



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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Cover: A GB42 Motoryacht sits serenely at anchor in Xilokeriza Bay off the island of Spetsai in Greece.

PROFILE *Johnny Lim*



Johnny Lim joined American Marine early in 1969 as a Q.C. Inspector in the days when the yard in Singapore first started operations. Johnny steadily worked his way up through the organisation taking charge of the Quality Control Department in 1975 before moving on to become Assistant Production Manager one year later.

In 1977, it was decided to set up a separate service department to handle the growing number of local customers. With his wide experience, Johnny was selected to head-up this group. Inevitably the scope of service was extended to include all types of boats including yachts stopping off in Singapore for re-fit on their way around the world. The group also handles the commissioning of almost all boats imported into the region.

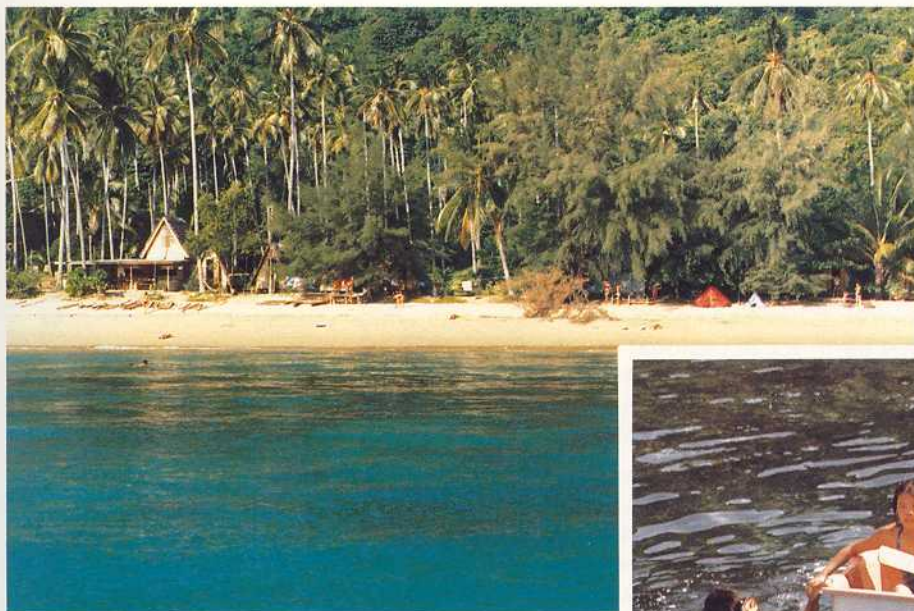
Service operations are not just confined to the yard and Johnny's staff have often made field trips to Indonesia and Malaysia to carry out service work and to come to the rescue of a boat lying disabled in some remote area.

Johnny's natural tact has proved to be a valuable asset when providing service on a customer's most prized possession — his boat!

TIOMAN REVISITED

The Tioman archipelago, with its dazzling beaches and swaying coconut palms, lies in clear blue water 45 miles off the East Coast of the Malay Peninsula.

Over a three week period, in July 1983, groups from different departments in American Marine cruised among the islands for a few days at a time aboard a GB42 Motoryacht. The South China Sea, supposedly calm at that time of the year, still managed to produce a steady supply of thunder storms and lumpy seas but despite this, everyone had a wonderful time and returned to work with much wider appreciation of boats and boating.



NEW DEVELOPMENT

GB49 MOTORYACHT



American Marine is proud to announce the latest addition to the Grand Banks 49 range. The main feature of the GB49 Motoryacht is the raised aft deck which extends out to the bulwarks and provides over 150 square feet of usable deck area. Safe, well-spaced steps lead down to both side decks as well as up to the flying bridge. A door at the forward end of the aft deck gives direct access into the deckhouse which has been extended by two feet. The extra length results in an even more spacious salon with the galley to port and helm-station, L-settee and yacht table to starboard. In an optional layout, changes have been made to the forward end of the salon. Careful design has relocated the galley at a lower level in such a way that it is separate but not isolated from the salon. For further convenience it has been placed opposite a four-seater dinette which converts to a double berth for occasional guests. Forward of this area is a roomy guest suite with separate head and shower. On the standard boat, the layout forward of the salon is exactly the same as on the GB49 Classic with two staterooms and a separate head and shower-stall to port.

In the aft accommodations, the full width deck provides a generous amount of additional space. In the standard arrangement this is utilised to provide a spacious owner suite. Alternative layouts offer either two smaller cabins, each with their own head and shower or, alternatively, an en-suite owner's stateroom with guest head or utility room.

The engine-room follows the standard GB49 practice of providing six feet of headroom and commendable access to engines and ancillary equipment. All stringers are dressed in teak and the entire engine room, including hull sides, is fully sound insulated. A 20KW generator (16KW, 220V for Europe) is standard equipment and is housed in a separate sound-proof compartment located between the fuel tanks.

Power is provided by a pair of 225 Ford Lehman diesels. These recently-introduced engines are part of the new Dover range which supercede the well-proven 2715 series. Economy and noise reduction have been further improved and the new engines will provide a cruising speed of ten knots at 2000 rpm with a total fuel consumption of around eight US gallons per hour. Top speed is 12.7 knots at 2450 rpm.

Other, more powerful, engine options are available on request. For further information please contact your nearest Grand Banks dealer.

