

VOLUME
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ISSUE 1

SPRAY

The Grand Banks Owner's Journal



GRAND BANKS.

Editor's Note

Greetings Boaters!

Welcome to the first edition of *Spray* for 2005, and the last of its kind. Starting with the next issue, we will increase the amount of content and make other improvements to the paper stock, size, and layout. V5I2 will land in mailboxes this summer containing a packed lineup of announcements that will be sure to amaze even the saltiest sailor, plus expanded coverage of rendezvous, boat shows, and service tips and tricks.

After our two biggest boat shows—Fort Lauderdale in October 2004, and Düsseldorf in January 2005—we are pleased with the interest expressed by current owners as we announce new products and services. Our latest addition—the 70 Aleutian CP—starred at the Ft. Lauderdale boat show, receiving high praise from onlookers and magazine editors. If you haven't seen the 70CP gracing the cover of *Yachting's* February issue and *Sea* in March, check them out today!

At the rendezvous hosted by the Puget Sound Owners Association last May, Grand Banks Yachts sponsored a raffle earning one lucky couple a trip to Singapore. Though it is not a *cruising* feature per se, John and Linda Seely wrote a wonderful account of their time in Southeast Asia, discussing their tour of the factories as well as a magical vacation to Thailand.



Jonathan Cooper
Editor

Happy cruising until we reconvene in July!

Sincerely,



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On the cover

Photographer Russ McConnell captures the essence of canine friendship. Lulu the lab is on watch while captain Paul Noury manages the helm.

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EMPLOYEE PROFILE

Intan Nioridwan

GB Interior Designer

In every issue of Spray we like to recognize a Grand Banks employee who makes a valuable and positive contribution to the team. The most difficult task of all is narrowing our selection to a single person.

This issue we would like to introduce you to Intan Nioridwan. Armed with a Bachelor of Arts in Interior Design from Trisakti University in her native Indonesia, Intan began her career at Grand Banks in June of 1999.

While working for Grand Banks, Intan also studied towards the completion of her Masters in Design from the University of New South Wales in Australia.

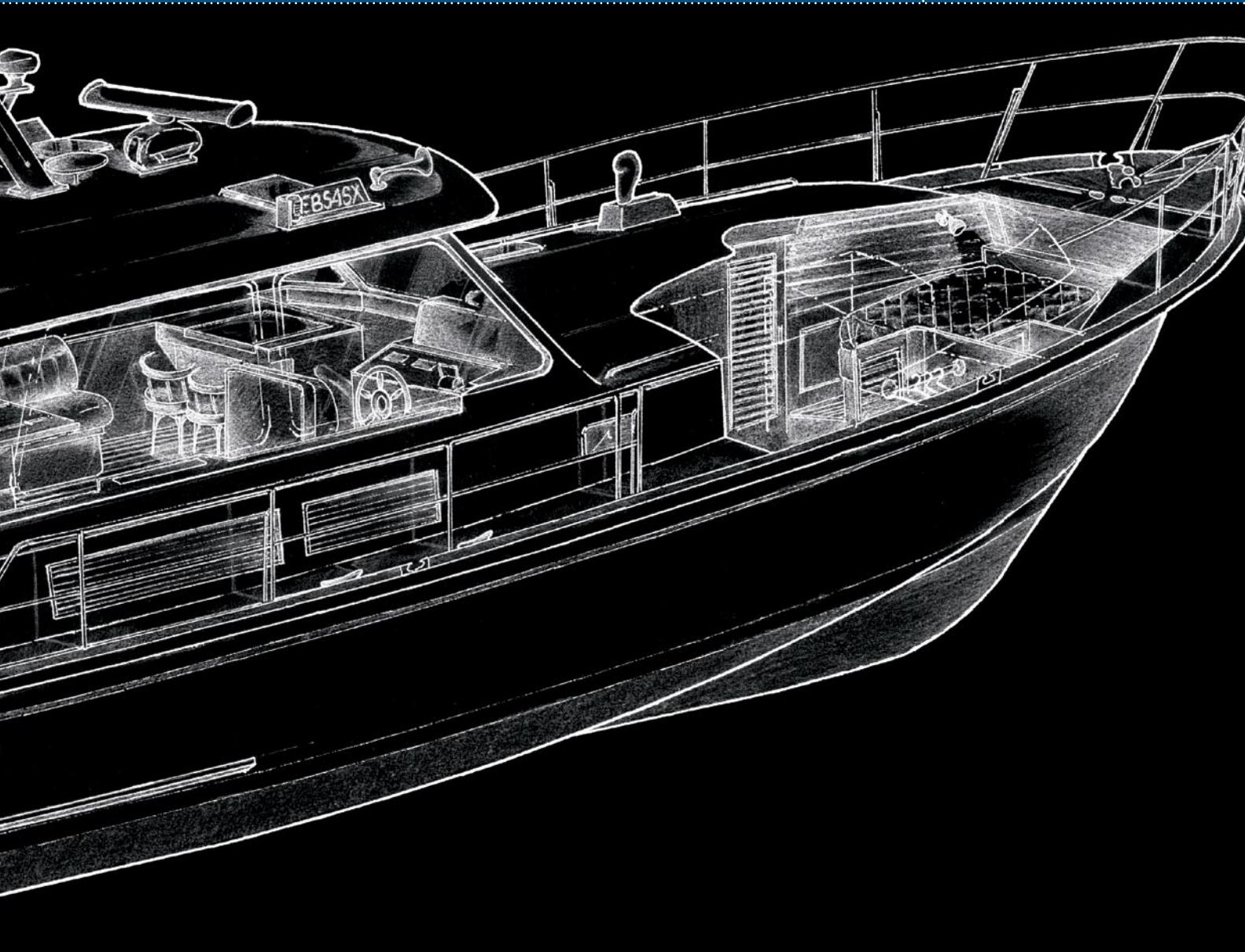


ABOVE LEFT
Intan, Grand Banks Interior Designer, working on drawings aboard a GB Heritage yacht

