



AMERICAN MARINE NEWS

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EDITOR'S NOTE

The **American Marine News** is your magazine. We publish the **News** for people who own and people who may be interested in Grand Banks. We do our best each issue to make the **News** interesting for the reader. We need your help to do so. A good number of owners have submitted material, and, whether it be pictures for the Beachcombing section, an article describing a recent cruise, or technical questions that appear in the Communique column, we thank those people for their support. When you take your next cruise, bring your camera and take a few notes along the way. We have found your story may make interesting reading for people like you—people with an interest in Grand Banks.

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A GB 36 rests at anchor as the sun sets over Three Mile Harbor, New York during the 1981 New England Yacht Sales GB Rendezvous.

PROFILE

Leo Chan

Engineering Manager

Leo Chan, our Engineering Manager, qualified in mechanical engineering at the University of Singapore in 1972. Prior to joining American Marine, he spent three years at Sperry Univac and General Electric, working in electronics and computers and then joined the Ford Motor Company as Engineering Manager.

Leo still maintains his interest in electronics and computers and his spare time activities include squash and bowling. Since he started working with the Grand Banks, he has developed a keen interest in boats and boating but he, like many others in the industry, finds that the demands of building quality boats has resulted in insufficient opportunities for actually using them. He is hoping to rectify this situation in the near future.



NEW DEVELOPMENTS

We've made a major change in the design of the standard Grand Banks 42, but many people will never notice. The big news is that the interiors in each cabin on the 42 are now about four inches wider than on the previous model. Other changes are a slight alteration of the fly bridge design, a new aft head layout and the addition of a hollow seat/step at the rear of the aft cabin.

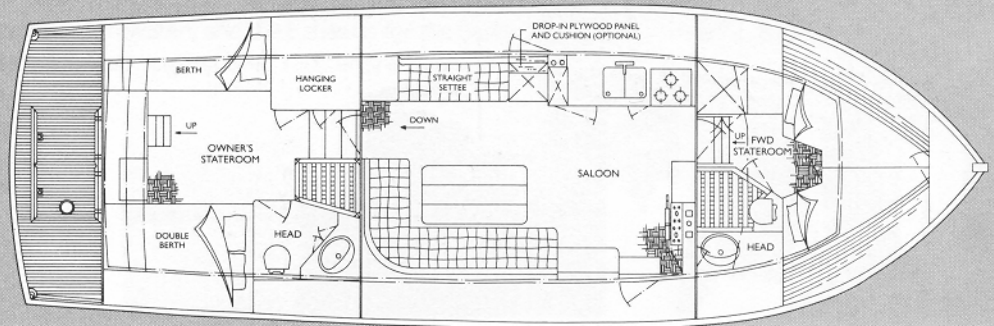
The wider cabins mean more interior living space. In the owner's cabin the combination of additional width and the extra space created by the hollow step aft will allow us to build the standard 42 with a walk-around double bed for people who prefer that design. The aft head arrangement will now provide more storage and is more practical than earlier designs.

The first 42 classic with the new deckhouse design was hull number 780, which was completed in mid-December, 1981. All 42 classics after hull 780 have the new deckhouse. Production of the 42 Europa, Sports Cruiser and Motor Yacht also continues. The 800th Grand Banks 42 built by American Marine was recently shipped to Yacht Sales International, our new dealer in San Francisco, California. Other models recently shipped from Singapore include GB32-717, GB36-666 and GB49-29.

For further information on the new Grand Banks 42 or any of the Grand Banks, contact your Grand Banks dealer.



42-800 is shown at the American Marine plant in Singapore about to get her bottom wet for the first time.



Reflections

On a sultry day in August 1965, GB42-1 slid down the greased wooden ways of American Marine's Hong Kong yard. As I watched, amid the smoke, roar and clouds of tattered red fragments from the now-outlawed firecrackers, little did I anticipate what lay ahead.

In April 1982—nearly seventeen years later—GB42-800 slid gently into her natural element. This time the launching was from the Tamilift in American Marine's modern facility in Singapore and, if it lacked the drama of the original event, it was also less heart-stopping.

Over the years the Grand Banks has not only become a household word in yachting circles but also a standard against which our competitors are judged. The boat has become progressively more refined and, most important of all, successfully made the transition from wood to fiberglass.

The French have a phrase which translates as "The more things change, the more they remain the same." I think this can be applied to the Grand Banks and I look forward to the day when GB42-1000 takes to the water.

TONY FLEMING

BEACHCOMBING

GB42-757 *Pretty Pat*

SARASOTA, FLORIDA USA

Pat and Bob Poucher, away from the water for years, recently plunged back in with a loud splash. Less than a year ago the Pouchers purchased an aluminum canoe with a small outboard. To make a short story shorter, a trip to the St. Petersburg Boat Show resulted in their moving up to a GB 42 with the help of Ernie Webb of Marlow Marine.



GB32-515 *Kalinda*

SYDNEY, AUSTRALIA



Peter Morgan and family were on a two-week cruise when they took this photo of *Kalinda* on Lake Macquarie about 100 miles north of Sydney. A close look at the bow will reveal that they also took their cat along on this cruise.

GB42-613 *Schlumpf*

PALMA DE MALLORCA

Horst and Sophia List aboard their GB 42 *Schlumpf* shortly after arriving in Palma De Mallorca after a 2400 n.m. cruise from Holland. The happy owners purchased their boat from Kimman Nautic, our dealer in Holland.



GB32-459 *Spritzig*

ADELAIDE, SOUTH AUSTRALIA



Mr. G.B. Seppelt (real initials!) reports he has the only Grand Banks in South Australian waters. He hopes he starts something, noting that there are Taiwan-built boats in his area. Pictured is not the world's youngest Grand Banks owner, but Mr. Seppelt's son.

GB32-413
Kadi

FIRE ISLAND, NEW YORK USA

Harold and Kathleen Murray and their children Sarah and Andrew are shown aboard *Kadi* at Watch Hill on Fire Island on the south shore of Long Island in New York during the summer of 1981.



GB32-642
Air Force XXII

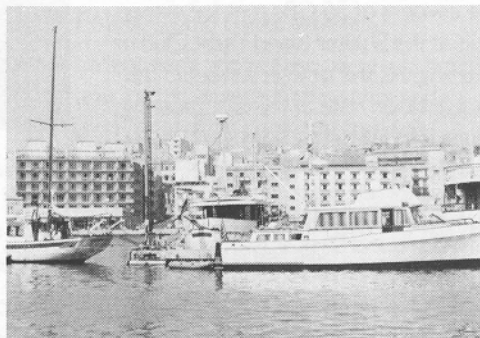
FORT MYERS, FLORIDA USA

Roland and Winifred Larsen are shown on board their GB 32, which they keep behind their home in Florida. They purchased the boat from Hal Jones and Co. and have cruised Floridian waters and the Bahamas for the past two years, logging over 1200 engine hours.