GENERAL SPECIFICATIONS:—

L.O.A.	— 50' 6" — 15.39m	Displacement	— 60,000 pounds	— 27,216 kgs
L.W.L.	— 48' 1" — 14.66m	Water	— 500 US gallons	— 1892 litres
Beam	— 15' 5" — 4.71m	Fuel	— 1000 US gallons	— 3785 litres
Draft	— 5' 2" — 1.57m			

BEACHCOMBING

GB42-363 *Audriel II*

Cape Coral, Florida, U.S.A.

Mr. and Mrs. Tom Lyndon are enjoying *Audriel II*. They have cruised 34,000 miles since the fall of 1976. Included in their cruising was four round trips on the Intracoastal Waterway, four trips to the Bahamas, the New England seacoast to Maine, the Canadian canal system, the Great Lakes and the Mississippi River. *Audriel II* is shown at anchor in McGregor Bay, Ontario, Canada, this past September.



GB36-356 *Bibo*

Hamburg, West Germany



Mr. Karl Walterspiel of Hamburg, West Germany, owns *Bibo* a 1974 wooden GB36. The name *Bibo* was affectionately given by his daughter after the famous large bird in the television series *Sesame Street*. She thought there were some similarities! Mr. Walterspiel reports that *Bibo* is in great shape and hopes to keep her for many years to come.

GB42-760 *Majulah Singapura*

Obertello, Italy

Dott Angelo Murzi is as Singaporean as he is Italian. His GB42 Motoryacht is aptly called *Majulah Singapura* meaning Onward Singapore and he flies the Singapore national flag on the main mast as a full measure of his love and respect for the city state where his boat was built.

Angelo's passion for the Grand Banks started the first day he was shown one and he now lives permanently on board in Cala Galera Marina with his wife, Roberta, and son, Giampaolo, even though their house is only five minutes away by car.



GB32-308 *Marisol*

Claremont, California, U.S.A.



Richard and Pat Latimer purchased *Marisol* in the summer of 1978 and have been cruising Southern California's waters ever since. *Marisol* was one of five Grand Banks doing charter service for five years in the Sea of Cortez before the Latimers acquired her. She was suffering from neglect, but the Latimers nursed her back to health. Today the only evidence of her vintage is perhaps the flat top bimini which was built in Mexico during her charter days and which the Latimers want to retain for sentimental reasons.

GB36-385
Shangrila

Naples, Italy

Mrs. Anna Miragliotta is seen relaxing and taking in the sunshine at Cala Galera Marina in Italy. Together with her husband, Alberto, they cruise the length and breadth of the western seaboard of Italy every summer, visiting the myriad of Islands around the Tirreno Sea before returning to their home port in Naples. Built in 1973, *Shangrila* was purchased from her former owner in 1979 and the Miregliottas report that despite many hours on the engines everything is shipshape and running well.



GB42-725
El Dorado

Portland, Oregon, U.S.A.



Mr. and Mrs. Larry Wheelon stand proudly on board their GM42-725, *El Dorado*, berthed at her home port of Portland, Oregon.

The Wheelons are avid fishermen and the boat has served them well for two seasons fishing salmon and albacore at the mouth of the Columbia River.

GB57-32
Impetuous

Singapore

Mr. and Mrs. John S.C. Yeo with their family and friends posing in front of *Impetuous* during the launching ceremony at American Marine's yard in Singapore. This is the fourth and largest Grand Banks owned by Mr. Yeo. He now has a flotilla consisting of two GB42 Europas and a GB42 Classic making him the single largest owner of GBs in this part of the world.



GB48-24
Chiton

Mill Creek, Washington, U.S.A.



Mr. & Mrs. Charles Kanavle of Mill Creek Washington, own *Chiton* and have every reason to be proud of her. Besides being as immaculate as when she was new, *Chiton* is probably the only ketch rigged GB48 in the world.

CETEC BENMAR AUTOPILOTS

Maintenance and trouble-shooting guide

Course Setter 21 and
Course Keeper 210

Maintenance

Although autopilots require relatively low maintenance there are several items that should be checked at least once a year to assure proper operation.

1. Autopilot Compass Assembly: Check for correct fluid level. (Air bubbles in the expansion chamber are normal, however, no air bubbles should be in in main chamber.) See Fig. #1.
2. Compass Contacts: Clean with alcohol and a clean cloth.
3. Plugs & connectors: Check to assure they are clean and free of corrosion. (Clean if necessary with WD-40 or similar substance)
4. Chain and sprockets: Check for proper lubrication, alignment and chain tension.

Repairing and Shipboard Spares

Autopilots are normally easy to repair and in most cases can be done by the boat owner if he carries a few spare parts on board.

Cetec Benmar's CS21 and CK210 series of autopilots use integrated circuits (IC's) which are plugged into sockets and are easily replaced if one uses care when inserting. The correct orientation and insertion of all 16 pins in the socket is critical. All circuit boards are marked to show the correct orientation.

IC's are the most common failure in the autopilot since lighting or a sudden voltage spike may cause them to fail.

Since IC's are relatively inexpensive, you may wish to take the easy route & change all IC's at once rather than attempt to isolate the one defective IC. Changing of IC's will cure a large percentage of autopilot failures.

Recommended Ship Board Spare Parts Kit

4 each CD4016 2 each CD4011
4 each LM324 2 each CA3130
2 each RC4558

On long range cruises you may wish to carry a spare compass.

Trouble Shooting

First we will assume that the autopilot has been working properly, but now has failed. The following are a few of the most common problems, possible causes, and corrective action.