BELOW
One of Intan's many sketches; this one of the 54 Eastbay SX

At GB, Intan is charged with working with naval architects' drawings prior to production, analyzing the interiors of yachts on site, and recommending long-term changes. Intan is also a gifted artist, having sketched the full line of GB yachts in precise 3-D, which aids in illustrating to potential owners how a yacht will look in its completed state.

We applaud Intan for her hard work and dedication to improving the interior design of all Grand Banks yachts. <>



Asian Splendor

LINDA & JOHN SEELY | 42 Classic, hull #1070 **Voyageur**

The May 2004 Puget Sound Grand Banks rendezvous saw over 100 Grand Banks yachts gathered in Roche Harbor, Washington. Included in the varied agenda of lectures on maintenance and cruising was a raffle with many wonderful prizes. To our amazement, John and I won the Grand Prize: A four day trip to Singapore for two and a tour of the Grand Banks facilities there. Since the trip actually involved over 21 hours of air travel, we decided to extend our stay and tour some of Southeast Asia, as well.

We arrived in Singapore in the early hours of Wednesday, November 3rd. It was hot, dark and quiet as we entered the Traders Hotel, just down the street from the main shopping area. Singapore must be the grandest shopping Mecca ever. Huge department stores from Japan, Paris and New York compete for attention on Orchard Street. Dozens of small malls are interspersed with grand department stores, and video displays advertising everything from underwear to music can be seen high above the crowds. It was early November and Christmas decorations were being put up on all the buildings in preparation for celebration of the holidays.

The next day Matilda Wu, our contact at Grand Banks Yachts, picked us up at 8:30 a.m. for our van ride into Malaysia to see the boat yard there. There are two Grand Banks Yachts facilities, the larger in Johor, Malaysia and the smaller in Singapore. We crossed the bridge separating Singapore from Malaysia and went through customs. The ride from Singapore took about an hour and some people commute

every day. Leaving Singapore, the lush jungle took over from the manicured streets, and small houses appeared among the green vegetation.

As we approached the yard we saw the new apartment buildings built by Grand Banks Yachts for workers at the boat yard. It was a sultry day, with dark clouds in the distance, and the temperature was at least 90 degrees Fahrenheit when we arrived. Upon our arrival at the Malaysia yard, we were introduced to Helmy, our tour guide for the morning.

We observed the entire boat building process, from laying the fiberglass in the hull molds to fine finishing work on boats ready to be shipped. The main assembly work was done outside, for the most part, with only a couple of walls and a roof to protect the boats under construction from the rain. Even in the heat and humidity, the entire yard was a beehive of activity, with over 25 boats being assembled in two long rows. Five people were moving quickly about applying fiberglass mats within the half-hull mold of a 70 Aleutian. In one area there were interior cabins being constructed. Stacks of wheels, swim platforms and all manner of wood pieces were being made by hand. Varnishing was done in more enclosed spaces, small areas surrounded by plastic sheets with negative air flow. Posted on the wall was a flow chart on which was noted the date the boat was ordered, its current status, and its anticipated delivery date. The attention to detail and craftsmanship was apparent at every stage of assembly.



ABOVE John gets a hug from baby elephant Nying Nyong

We were fortunate to be able to see a large Eastbay model that was about to be delivered. It was truly a work of art. Lots of highly polished wood and suede (even the headliner was suede!) were visible, and a young lady was putting the finishing touches on the wood work, making sure that there were absolutely no flaws. The people were wonderfully friendly, waving hello and smiling, posing for pictures and showing us what they were doing.

After leaving the Malaysia yard and making our way back through passport control into Singapore, we stopped for lunch at the Changi Yacht Club with Matilda. The grilled prawns were outstanding, and huge. We sat overlooking the water, eating and watching the dark clouds of an approaching rain storm.

After lunch we visited the Singapore yard and watched workers building a 64 Aleutian. For some yachts, the hulls are put together in Malaysia and then towed across the bay to the Singapore facility, with its smaller assembly and furniture finishing areas. While we were there Matilda even found us a copy of the plans for our own boat, *Voyageur* (1989, hull #1070). As we left the yard in a cab after saying goodbye to Matilda, the rain began, accompanied by lots of thunder and lightning. We spent the next two days in Singapore touring on foot or by city bus. The weather remained hot and humid,



ABOVE Deckhouses awaiting assembly in Malaysia

with rain squalls arriving most afternoons. We had dinner in Little India—with food served on coconut palm leaves—and the following day a delightful lunch at the Singapore Botanic Gardens (a must-see for any tourist or resident).

On Sunday we flew to Phuket, Thailand, a country rich in culture and history. The Thai people were warm and friendly, the countryside was lush, the food outstanding and we spent the week relaxing and talking to people we met. The highlight of the week was the baby elephant, Nying Nyong.