GB42-280
Kumalo

MALTA



Pictured here is GB42-280, now about ten years old. Her owners, the Aasteds of France, find the wooden hull "easy to take care of" and quieter than her fiberglass sisters. *Kumalo's* home port is Malta, a port the Aasteds find convenient for cruising the Mediterranean.

GB49-18
Glengarry

FORT LAUDERDALE, FLORIDA USA

Many new owners of a GB 49 were once happy owners of a GB 42. Russ and Lib MacDonnell fall into this category. Shown here in Ft. Lauderdale during her commissioning, *Glengarry* reflects months of careful thought and planning. Many of the MacDonnells' ideas became standard features on later model 49s.



DEALER NEWS

Chesapeake Bay, USA

Chesapeake Bay, one of the best cruising areas in the U.S.A., is the home of many Grand Banks. The Oxford Yacht Agency, our dealer for the Chesapeake area, is located in Oxford, Maryland on the Eastern Shore. Oxford is a popular port for people cruising the Bay.

OYA has been busy of late. Last fall they displayed two GBs at the Annapolis Boat Show and recently delivered a new GB 36, hull 645, *Callinectes*, to Mr. and Mrs. Richard Coradi.

Oxford Yacht Agency, P.O. Box 297, Oxford, Maryland 21654. (301) 226-5454.



New GB Dealer

Mamaroneck, New York is the home of the main office for Nichols Yacht Sales. Mamaroneck is a town loaded with yachting tradition. The appointment of Nichols as a Grand Banks dealer fills a void in our sales operation created when long-time dealer Higgs Marine closed their doors in the Bronx this past winter. Nichols will offer sales and service of the entire GB line. They welcome calls from former Higgs customers.

Nichols Yacht Sales, 500 Rushmore Ave., Mamaroneck, NY 10543. (914) 698-6065. Contact Al Cohen.

New England Rendezvous, USA

The fifth annual New England Yacht Sales Grand Banks Rendezvous was their largest ever and, for a change, the weather cooperated. Held last July, the owners of 35 GBs met for dinner and cocktails at the Shelter Island Yacht Club on a Friday evening. As the orange sun set in the west and a full moon rose in the east Deering Harbor never looked better with the GBs resting at anchor.

Saturday dawned clear and warm and the group of GBs cruised around Shelter Island to one of the prettiest harbors in the Northeast—Three Mile Harbor on the South Fork of Long Island in New York. The procession of GBs moving single file through the narrow entrance channel was an impressive sight and brought people off



the beaches for a closer look. A surf and turf dinner preceded an awards presentation at which each skipper received a memento of the Rendezvous.

Ports of call all over the East Coast were represented by the eleven GB 32s, eleven 36s, fourteen 42s and one GB 49, one Alaskan 49 and one GB 50 that attended the gathering.



Vancouver Rendezvous

So near and yet so far from Vancouver is the Wigwam Inn, at the far northern tip of Indian Arm, the north arm of Burrard Inlet—site of the Fall '81 Grand Banks Rendezvous organized by Grand Yachts, Inc. of False Creek, Vancouver the weekend of November 7th and 8th. Seventeen Grand Banks Trawlers attended the overnight cruise in, ranging from 32s to 42s and with hull numbers ranging from 8 to 763, No. 8, the wooden hulled *Isis* owned by Ian Bailey and Rod Wilczak of the RVYC being the grand old lady of the fleet and the most beautifully maintained boat on the cruise. She was built in 1966, the first Grand Banks Trawler in Canada and the second in North America.

Four boats left Vancouver Friday night, the rest from dawn until noon on Saturday, cruising at their steady trawler speed under the Lion's Gate and Second Narrows bridges towards their destination. Cruising time from False Creek to the Wigwam Inn was around three hours—including a brief raft-up for two boats off Deep Cove for transfer of much-needed coffee to an ill-prepared crew! The earlier arrivals were ready with a helping hand and a welcome as we docked. Lunch followed, after which there was a very interesting and instructive clinic given by Graham Biagi, sales coordinator for Industrial Engines Ltd., on the use and maintenance of Ford Lehman engines, the power below the sole of most Grand Banks trawlers.

An excellent wine and cheese party was hosted by Grand Yachts, enabling all owners and families to meet. The dominant topic of conversation was, of course, boats and particularly Grand Banks. Dinner at the Inn followed by boat hopping made an interesting and informative end to a great day.

The morning saw more boat hopping, comparisons, ideas and additions one had not

thought of. *Temeraire IV* had to leave early and we waved her and her new owners from Alberta adieu and wished her a good run to port.

A Grand Banks Trawler is impressive alone but when you raft fifteen of them together it is spectacular (see below). The job of rafting, organized by Roger Glassford on Channel 69 with the help of a loud hailer, was classic to watch and excellently executed by all skippers. The raft-up was spectacular but the sight of the boats all leaving the Inn together and heading down the Arm past Croker Island was magnificent.

This weekend will be remembered by those at the Wigwam Inn and will be added to the list of its memories, commencing when it was opened as a luxury resort in 1910 and six hundred sailed up on the *M.V. Baramba* for the festivities. Over the next 70 years the Inn saw many changes: among them to a German-style Luftkurort or "fresh air resort" for which the gardens were landscaped to resemble a traditional German beer garden; to casino, which came to a swift ending; to a film set for the movie "The Grove"; to disrepair at the hands of the Hippies. In its current revival it is owned by Western Pacific Resorts Ltd. who have turned it into a very pleasant, well managed destination for the boating fraternity and others, serving excellent meals and comfortable accommodations.

A great weekend was had by all owners, staff and guests who attended the Rendezvous. Thank you Grand Yachts Inc.

NICKY GRAHAM
M.V. Lonely Bird



SERVICE

This new section of the *American Marine News* will look into different service and maintenance problems affecting Grand Banks in each future issue.

To most Grand Banks owners, their boat is more than a means to get from point A to point B across a body of water. The boat and the upkeep of the boat become more than a hobby—they become part of the owners' lives. Almost a way of life in some cases.

Every boat owner knows that a boat can, at times, seem like a bunch of floating problems. One of the big obstacles facing all boat owners is how to get answers to their questions about problems which may develop with the equipment installed on board their boats. We'd like to make it easier for GB owners to get answers to their questions.

When you have a question about your Grand Banks, contact the GB dealer you've done business with or the closest one to you. Our dealers are familiar with the different systems aboard the Grand Banks and chances are if you're having a problem they've had to solve the problem before. If they don't have the answer, they should be able to get it.

In some cases an owner may prefer to contact the service personnel of the company that manufactured the product giving them a problem. Over the years we've installed a lot of different equipment in the Grand Banks. What follows is a list of different equipment and the name, address and phone number of the suppliers we are currently using or have used in the past.