1. Symptom: Erratic operation or pilot occasionally goes off course.
Cause: Dirty compass contacts, or low fluid level in compass.
Cure: Clean compass plug with alcohol. If compass is low on fluid, replace compass.
2. Symptom: Autopilot erratic on some headings and very sluggish on others.
Cause: Magnetic material has been placed near the autopilot compass such as a speaker, radio, flashlight, etc.
Cure: Locate and remove magnetic material. This is very evident on CS21 type, since the dial no longer agrees with the ship's compass.
3. Symptom: Helm turns hard right or left when pilot is turned on.
Cause: Defective IC in either the pilot house control or the power unit.
Cure: Isolate problem unit:
 - a. Unplug interconnect cable from the PHC to the power unit.
 - b. Turn on power unit the normal way (when using the CK210 you must turn it on at the power unit by jumpering the terminal marked "on" to the terminal marked.)
 - c. If helm still drives hard over, change IC's in power unit. If not, change IC's in PHC.
4. Symptom: Autopilot corrects in one direction only.

Cause: Usual cause is a defective CA3130 IC in the PHC or LM324 in the power unit.

Cure: First change the CA3130 in PHC, if autopilot still does not work, change LM324 in the power unit.

5. Symptom: No action from the power unit and light is on in PHC.

Cause: Auto/power switch is in the "PWR" position on either the PHC, 2nd station or hand remote.

Cure: All auto/power switches must be in the "Auto" position.

6. Symptom: Autopilot does not turn on.

Cause: 12 volt power is low or missing, blown fuse or switch is not engaging properly.

Cure: Check power connections, fuse, and relay contacts in power unit.

Installation Errors

A large percentage of autopilot problems are a result of incorrect or careless installation, some of the most common mistakes found on boats throughout the world are as follows.

1. Phase switch backwards, causing poor autopilot performance. (CS21 & CS21R only).

Quick check: Turn compass dial on PHC to the ship's compass heading and open PHC (CS21) or binnacle (CS21R); the "N" on top of the compass should be pointing towards north.

If pointing to the south, reverse the phase switch on circuit board and rotate compass so the "N" points north, pull out dial knob and set to the ship's compass. (Final adjustment should be made under way).

Turn on unit and verify that turning the dial to the right turns the wheel right.

2. Power cables to the autopilot under sized or badly grounded

Usual symptom of a poor ground or low voltage due to under sized power cables is a very erratic and jerky wheel action.

It is best to connect the autopilot directly to the battery using large wires. Be sure output from battery is at least 13.5 volts. (Refer to manual for proper cable size)

3. Wrong sprocket ratio between wheel and power unit.

With a hand remote check the time it takes the power unit to drive the rudder from stop to stop. It should be approximately 10 to 15 seconds. If not, adjust the sprocket ratio accordingly.

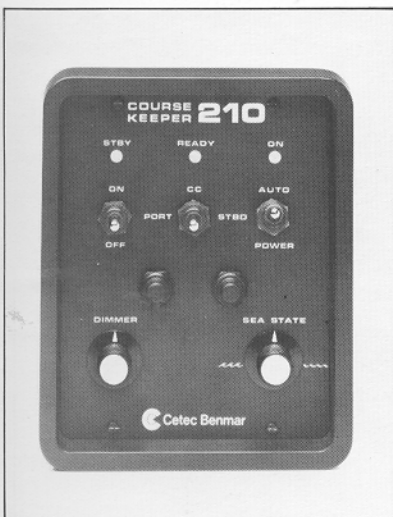
4. Limit switches not adjusted properly.

If the limit switches are not adjusted properly, it will not allow the autopilot to drive the rudder its full travel, or will allow it to drive past the rudder stops and cause damage to the steering system.

With a remote, drive the autopilot until it stops. After it stops, shut off autopilot and check to see that you have about 1/8 of a turn of wheel left before hitting the mechanical rudder stops. (Do this in both directions) if not, reset limit switches. (Refer to the manual for correct procedure).

5. Internal gain not adjusted properly.

If autopilot wanders and does not hold a tight course or fishtails, it usually means the gain has never been properly adjusted. If the autopilot wanders around the heading, the gain is too low and should be increased (clockwise). If the autopilot fishtails, the gain is too high and should be decreased (counter-clockwise). Only small incremental changes should be made and while under way. (Refer to manual for proper gain adjustment).



Our special thanks go to Mr. Rodney Minimum and the technical staff of Cetec Corporation in Santa Ana, California, for supplying the information for this article.

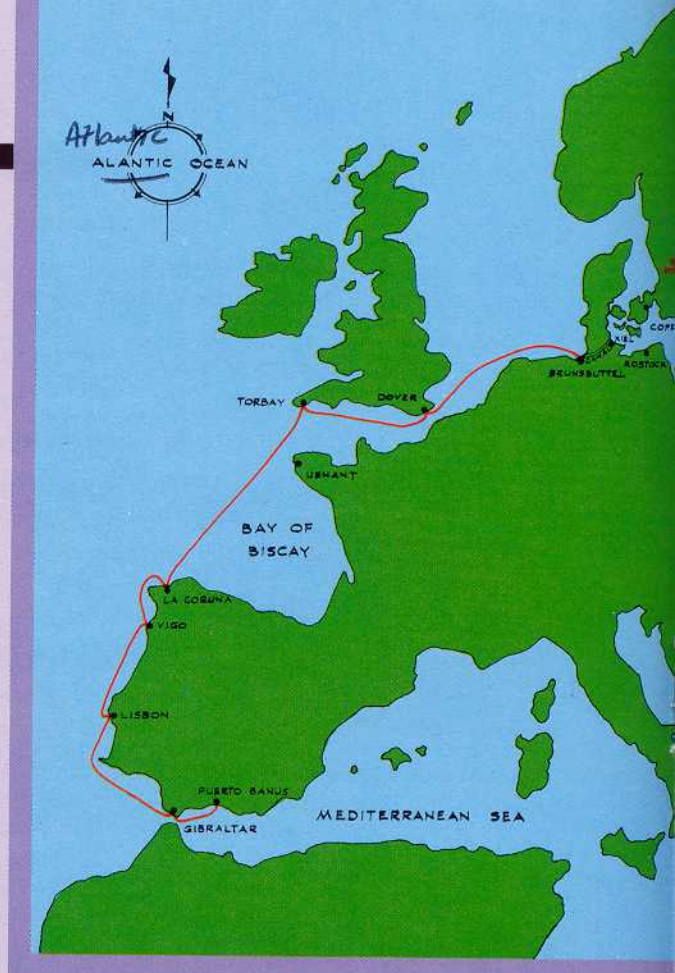
The World of Grand Banks “Corso Avanti”

