



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. Your story may make interesting reading for people like you — people with an interest in Grand Banks.

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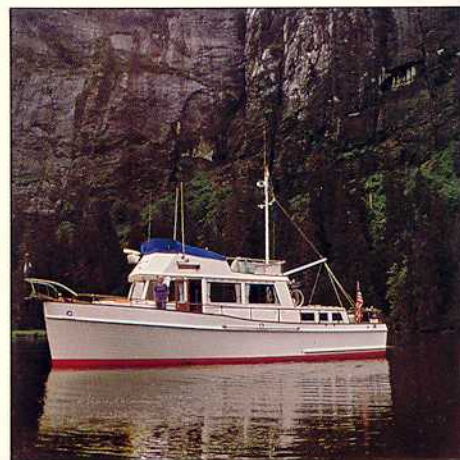
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Cover: Tamara, GB42-753 at Walker Cove,
Misty Fiords National Monument, Alaska.

PROFILE *Frankie Tham*



Frankie Tham, our Finance and Administrative Manager, is another of those valued members of American Marine who have worked their way up through the organisation. With training as a cost accountant, he came aboard in 1973 in the Costing Department and was promoted to head of the department in 1978. When computerisation gained momentum in Singapore, Frankie took up the subject and by 1980 he had become sufficiently proficient to be the company's first EDP Manager. Frankie and his team have written all the software that is currently being used with our IBM System 34. He was promoted to his present post early this year.

Frankie's responsibilities include the financial side of the Service Division and this has brought him into closer contact with the practical aspects of the business. He would like to pursue this and gain more personal boating experience.

His hobbies include photography and a variation of the martial arts known as Tai Chi — always useful for encouraging people to come around to your point of view!

Three New Dealers Join U.S. GB Family

We are pleased to announce the appointment of new Grand Banks Dealers in Toms River, New Jersey; Charleston, South Carolina and Galveston, Texas.

In New Jersey, K & H Yacht Sales will add the Grand Banks to their product line. Toms River is on the Intracoastal Waterway and is a popular cruising area. Bob and Kevin Prull will be happy to answer any questions that GB owners in the area may have.

Island Yacht Charter replaces Coastal Yacht Sales as our dealer in Galveston. Willie Payne, the enthusiastic President of the new dealership, vows he will represent Grand Banks in this market in true Texas style. Willie will be pleased to assist present GB owners and prospective GB owners with questions concerning GB sales and service.

The appointment of Darby Marine of Mount Pleasant, South Carolina, will be good news to all GB owners who make the seasonal journey north or south through Charleston. Darby Marine is a service oriented facility located a short distance from the Intracoastal Waterway on Shem Creek on the north side of Charleston Harbor. Their service department can handle just about any problem that may develop. They also have a well stocked marine store and invite all GB owners to stop in and pay a visit.

K&H Yacht Sales
One Robbins Parkway
Toms River, NJ 08753
(201) 349-2888

Island Yacht Charter
7312 Seawall Blvd.
Galveston, TX 77551
(409) 744-6616

Darby Marine
P.O. Box 188
Mt. Pleasant, SC 29464
(803) 884-8541



Charleston, South Carolina is the home of Darby Marine

BEACHCOMBING

GB36-445 *Masquerade* Hamilton, Bermuda

Mr. & Mrs. Clive Thatcher of Bermuda have taken ownership of this '75 Grand Banks 36 in Ft. Lauderdale, Florida, and renamed her *Masquerade* (ex *Debbie Sue*). Clive is a very active yachtsman who wanted a good, solid, economical trawler and, after seeing the workmanship of a Grand Banks, felt it was perfect for him, his wife Lindy and their two children. They plan to cruise through the Bahamas to the Turks & Caicos before heading over to Bermuda which will be *Masquerade's* home port. Clive bought *Masquerade* through Hal Jones & Co. (broker Wally Stuhlmann).



GB32-665 *Pokey* Punta Gorda, Florida, U.S.A.



Pokey, owned by William Burroughs, was captured by the camera of Tom Wright as she cruised the Okeechobee Waterway near La Belle, Florida, last June. Tom owns GB49-002, *Solo*, the boat pictured on the cover of AM News volume 12, number 1.

GB42-870 *Cap Corse* Oxford, Maryland, U.S.A.