AIR CONDITIONING

Marineair

Marine Air Systems, P.O. Box 21708, Ft. Lauderdale, Florida 33335 (305) 763-1070

Cruisair

Marine Development Int., P.O. Box 15299, Richmond, Virginia 23227 (804) 746-1313

BATTERY CHARGERS

Sentry

Marine Development Int., P.O. Box 15299, Richmond, Virginia 23227 (804) 746-1313

Ammarine

Contact Grand Banks Dealer

CIRCUIT BREAKERS

Heinemann

Heinemann Electric Co., P.O. Box 8428, Trenton, New Jersey 08650 (609) 882-4800

PDL

Contact Grand Banks Dealer

ENGINES

Ford Lehman

Lehman Power Corp., 800 East Elizabeth Avenue, Linden, New Jersey 07036 (201) 486-5658

John Deere

John Deere Service, 1400 3rd Avenue, Moline, Illinois 61265 (309) 757-5979

Caterpillar

Caterpillar Tractor Company, Industrial Division, Peoria, Illinois 61629 (309) 675-1000

GM/Detroit, Diesel

Johnson and Towers, Inc., P.O. Box 38, Moorestown, New Jersey 08057 (609) 234-6990

GENERATORS

Onan

Onan 1400 73rd Avenue N.E., Minneapolis, Minnesota 55432 (612) 574-5869

HEADS

Raritan

Raritan Engineering Co., 1025 N. High Street, Millville, New Jersey 08332 (609) 825-4900

Galley Maid

Galley Maid Marine Products, P.O. Box 10417, Riviera Beach, Florida 33404 (305) 848-8696

Groco

Gross Mechanical Labs, 7240 Standard Drive, Hanover, Maryland 21076 (301) 796-5242

HOT WATER HEATERS*Raritan*

Raritan Engineering Company, 1025 N. High Street, Millville, New Jersey 08332 (609)825-4900

Ammarine

Contact Grand Banks Dealer

INSTRUMENTATION*Stewart Warner*

Stewart Warner Corp., 1826 Diversey Parkway, Chicago, Illinois 60614 (312) 883-6000

VDO

VDO Marine Instruments, 116 Victor, Detroit, Michigan 48203 (313) 883-7676

PUMPS—FRESH WATER*Jabsco/PAR*

ITT Jabsco Products, 1485 Dale Way, Costa Mesa, California 92626 (714) 545-8251

Raritan

Raritan Engineering Company, 1025 N. High Street, Millville, New Jersey 08332 (609)825-4900

Galley Maid

Galley Maid Marine Products, P.O. Box 10417, Riviera Beach, Florida 33404 (305) 848-8696

PUMPS—SALT WATER*Jabsco/PAR*

ITT Jabsco Products, 1485 Dale Way, Costa Mesa, California 92626 (714) 545-8251

Oberdorfer

Oberdorfer Pump Division, P.O. Box 1125, Syracuse, New York 13201 (315) 437-0361

REFRIGERATION—ICEMAKER*Norcold*

Norcold, Inc., 1683 St. Mary's Avenue, Sidney, Ohio 45365 (513) 492-1111

Sub-Zero

Sub-Zero Freezer Company, Inc., P.O. Box 4130, Madison, Wisconsin 53711 (608) 271-2233

U-Line

U-Line Corp., P.O. Box 23220, Milwaukee, Wisconsin 53223 (414) 354-0300

***Southern Europe
GB Service***

British Marine Services has been providing complete service to boat owners in France, Italy, Spain and Portugal since 1972. They have serviced many Grand Banks during the last ten years and welcome new customers.

As Ford Lehman dealers they hold an extensive stock of spare parts for the Lehmans and also provide service for Caterpillar and John Deere powered boats as well. In an emergency they can ship parts by air and can fully service any GBs suffering a breakdown on the Mediterranean coast of France and Northern Italy.

They have two offices to serve you, one in St. Laurent Du Var and the other in Marina Baie Des Anges.

British Marine Services 81, Port De Plaisance, 06700 Saint-Laurent-Du-Var, France.
Phone (93) 73 47 03 or (93) 07 08 49, Telex 461971 BRITMAR.

"Swedish Sojourn"

By Professor H.J. Korner

Two years ago, my Swiss friend Conny and myself had the idea of cruising from our home harbour in the North of Kiel to Stockholm; crossing the Southern part of Sweden by the Göta Channel and returning via Göteborg through the Kattegatt. At last, in the summer of 1981, we both had the time available. After making careful preparations for our big trip, we set off after lunch on July 23rd in our new GB42 Europa, hull number 652E.

Originally, we planned to do the first part to Stockholm in several stages by going from harbour to harbour. But, as calm weather was forecast for the next three days, we decided to go non-stop to Stockholm. With the assistance of the automatic pilot and a brand new satellite navigator, we were able to accomplish this with a two-man crew and it was a fantastic experience. In the evening and during the night, we had to follow—and eventually cross—the main shipping lanes from the North Sea to the Eastern bloc countries such as Poland, Finland, and the USSR. It was fascinating to see all the different lights from the ships, the navigation buoys and the lighthouses. It was like a big fireworks display but, for the skipper, it required a high degree of concentration. Both engines ran smoothly at 1500 rpm, giving the ship a speed of about 7.5 knots.