Each morning she came to the beach with her handler to greet the tourists. She gave kisses (see photo of John), ate bananas, and went for a swim. Incidentally, it was this same Nying Nyong who carried her handler and two children to safety when the tsunami struck a month later. Our hotel sustained only minor damage in the tragic events of December 26th, 2004.

The following Sunday we left Phuket and flew to Bangkok. The contrast of large, very modern apartment and office buildings side by side with street vendors' booths selling every kind of food, clothing, silk scarves and a multitude of Louis Vuitton bags was amazing. The smell of many kinds of cooking meats and vegetables filled the air. There were also small boutiques selling precious gems and silk goods. One could even order a silk suit, ready to pick up in 24 hours.

Much of the travel in Bangkok is by water, and long-tailed boats and ferries of various sizes carry workers and tourists up and down the Chao Praya River. We toured the Floating Market and munched on coconut pancakes as the vendors tried to interest the tourists in their colorful wares. In the past, Bangkok was called "The Venice of the East" because of her many canals. In the city proper, the canals have gradually been filled in, but outside the city they are still used for washing and transportation.

There are over 35,000 Buddhist Temples in Thailand, although we visited only a few nearer the city. We toured each of the King's Palaces—the Grand Palace and the Summer Palace, which were extremely ornate and beautiful. We visited the former capital, Ayutthaya, which is in ruins now but stunning in both its size and complexity. We traveled back to Bangkok on a medium-sized cruise boat and watched as barges filled with grain and other cargo passed us, pulled by smaller tug-boats. The multi-colored and multi-shaped temples and homes that lined the river were a constant source of fascination to us.

We left Thailand after a week in Bangkok, and plan to visit the country again. We thoroughly enjoyed our trip to Southeast Asia and cannot thank Grand Banks enough for the trip to Singapore and the tour of their remarkable facilities. <>



ABOVE Perfecting the art of wheelmaking in GB Malaysia

REBUILD- ING *a* Rarity*

a STORY about TURNING an OLD SHIP AROUND

story by DAWN & PAUL NOURY

It was not without lengthy deliberation and negotiation that we acquired Grand Times in March of 2003. She was a much larger undertaking than our previous boat—42 Classic, hull #58—but she offered a chance to reclaim some of the small luxuries of conventional life such as laundry facilities, a hot bath, a full-size refrigerator and a king-size Simmons Beautyrest. These things aside, we knew she was going to take us down that path every wooden boat owner knows is the life (and potentially the death) of him. For the 253 practical reasons we could think of in favor of walking away, it took only one completely irrational, yet considerably valid reason not to: Love. But not just love. Love at first sight.

Grand Times is one of only four 57-foot Grand Banks wooden trawlers made by American Marine. We know

the boat was launched in November of 1969 from the original Grand Banks Kowloon Yard in Hong Kong. It traveled first to Detroit, Michigan, for the replacement of the two original Daytonas with two Detroit 671 engines, and then continued on to the west coast

to live on the Pacific. She was brought to Santa Barbara, California, in 1999 from her previous home port in San Francisco.

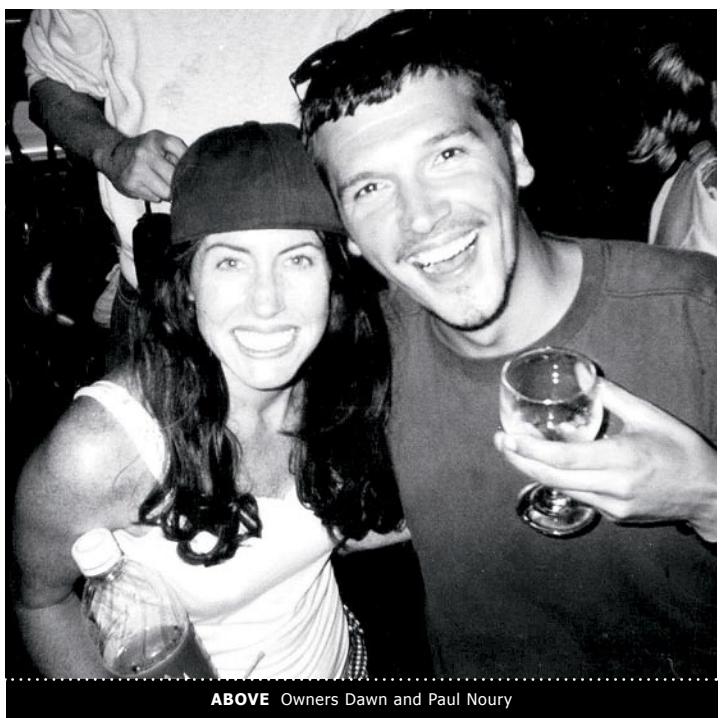
Although structurally sound when we found her, she had faded into a tired

boat from sinking. We pumped nearly 500 gallons of oil, diesel and water from the bilge (in addition to 23 screwdrivers). We replaced seven planks below the water line that had been burned by a faulty bonding system and several dry rotten planks above the waterline between the transom and the starboard quarter. We then removed and replaced all five bilge pumps, none of which were operational.

The next problem was redirecting the fresh water that, for as long as we could tell, was taking the path of least resistance, starting from the flybridge deck, continuing to the closest stanchion it could find, trickling down the bulwark, meandering along the teak decks, and finally snaking down the topside; a perfect example of the Coanda Effect of the Motion of Fluids. We installed a scupper system at the low

point of the upper bridge deck that now captures all fresh water in a free fall, to the ocean; no loitering along the way.

