

**Echo 28** is For Sale

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### **General Description:**

Grampian 28 (boat is set up for comfortable dockside living and easy safe sailing)

L.O.A 28'-0"

Beam 9'-6"

Draft 5'-0"

Headroom 6' 2" (per manufacturer specs)

Displacement 10,000 lbs (approx., measured).

Hull #30 (came out of the glass shop in October 1975, launched May 1976)

Registered vessel (by name) under the Canada Shipping Act.

- Volvo MD6A inboard diesel (2 cyl, 10 HP, conventional prop and strut, has been trouble free its entire service life)
- 20 gallon fuel tank (great cruising range, engine just sips at the fuel)
- 20 gallons water, 15 gallons holding.
- Edson pedestal wheel steering (engine controls – gear shift/throttle pedestal mounted)
- Freezer/refrigerator (Adler/Barbour 12 volt). Insulation has been topped up.
- Inboard autopilot (Cetec Benmar CS21R, no belts or pulleys above deck, installed completely independent of the main steering with its own cable and rudder quadrant)
- Three burner stove/oven (Force 10, kerosene, remote fuel tank)
- Convection oven/microwave/broiler (Goldstar, 110 volt)
- Offshore / oversized fittings (for full details see the inventory)
- Oak (parquet type material) flooring in main cabin
- Opening ports (5) by Atkins&Hoyle, cast aluminum double frame, offshore grade
- Main cabin vent hatch by Atkins&Hoyle, cast aluminum double frame, offshore grade
- 5 sails (main, 150% genoa, working jib, 165% drifter, storm jib)
- Main and genoa new in 2002, remainder are older but in good condition
- 12 volt system essentially operates as a floating system, batteries maintained as required by 15 amp fully automatic marine charger.

OK, here's my story. I'm the original owner and I still love this boat. We got our say before the hull even reached the glass shop. She is ruggedly built and is well equipped. Everything we have added has been either offshore grade or oversized. All systems were functional when she was laid up and I don't expect any commissioning issues. She has been lovingly well maintained and I'm going to miss her, but the time has come. Although she is a beautiful traditional design and a comfortable and safe day-sailor/cruiser, I'm now retired and we want to spend a lot of time on the water and more or less live aboard. A bigger vessel was a good idea and we took the leap. While suitable for vacations, weekends and short cruises, the first mate thought there just wasn't quite enough space for extended living aboard. We also have a sun allergy issue and my wife spends most of her time below deck. So we wanted more space if we were going to be aboard for months in a row. The opportunity showed up and we ended up purchasing a much larger vessel (41 ft), but kept Echo as a back up in case things didn't work out as expected. We knew full well that replacing her with a similarly equipped vessel would be difficult. OK, the time has come. The bigger vessel is working out well but it has come time to bid farewell to our much loved craft. There's been a lot of TLC poured into this boat. She's a good boat and I know the new owner will be happy.

Echo is solidly built and sails well on all points of sail. She is very forgiving, easy to handle, even single-handed and there are no surprises. She'll let you know when she's overpowered (the safe way) and it's time to reduce sail. As a matter of interest, if you drop one sail, unlike some boats, she'll sail and point well using either the main or jib. So, if the wind picks up and you're lazy, just drop one sail or the other and press on.

She is quick and nimble, but with all the heavy cruising equipment she's no racer; just a fast cruiser. With the large skeg hung rudder and V shape hull, she tracks well, but she'll turn in her own length. She's also rugged and can take just about anything the lake can throw at her. She's been out there in some pretty wild conditions and handled it very well. There's been lots of spray, but solid green water on deck has been a **rare** event. The entire vessel has been essentially trouble free and with continued proper maintenance she is ready for many more years of service.

I'm the original owner and had my inputs with the builder while she was being built. There is in excess of \$50K (parts only, no labour in those numbers) invested in this vessel and the asking price is \$20K, which works out to about \$2.00/lb (less than hamburger even when it's on sale). A similarly equipped new vessel would be considerably more. Everything we've installed has essentially been larger than required. Like most boats, the rigging costs more than the original hull. And the rigging comes with the package so she's priced accordingly.