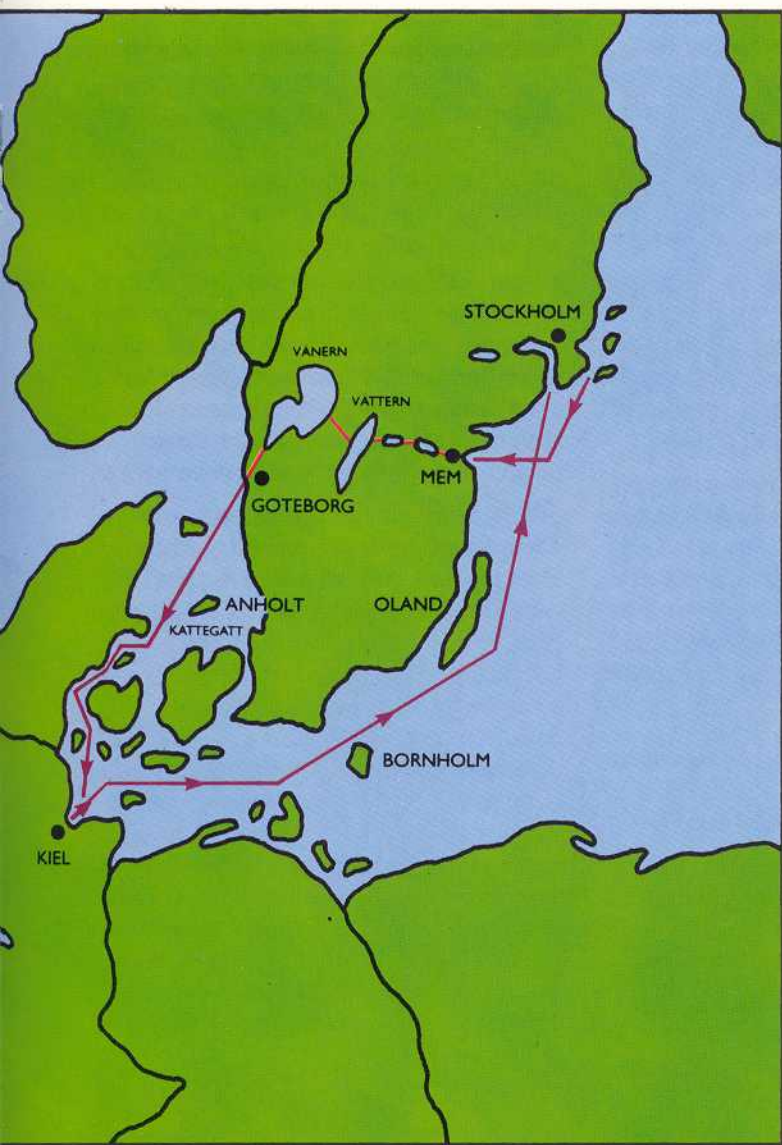
The next day was beautiful summer weather with a calm sea spread around us like a painting. Far away, in the late afternoon, we saw the coast of the island of Bornholm. As we had now left the shipping lanes, the night was very peaceful and for the whole of the next day we ran along the coast of the island of Oland. During the third night, the weather suddenly changed and a big thunderstorm passed over us from starboard to port with force 7 winds. The heavy rain and lightning created a fantastic panorama. By the early morning it was over and at 4 a.m. we arrived at the rocky entrance of the Southern passage to Stockholm. We reached the city itself at 11:30 on the morning of July 26th after a trip of 476 nautical miles. We used 828 litres of fuel, giving a fuel consumption of 1.74 litres per nautical mile.

We stayed five days in Stockholm and went sightseeing around the city. We reserved one day especially for the *Wasa*, which was once the flagship of the Swedish King. She was sunk during her maiden voyage in the harbour of Stockholm in 1628. The wreck was salvaged in 1961 nearly intact and, since then, much reconstruction work has been carried out and this is still being continued. The *Wasa* has an overall length of around 60 metres and her keel is 45 metres long. Her woodwork is elaborately carved and the whole ship is very impressive. It is worthwhile visiting Stockholm just to see this magnificent vessel.

After changing the engine oil, we departed from Stockholm at midday on July 31, taking the Northern passage to the sea. Both North and South passages are strewn with rocky islands which calls for great care in navigation. We reached the open sea at 8 p.m.

After a complicated passage we arrived in the morning at the entrance to the Göta Canal in Mem. This canal, which was built between 1810 and 1832, has 64 locks along its length of 220 nautical miles. It also crosses five lakes, including the two biggest lakes of Sweden, the Vättern and Wäner. The length of the locks is 32m and their maximum width, as well as that of the bridges, is 7m. Controlling the boat in the locks was quite tricky as we were seldom alone in the chambers and had to share them with other vessels. But after the first three, we got the hang of it and could relax to enjoy the wonderful landscape of meadowland, woodland, unspoilt lakes and rocky paths. The sunny weather

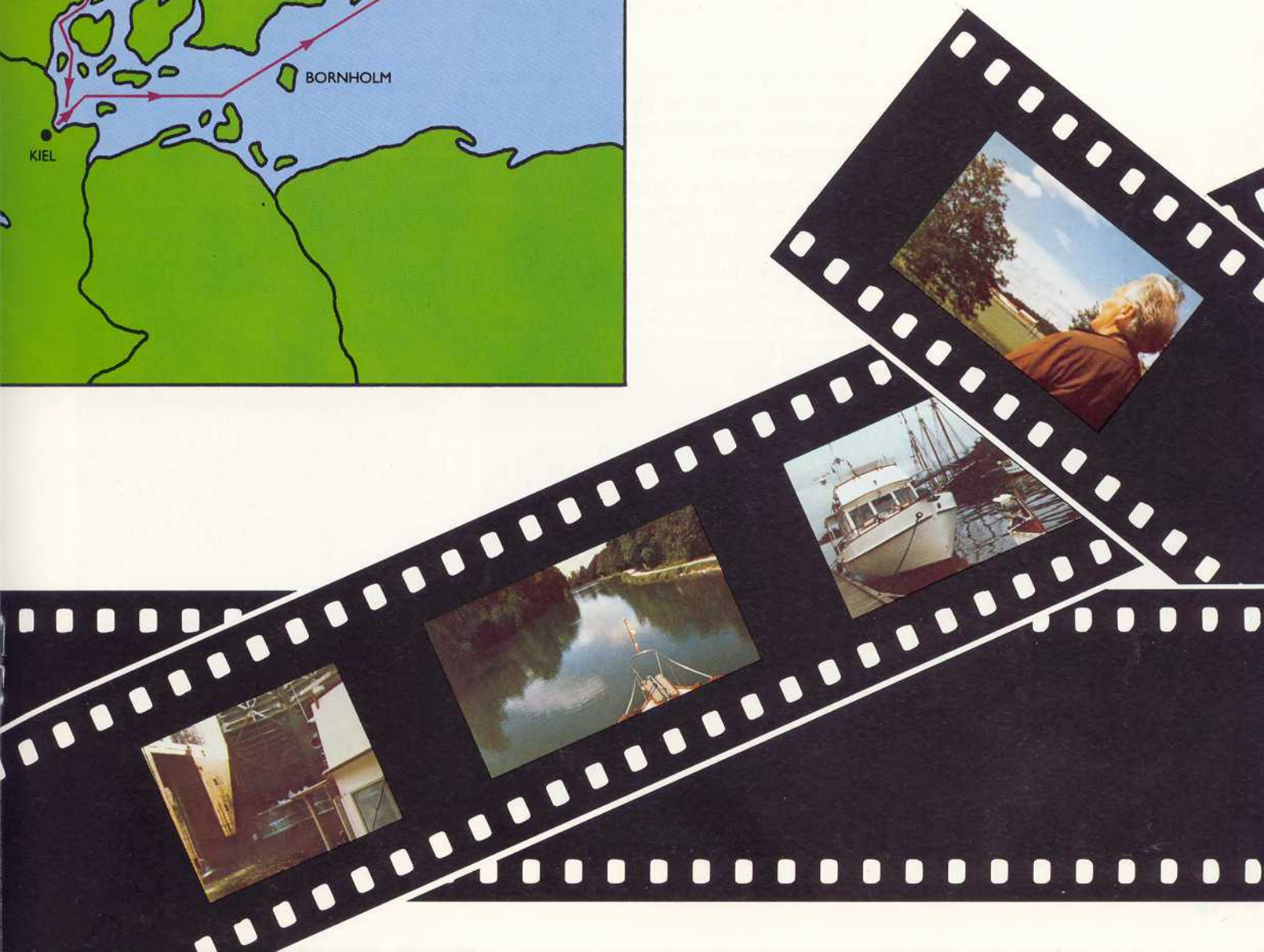




and picture-book scenery made this nine-day trip one of the most impressive I have ever taken. The first 58 locks had a level difference of about $3\frac{1}{2}$ metres, but the last six surprised us by having a difference of 8-9 metres and we had to alter our technique to cope with the tremendous drop in water level.