by Ole Balle

Corso Avanti is a twin screw GB42 Motoryacht equipped with a pair of 120HP Lehman engines. The boat is owned by Mr. Sorensen of Denmark. Last year, they made the long journey all the way from Copenhagen to the Mediterranean. In the fall of 1983, she was brought back to Rendsburg, on the Kiel Canal, from the South coast of Spain by Ole Balle and his brother, Jackie. They encountered extreme weather conditions enroute, especially when crossing the notorious Bay of Biscay. Ole knows the Grand Banks well as he has performed much of the service work on GB's Scandinavia. This is his account.

The majority of the trip was done in fog and gale conditions so *Corso Avanti* had a rough voyage. There were just the two of us on board and we had a fantastic trip with lovely days as well as very bad. From Puerto Banus to Gibraltar the weather was fine but, after leaving Gibraltar, it turned misty and we found ourselves heading north into the teeth of gale-force winds known as the Portuguesenord. We had to contend with this wind, accompanied by fog, all the way up the Portugese coast and it was not until we left Vigo for La Coruna on the north-west trip of the Iberian Peninsula, that the wind and waves began to ease off.

In La Coruna we topped up the fuel tanks and waited for a good weather forecast. We left port on August 31 and set course for L'Ouessant (Ushant) on a direct course straight across the Bay of Biscay. During the night the wind increased from 10 knots to 50 - 60 knots and then stayed there for the next four days! The waves were like MOUNTAINS and the accompanying pictures only show what they looked like from the



reverse side. Sometimes we surfed down a wave with one propeller spinning in the air and at other times we fell backwards down a wave with both propellers out of the water. When we hit the bottom of the trough the boat was shaking and making a terrible noise as the propellers tried to get a grip on the mixture of air and water. The anchor platform was pointing at the sky and we had to cling onto the wheel and the cooking stove. Waves would burst over us burying the boat in foam. Several times the windows were down in the water which made us very nervous but the only loss we had was a lifebuoy washed off the flying bridge. The refrigerator door flew open and emptied its contents on the floor. Eight eggs were broken but not until they hit the teak parquet on the far side of a 80cm wide carpet — so you can see how much the boat was rolling!

At one point Jackie shouted and pointed and said there was a Volkswagen between the waves. I told him there was no Volkswagen out in the middle of the ocean and that he was seeing things because he was tired. He replied that you never could tell with all those English people trying to get their names into the Guinness Book of Records!

The trip from La Coruna to England was 500 miles and we had storm conditions for more than 300. We were very, VERY tired when we arrived in Torbay where there were many large tankers and freighters taking shelter from the storm. Both of us had been standing up for more than two days and my hands had big blisters after being so long at the wheel. My

brother was very impressed by the size of the waves but this was the third time I had crossed Biscay in a full storm and I was more used to it. The last time was in my small 7.5m sailboat and from her cockpit the waves looked REALLY big.

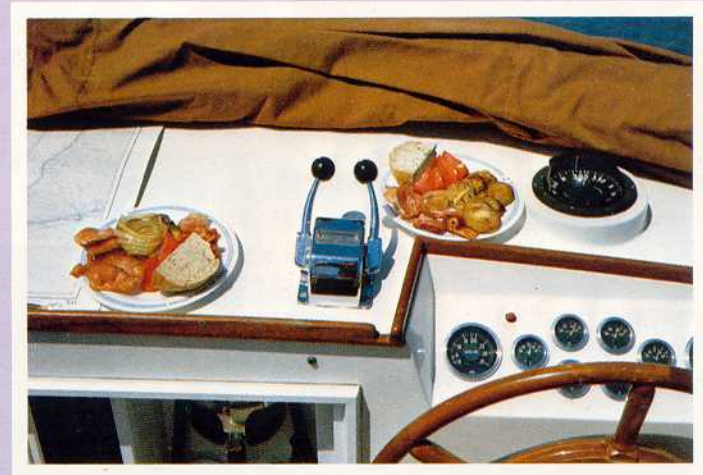
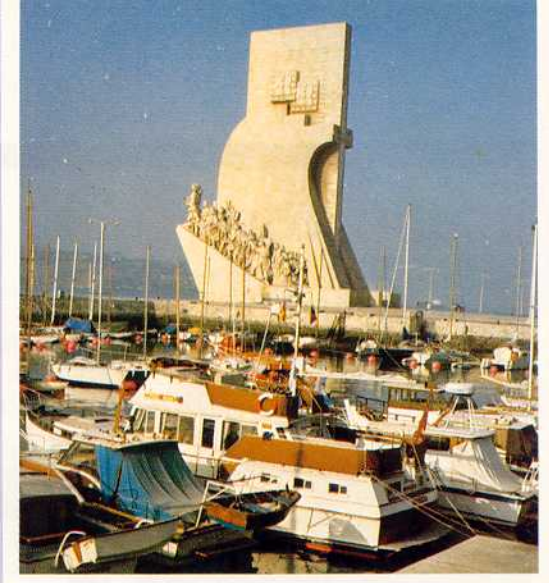
The weather up the English Channel was very nice until we got to Dover when we had trouble in the dark in the cable laying area outside the harbor. We refilled the tanks and left port in a strong wind and rough sea. That evening there was another gale warning from Ostend radio but, after Biscay, we felt it was nothing and we continued non-stop to Brunsbuttel. At three o'clock in the morning, we passed through the lock into the peace of the yacht harbor at the entrance to the Kiel Canal. We were very tired, but had a great feeling of accomplishment at completing the most hazardous part of the trip. We opened a bottle of champagne, but we both fell asleep after only one glass.