The boat is well found and has been maintained with love since new. Several generic design flaws were found and corrected.

- 1) There is a known deck leak area on **all** G28s around the spray hood that was originally laid up in one piece with the deck. This hood was professionally removed and new deck installed in its place. The hood was then re-installed on the decking the way it should have been done in the first place. The Grampian squeaky hatch issue was resolved at the same time.
- 2) As designed, the forestay was originally tied to the aluminum stem casting. This arrangement worked well on smaller vessels, but has been known to fail on sister ships. That connection was replaced with a solid 316 grade stainless chainplate, thus eliminating any concern in this area. The remaining rigging is oversized and in good condition. All running rigging has been recently replaced. All the lines are oversized which makes for easier line handling.
- 3) The builder wanted to put the fuse panel in the engine compartment. I didn't care for that arrangement. We positioned it with the switch panel (upgraded to circuit breakers). We now have an 18 circuit breaker panel to cope with modern electronics instead of the original 6 fuses.

The boat can be considered in sail-away condition. Everything was working when she was laid up and I visit regularly to run the refrigeration and top up the batteries. I don't expect any major commissioning issues. Storage and launch is pre-paid at Wiggers Custom Yachts in Port Darlington. All you have to add is your personal stuff (dishes, food and libations) and safety equipment.

Please note that the mechanicals have been looked after while the boat has been stored but I've made no attempt to keep her clean. The boat is dusty but that will clean up as part of commissioning. If you or your partner can't look past the accumulated storage grime, please don't waste either my time or your time.

Terms and conditions: Vessel will be commissioned, launched, in the water (at Wigger's Custom Yachts, Port Darlington), with systems operational. Commissioning elsewhere by arrangement.

Addendum: One of the joys of owning older boats is that the insurance companies occasionally ask for a marine survey as a condition of insurance, typically every 5 years (or when a new policy is taken out). I kept Echo too long and she had to be surveyed last fall. She did well on the survey, as expected, and the survey should be suitable for arranging insurance.

## Pros and Cons

### Pros

- Diesel powered
- Wide decks to go forward, good footing at toe rail
- High bridge deck
- Edson wheel steering
- Inboard autopilot (nothing to get fingers caught in)
- Double pulpits, stanchions and lifelines
- Extra grab rails for safety
- Strong hull deck joint – aluminium toerail, 5/16” bolts on 5” centers
- Hull deck joint and bolts can be accessed **without** tearing cabin apart
- Interior construction is individually hand bonded panels. No fiberglass liner with little bits of teak trim. It’s an expensive and labour intensive construction technique, but ultimately you get a much stronger boat.
- Deck liner edge serves as a wiring trough
- Lockers closed in to prevent spillage while underway
- Large refrigerator / freezer (extra insulation)
- Cast aluminium double frame vent hatch over the main cabin
- Upgraded lighting (interior and navigation)
- Extra opening port in quarterberth
- Substantial ground tackle (anchor, anchor roller, rode and chain)
- DSC (Digital Selective Calling) VHF with remote ram mike and radio controls
- AC wiring is convenient (there are outlets everywhere)
- Convection Oven / broiler
- All teak/mahogany interior – only teak on deck is hatch, hatch frame and hatch doors
- Large cockpit locker
- All the main sail control lines are led back to the cockpit
- Boarding ladder can be deployed from in the water

### Cons

- Fridge/freezer is large, but access isn’t convenient. It’s deep and it’s a long reach to the bottom.
- Location of traveller is on bridge deck – interferes with gull wing hatch doors
- Anchor locker is adequate size, but hatch could use a pass-through slot for anchor rode