We progressed through removal of superfluous weight and needless complexity in the form of seven nonfunc-



ABOVE Owners Dawn and Paul Noury

version of her former self. But we still saw a glimmer of her past, albeit faint, and that was enough to entirely captivate us. After uprooting the pigeons that had made homes in two of the guest staterooms, we forged ahead tackling the most critical task: keeping the



PHOTOS
All photos, except facing:
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BELOW
LULU the lab looks comfortable as watchdog/2nd mate on GRAND TIMES

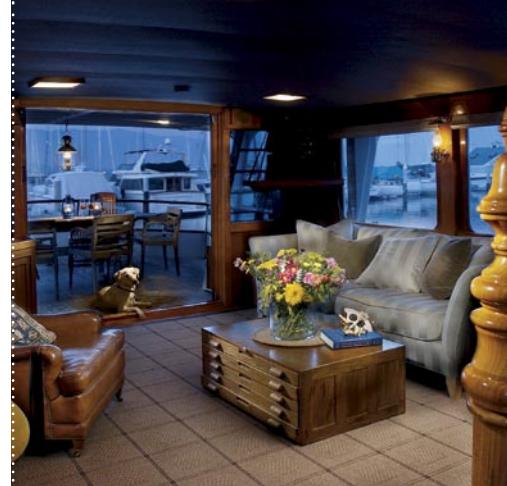


tioning air-conditioning units, miles of severed, capped off, dead (or not) electrical wiring, ancient compressors floating in the bilge, and thirty or forty cans of old paint and varnish stored under the bridge sofas. As we undertook all of the life-safety issues, we also made considerable progress on the aesthetic front. We stripped the entire volume of exterior brightwork down to bare wood and systematically applied epoxy sealer and ten new coats of varnish. All of the original portholes, guardrail stanchions, vent covers and gunwales had been replaced with high quality stainless steel which we easily brought back to a high shine. We reupholstered all of the exterior teak benches, installed brass oil lamps throughout, reconfigured the upper level bunks in two of the guest staterooms into two-part stowable systems, and added plantation-style wood blinds to all main level windows. Many of the cosmetic improvements were part of an aggressive plan to get our charter business up and running so that we could continue to pay for the ever-growing list of tasks—which brings us to today.

Continuing to make our way through that list, we look forward to the next

project and are always rewarded with the pleasure of caring for a truly jaw-dropping classic that just keeps getting better with age. Not too surprising considering it is, after all, a Grand Banks. <>

Dawn and Paul Noury live in Santa Barbara, California, on Grand Times. They own and operate a 6 pack charter business that offers trips to the Channel Islands National Park. They can be reached at: www.SantaBarbaraYachtCharters.com



TOP Beautifully restored owner's cabin

ABOVE Brass oil lamps add to the warmth and vintage styling of the salon

BETWEEN GRAND TIMES, on charter in the Channel Islands, California

AUTUMN ON CHESAPEAKE BAY

A recap of the
Chesapeake Bay Owners Association
2004 Rendezvous

St. Michaels, Maryland
Oct. 20-23, 2004



Heavy rains in the wake of passing hurricanes threatened to crash their party, but the high spirits and enthusiasm of CBGBOA members served to hold the squalls at bay. Instead, a beautiful weekend greeted the 66 owners and guests gathered on 24 Grand Banks yachts for an event that moved for three nights up the bay from Oxford to St. Michaels, Maryland.

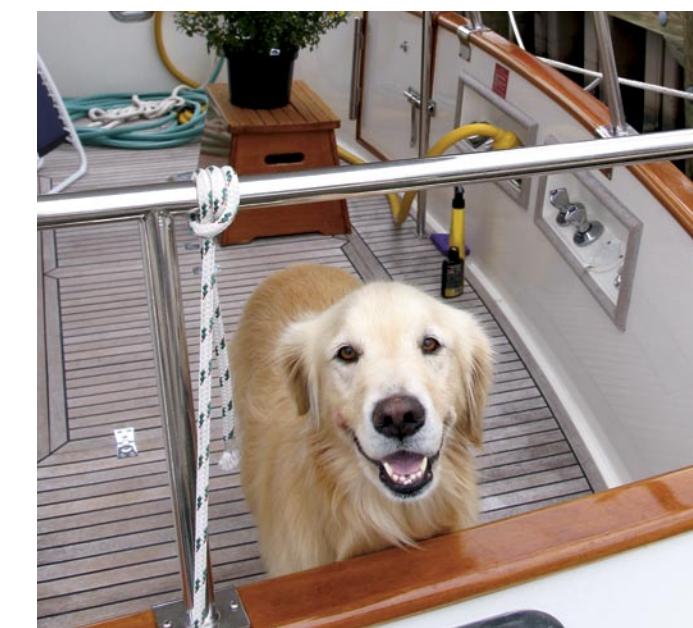
The fleet left the docks of Oxford Yacht Agency on September 30 for a predicted log race sponsored by Grand Banks. The winning crew was Sam and Sharon Nicholson, cruising aboard their 42 Europa, *Dr. Nick*. Later the group moored on the hook and at nearby Miles River Yacht Club, where it wasn't long before music, dancing, and general revelry ensued for the remainder of the evening.

Next morning, the fleet cruised leisurely along to St Michaels on the bay's Eastern Shore, joining up in the marina at the Harbour Inn for the next two nights. A well-preserved

vintage port town, whose origins date from the birth of the colonies, St. Michaels is a collage of handsome churches, manicured colonial homes, art galleries, shops and more, with the historic Chesapeake Bay Maritime Museum anchoring the region's many marine attractions.

