Banks 36-530. A lovely craft, equipped with a single Ford Lehman Engine. I was reading the Communiqué section of Volume 9 No. 1 of American Marine News, when I noticed a problem Mr. Harry C. Carr of Long Beach, California was having with his Grand Banks 32-598 which is similar to one that I am having.

When I have both fuel tank shut-off valves in the open position, the tanks do not go down evenly. The starboard tank empties first and I assume it would empty completely unless I shut it off which I do and at that point the port tank fuel starts down. I can keep the boat in trim easily enough by alternating the use of fuel through the shut-off valves and the 3-way return valve.

I would however appreciate a drawing of the filter at the bottom of the fuel pick-up tube. I would like to check these out and possibly remove them

though I don't feel that is the problem since the fuel tanks will empty individually but not dually. I am anxious for any advice you might offer on this matter.

I have one suggestion for future production. I have substituted a Racor combination fuel filter and water Coalescer for the Fram Primary Units that were installed in the boat. The Racor can be serviced from the top and drained simply from the bottom. The Frams were installed so low in the boat and are so clumsy with all of their little bolts, etc. and require service from the bottom that I found them impossible. I imagine many go unserviced for this reason. Thanks again for your interest.

E. Lee Kaufman
Maryland, U.S.A.

Dear Mr. Kaufman,

Whenever any fluid is given a choice of routes, it will always take the easy way out. Fuel connected to more than one tank will always be drawn from the tank that has the least resistance - even if the resistance of that tank is only marginally less than the other. Therefore, if the intake screen in the port tank should only be slightly more obstructed than that in the starboard, the pump will prefer to draw from the starboard tank whenever it is given a choice.

We made the decision that it would probably be more convenient if debris was allowed to reach the primary fuel filters where it would be easier to remove. Consequently we eliminated the screens and increased the diameter of the pick-up tubes and cut the bottom off at 45°. This was done to increase the area at the bottom of the tube and to ensure that any debris would not be lodged inside the tube. Enclosed drawing No. C10408-000 shows the present arrangement.

From the safety aspect, it is probably more prudent only to draw from one tank at a time. The fact that fuel is not drawn evenly from both tanks may therefore not be very important unless it is also symptomatic of a more serious problem such as a blocked intake screen or fuel shut-off valve. However if you do intend to change the pick-up tube you must ensure that the joint where the tube joins the top bushing is completely airtight. If there is a slight leak, air will be drawn into the fuel line and the engine will receive no fuel at all! The joint should therefore be pressure-tested after completion and we always take this precaution ourselves. During

the last few months we have been looking into the subject of fuel filters and while we tend to agree with your comments, we still have some homework to do on the cost aspects. Thank you for your suggestion.

I have Grand Banks 32-82. I seem to have an electrolysis problem. All along underneath the bonding straps I am developing electrolysis rot. On two of the seacocks the screw that holds the strap to the seacock was corroded away in the wood.

Could you tell me some of the things to look at, to find the causes of my problem, and how to treat the wood to stop further deterioration. How do I check for stray current? Shore power and other boats are not in the picture. I also have a problem with the engine room vents. The starboard one especially is susceptible to rain water entering and getting into the bilges. Is there a newer version that I could install that has a drain to keep the rain overboard?

Is there a limitation on weight on the flying bridge? How about in rough water? My superstructure seems to be working and loosening up at the joint.

M. Keller
HAWAII, U.S.A.

Dear Mr. Keller,

If shore power and other boats are not involved, it is a bit of a puzzle to decide the source of your electrolysis problem.

We believe that you should check that all the fittings are really grounded. This is best done with the boat out of the water by connecting one side of a multi-meter on the 'ohms' range to the battery negative and then going round checking each through hull fitting on the outside of the boat. The resistance reading should not be more than about 1 ohm. If it is, the high resistance or open connection should be located and corrected.

It is also wise to check that the engine starting ground connections are tight and are not connected to more than one point on the engine. Even though of short duration, starting currents are very high and can do considerable damage if unrestrained.

If you suspect stray currents, we think that the best thing to do would be to switch everything off and connect a sensitive ammeter in the main battery cable. If this indicates a current flow then you know that there are stray currents present. After this it is just a matter of

connecting the ammeter in different circuits until the source of the 'leak' is found. A specialist in electrolysis may well have more sophisticated techniques at his disposal. We can only suggest that you clean the wood and treat it with a good wood preservative such as Cuprinol. All our boats are now made in fiberglass so we have no vents which would fit your boat.