Following this experience and an earlier one in which I helped to take a Grand Banks through the ice from Denmark to Rostock in East Germany in January '79 (see American Marine News Volume No. 3), I feel that it is a very strong boat and even a storm in Biscay did not cause her any undue problems.

Editor's Note:

If anyone would like to get in touch with Ole, his address is:—

Balles Marine Service
Frederikkevej 2
3050 Humlebaek
Denmark
Tel: 02-19 39 09



RENDEZVOUS REPORT

2nd Annual Southern California Cruise U.S.A.

A perfect fall weekend was requested at the Isthmus Harbor, Santa Catalina Island, for the 2nd Annual Southern California Grand Banks Rendezvous and was delivered for the 84 Grand Banks that showed up and some 275 people.

On Saturday afternoon guest speaker Ron Whitelow, marine electronics representative and owner of GB32-562 *Aquarius*, spoke on "What's New in Marine Electronics." He also had on display an emergency drive unit called a Power Jenny. Following Ron was the Southern California Lehman engines representative, Gary Prestegard, who spoke on the maintenance and repair of the Lehman diesel engine.

Cocktails, hosted by Stan Miller Yachts and Shelter Island Yacht Sales, the sponsoring dealers, started at 4:30 pm followed by a superb luau prepared and served by Art Nelson of the Dougs Reef Restaurant.

After dinner, Phil Thurman, publisher of Sea Magazine, gave a slide presentation and lecture on trawler cruising in the Bahamas.



About a quarter of the boats that took part in the cruise as viewed from Santa Catalina Island



Cocktail Hour



Stan Miller announcing winners of the hors d'oeuvres contest



John Hooper (in white pants) making presentation of free haul out to oldest GB42.



Dinner!



Seattle Cruise Seattle, U.S.A.

The Grand Banks Rendezvous sponsored by Field Marine Company, our dealer in Seattle, was a great success. Ninety nine persons representing 38 Grand Banks yachts enjoyed a barbecue chicken and ribs dinner at the Admiralty Marina Beach Club. John Field presented each boat owner a participation momento and the oldest boats of each size in attendance received a Grand Banks duffle bag. Bob Phillips showed slides of Singapore and the American Marine manufacturing facility where Grand Banks Yachts are constructed with great pride.



Much fun was had visiting aboard the many and varied boats, each reflecting the owner's unique personality.

Northern Europe

The Rendezvous organised by North Sea Marine of Oostende, Belgium, from August 27 to 29, 1983, in Holland was a big success and gathered 24 Grand Banks. Belgium, Holland, England, France and Germany were all represented.



Southern Europe

The 1st South East Mediterranean Grand Banks Rendezvous organized by British Marine Services (France), was held on September 10 and 11, 1983, at a beautiful French Riviera spot, the Isle of Port-Cros, which is also a National Park.

Among the participants, GB36-261 arrived from the North Coast of France after a long voyage which took fourteen days!



GB42-281 had a typically French idea, having converted the aft lazarette into a full size, fully racked wine cellar.

GB42-846, the first GB powered by twin 135HP Ford Lehman, Dover Range, performed remarkably well in her inaugural voyage. Allan Howell, Lehman Power President, also attended and is very much thanked by all participants.

EUROPE RENDEZVOUS 1984

North Sea Marine and British Marine Services will jointly be organising a rendezvous cruise to the Mediterranean to take place sometime in the month of August. Interested boat owners residing in Northern Europe are requested to contact North Sea Marine. Those in the South should contact British Marine Services for further details.

Addresses: North Sea Marine N.V.

Nieuwerfkaai 5
8400 Oostende
Belgium

British Marine Service
81 Port de Plaisance
06700 Saint-Laurent-du-var
France

COMMUNIQUE

Could Grand Banks 42-363 be the first of the fiberglass 42's? Never having found one with a lower number we would be interested in knowing. Could *Audriel II* be the first?

Tom Lyndon
Cape Coral, Florida U.S.A.

Dear Mr. Lyndon

Thanks for your recent letter and great photo of AUDRIEL II.

In checking our records we found that 42-363 was not the first fiberglass 42 produced but it was one of the earliest. The first 42 was hull 353. One reason you may not have crossed paths with the earlier boats is that only 5 of the 10 were sent to the East Coast of the U.S. Your boat was shipped from Singapore on August 16, 1973 to Detroit, Michigan. You might be interested to know that the first fiberglass GB32 was hull number 427 and the first 36 was hull 366. These boats were completed in May 1973.