## Cockpit, engine and controls

Description	Owners Comments
<p>Diesel powered. Volvo MD6A two cylinder diesel, 10 HP, with instrumentation and control panel conveniently located in the cockpit</p> <p>Fuel tank is 20 gallons, which essentially means you fill up once a year.</p>	<p>Engine has been trouble free over its entire life. It has been well maintained and reliable. Fuel consumption is very low (I estimate less than a litre per hour at 5 knots).</p> <p>Tachometer, fuel gauge, temperature, charge rate ammeter and dc voltmeter. Audible alarm for low oil pressure.</p> <p>Racor fuel / water separator.</p> <p>Engine has been retrofitted with a 50-amp alternator with internal regulator. A battery isolator has been fitted.</p> <p>Low hours. There's no gauge but my best guess would be less than 50 hours per year.</p> <p>Service lighting (two) fitted in engine compartment.</p>
<p>Batteries</p>	<p>Two group 31 deep cycle (for hotel load). Connected to alternator via battery isolator so that both batteries are charged regardless of master switch position.</p> <p>One group 27 (reserved for starting purposes)</p> <p>Note: Batteries were almost new when boat was laid up but deep-cycle batteries tend to give up the ghost whether they are used or not. If extensive cruising is anticipated replacement might be advisable. Not a big deal. For day-sailing you could likely get by.</p>
<p>Edson wheel steering (22" stainless destroyer wheel)</p>	<p>Engine controls (throttle and gearshift) conveniently located on the pedestal.</p> <p>Emergency steering tiller (stored in cockpit locker) and post access in cockpit. In reality, it's the same tiller that would have been used if a wheel had not been fitted.</p> <p>Autopilot (totally independent of main steering) can also be used for backup steering control.</p> <p>Binnacle compass. (20 degree card. Personally I find these easier to read than a 30-degree card.) There's an air bubble, but the compass functions correctly.</p> <p>Folding cockpit table (removable)</p>
<p>Cetec-Benmar CS21R autopilot.</p>	<p>Control panel <b>conveniently</b> located on engine control panel. Operation is simple. Dial in the desired course setting and engage the clutch.</p> <p>There <b>are no belts or pulleys above deck</b> and nothing to get your fingers stuck in. The entire mechanism is below deck and has been installed totally independently of the main steering. The main steering cable was not cut. There is a second steering quadrant on the steering post and the system has its own steering cable.</p> <p>The unit can easily be over-ridden in an emergency. For example if you suddenly discovered a log or picnic table in the water and you have to dodge around it.</p> <p>The control electronics provide for a remote control power steering function. This was never implemented but could easily be added as the logic is already in place.</p> <p>Note: The gain control was recently replaced and I believe it's set a little hot. It steers the boat but it's more like bang-bang control. Calibration would be a good idea.</p>
<p>Double rail bow pulpit, stern rail and life lines (24").</p>	<p>Gates located on both port and starboard sides at stern rail.</p> <p>Pelican hooks on gates. Note that these are double tubing rails and lines unlike the conventional single ones. Think safety.</p>
<p>Handrails</p>	<p>Stainless hand rails on cabin top (port and starboard)</p> <p>It should be noted that the deck geometry provides for a flat level footrest when the boat is heeled. Again, this provides safer footing when you have to go forward.</p>
<p>Helmsman's Seat</p>	<p>Fibreglass, custom on welded aluminum frame.</p>
<p>Remote VHF speaker</p>	<p>Installed under helmsman's seat (on/off control at VHF). This is useful when the remote ram mike is not in use for the VHF radio. The ram mike has its own speaker.</p>
<p>Cockpit night light</p>	<p>Installed under helmsman's seat (on/off switch located at companionway)</p>