However the old vents should not let in rain water and it sounds as though they might need to be rebedded. If there is no drain through the bulwark just ahead of the duct through the deck, perhaps you would consider putting one to ensure that water does not get caught in this area.

Clearly there must be a limit to the weight that can be carried on to the flying bridge but we have no published figure for this. Practice has shown that the roof will support all the people that can reasonably be accommodated up there in conditions under which it is safe for them to be present. If your superstructure appears to be working then it is probably just that the boat is showing her age a little. It may be time to check that all the fastenings are tight and that the bedding materials are still where they should be.

I own GB36-528. She has a single engine and has given me very reliable service. However, I plan to use the boat off shore from time to time and am seeking a source of emergency power in the event of an engine failure. I have a 7.5 KW Onan generator in the boat and understand that there is a way in which the generator can be linked to the engine shaft for use in emergency situations. I have been unable to develop information concerning this subject and would greatly appreciate any help you can give me in this matter.

H.L. Koester, III
South Carolina, U.S.A.

Dear Mr. Koester,

To be perfectly frank, we have no absolute solution to offer on the question of emergency power. It is true that we have, in the past, mounted the Onan over the shaft with the sprocket. However we have never been very enthusiastic about this installation because, in order to make the sprockets line up, the generator had to be mounted at shaft angle and the sprocket fitted to an extension added to the crankshaft. This can put a lot of load on the bearings.

Also the sprocket on the propeller shaft has to be of quite a large diameter and rotates at 1000 rpm + when the boat is in normal service.

It has always been our view that an emergency would be just as likely to arise due to problems with the propeller as to problems with the engine. Therefore if the emergency system still has to use the same shaft, then it may be of limited use in an emergency. This leads us to the consideration of an entirely independent drive train. At least one Grand Banks uses an outboard engine installed on a bracket fixed to the swimming platform; details of this were given in the last Newsletter. We were told that this method is also used by quite large commercial fishing boats but we have no personal knowledge of this.

Another possible method would be to install a separate drive shaft in the lazarette which protrudes through the transom. The shaft can be driven by a hydraulic drive unit similar to those made by Volvo Penta for use in sailboats. The hydraulic drive unit would in turn be driven by a hydraulic pump mounted on the Onan.

National Properties, our Dealer in Canada, did install this additional shaft as described above but they used a 5.5HP Petter engine to drive the shaft. We believe that the boat was GB42-459 and we do not know how successful this installation was in practice.

We are enclosing a photocopy of some rather out of date literature from Volvo Penta. Your local agent might have more recent information. We are also enclosing a photocopy of the pictures we have of the transom drive mentioned above.

We will be publishing your letter together with this reply in a later issue of the Newsletter. Perhaps we can ask our readers for their further comments and suggestions.

It seems to me that this special problem of damp mattresses meets all European Grand Banks owners, because we are suffering in our GB36-357 CHRISTINE with this same problem too.

To help we have put rice-straw mattresses every half year, otherwise the rice-straw becomes foulish.

Now we have gone to try with a frame of thin wooden lathes. This standard wooden frame—like sold for regular beds—will be placed on the ply supporting boards on the bunks. The regular mattress will

lay over the frame, this way we hope the mattress will stay dry.

We very much would like to try the method of Mr. C.F. Wallace from U.K. But we cannot understand the word "Purl-board" as indicated by Mr. Wallace. Please explain, what is "Purl-board"? For sure it is a Thermal form of insulation, but which kind? Is it Styrophor?

Further we will try the insulation with Builders fiberglass, like done by Mr. Wallace.

We would appreciate to hear from you soon.

In the near future we will send you a report with pictures about our trip in 1978 across Europe with CHRISTINE. We like CHRISTINE very much.

**Walter Steinert
WEST GERMANY**

Dear Mr. Steinert

Just two weeks ago, we managed to obtain samples of the "Purlboard" to which Mr. Wallace referred. It is a sandwich material with a layer of polyeurethane foam laminated between two outer skins of plywood, fiberglass or other stiff material.

It works because it forms a thermal barrier which prevents the warm air from the mattress from condensing onto the cold surface of the plywood. It must also, therefore, prevent the loss of body heat and keep the bed warmer.

Your rice-straw mattresses would have worked because they also acted as thermal insulators.

Purlboard is the trade name for an insulated building board manufactured by the I.C.I. company. It is probably available in Germany but, if not, there must be an alternative similar material.