Two days of group events, guest speakers, and helpful seminars were capped by an awards dinner at the Harbour Inn, where Geoff and Pepper Holmes, along with emcee John Shanahan, were applauded for their work in organizing this outstanding event.

As guests drifted out to gather in cockpits and on fly-bridges, the stars shone brightly in a night sky swept clear by hurricane winds that tore through the region just days before. The lapping waves, the clink of glasses, the bellow of a foghorn out in the bay: all signaled a peaceful and contented end to another great GB Rendezvous. <>



ABOVE
Two 38 Eastbays and a 42 Europa bathe in the glow of dawn

LEFT
A happy golden retriever takes the afternoon spotlight





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Texas! Mention the Lone Star State, and images of cowboys, horses, dusty roads and oil rigs are sure to spring to one's mind. However, there is more to this great state than cattlemen and pickup trucks. Texas' boating industry is alive and well. In fact, Clear Lake, Texas, harbors the third largest population of recreational boats in the United States, and that's just where you'll find the father-and-son team of Jay and Rex Bettis.

Jay Bettis & Company Yacht Sales, located in the cozy town of Seabrook, has been assisting boat owners for over 30 years. "We built our office in 1972, and I've been walking through the same door every day since," reflects Jay. "And I've loved every minute of it!" Jay, Rex, and sales associate Fred Parker comprise the sales team that won the Grand Banks West Coast Dealer Sales Award for 2004.

High and Dry in Düsseldorf

Recapping 2005 Boot Düsseldorf
Düsseldorf, Germany
January 15 - 23, 2005

Thousands of boats, hundreds of boat builders, nearly 300,000 boaters—and not a dock or drop of water in sight.

Nonetheless, Grand Banks made a splash at Boot 2005, this year's indoor international boat show in Düsseldorf, Germany. Featuring the 54 Eastbay SXe—a new version of the popular Eastbay model designed for boaters in and around Europe—the event brought together GB Authorized Dealers from England, Italy, Denmark, the Netherlands, Monaco, Germany, and beyond.

Grand Banks Yachts was also well-represented: EVP Rob Livingston, VP of Sales Neil McCurdy, Marketing Communications Director David Hensel, and European Sales Manager Luc Colpin all lent their support, met with dealers and owners, and checked out the latest offerings from other top international boatbuilders.

Along with the crowds, many European Grand Banks owners stopped by the display to see the new Eastbay and share their impressions of this expansive, amazing out-of-water show.

The family-owned business has weathered many storms and has the watermarks to prove it. Keeping things afloat are the invaluable service department, headed by Paul Connor. "We do all of the initial commissioning and installation of electronics here at our docks," states Rex. Adjacent to the Jay Bettis office is the Seabrook Shipyard, a Grand Banks Authorized Service Center.

Jay Bettis & Company was proud to receive the first Grand Banks 70 Aleutian CP, which had its premiere at the 2004 Fort Lauderdale Boat Show. Hull number two of the 70CP is also headed to Texas, due to offload at Jay Bettis & Company this summer.



ABOVE Gert van Barneveld and Chantal Kremer, Kremer Nautic BV
BELOW A view of the brand new Grand Banks display



the actual cash value of the loss;
the cost of reasonably restoring that property to its condition immediately prior to the loss;
the cost of replacing that property with substantially identical property; or
the cost of an equivalent remanufactured or rebuilt engine or outdrive unit.
Our payment will include:
(a) The costs or expenses incurred for the attempted actual raising, removal or destruction of the wreck of the covered yacht if compulsory by law.
(b) The cost of any bond necessary to obtain the release of the covered yacht if a legal authority has arrested or detained the covered yacht as a result of an occurrence.
PREFERRED RATES AND BENEFITS FOR GRAND BANKS OWNERS.

according to customary boatyard repair practices, including the reasonable cost of suitable patches to the damaged area, or using reasonable substitute parts or components; or
(d) according to repair procedures recommended by the builder or manufacturer of the insured property.
If any covered damage is repaired, we will pay you the estimated cost of the preceding clauses, less subsequently pay you for any prior unrepaired damage additional payments for
If we pay you for a "loss", we reserve the right to take proceeds if we so elect, of that property to us. We are not obliged to abandon.
5. Equipment temporarily required for storage or repair, amount of insurance removed, the amount will be reduced by ashore.

COMMERCIAL TOWING AND ASSISTANCE
We will reimburse you up to \$500.00 for any one occurrence, and up to \$1,000.00 in any one policy year, for the reasonable expenses you incur for the following emergency services:

LOSSES NOT COVERED (EXCLUSIONS)
We will not pay:
1. towing to the nearest place where necessary repairs can be made; or
2. delivering gas, oil or repair parts (but excluding the cost of these items themselves); or
Emergency repairs at the site of disablement; or
"trailer" is covered by

We will not pay:
1. for loss of life, bodily injury or property damage occurs while the insured property is being transported by land.

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Diesel fuel filters

Which should you choose?

WRITTEN BY John Love

Using the proper micron rating for your primary and secondary fuel filters is key to keeping your diesel engine running smoothly. A micron rating indicates the ability of the filter to remove contaminants by the size of the particle.