We reached the end of the canal at Göteborg and, after a stay of two days, started homewards. Piloting through the usual rocky islands took about two hours before we reached the open sea. We passed the island of Anholt in the middle of the Kattegatt and the next day we arrived in Århus in Denmark. From then on, we continued our journey by making short hops from harbour to harbour.

We arrived in our home harbour at 5:30 p.m. on August 19th, having covered a total of 1172 nautical miles, most of which were run at 1500 rpm in the canal. We were underway for 186 engine hours and consumed a total of 2402 litres of fuel, giving a fuel consumption of 2 litres per nautical mile.



A BRIDGE TOO LOW

By Dieter F. Bertelsmann

Fred Schwarz, your GB dealer in Hamburg, West Germany, has asked me several times to write to you about my adventures with my Grand Banks.

My Grand Banks 36 is called *Dib*, and the hull number is 553. In early June, 1978, I took over the *Dib* from Bent Tolstrup in Copenhagen. Since then I have been 6500 miles during 1300 cruising hours.

Since I have a very demanding and time-consuming job as the president of my own firm, you can easily see that I spend every free minute on my boat. The first big trip with *Dib* was from Copenhagen to the Mediterranean right after I took over the boat in 1978. And what an adventure it was! The crew, 2 friends and I, had hoped to have a smooth passage north from Denmark through the Fjord to the North Sea. With the wind blowing at force 8 and a steady, steep chop and occasional pounding from 3-4 meter waves, we became fearful and asked, "Will the ship hold together? Can a ship of this size withstand this kind of storm?"

It did!

And with every hour, my trust and confidence in my ship grew. We felt that nothing could happen to us. The rest of the trip passed much more quietly then.

We reached Dunkirk, France from Helgol (small German island in the North Sea) after a 36-hour, non-stop trip through the North Sea.

After that, we passed through the Northern Canal, which connects the Disc and Aisne Rivers, and we docked not only for diesel fuel—

but champagne. There we quickly forgot the first strains of the trip. The rest of the trip through France was not very easy (the bridges were decidedly too low)—a costly experience.

A warning for skippers who want to make this trip: This trip is no pleasure trip! One must take off the windshield, also lower the mast and do something with the compass and pass under the bridges with the motor off. Or, when none of this helps either, hopefully we could ride a bicycle to the next lock and get aid from a bottle of alcohol and bribe the guard to lower the water level. Without preparation and taking things in stride and possibly some humor, a trip like this would be torture and strain with all the waiting and recurring anger. One should be aware of all of these possibilities from the start of a trip.

The trip through France is extremely scenic. The canals are over a hundred years old and wind through meadows, forests, villages and cities, through valleys and mountains. It was a terrific experience to be in the Marne-Soane canal, 340 meters above sea level and to sail through tunnels 4800 meters long. The trip down the Soane was comfortable. In Lyon, we came to the Rhone. It is an experience to go through the big city and see the beauty and hustle and bustle from the water. The rest of the way on the Rhone, which is full of canals, past all the historical and famous places, was pure, unadulterated pleasure. Happily, the boat and crew landed after 4 weeks in the home port of Les Marines de Cogolin in the Gulf of St. Tropez.

In November and December of the same year, I brought the *Dib* back through the Rhone, Soane, and Rhine-Rhone canal right near my home on the Rhine. Nearby we had terrible weather with very high water. The Rhine-Rhone canal gave us considerable problems going under low bridges. With the darkness and strong wind, we collided, despite all the precautions, with a train bridge and damaged a part of the Flying Bridge. During the last part of the way, we had to battle with -15°C temperatures. We moored until Easter, 1979 in the Yacht Club Kehl near Strasburg. Then we went back down the Rhine. After 4 days we got to Holland. After a visit to Amsterdam, we traveled in the North Sea to the islands. The Effects of the ebb and high tides left the *Dib* on the island high and dry. After a long wait in



Emden the *Dib* was back near Fred Schwarz in Hamburg on the Elbe. After an out-of-the-water inspection we went back over the Elbe-Lubeck canal to the Baltic Sea. After another layover, we followed the last trip in 1979 through the North-Baltic Sea canal back to Helgoland and back to Hamburg with high winds and rough waters. By the time the boat was laid up for winter, the hour meter read 560 hours and 3400 nautical miles.

In 1980, the greatest adventure of summer vacation was a trip to Denmark with a reunion in Copenhagen and a Grand Banks meeting with 6 boats by the island Abelo. Here we had friendly evenings with the center point of conversation always being the Grand Banks and the adventures with the boats.

In the fall, I went on short cruises from Hamburg to the upper Rhine. The trips went through the

Elbe-Seiten canal in the Mittelland canal to the Yacht Club Osnabruck and through the Ruhr territory to the Rhine. On the Rhine, we were pulled very economically upriver 10 kilometers by tow. In thick fog, we followed a freighter for hours (without radar) until we were near Mainz and met up with another Grand Banks, hull #592, named *Ronny*. During the last winter, the *Dib* was near us on the Rhine, where the next trip was planned.

At Easter, we went as far as we could on the Rhine. This year, our vacation travels took us back to the Mediterranean, over the Rhine-Marne canal, the Soane and Rhone canals and back to the "Les Marines" in Cogolin. A trip to Korsika and back ended our vacation.

We thank Mr. Bertelsmann for taking the time to tell us of his travels with his Grand Banks.



COMMUNIQUE

May-Day, May-Day, May-Day—This is the *Puffin*, GB 32-12. Need your help badly. Will you reinstate me on your mailing list for *American Marine News*? Have not received any since Vol. 10 No. 3 in 1980. We moved, and I had imagined you had the new address.

We had to lay-to a bit in 1980-81 due to rebuilding the motor, transmission, muffler and fuel tanks—all at once!! Finally are squared away and expect to hit the East Coast waterways to Florida, the Keys, etc. this fall. No real complaints—we spent 1978, 79 and 80 cruising Nova Scotia, East Coast, Keys and back, in comfort! Close to 10,000 hours avg. 1.80 gph at 7 knots.