## Sailing controls

Description	Owners Comments
Sails and Rigging	<p>Main, #1 Genoa (150%), working jib, drifter (165%, red, blue, orange, yellow, white) and storm jib. The storm jib has never been used and was only put on the boat to verify that it fit. The main has jiffy reefing, and <b>two</b> sets of reef points. It is unlikely that you'll ever need the second set, but they're there if required. The sails are all in good condition. Main and Genoa were new in 2002. The sail cover is starting to show its age, but has done its job of protecting the main from the sun.</p> <p>The genoa is normally stored on deck in its own custom storage bag. The arrangement allows the sail to stay hanked on to the forestay and ready for use.</p> <p>Comment: Aside from convenience, there is no real need for roller furling on a boat this size. Hanked on headsails provide a 100% guarantee that sails will NOT get bigger in a storm. There is no furling line to fail at inopportune moments (and yes I do know people that have had this happen. BTW, it's happened twice on our new boat ....).</p> <p>Upper shroud and double lower shrouds are attached to their own individual chainplates. They don't share.</p>
Sail controls	<p>Barlow #20 sheet winches and Barlow #16 winches for halyards. Halyard winches are mounted on the coachhouse roof, not the mast. All controls (halyards and topping lift, with the exception of the vang) are also led back to the cockpit for ease of handling. The vang is rarely required due to the rigging geometry. The boat was laid out for single handing and can easily be sailed by one person. Coachhouse mounted Spinlock rope clutches are used for the line stoppers and provide positive line control.</p> <p>Winches have been regularly serviced.</p> <p>All lines are oversized which makes them <b>easier to handle</b>.</p>
Instruments	<p>Compass (lit)            Depth sounder (lit)            Knotmeter (lit)            Inclinometer (lit)            Voltmeter (not lit)            Ammeter (not lit)</p> <p>(all night lighting has been dimmed so that you can still read the instruments easily but your night vision isn't destroyed)</p> <p>Compass has a small air bubble, but still functions correctly. Unit likely should be replaced within a few years.</p> <p>Depth sounder transducer is mounted in a waterbox inside the hull. I got tired of replacing them. Travel lift slings seem to love them.</p>
Bilge Pump(s)	<p>Whale gusher 10 with deck plate and cover. Pump rebuilt in 2008. That was the first rebuild since new. Electric bilge pump with automatic float switch.</p>
Life ring	<p>22" DOT approved (mounted on stern rail)</p>
Horseshoe Life Ring	<p>Not DOT approved (weird Canadian rules)</p>
Heaving line	<p>50 ft (floating)</p>
Boarding ladder	<p>Stainless (folding, mounted on transom)            Arranged so that ladder can be deployed <b>from in the water</b>.</p>
Dock-lines	<p>Bow, stern and spring lines (fitted with anti-chafe where required)            Nearly new.            Substantial cleats for bow and stern lines.</p>
Ground tackle	<p>25 lb plow anchor, 20' chain, 300' 3/4" rode.            Two 12 lb Danforth <b>hi-tensile</b> anchors            (12 lb hi-tensile anchor is roughly equivalent to 19 lb standard Danforth)            Anchor locker is on foredeck.            Stainless anchor roller.</p>