Diesel engines are equipped with a fuel transfer pump that sucks fuel from the fuel tank and supplies it under pressure to the fuel injection system. Between the fuel tank and the fuel transfer pump (vacuum side), boatbuilders or boaters fit a fuel filter/water separator (the primary). Between the fuel



The writer's Grand Banks 42 uses Racor 75/900MAX primary fuel filter/water separators with one-handle valve control allowing isolation of one filter at a time for servicing, even during engine operation. The vacuum/pressure gauge indicates when the filter needs to be serviced, and the valves permit easy draining of water and contaminants from the separator bowl.

transfer pump and the fuel injection system (pressure side) the engine manufacturer fits a fuel filter (the secondary).

A popular primary filter is Racor's combination turbine series unit, which is both a fuel filter and a water separator. For these units, Racor offers a choice of three filtration efficiencies: 2, 10 and 30 microns. This article will advise you on which filtration efficiency you should choose for your engine. The engine-mounted secondary fuel filter has a filtration efficiency appropriate for the engine, which ranges from 15 microns down to 2 microns.

Any analysis begins with the engine manufacturer's recommendations. For the legions of Yanmar owners, the choice is clear. Yanmar recommends 30-micron primary filters, since using a 20-micron or smaller as a prefilter can cause fuel flow starvation on some models, according to the company. The engine-mounted secondary filter supplied by Yanmar for its mechanically governed engines is 10 microns. You should never deviate from the engine manufacturer's recommendations with respect to the secondary filter. The filtration efficiency of the primary filter, on the other hand, may be somewhat increased if oversized filters are used to compensate for the loss of flow occasioned by an increase in captured



Yanmar offers compact primary fuel filter/water separators by Racor designed for tight engine spaces. Useful features on these units are an integral primer pump and a self-venting drain valve.

contaminants.

The new electronically controlled-diesel engines by Yanmar, Caterpillar and others have a 2-micron secondary filter. Racor recommends that a 2-micron filter only be used in final or secondary filters where the fuel is first filtered by a primary filter. Further, the company says a 30-micron filter should be used as a primary to filter raw or poor-quality fuel before it is further filtered by finer media, such as a 10- or 2-micron. Racor says a 10-micron can be used as a primary filter for fuel that is known to be of good quality. Yanmar recommends a 30-micron primary filter regardless of fuel quality for use with the 2-micron secondary filter on its new electronic engines.

Conceptually, think of the primary filter/water separator as providing filtration of raw fuel to extend the life of the secondary fuel filter, with the ultimate objective of protecting the fuel injection system while keeping the engine running when there are contaminants in the fuel. Many boaters assume that using a 2-micron filter in the primary has to be better than using a 10- or 30-micron. But that conclusion ignores the fact that the 2-micron filter will clog quickly when there is contamination, causing fuel flow starvation and possible engine shutdown. It also ignores the fact that the manufacturer-supplied secondary filter on the engine is completely up to the task of protecting the engine, and will rarely need to be changed between mandatory maintenance intervals if protected by an appropriate primary filter.

To analyze what is best for your boat you need to know how many gallons per hour your engine's fuel transfer pump has to move at full-rated rpm. On Maramor, my Grand Banks 42, the fuel transfer pump's maximum flow at full-rated rpm is 65.5 gph. The actual fuel burned at full-rated rpm is 23.2 gph, the rest being returned to the fuel tank through the fuel cooler. A primary filter/water separator should have a rated capacity of more than 1-1/2 times the delivery volume of the fuel transfer pump at full-rated rpm, which in Maramor's case is 98.25 gph.

Maramor has a single Caterpillar 3126B 420-bhp engine with hydraulically activated, electronically controlled unit injectors. The fuel pressure generated by the HEUI injectors is about 23,500 psi, and Caterpillar supplies a 2-micron secondary filter to protect this system. The primary installed by Grand Banks is a Racor 75/900MAX turbine series fuel filter/water separator that has a flow rate of 180 gph. For the reasons discussed here, suitable filter media for Maramor's primary Racors are either the 10- or 30-micron filters.

Caterpillar mandates that the secondary 2-micron filter be changed after 200 service hours or 1,500 gallons of fuel. Maramor's engine is operated at a load that consumes 6 gph, so the limit of 200 service hours applies. Since the primary filter has such a large capacity relative to actual fuel flow of about 18 gph, clogging to the extent of causing fuel starvation would have to be major. That means that with fuel known to be of good quality, the 10-micron Racor filter can be used on Maramor. However, the 30-micron filter also is adequate for the task, and best from the point of view of keeping the engine running when there is contamination, and necessary to deal with fuel that isn't pristine.

Fit a vacuum restriction gauge on your primary filter. Used fuel filters are toxic waste, so be a responsible boater and only change your filters before the limits specified by the manufacturer when the vacuum gauge shows they are clogged, not because they appear discolored or dirty. Among other criteria, Racor recommends that the primary fuel filter be changed after one year or 500 hours, which is considerably beyond a typical one year's running hours for a pleasure boat. So for the typical boat, unless the vacuum gauge on the primary filter indicates a restriction, the 30-micron Racor filter in the primary normally needs to be changed only once a season.

The Racor MAX primary filter/water separator is two complete filter/water separator units connected by a manifold with a valve control allowing the isolation of one filter at a time for servicing, even during engine operation. The MAX can be used in two ways. With both filters in use the maximum flow rate is 180 gph. With only one filter in use the flow rate is 90 gph, and the other is a "spare," ready for use in an instant should the on-line filter clog or its separator bowl fill with water. For Maramor, the latter is the preferred method. Maramor is never run anywhere near full-rated rpm and, therefore, the 90-gph flow rate is in practice five times the delivery volume. The MAX is readily accessible so the filter manifold's inlet valve handle can be quickly and safely reached in an emergency.