Our *Puffin* has proven to be so very satisfying (in spite of) and we were so enthusiastic in our praises, we thought you might be interested in knowing that Erica's brother's sister-in-law also decided to have the same satisfaction in ownership that we have had and so went out and *did it*—are now the proud owners of *Dutch Treat*, GB 32-257. The "Twins" have roamed eastern L.I. for past two seasons—here is a photo of us at Mitchell's Dock in Greenport, L.I., NY last year, 1981. How about that! *Dutch Treat* will not join us for the trip south, for she is associated with the Heine Marine Electronics here in Islip, L.I. (that's a plug, son) and has not joined the retirees—but soon!

Three cheers for wood!

E. Kenneth Donovan
Bayport, New York

I own a GB 32-459 and have done much research into the subject of corrosion and sometimes wish I hadn't—very confusing!!!

Actions taken so far:

Located and reconnected the copper earthing strip which had come adrift from the sea cock; adapted the auto battery charger to accept 240V shore power; have moved away from the previous mooring (a steel pontoon and rather polluted water), and strategically fixed a number of sacrificial zinc anodes, which are sacrificing. At present I am having a marine electrician check the boat out carefully for any stray currents. For whatever reason, the damaging corrosion seems to be under control at the moment.

Mr. G.B. Seppelt
Adelaide, Australia

Dear Mr. Seppelt:

We agree that the subject of marine corrosion is extremely confusing. It sounds as though you diagnosed some problems which could easily account for the trouble you experienced. Zincs will always sacrifice because of the fact that they are in an electrolyte (sea water) in close proximity to more noble metals (bronze).

We are glad to hear that the situation appears to be under control. Please keep us apprised of any new discoveries you may make.

I am the owner of *Honey Hush*, a GB 36-456 which I have owned for three years. I have enjoyed reading borrowed copies of *A.M. News* and would like to receive back copies after Vol. III and be placed on your mailing list.

From reading these copies it would appear I am not the only one that has many questions. If you could supply me with the following information it would be appreciated.

1. Have my fuel lines any filter prior to the Fram Filters?
2. Advise manufacturers of:
 - a) Water pressure caps for J.D. freshwater reservoir
 - b) Oberdorfer pumps
 - c) Wilcox Crittendon toilets
3. What packing do you recommend for the shaft gland?
4. Propeller specification—I can partially read SP6617 D2' P215; please confirm.
5. Why does bow dig in above 1700 revis?
6. For some time I have been attempting to locate the reason why the port motor does not register above 1900 under load, but reaches 2500 in neutral. I first believed it was after a technician adjusted the Morse cable, however, I have since had the tachometers checked on bridge and wheelhouse for accuracy. I then had the engine timing and fuel pump checked by John Deere, which was according to manual specification. The compression tests registered 230/240 which was excellent. The pump lever works well and the cable has been checked. The boat was recently slipped and I checked the propeller.

I hope you might add some further thoughts to my investigations.

Dr. Adrian A. Dunn Sydney, Australia



Dear Dr. Dunn:

Thank you for your letter. Your name has now been added to our mailing list for the American Marine News and some back issues have been sent to you under separate cover.

The answers to your questions are as follows:

1. When it left here your boat had no filters in the line ahead of the Fram filters.
- 2a. The water pressure caps were supplied by Stant Manufacturing Company Inc., a subsidiary of Purolator Inc., Connersville, Indiana 47331, USA. However, we still have some here which we could supply via our dealer, Mr. Kevin Pye.
- 2b. The address of the Oberdorfer Company is P.O. Box 1125, Syracuse, New York 13201, USA. However, if you have pump trouble, we suggest that you change to Jabsco Pump because spares are more easily obtainable. We can supply a suitable adapter kit.
- 2c. The address of Wilcox Crittendon is 699 Middle Street, Middletown, Connecticut 06457, USA.
3. Any good quality 1/4" packing is satisfactory for the shaft. However some packings are now obtainable which are made of—or contain—Teflon. We feel these are best as they have self-lubricating properties.
4. The propeller is 24" diameter (D24) by 21.5" pitch (P21.5). The serial number of the propeller is SP 6617 and it was manufactured in Singapore.
5. I really have no idea why the bow should dig in above 1700 rpm. This is most uncharacteristic of the GB and I can only suggest that the boat may be down by the bow. Is it possible that you keep a lot of heavy objects stowed up forward? If so, you should attempt to move them aft.
6. With regard to your engine problem we can only suggest that perhaps the engine is not getting enough fuel to allow it to develop the power needed to reach full-load rpm. If an engine is being lugged-down below its full rpm, the exhaust smoke will be black. If, on the other hand, the rpm is low due to insufficient fuel, etc., then the exhaust will be clean. Lack of fuel could be caused by a blocked intake screen or fuel valve at the tank, blocked fuel filters or faulty fuel pump. It could also be caused by the stop-lever being partially on.

Your owners manual should contain a supplement which covers the John Deere engines. In the

trouble-shooting guide you will see some possible problems under "Engine will not maintain cruising rpm." A blocked air filter could also cause black smoke.

For information on parts, you can contact our Australian GB dealer at:

Pye Marine International
Kurraba Road
Neutral Bay NSW
Australia
Phone: 929-7281

Here in Singapore we still stock some of the parts necessary for the John Deere engines. If necessary contact us once again.

My wife and I own a GB32-396. Our first season with this boat was most enjoyable. However, we need more refrigerator capacity for our cruise next year. Not wanting to lose counter space, I have purchased a 50-pound capacity Norcold portable refrigerator-freezer which will be placed on the after deck next to the cabin aft bulkhead.

I want to wire the new unit in parallel with the existing Norcold refrigerator so that the original DC and AC refrigerator line switches control both units. Do the original line switches and the associated circuitry have enough capacity to control both refrigerators? The one I am adding has a maximum running load of 7 amperes on 12 VDC and 1 ampere on 110 VAC.

Is there any kind of relay control on the original refrigerator circuitry so that the refrigerator will automatically switch to 110 VAC from 12 VDC when there is 110 VAC present; i.e., when the generator is started? If so would you describe the circuit and indicate where I should tie in the new unit for the same control. If not, what happens if someone turns on both AC and DC switches at the same time?

The following information may be of help to other GB owners and perhaps you may consider including it in the Communiqué column of the American Marine News.

My American Marine-brand hot water tank's 110 VAC heating element failed and one of your dealers reported no elements were available. He said I would have to replace the entire tank assembly. My letter to your firm asking for your source of supply was apparently lost between Michigan and Singapore.

However, I have located a source in the US for interchangeable elements. A 110 VAC, 1500 watt heating element with a one-inch male pipe thread mounting (which fits the American Marine tank) is distributed by the Pacific Chromolox Division of Emerson Electric Co., located at 2150 North Rulon White Boulevard, Ogden, Utah 84404; telephone (801) 782-3030. The element carries Catalog No. AL1715, PCN 415361 and stock number 2E295.