## Interior / galley

Description	Owners Comments
General description	<p>Interior is teak and mahogany, in good condition. It is well ventilated and the cabin has always been dry and comfortable. This means there isn't water leaking on your face when it starts to rain in the middle of the night. Unlike most production boats, there is no liner to form the interior. Internal construction is individually glassed in bulkheads and bonded panels. This makes for a <i>much stronger</i> construction. This boat is rugged.</p> <p><b><u>Going from bow to stern.</u></b></p> <p>V-berth (double berth) with two opening ports and hatch, sail bins, tankage (water and holding) and storage locker below.</p> <p>Moving back, the head is to port, two opening ports, with enclosed hanging locker to starboard, head can be enclosed and isolated from the rest of the boat, enclosed storage above head.</p> <p>Moving back, 6 ft. 2 in. berth and dining table to port, wine locker in table, 6 ft. 2 in. berth to starboard, storage lockers under berths. Deep bilges under floor.</p> <p>Moving further astern, to port, galley area (stove/oven, refrigerator/freezer, convection oven/microwave/broiler) and to starboard (sink, storage locker) and entrance to large quarter berth which extends under the cockpit. Opening port in the quarter berth. Under the cockpit on the port side there is a large cockpit locker. The starboard cockpit locker is a shallow rope locker.</p> <p>The engine, transmission and fuel tank are under the companionway stairs. These can be accessed on three sides for servicing.</p> <p>The hull/deck joint is overlaid with an aluminum toerail and 1/4" stainless bolts on 5" centers. These can be accessed for servicing as required.</p>
Solid oak parquet flooring (laid in square pattern, not parquet)	<p>Replaces the original bare plywood and carpet. Carpet is never a good idea on a boat. Parquet material (solid oak) was selected so small pieces could be shaped to follow the hull curvature in the corners. This provides good traction even when wet.</p>
Refrigerator/freezer Adlar-Barbour Cold Machine (12 volt, dc system, floats on battery charger when on shore power)	<p>Freezer compartment has been extended. The extension won't really freeze things but it will keep things frozen. We regularly kept meats frozen for weeks at a time.</p> <p>Extra insulation has been added to refrigerator space.</p> <p>Unit makes ice cubes if desired. Two welded aluminum trays.</p> <p>We used the space to keep the steaks frozen ....</p> <p>Unit is fitted with a service Tee and pressure gauge making it easy to monitor operation of the unit.</p> <p>Remote readout thermometers (freezer and refrigerator area)</p>
Force 10 three-burner stove/oven. (gimballed with lock)	<p>Kerosene fuelled (aka jet fuel – available at any airport in the world).</p> <p>Remote fuel tank and shutoff.</p> <p>Unit has not been used for years but was 100% functional when laid up</p>
Convection oven / microwave / broiler combination	<p>Goldstar. 1.0 cubic ft oven. We used both the convection and microwave functions a lot but figured broiler would be difficult to clean so this function was not used. Very convenient to use when on shore power.</p>
AC panel (Blue Seas, main 30A breaker and 6 branch circuits) AC voltmeter and LED test lights 50 ft 30A cable.	<p>AC system totally rewired in 2007/2008. This included 175' of stranded/tinned 14/3 marine grade wiring and new hardware. Outlets are conveniently located throughout the boat. Galley and cabin circuits are all GFI protected. To avoid nuisance trips and loss of battery charging functions, these are not on GFI circuits. There are more circuits than on our new 41-ft boat. Panel labelling is backlit (selectable).</p>
Battery charger (15 amp) Battery charger (6 amp)	<p>Newmar marine 15 amp battery charger feeds house battery bank(s) with individual outputs for each battery. Two group 31 deep cycle batteries provide for the hotel load. Separate group 27 battery is reserved for engine starting. This is charged with an individual 6 amp (domestic, automatic) charger.</p> <p>Wiring is arranged so that cables could easily be cross-coupled in the event batteries are let run down.</p> <p>As a last resort, engine can be hand cranked.</p>