The Gianellonis could not wait for their new GB42 to arrive so they flew all the way to Singapore to check on her progress. This picture shows a very happy Giles and Winnifred Giannelloni, with K.L. Lim of the Marketing Department and a section of the workers on their new GB42 *Cap Corse*. The Giannellonis formerly owned GB42-724 and were featured in Vol. 11 No. 2 of the American Marine News.



GB42-829 *Bountiful* Scottsdale, Arizona, U.S.A.



On a stormy April 20th, 1983, on San Francisco Bay, Dave Alm of Scottsdale, Arizona, took delivery of his new Classic Grand Banks 42-829 off the ship from Singapore.

The dealer, Yacht Sales International and salesman John Monte, went to work equipping the boat for its maiden voyage to the Pacific Northwest where she's spending the winter on Seattle's Lake Union Landing. Come spring Dave will be heading north to Alaska.

GB42-811
Christine

Severna Park, Maryland, U.S.A.

Mr. Jim Morningstar stands aboard his GB42, *Christine*, in her slip on the Severn River. A long time boater, Jim has cruised most of the Eastern Seaboard and looks forward to doing some extensive cruising on the Chesapeake in 1984. Her home slip is covered and in such demand that most slips in the marina are handed down from generation to generation.



GB42-759
Fussbudget

Georgetown, Maryland, U.S.A.



Fussbudget, owned by Mr. & Mrs. George Richards, passes through the C & D Canal on her way home after cruising in southern New Jersey. The Richards are planning an extended cruise in New England waters next summer. Once serious sport fishing devotees, the Richards purchased their 42 from the Oxford Yacht Agency and report being happy with their new cruising way of life.

GB42-62
Wind Song

Sarasota, Florida, U.S.A.

Alan and Linda Sandlin spent last May cruising the Bahamas aboard their GB42, *Wind Song*. One of the earlier wooden 42's, *Wind Song* has unusual teak carvings on her bow which are believed to be Hong Kong originals. Mr. Sandlin's parents were also aboard when this photo was taken off Great Guana Cay in the Abacos.



GB42-857
Tropic of Cancer

Miami, Florida, U.S.A.



Dr. James Schwade and his wife taking delivery of their new 42' Motor Yacht GB42-857. They plan to use the boat locally at first, then later to cruise the Bahamas with their two children. Each cabin was decorated in different colors which Mrs. Schwade selected and had made up in Ft. Lauderdale. The Motor Yacht appealed to Dr. Schwade as it gave so much more usable space with the three stateroom lay-out in a 42' trawler. *Tropic of Cancer* was sold through Hal Jones & Co (broker Wally Stuhlmann). The company wishes then many safe, happy hours afloat.

SOME HINTS ON CRUISING IN THE EASTERN MEDITERRANEAN

by Geoff Sanderson

Geoff Sanderson owns GB36-430 which he uses to cruise the Eastern Mediterranean every summer of each year. He also owns a GB42 Motor Yacht now moored in Singapore.

In October, he will be cruising the GB42 home to Newcastle, Australia. American Marine engineering personnel will be accompanying Geoff for at least part of the way to have some of his valuable GB cruising experience "rub off" on them.

Even though full of glamorous yachts, marinas in populated areas can usually provide berths to casual visitors especially during the summer. Water and fuel are generally available but don't expect shorepower.

Away from Athens, there is only one proper marina in Greece. This is Porto Carras (owned by the Carras family) and is the only marina I know where you can stop for a drink at the hotel on the way into their harbor. It also has 4500 acres of grapevines and Porto Carras white wine is well known. However, don't be deterred by the lack of marinas as each port will welcome you. Mooring is tern to, so get yourself a gangway and practise up on this type of berthing. The Port Police will want to see your transit log which is issued to foreign yachts for a period of six months. The situation was not clear when I left Greece in August, 1983, whether a tax of US\$15 per foot per year had to be paid for a stay of more than six to twelve months. Anyway, if you're adventurous don't worry about this too much because Turkey or Italy are so close.