A midwest source for these elements is W.W. Grainger, Inc., 289 Robbins Drive, Troy, Michigan 48084; telephone (313) 585-4100. This firm sells wholesale only, so the element should be ordered through a GB dealer or local marine supply firm. The element costs less than \$10.00 US and prevented scrapping a perfectly good hot water tank costing more than \$200.00. In the *Communiqué* column, Volume 10, No. 3, you explained how to remove the sliding cabin door of a GB-32, No. 511 and indicated you had to draw heavily from memory. The 1975 design you covered was different from my 1973, No. 396 design and perhaps the method I found would be of value to other owners of the same vintage boats.

First, remove the upper outboard trim piece concealing the top edge of the door. With the door open, there is approximately $\frac{3}{16}$ " between the top of the door and the bottom of the frame. Two vertical dowels about $\frac{1}{2}$ " in diameter will be visible between the door and the frame. These dowels are spring-loaded from below and must be retracted downward to free the top of the door from the track. Using two ice picks alternately force a dowel down until a thin, flat piece of metal can be inserted between the top of the door and the frame. Retract the other dowel similarly. Pivot the top of the door aft to clear the upper track, lift it up to clear the bottom track, and then inboard to clear the bridge ladder. It is faster to do this job than to explain it!

John C. Purcell
Grosse Point Shores
Michigan U.S.A.

Dear Mr. Purcell:

The original circuit breakers and associated wiring should have adequate capacity to be able to handle both refrigerators. The original refrigeration has a built-in relay which automatically changes the supply to 117 volts when the AC supply is

connected. This is a standard feature of the Norcold so a second unit would have its own relay. You have only to connect the second refrigeration, in parallel with the first, to the same circuit breakers. It does not matter if both AC and DC breakers are on since the relay only permits one source of supply to be connected to the fridge—giving preference to AC when it is available.

Once again I am compelled to write to you for advice on trying to solve several possible problems with our 1971 Grand Banks 32, Hull #218.

1. The chine strake on the port and starboard side, as well as the first plank on either side of the chine strake seems to be pulling or is being forced away from the frames. The spaces or separation starts at the first frame from the transom, and continues in diminishing amounts forward for approximately 18' to 20'. The separation is the widest at the frames and bulkhead in the cockpit area, but is not obvious when viewed from outside. The planks, frames, etc., all seem to be sound with no deterioration in the wood. I would appreciate your comments on the possible cause as well as necessary repairs to repair this problem. I might add that the separations are identical on port and starboard sides and that *Sounder* doesn't take in any water in these areas.

2. *Sounder* is equipped with the 3-bladed 24" x 17" propeller and has what I take to be a normal "vibration" or "throb" when cruising above 1400 to 1500 rpm. Is there a cure for this? My main concern, though, is the tendency at this speed and higher to gradually swing to starboard, moving progressively quicker and faster as the speed is increased. More effort is required to keep the wheel from turning as the speed is increased in order to keep *Sounder* on course. What is causing this and what can I do to correct or minimize this tendency? The cables, pulleys, rudder, etc., all seem in order. I would like to put an autopilot on board but am concerned this tendency will affect autopilot performance and durability. I would certainly appreciate any advice on this problem.

3. The bridge has been stripped, sanded, sealed and refinished twice in the three years I've owned *Sounder* because of the "crazing" or "cracking" of the paint. I have used the Interlux primers and paints and have applied

same according to their instructions. I would appreciate any advice or suggestions to prolong the maintenance intervals in this area.

My wife came up with an idea to improve the galley counter and serving area, which I thought you or your readers may be interested in. We found approximately 4" of space above the refrigerator where we installed a pull-out cutting board (photos enclosed). The teak face above the refrigerator was removed and refastened to the end of the cutting board to blend in perfectly when the board is not in use. If anyone is interested in further details regarding the board you are welcome to write.

We spent a delightful summer on board *Sounder* traveling the lakes, rivers and canals from Lake Simcoe to Attawa to Montreal and finally to Hamilton.

We are looking forward to hearing from you.

George and Beverly Bielefeld
Burlington, Ontario
Canada

Dear Mr. & Mrs. Bielefeld:

Thank you for your letter.

1. *The chine is pushed out when the planks expand or are overcaulked. Why they should have expanded at this stage we do not know. The cure is to take out the plank immediately adjacent to the chine, refasten the chine, shave a little off the width of the plank and then replace it.*
- 2a. *We have found that fitting a four-bladed propeller in lieu of three-bladed results in a significant reduction in the vibration. We recommend that you fit a 22 x 17 four-bladed propeller.*
- b. *There is always a tendency for a single-screw boat to run to one side. This is because of the torque of the propeller. Your boat will have a bronze rudder and we used to put a 'set' into these with a large hammer to offset the torque effect. A less crude method would be to fasten a small block to the starboard side of the rudder. The size is quite critical and, if too large, the rudder will turn the other way. We find that a wedge-shaped trimming piece about 2" long and 1½" wide is sufficient.*

Tightening the steering cables can also reduce the tug on the wheel but this also tends to stiffen up the steering.

3. *I regret to say that I know of no magic cure which will cut down the maintenance on painted plywood. These days of course we build in fiberglass but no one has come forward with a labour-saving paint for the plywood.*

The slide-out board above the refrigerator looks most attractive. Curiously enough we did install a very similar board on our boats for a while. However we were forced to abandon it because there were complications when fitting different sizes of refrigerators.

We are glad that your boat is still providing you with delightful cruising opportunities.

I have a serious question.

GB 32 #497 has a leak which started when we unscrewed the clamp holding the pipe of the electric bilge pump to the floor. It is from the screw hole in the bilge horizontal surface, approximately 50 cm forward of the front engine-room bulkhead.

It was a low-pressure leak which was stopped by inserting a teflon tape wrapped stainless steel screw. It is not an immediate worry.

More serious is why there is water there. Probing the hole showed about 15 cm before reaching a solid surface.

Sea water may enter the outer skin via the rubbing strip screw holes—the rubbing strip has been damaged slightly many times, judging by its appearance.

Q. Should there be a space in the keel area of the boat? If the answer is yes, won't this lead to hull flexing where the angle of the almost-vertical wall of the keel turns to the flat planing surfaces?

Q. What action should be taken at the next slipping?

Yan asked me if we receive the *American Marine News*. I have found the latest copy—it is 1978. As there are many good articles in it I would appreciate receiving it regularly (also if possible some back issues). Please address it to Mr. L. Gazzini, P.O. Box 382, Jakarta.

I look forward to your reply.

R.M. Robertson
Jakarta, Indonesia

Dear Mr. Robertson:

In the days when your boat was built, the upper

portion of the keel was left hollow and the top of the keel bridged across where it meets the flat planing surfaces. Because of the problem with water entering we later decided to fill the keels completely even though this made the boats heavier. You do not need to worry about the hull flexing where it meets the keel; we have never had any problems of this type.