It's great to hear that you've been able to use AUDRIEL II in the way she was designed to be used. We envy the cruises you've been able to make!

I am the owner of a 32 ft. Grand Banks #643 and have a question that you might answer or have someone answer.

Since, Sitka, Alaska, gets quite a bit of rain and since we use the boat for fishing we tend to get wet a lot. I figured a canvas over the back would fix this and found that it does to a degree but gives two other problems. In the winter the snow would collapse the canvas and it makes the classical look of the boat look bad.



Is it possible to, with marine plywood or fiberglass, build a cover to the back of the boat. A local ship-wright suggested that I write to you or the manufacturer to see if this had been done before.

I would appreciate it if you would forward my question to the correct party if you do not have the answer for me.

Sid Fry
Sitka, Alaska, U.S.A.

Dear Mr. Fry

We are answering your request for information regarding a hardtop for the cockpit of your boat.

After some digging through the files we came up with a photo of which we enclose a photocopy. It shows an extended hard top which we assume will have been made in plywood. It looks most attractive but the photo does not show the two snags with this arrangement. One is that the hardtop is only the width of the deckhouse and therefore deposits water well inside the cockpit. The other problem is that a large aperture has to be cut on the portside where the ladder goes up to the flying bridge.

A full-width cover provides more protection but needs to be scalloped aft at the forward end of the cockpit to leave room for your head as you step down from the side deck. On the portside this "scallop" combines with the opening for the flying bridge ladder as it is common to step straight from the side-deck onto the ladder without first stepping down into the cockpit.

All we seem to have done in this letter is to point out the difficulties (most of which you are probably already found out for yourself) and then follow it by saying that we have no definite information of a hard-top that has been built which answers all these difficulties.

However I have seen several canvas covers made on the bimini principle which look quite smart. From a purist point of view, it would be said that such a cover would interfere with the classical appearance of the boat but, then, so too does the bimini on the flying bridge and yet they look very acceptable.

A taut cover of this type should be able

to handle a certain amount of weight but, assuming that you do not go boating when the snow is heavy, then it should be quite simple to stow the cover at those times.

Thank you for writing to us.

I own GB36-464 *Footloose*. Some experienced yachtsmen in Antibes have been filling the keel of their GB36s and 42s with cement that is poured through an opening from the inside on the bottom just above the keel.

The idea is to increase stability and reduce the roll in the choppy, windy Mediterranean seas.

If this is a good idea, I would like to do the same but with lead pellets — funnelled through a hole in the bottom.

Do you agree?

Will it reduce roll and the chance of capsizing? (Do the GB's ever capsize?)

How much lead would you put?

Where should a hole be drilled in the hull bottom to reach the best part of the space within the keel? (Can you send a small sketch?)

We have tried a staysail — good at anchor to reduce the sway but at sea it only seems to make the boat stiffer which is not desirable.

Thanks for the information. We love the GB.

Pierre Majani
Paris, France

Dear Mr. Majani

Thank you for your letter. The best reason for putting something in the keel is to fill up the hollow space and give yourself additional security in the event of running aground. There is no need to fill the keel in order to increase stability. In fact, if you add more ballast, you will make the boat stiffer and you have already found out that this is not necessarily desirable because it will reduce the roll period and can actually make the movement of the boat more uncomfortable.

Bearing this in mind as well as cost and the fact that it is better to fill as much of

the keel void as possible without adding too much weight, we feel that it would be better to do what others have done and use cement rather than lead. This means that you will fill more volume for the same amount of weight.

As regards the amount to add and where to add it, we again feel that it would be best to follow what others have done as they have been the pioneers and it is better to capitalise on their experience rather than come up with a new untried estimate. I am enclosing a copy of our drawing No. C195 in case it should be of assistance to you.

Basically we think that it is a good idea to fill the keel even though you need have no fears of the boat capsizing. Well over two thousand GB's have been built and there has never been a case of one capsizing even though they have been at sea in some terrible conditions.

We are so glad to hear that you love your GB and thanks for writing to us.

I was extremely interested in reading about the modifications that you did on *Lion's Den*. They are both imaginative and practical.

We have a 1978 GB42 with twin Lehmans. This Spring we ran into a potentially dangerous situation in our attempt to go to Bermuda. We were about 300 miles off shore when we had to shut down our port engine due to extreme vibrations caused when a steel cable wrapped around the shaft.

The decision had to be made whether to proceed on one engine another 400 miles to Bermuda or to return to the Carolina coast. We felt there was no option since, if our remaining engine became inoperative we wanted to be within distance of Coast Guard rescue, so we aborted the trip and returned.

As a result I have wondered whether anyone has adapted their GB42 to permit sailing in an emergency by installing a foremast that could accommodate sail and/or a roller furling jib. Could you comment on this and possibly send sketches, if such exist.

I was also intrigued by your removable helm seat in the main salon. Do you have sketches how this was done and who did it?

I certainly hope that you will find time to use your boat for "its intended destiny".

Sanford M. Lampl
Pittsburgh PA U.S.A.

Dear Mr. Lampl

We do not know of any GB which has been set up to have a sail on a foremast. However we see no reason why this could not be done. Enclosed is a copy of an outboard profile drawing on which we have sketched some suggestions. With the bow roller in the center of the anchor platform, you would probably have to have a bridle at the lower end of the forestay and you would have to have a bobstay or some sort of support under the anchor platform. You would probably have to cut the foot of the job fairly high in order to clear rails and pulpit, etc.