We are sure that styrophor would do the job, the only danger might be whether it would be mechanically strong enough to resist damage.

We are delighted to hear that you enjoy CHRISTINE so much and we look forward to receiving your report and pictures.

We're the happy owners of VAMONOS GB32-62. Our only complaint is the rather painful transition from a fast twin screw to a slow single screw. We cruise at an average seven knots! The pain is lessened considerably when we visit the fuel dock.

We've had VAMONOS three years and are the third owners. The Ford has approximately 2700 hrs.

The only major problem has been the inevitable "wrinklebelly" and muffler failure. This happened shortly after we acquired the boat, and being a confirmed do-it-yourself, I re-worked the exhaust system with a commercial fiberglass muffler and rubber hose. Other than re-building the waterpump and heat exchangers we've had no problems. I've also installed a 12v-110v reefer and 3KW Onan generator. The hull and house problems are limited to sliding window track frames. We replaced and installed extra drains.

Our cruising has been confined to the Channel Islands off Southern California. The last two trips were through tropical storms "Hector" and "Norman". We were very thankful to be aboard a Grand Banks!

Next projects are a built-in freezer and a four blade prop. One thing I would appreciate very much if you can dig it up!—The calibration for the fuel dip stick. This would save the long process on the irregular shaped 120 gal. tanks.

I enjoy the technical discussions in the Newsletters. Keep them coming. Please see photograph below of VAMONOS.



**William Kerr
California, U.S.A.**

Dear Mr. Kerr,

Thank you very much for your interesting letter. It is good to know that your boat is so well cared for. From the photos that you enclosed, VAMONOS looks to be in tip-top condition and the installation of the muffler and Onan are a great advertisement for doing-it yourself.

We very much regret that we are unable to supply any dip-stick calibration in which anyone could have any faith. It seems therefore that you will be stuck with having to do it the hard - but reliable way. At least you will only need to do one side!

Favorite Recipe

Italian Chicken & Mushrooms

1 cut-up chicken or 2 whole breasts - leave chicken moist.

2-4 oz cans whole button mushrooms

¼-½ cup Parmesan Cheese

1½ cup Sauterne Wine

½ cup flour

2 teaspoons Italian Dry Seasoning

1 teaspoon salt

½ teaspoon pepper to taste

Put all dry ingredients in a bowl and add chicken pieces to mix thoroughly. Place the seasoned chicken in a 9 x 13 shallow tray. Sprinkle a little Parmesan Cheese on top of each piece. Carefully pour 1 cup Sauterne Wine into tray not over chicken. Bake at 400°F for ½ an hour covered with aluminum foil. Remove and add button mushrooms around base of chicken pieces. Pour remaining Sauterne Wine over chicken pieces, re-cover and return to oven for another ½ an hour. Serve with rice, for 4 persons.

George W. Corneveaux
Arizona, U.S.A.



I have enjoyed my 32 footer the past three years. It is a beautiful, dependable boat. We use it a great deal at the mouth of the Columbia River for salmon fishing.

Washington, U.S.A.

I am a very happy new owner of Grand Banks 32—after looking over many 30' to 32' diesel trawlers, all of which were less expensive but inferior.

New York, U.S.A.

Although our boat is nine years old and has cruised from Oregon to Alaska and has been lived on for the past four summers during extensive cruising, she looks like new. Her Bristol condition could only be achieved with perfect joiner work and original finish.

Washington, U.S.A.

We have owned the boat 4½ years. Have cruised it approximately 16,000 miles and would have no other. It has safely carried us through good weather and bad, (one 50 knot gale) and always keeps rising to the next sea.

Never change the design, it's a winner.

California, U.S.A.

We are very pleased with our Grand Banks 36 and have cruised along the B.C. Coast every summer for the last 8 years.

CANADA

We have owned our 42 for 8 years and she's a reliable beauty.

California, U.S.A.

Quality knows quality.
Washington, U.S.A.



**QUOTABLE
QUOTES**

from Owners of Grand Banks

GRAND BANKS[®]

A WORK OF ART

Because each Grand Banks is a work of art, we commissioned drawings of the 32', 36' and 42' by marine artist E. Kirk Kirkpatrick and we're offering you a 14"x11" print, suitable for framing, of any one, or all, of the original pen and ink drawings. Write: Grand Banks Yachts, Ltd., 270 Greenwich Avenue, Greenwich CT 06830 and enclose only US \$2.00 for each to cover postage and handling.