The Racor 75/900MAX fits nicely in Maramor's spacious engine room but is unsuitably large for many boats. Remember, you also need room above the filter unit so you can change the filters, and below so you can drain off water and sediment from the bowls. If the primary filter/water separator that is fitted in your boat is in the minimum recommended capacity range of 1-1/2 times the fuel transfer pump's maximum delivery volume at full-rated rpm, a 30-micron filter is the best choice.

Diesel engines are more efficient and safer than gasoline engines. Diesel fuel has a higher density than gasoline and contains more energy per gallon. Most engines are designed to operate on ASTM No. 2-D grade, which specifies such requirements as cetane number, cloud point, flash point, gravity, pour point, lubricity, sulfur and the like. Kerosene and home heating oil are similar to diesel fuel, but they aren't formulated to meet the needs of your engine.

During the transportation and distribution process — not to mention on your boat — there are many opportunities for the fuel to become contaminated with water and particulates that can plug filters. Once in the fuel injection system, these will cause severe damage because of the close tolerances within fuel pumps and injectors. I have observed that many boaters automatically add chemicals to their diesel fuel to deal with the possibility of degradation during storage, microbial growth, water contamination and so forth. However, diesel fuel can be stored in a clean, full tank for six months to a year without significant quality degradation; these chemicals may or may not be benign to your fuel and your engine, and should be used with caution.

If the cause of a fuel problem isn't patently obvious, the best course of action is to take a fuel sample and test it yourself with commercially available kits or, better, have it tested by a lab. If filtration isn't a viable solution to the problem, it is a very good idea to ask the engine manufacturer for additive recommendations to make sure you aren't solving one problem while causing another. The bottom line is: Use additives only when you have to, but always filter your diesel fuel through a water separator, and high-quality primary and secondary filters.

A word about filter quality. Fuel filters are rated by filtration efficiency. Racor's 2-, 10- and 30-micron filter elements have an efficiency rating of 98 percent, 95 percent and 90 percent, respectively, meaning that when tested to SAE or ISO test methods the filter will retain that percentage of the micron size and larger particles. The new high-pressure common-rail and hydraulically activated fuel injection systems require that the filter remove 95 percent of 3-micron particles. The secondary fuel filter fitted by Caterpillar on Maramor's electronic engine is rated at 98 percent of 2-micron particles. This filter is fitted on the front of the engine, is cool to the touch even when the engine is running, and can be changed quickly with a strap wrench.

A simple precaution would prevent one of the most common causes of water-contaminated fuel: Inspect the gasket on the fill-pipe cover every time you fuel, and replace it as necessary.

In summary, higher filtration efficiency in the primary filter isn't necessarily the best strategy. Fuel filtration should be staged first through a coarse filter medium before the fuel transfer pump, then through a finer filter medium after the transfer pump. The filtration efficiency appropriate for your engine's primary filter is the one that achieves both adequate protection of the secondary filter and the fuel injection system, while minimizing the possibility of fuel starvation. <>



Maramor's Caterpillar 2-micron engine-mounted secondary fuel filter, left (oil filter, right) and fuel priming pump are mounted on the front of the engine for easy access. The only tool needed for a filter change is a strap wrench.

Up Next: 59 Aleutian RP

Grand Banks and Sparkman & Stephens have long and distinguished histories of building yachts of exceptional quality, seaworthiness, strength, comfort, and safety. The **59 Aleutian RP** is a stunning product of these legacies, taking design and performance to new heights in this newest addition to the Aleutian Series of luxury blue water vessels.

An ingenious split-level upper deck features a spacious salon with a well-equipped galley, dining and double helm position on the upper level. The lower deck comprises two double cabins both with en-suite facilities, a twin cabin and a separate day head. Fine teak joinery is complemented by soft bulkhead panels, luxurious fabrics and high quality fixtures and fittings.

Below the waterline the 59RP has a modified deep-V hull that is tank-tested and optimized to its speed range, with propeller tunnels to minimize draft without sacrificing performance. Beautiful, swift, and sure at sea, the 59RP will keep you cruising in comfort at 25+ knots.

Grand Banks has signed renowned U.K.-based interior designers, Design Unlimited, to configure the interior spaces. Displayed on the opposite page are salon and master cabin renderings of the 59RP, proposed by Design Unlimited during the conceiving process. (*Designs and specifications are subject to change.*)

Hull number one is scheduled to arrive late in 2005 to GB's South Florida dealer, Hal Jones & Co. For more information on the 59RP, check out: www.grandbanks.com.



TOP
Profile illustration of the new 59 Aleutian RP

RIGHT
Design Unlimited renderings of the new
salon and master cabin



DIMENSIONS

Length overall	58' 7"	17.86 m
Length of waterline	55' 4"	16.87 m
Beam	17' 0"	5.18 m
Draft	4' 10"	1.47 m
Displacement	81,990 lbs	37,191 kg

CAPACITIES

Freshwater	425 gals	1,609 ltrs
Fuel	1,300 gals	4,921 ltrs

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Tom & Barbara Moloney

70 Aleutian CP, hull #01 *Dawn to Dusk*

Selling Broker: Steve Fithian, Hal Jones & Co.
Riverton, Rhode Island & Ft. Lauderdale, Florida

Tom and Barbara Moloney recently purchased their new Grand Banks 70 Aleutian CP from Steve Fithian at the Ft. Lauderdale International Boat Show. The Moloney's took delivery a few weeks later and will soon be leaving on their first big cruise to Key West. The happy couple plans to cruise their new yacht north and south and throughout the Bahamas, spending the summer months in Newport, Rhode Island and the winter based in Ft. Lauderdale.