With regard to the helmseat, we made it here and the arrangement worked very well. We expect you could find a suitable seat locally, and the only thing you have to watch is that there is sufficient clearance from the pivot point of the seat to the pole to allow the seat to rotate — preferably without trapping your fingers between the pole and the backrest.

For a seat to be satisfactory, it should be high enough so that your eyes are at the same level as they are when you are standing. This means that a foot rest is essential both to facilitate getting into the seat and also to prevent your feet from dangling.

What a pity that you had to abandon your trip to Bermuda, you were very unlucky to hit a wire cable three hundred miles out to sea. Better luck next time.

I am the owner of a 1973 GB32 Hull No. 396 and have a question to ask similar to those in the "Communique" department of the American Marine News.

This last summer we cruised 1700 miles through the northern Great Lakes on our boat and had no mechanical problems at all. The engine now has 1326 hours on it.

When laying up the boat this fall in Detroit, I noticed an accumulation of

little asbestos fibers on the inside surface of the hull directly under the asbestos covered section of the exhaust pipe adjacent to the muffler. The asbestos on the pipe appears in good condition but obviously must be breaking down.

There has never been any water present when I removed the "condensation" plug each fall. Rather the below portion of the inside face of the plug usually has some dry black carbon-like material laying in it.

Several years ago there was an article about the disastrous consequences of a failure in this area of the exhaust system but cannot find this article now for reference.

Would you please explain the design of this asbestos covered portion of the exhaust system and if possible provide a sketch of the construction to help my understanding. Most important tell me what I should do about this situation.

The engine runs perfectly always at the proper temperatures (190° - 195°F) and 40 lbs oil pressure. Being an old sailor I run slowly about 1600 rpm (peak of the torque curve) and enjoy 1.5 gallons per hour of fuel use.

Your usual thoughtful analysis of my problem will be greatly appreciated.

John Purcell
Hilton Head Island,
South Carolina, U.S.A.

Dear Mr. Purcell

Thank you for your letter. It is always a pleasure to hear from owners of mature GB's and we are very pleased to learn that you are making such good use of your boat.

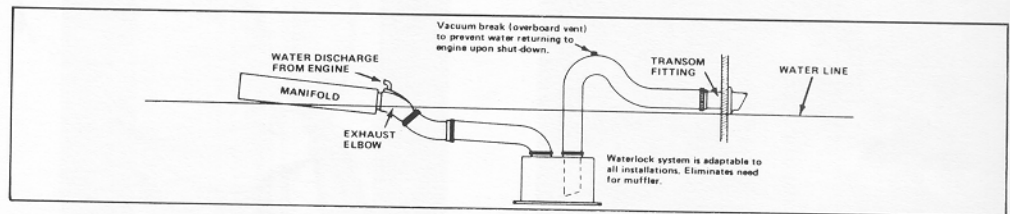
The exhaust system that you describe has a hot section of flexible metal pipe connecting the engine to the pot-type muffler. The asbestos serves to insulate the hot section and the flakes of asbestos that you see are signs that the asbestos lagging is becoming rather fragile due to age. Your remarks regarding the drain hole in the pipe indicate that there are no problems concerning the interior of the exhaust system as it stands at present.

However, having said this, there is still the question concerning the degree of

corrosion that may have occurred inside the exhaust riser itself. It is within the riser that the engine cooling water mixes with the hot exhaust gases and the resulting brew turns out to be a rather nasty mixture of hot seawater and dilute sulphuric acid which attacks the inside of the riser. Unfortunately there is no way to check how much corrosion has taken place although, in your case, it could be below average because you are using your boat in the Great Lakes. However we do feel that it would be prudent to replace the system because, if it does let go, the results can be rather disastrous.

Instead of simply duplicating the existing arrangement, we advocate that you replace the entire system with a waterlock muffler which can be supplied by Lehman at Linden in New Jersey. To do this you will need one of their exhaust elbows in addition to the waterlock muffler itself. This system is not only quieter than the original but eliminates the hot section of pipe and will dispel forever any future worries about water being able to run back into the engine.

We show below an illustration of the parts to which we refer.



This is an "aqua lift" design system that prevents sea-water drain-back into the engine. A 12" rise above the hull waterline is recommended for maximum safety. A muffler is not normally required in this type of installation.

I am introduced to your magazine 'American Marine News' by Mr. Bruno Sepplet of S. Australia, and have come into possession of Vol. 11 No. 3. Firstly, I would like you to place me on your mailing list, and if possible let me have any back numbers of the magazine subsequent to the issue mentioned above.

Juni — Girl was built in 1978, commissioned in 1979 at Southampton, and sailed via the Bay of Biscay to Puerto Banus on the Costa del Sol in Southern Spain in the summer of 1979. She came into my ownership in May of this year, purchased from the original owner, Mr. Ken Holt. Unfortunately, Mr. Holt was only able to use *Juni — Girl* very rarely and by May this year had only run 375 hours. But she had been kept in immaculate condition, and indeed that was the word used by her ex R.N. surveyor who added that he would only have expected to find such an immaculate engine room in a Royal Naval vessel about to be visited by an Admiral of the Fleet! Full marks to Mr. Holt, and I am trying to maintain the standard.

From June to Sept this year my wife and I lived aboard *Juni-Girl* in great comfort and added 200 engine hours and some

800 miles to the log, remaining based at Puerto Banus. Next summer we expect to change base to Gibraltar after an extended cruise to the Aegean, Turkey and the Greek Islands. There are, to my knowledge, at least a dozen other Grand Banks based in the Costa del Sol area and at least twice that number of inferior trawler type boats built by a competitor whom we G.B. people view with sorrow rather than anger while remembering them in our prayers!