## Interior / galley (continued)

Description	Owners Comments
Forward Hatch	Fitted with 1/2" smoked (neutral gray) Plexiglas glazing. Glazing is faired into hatch. Oversized hinges and hatch support rod.
Cabin lighting	All the original cabin lights have been replaced with polished brass units. Main light over galley sink includes a red bulb for night lighting. Quartz halogen two level unit mounted over dinette table. Gooseneck lamp added at galley / berth. Additional red night lamp added in main cabin.
Ships Clock / barometer / brass oil lamp	Units are in good condition. Spare chimney for oil lamp.
Storage	Seat backs have been moved out approx. 3" from their original position to expand storage. Extra storage shelving has been added in former unused waste space. Original bladder type holding tank (in port locker) was replaced with a solid tank mounted under the v-berth. This frees up additional locker space currently used for spare parts and equipment. The other reason for this is that the bladder units smell. Extra locker installed in v-berth area. A beer case fits perfectly. Shelves and lockers in main cabin closed in with sliding / ventilated panels. Shelving in head closed in with sliding acrylic panels.
Opening ports	Atkins & Hoyle double frame cast aluminum OFFSHORE grade ports in v-berth and head areas. Fifth opening port installed in quarter berth. This provides extra light and ventilation. Lexan (actually Macrolon) glazing is a full 1/2" thick and was replaced in 2007. Smoked (neutral gray glazing)
Auxiliary Hatch	Atkins & Hoyle double frame cast aluminum OFFSHORE grade hatch professionally installed over main cabin. This provides great light and cabin ventilation. 1/2" Lexan (Macrolon) glazing replaced in 2007. Smoked (neutral gray glazing).
Main cabin port lights	Fixed ports. Glazing replaced in 2007. Smoked (neutral gray glazing). If I was going off-shore, I'd replace it with 3/8" glazing.
Head	New Jabsco head, 2007 Good working condition. No leaks. 15 gallon (approx.) holding tank with pumpout fittings.
Upholstery	The standard G28 upholstery configuration has been replaced with full size back cushions. Seat backs have been relocated inboard to provide extra storage. Extra shelving added. Upholstery is in good condition, but this is irrelevant because most people will likely replace it as a matter of course..
DC panel	18 circuits (yes 18), individual circuit breaker protected. On/off indication selectable (to save power). DC voltmeter and ammeter (shows charger charge rate)
Fresh water	20 gallon tank (located under v-berth, new ~ 2007) electric water pump (feeds manual pump in series) Whale flipper manual galley pump
Stereo	Pioneer AM/FM/CD (6 speakers)
TV	Had a 9" NTSC unit with VCP at time vessel laid up. Irrelevant since CRTC has mandated digital service as of 2011 Small antenna on mast (digital capable) We did have a 19" digital wide screen installed at one time and it fit and worked well.
Handrails	Full length 7 ft handrails (for safety) on port and starboard side of cabin. These are in lieu of the 4 ft. standard ones that Grampian would have provided. Additional grab rail installed in head.

## Safety / Misc Equipment

Description	Owners Comments
VHF	Standard Horizon Intrepid DSC (Digital Selective Calling) Includes RAM mike allowing full control of VHF radio from waterproof mike at steering station. Ram mike also has internal speaker. Remote speaker connected (for use when ram mike not connected). Unit can be interfaced to GPS so that ship's position (latitude and longitude) available for automatic distress call.
Loran	No longer viable – US government pulled plug on system in 2010. Interfaced to VHF radio (see above) Will be easy to retrofit with GPS unit. (this unit will be replaced with GPS as part of commissioning.. I'm suggesting a Garmin 431S which is the same unit I'm considering for my 41)
Life jackets	4 DOT approved PFDs
Bell	Brass bell and mount
Fog horn	
Running lights	Aqua Signal (original port/starboard lights have been left as backup) Note that cover is weather-checked but colours are still right
Steaming light	
Masthead Tri-Light	International tri-light at masthead (Note: this is only legal when sailing, not when powering)
Spreader lights	Double, one on each spreader, provides good deck lighting.
Anchor light	360 degree at masthead
Lightning ground	Mast step, all stays and shrouds, engine block connected to ground plates on keel step and keel. Wiring from mast step to keel stiffened to #4 cable in response to surveyor comment.
Solar vents	Vetus stainless solar powered vents (galley and v-berth area)
Tool storage area	Tool storage area and tool box located in engine space)
Cabin storage hatch covers	Fitted with latches (security in case of a knockdown)
Fire extinguishers	3 in total one in galley one in head one (large) in cockpit locker Comment: You hope you never need them .....
Cockpit cushions	White vinyl
Auxiliary hatch panel	½" smoked (clear) Macrolon panel (one piece)
Storage cradle	4 pad adjustable steel / folding cradle Pads can be individually lowered (to facilitate bottom painting) Extra wide for stability.
Miscellaneous	Fenders, dock lines, boat hook, paint tray/brushes (for bottom paint), spare material for flooring, toolbox that fits storage area, cockpit cover tent, tarps, cushioned life lines in cockpit area, ....
Spares / Documentation	Alternator regulator, water pump impeller, bulbs, fuses, circuit breakers, clevis pins, cotter pins etc) Original documentation for yacht's equipment. Owners manual for engine (original) Service manual for engine (photocopy)