OWNER PROFILE:

Paul & Shân Daniels

Discover a Dream



Paul has sailed on friends' boats for most of his life, always dreaming of owning his own. On the other hand, the thought of owning a boat was his wife Shân's worst nightmare! During the London Boat Show last year accompanied by a sailing friend, the Daniels climbed over Oysters and Moodys, and Shân was delighted to hear Paul say, "I think I may have left owning a sailing boat too late." The friend suggested they look at a Grand Banks, and it was love at first sight.

Paul set about searching the internet for a Grand Banks 42 Motoryacht to suit their requirements and budget. All the agents were helpful and several boats inspected before the closest fit to their requirements was found at Kremer Nautic in Holland. Then, disaster! The photo arrived with the name "Zusterschip," a name that Shân despised. With much amusement, Frits Kremer explained that the photograph was of a 'sister ship' (zusterschip in Dutch) and that the ship's actual name was *Dream*—in English no less!

Four weeks later they became *Dream's* delighted new owners. Many weekends were spent at the Kremer Yard learning to handle the boat, with many shopping oppor-

tunities at the local chandlery, in the delightful Friesland village of Heeg. The original owners had thankfully not put up a single picture or hook, so the boat was immaculate.

Andrew Frazer of Boat Showrooms in Hamble was always available to give the Daniels advice over the phone. Finally, at the end of August, the Daniels hired a captain to help them bring their "Dream" home. (The name had to be slightly altered for registering in England, hence the current name, *Dream Maker*.)

The boat is now in Lymington, on the Solent, and the Daniels are busy taking courses in navigation and seamanship. Even though the journey through the Dutch Canals and then the English Channel (where they were called on to help with a lifeboat rescue on the Margate Sands) was testing enough, there is still much to learn!

Dream Maker will be in Lymington during the winter and then the plan is to go South to the Mediterranean Sea and welcome aboard their six children, partners, and seven grandchildren. <>

Bob & Katy Strong

47 Eastbay FB, hull #01 *Bean's Bight*

Selling Broker: Jon Howe, Passagemaker Seattle, Washington



Bob and Katy Strong took possession of the very first 47 Eastbay FB in February 2005. With a long and rich history in boating, the Strongs have most recently chartered yachts in the Pacific NW. They plan to take *Bean's Bight* to the San Juan Islands, Vancouver Island, and farther north as time allows.



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Leonard and Eileen Golan just purchased their new Grand Banks 47 Eastbay FB and christened it *Hawk*. The Golan's prior boat was a 2001 49 Eastbay HX. They are very excited about their new yacht as cruising in the Keys and the Bahamas await. The new styling and performance of the 47FB were given high praises by the new owners.



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Dick has owned over one dozen power boats and is a very experienced yachtsman. When making the decision to buy a new boat he was immediately drawn to the classic lines and styling of the 58 Eastbay FB. *Exclusive* will sail from Falmouth, Massachusetts, as the DeWolfs do most of their cruising in New England waters, although it does appear that *Exclusive* will be taking periodic trips in the winter months to warmer climates along the Eastern seabord.



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Tom Whitman

43 Eastbay FB, hull #98 *Five Star*

Selling Broker: Geir Ingolfsrud, Hal Jones & Co.
St. Augustine, Florida



Todd Whitman and his charming girlfriend Karen took delivery of his new Grand Banks 43 Eastbay FB, *Five Star* in December 2004, with extended cruising of the Bahamas in mind. Todd had a watermaker and hydraulic swim platform installed along with a number of other custom features.



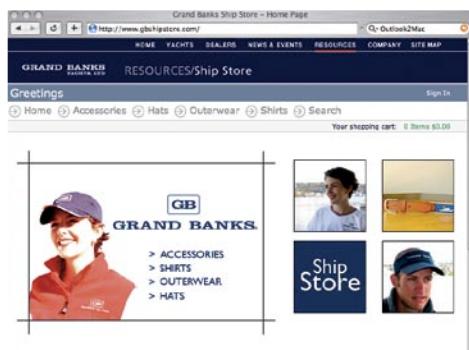
B

\$75
EACH

\$140
FOR 2

Now available in our Ship Store

The Official GB Nameplate



High-quality stainless steel GB plaques are now available through the Grand Banks Shipstore located online at www.gbshipstore.com.

GB yachts have always stood out from the crowd, and most boaters will recognize a Grand Banks for its ageless design, strong, balanced lines, and signature craftsmanship. Now there is one more way to show that your boat is a true GB original.

In 2005, Grand Banks will begin shipping every boat from the factory with a nameplate installed on each side of the deckhouse or fashion plate. Durable, distinctive, handsomely etched and finished with high-resistance acrylic polyurethane in GB blue, these nameplates proudly echo the classic GB style.

For current GB owners, the front-mounting plates are easy to install yourself with four simple screws. Installation instructions and precautions are included with every nameplate. You can even mount them at other locations, or display one at your desk or cabin interior.



Official GB Nameplate

DESCRIPTION

Stainless steel, 6" x 8" x 0.25"

Includes mounting screws and instructions

COST

US \$75* each, \$140 per pair