On the occasion of one of our earliest cruises when we were still very much in the process of learning our ship we had the experience of meeting 30 knot winds (source meteorological office, Gibraltar) and appreciated at that time that we had bought a very sound boat!

Kenneth M. Couparr
Isle of Man
U.K.

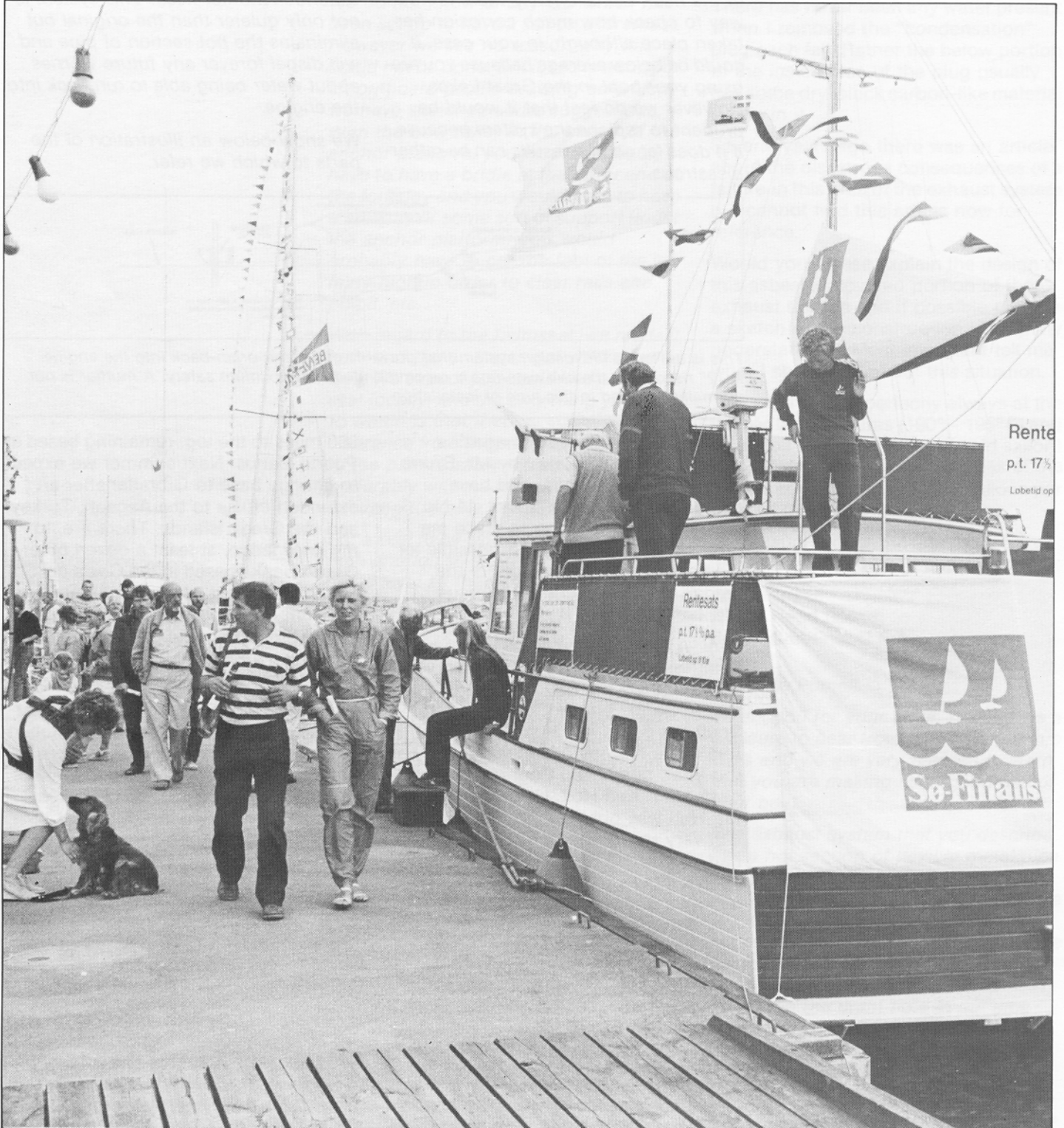
Dear Mr. Couparr

Thank you for your interesting letter.

Your name is now on our mailing list and we have pleasure in enclosing copies of Volume 12, numbers one and two. We hope that *JUNI — GIRL* will provide you with many years of pleasant cruising.

Boat Show

Vianaut Company Limited, one of our Scandinavian dealers, recently displayed the latest Grand Banks 42 Motoryacht at the Kolding Boat Show in September, 1983. This was the first in water show to be held for a long time and a large turnout attended, particularly the Scandinavian and German visitors. The Grand Banks, was as usual, a favorite with the crowd.



CUSTOM CORNER

The photographs below were submitted by Walter and Phyllis Wilson and shows how little touches like the stained glass window in the back ground and the specially designed blinds and Lambrequin trimmings for the windows adds a touch of class of their Grand Banks 42 Classic *Grand Slam*. Walters background in building construction helped a lot in this respect.

The photo to right shows a wood burning stove/fireplace to take the chill off those cold winter days. Custom installation was done by Bert Synder on his 42-753 *Tamara*. Bert has also installed a six cubic foot top loading freezer aft of the fireplace.





In the next issue — The World of Grand Banks will feature Mr. Burt Synder's very fascinating trip up north to Alaska.