However there should not be any water in the keel and it is important to find out where it is coming from. The easiest way to do this is to observe where it runs out when the boat is slipped. The most likely places are the bolts which fasten the rudder heel fitting in place or the stembond. I am not sure what you mean by the rubbing strip. If you mean the brass strip on the quarter-guard, then this is not likely to be a problem because it is above the keel.

The bottom aft corner of the keel is supposed to be solid where the heel-fitting bolts go through it. However this did not always work out too well and sometimes the supposedly solid fill material was porous, which permitted water to enter the keel. If you find this to be the problem, then the solution is to remove all the bolts and drill out the holes in the keel so that they will just accept the outside diameter of a piece of tube whose inside diameter will just take the keel bolts. The tubes should be glued in place using epoxy or silicon. They will then effectively isolate the keel bolts from the keel-fill material.

If the leak is at the stern band, the screws should be removed and reset in silicon bedding compound.

It is, of course, important to get the water out of the keel. This is easiest done by drilling a hole in the side of the keel at the aft and just above the fill material. The height of the fill material can be located by tapping on the outside of the keel.

If you look along the top face of the bridge over the keel inside the boat, you will probably find a black plastic tube sticking up out of the keel. This was originally put in to allow the owner to determine whether the keel was dry and to be able to pump out any water which collected inside. This was one of our less successful ideas and we are now recommending, if you find this tube, that it be cut off flush with the fiberglass and glassed over.

Mr. Gazzini's name has now been digested by our computer so, hopefully, you should receive copies regularly from now on.

With no prior experience, we recently decided the time had come for us to purchase a boat. After a trip to a small San Diego boat show and some thinking about our interests, needs, and "fears," we decided that a trawler type is what we needed. Then after much investigation, talking, looking, looking, talking, we finally came to one startling conclusion. Every trawler type boat we have been shown (some very nice) had been compared to a "Grand Banks" by the person trying to sell it, and we had never seen a Grand Banks. At this point we decided we had better take a look at this mystical Grand Banks that everyone was referring to.

We did just that, were struck with some undefinable difference (at that time) between the Grand Banks and the others we had looked at, and now are the proud, proud owners of a Grand Banks 32, hull number 527, which we named the *Barbie*. Since then we have learned a lot about what the "difference" is and it's not so undefinable any longer. Now we compare all other boats with a Grand Banks.

We got our hands on a copy of *American Marine News*, Volume 10 No. 2, 10-7-79 and enjoyed, very much, reading it. We would appreciate being added to your mailing list to receive future editions.

If you're not already aware, you may be interested to know that the July issue of *Westways Magazine* (the Auto Club of Southern California publication) features an article about the *Transpac Race* with pictures. While the pictures are of sailboats, including the cover, the centerfold picture, besides sailboats, includes a beautiful stern view of a Grand Banks 32 underway off Hawaii. The pictures are actually from the 1975 race and were taken by *Fotoboat*.

Thanks in advance for adding our name to your list to receive *American Marine News*.

James and Barbara Hunt
Westminster, California U.S.A.

Dear Mr. & Mrs. Hunt:

Thanks for the nice letter. While we can't be sure, we think a photo from the *Transpac Race* series you mentioned once appeared on the cover of *Yachting magazine*.

We've added your name to our owners list.

LAZARETTE

GB 36-201, Where Are You?

We received a note from Mr. and Mrs. R.A. Wolf of Binghamton, New York, the owners of GB 32-216 *Sea Wolf*, asking for our help in getting a message to the owners of 36-201, *Sreya*. We'll share part of it with you.

"We met on the Trent Severn and spent a pleasant evening comparing notes. We parted at Midland on July 4th. We continued on our way through the Great Lakes, the Mississippi, the Gulf to Florida and enjoyed a 3-month stay at Maximo Mornings Marina in St. Petersburg."

"We heard from the Ayers at Christmas time, but can't find a return address in our papers.

Would it be possible for you to forward this note for us?"

Unfortunately, we do not have the Ayres or 36-201 on our owners list as the boat has changed hands several times. Our hope is that the Ayres or someone who knows them will pass the message along that the Wolfs would like to hear from them. Their address: Charles E. Wolf, 5 Normandy Court, Binghamton, NY 13903.

Replacement and Repair of GB Screens

A few issues back we gave the name and address of a Grand Banks owner who repairs, replaces and manufactures screens for Grand Banks. Mr. Simkins wrote recently to inform us that he and his wife had moved aboard their GB 42 *Snowbird* and relocated to Melbourne,

Florida. They are still very much in the screen business. Their new address is:

Snowbird
P.O. Box 1749
Melbourne, Florida 32901
(305) 724-0440

Lehman Service Listing

The Lehman Power Corporation recently reorganized its distribution and service network and has given us two phone numbers for service to pass along to owners and dealers. In Europe, the person to contact is Chris Cooke in Saxham, England. Phone (0) 284-631000. In the United States contact John Walter at (201) 486-5700.

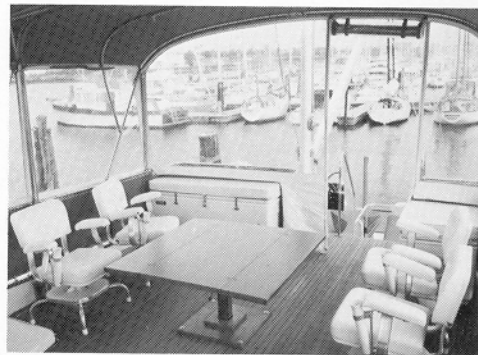
To get a printed listing of the current 158 worldwide (96 in the U.S.A.) Lehman dealers write to:

Mike Bednarz
Lehman Power Corporation
800 East Elizabeth Ave.
Linden, New Jersey 07036

Custom Corner

This photo shows the layout of the fly bridge on GB49-18. The height of the teak table (available from Pompanette) is adjustable to either dinner or cocktail height. Note the two Frigibar freezers, both 110 volt units. The owners of this boat installed holding plate refrigeration in the galley for often-needed soda and food and stow frozen foods on the bridge. The chairs are from Pompanette.

The full enclosure on the bridge makes this area comfortable in all but the coldest weather. The canvas work was designed by Paul McSorley Sailmakers of Bedford, New York, U.S.A. The radar arch is incorporated into the bimini framework.



Bob Phillips (left), American Marine's West Coast Sales Manager, is shown with John Field and Chuck Hovey (right) of Yacht Sales International outside their Alameda, California office. YSI is our new dealer in the San Francisco area. John and Chuck both have over 20 years experience in the marine industry and invite GB owners and interested people to stop by the new office and say hello. Yacht Sales International, 1150 Ballena Boulevard, Alameda, California 94501 U.S.A. (415) 523-8711.



The 1981 Delta Cruise provided this scene at Steamboat Slough just off the Sacramento River in Northern California's Delta region. The photo was sent to us by Marie Wilson, a writer/photographer living in West Sacramento, California.

