

CLASSIC

Yacht

ISSUE NINE

for those who love

great boats

Beauty Under Sail

Scotland's Fife Regatta

136' Schooner

Invader Restored



Mahogany Electric Runabouts

IN SYNC

Story:
Bill Prince

Photos:
Glendinning



Conway, South Carolina – The story of Glendinning Marine Products and its well-known Automatic Twin-engine Synchronizer began during World War II on the docks of a US Navy fueling pier in Londonderry, Northern Ireland. While working as a shop superintendent for a marine engineering company, young Hylands “Glen” Glendinning saw for the first time a device which could automatically control the speed of one engine so that it would match the speed of another. Several years later, in 1956, while working on board a new Matthews as a marine engine mechanic at Higgs Marine

Service in the Bronx, Glen saw the product again, and the gears in Glen’s entrepreneurial mind begin to turn.

At that time, the American dream for this young immigrant was to have his own gas station where he could put the mechanical skills he learned in Northern Ireland to work. However, after 15 years of tinkering and refining the concept which he’d seen on the Londonderry docks many years earlier, in 1972 Glen began producing the Automatic Synchronizer in the basement of his house in Basking Ridge, New Jersey. Glen’s wife Ruth went back to work

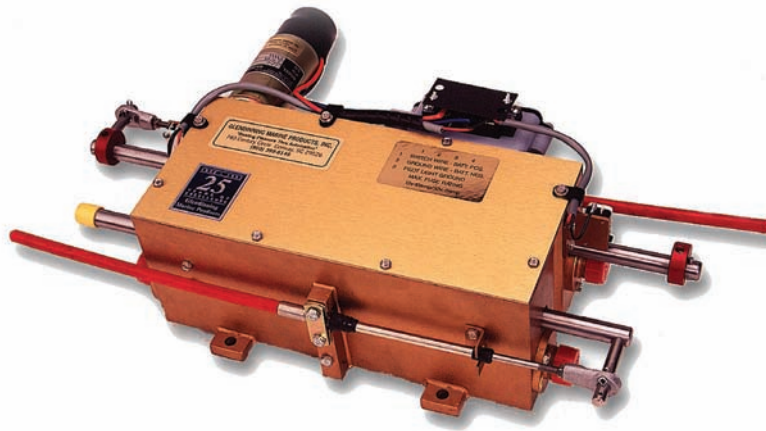
The history of Glendinning began at a United States Navy pier in Northern Ireland.

as a nurse to support the family while Glen worked hard at his goal of selling 12 units per month, after which Ruth could return home.

The secret to the success of the Glendinning Automatic Synchronizer was the ultra-precise way in which it could control two engines so that they would run at exactly the same speed. With the advent of fiberglass hulls in the late 1960s and early 70s and the annoying vibration which would be produced as the result of two engines which are nearly but not exactly the same speed – something called the “beat frequency” – the Glendinning Automatic Synchronizer eventually became a popular equipment choice on board many well-known boats. Although it is possible to minimize this vibration by very careful adjustment of the throttles, the Automatic Synchronizer relieves the boat operator of this mundane task, in the

same way that an autopilot makes it much easier to hold a steady course than steering by hand.

The Glendinning Cablemaster – the second product Glen designed – came into being as a solution to another onboard annoyance: the sometimes difficult chore of handling heavy 50 Amp shore power cables. In response to the expressed need for such a product by a former employer, Glen tinkered and experimented



with various configurations in order to come up with a device that could handle shore power cable without any slip rings. Eventually the well known “motorized pulley with pinch roller” design was settled upon. The periodic order from Bertram Yachts, which equipped their 58-foot (17.7m) motor yacht with four of these units, was a welcome sight. In the years after the company started, the product line was extended to include

Below: The Glendinning Cablemaster makes handling heavy 50-Amp shore power cables easy.

Cablemaster models, from 30 Amp to 200 Amp. Earlier this year, a shipment was sent to the Staten Island Ferry for the 400 Amp shore power cables that are used on board those boats.

Glenn retired from active service with Glendinning Marine in 1990, turning the reins over to his son Paul. Another son, John, rejoined the company in 1993 as the company began to grow after effects of the luxury tax abated. With his responsibilities at the company in the capable hands of his sons, Glenn and his wife Ruth enjoy an active retirement.

The advent of electronically controlled and synchronized diesel engines in 1992 heralded the eventual demise of the

Automatic Synchronizer. In view of this reality, Glendinning began to develop their Electronic Engine Control product, which came to market in 1996. This product was different than other electronic engine controls in its capability for a very effective means of mechanical backup control. Glendinning has continued to develop this product and now sells a broad line of the electronic engine control products for all types of applications.

In addition, Glendinning Marine Products currently manufacture the Hosemaster water hose handling



Below: The Hosemaster is a logical extension of the Cablemaster product line.



system and Pro-X shift and throttle control cables in their 32,000 sq. ft. (2,973 sq. m) factory in Conway, South Carolina, just inland from Myrtle Beach.

in Londonderry, to its current position as a well regarded manufacturer of quality marine products, Glendinning Marine Products has really come a long way. Stories like this remind us all that

From its humble beginnings in the American dream is still alive and the mind of an 18 year-old "lad" well. on the banks of the Loch Foyle

glendinningprods.com

www.ClassicYachtForSale.com

No Limits Yachts

Central Yacht Agent

Thalia
Build 1889
45ft / 15m

Sunshine
Build 2004
121ft / 37m

Invader
Build 1905
180ft / 59m

Pasaat
Build 1910
110ft / 33m



Yorgo - Ex Cote d'Or Build 1985 76ft / 26m

Kate
Build 2006
70ft / 24m

RainDancer
Build 1979
76ft / 26m