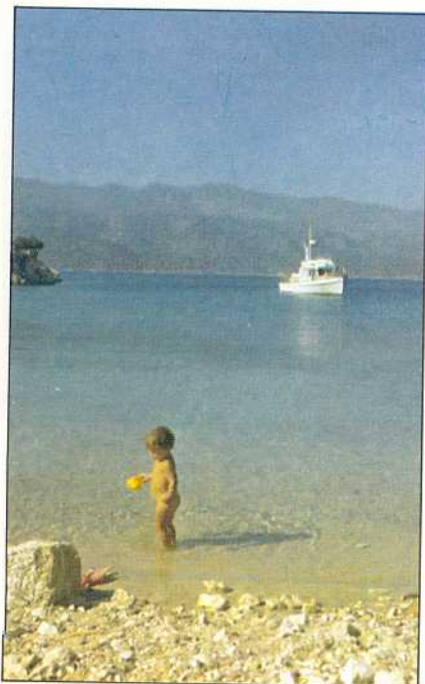
Rodos (Rhodes) has a travel-lift and a shipyard of sorts but unless you are pressed, Turkey is the place to leave your boat. Kusadasi, (US\$400 per year) with a perfect marina and travel lift, is set in a garden setting, although it is becoming increasingly popular so you had better book early. There is another marina being built on the south coast of Turkey. I think Cesme is Ok. Bodrum has a travel-lift, but until the area is developed next year the marina, which is perfect, is only open during the summer months.



Beware of berthing at Rodos. It is so crowded that you have to be cheeky and squeeze in although you may have to cling on to two or three boats to get ashore



Mulubinba at marina in Kusadasi, Turkey



Nude or topless is Ok in Turkey if only away from the sight of any Turks

My favourite Greek island? It changes every year depending on who you meet. One year Patmos, next Samos and I still think the port of Pythagorion (remember Pythagoras at school — his birthplace) which is on Samos will always be my favourite. It's touristy but where else can you moor stern to, to a half moon port where the taverns come within a few feet of your boat and people from all European countries congregate?

If you don't want this life in Pythagorion go for a two hour trip to Samopoula (literally the chicken of Samos) which is a little island just off the South Coast which has a taverna, eight rooms, one church and is owned by a family. When the tourist boat leaves, you have everything to yourself although I was disappointed last time to see that they have bought a tractor to take the supplies up to the taverna and the donkey that used to take them was looking very forlorn.

I could go on; the Halkidiki peninsula (three of them stick down, like the prongs of a trident, from the North Coast of Greece), the North Sporades, West Greece, Skiathos, Karpachos where Madam Mecurri wanted to save a church (she is the Environment Minister) and the elders got together one night and blew it up. That is Greece.

Turkey. The further south you go the better it becomes; unspoiled bays, the history of Ephesus, Cammus and people not moving from villages all their lives. People will tell you about paperwork in the clearance and entry of ports, but don't fall for taking an agent. It's fun to find out yourself, although the first time around it is pretty frustrating. (It took me four hours in Iyssir) but you learn. In some ports they are now requesting navigation licence particulars, but anything will do as long as it looks official and has a number. Buy yourself a ship's stamp.

Books

Rod Heikell has published a very comprehensive pilot on Greece and I understand he will soon publish one on Yugoslavia (Dubrovnik has a good but expensive marina with a travel lift, but no space to haul out for winter unless you're very early).

Derhams pilots cover all the Med but not as well as Heikell, so I suggest you buy Derhams for other areas.

One last world — the summer winds of the Med — The Mistral in the Gulf of Tyon, the Bora in the Adriatic or the Meltemi of the Aegean — respect them but don't let them frighten you from enjoying yourself (especially if you are in a Grand Banks!). The forecast is in English, French and German in Greece, and English in Turkey, but sometimes it seems that they are forecasting what is happening now and not in the future. The best thing is to ask the fishermen or the locals.



The half moon harbor at Pythagorion (Samos)



Writer and daughter in Samos, Greece

*Topless is Ok in most of Greece, but
bottomless?*



*Mulubinba westbound through
Corinth Canal*

*Fuel is usually no problem, but
sometimes one has to improvise*



*Slipping the ancient way at Spetsai,
Greece. Note the flags to stop the traffic*



Mulubinba at Dubrovnik, Yugoslavia

ONAN INTRODUCES NEW MARINE GENERATOR SETS

Two new marine generator sets designed for the marine market are now available for installation on all Grand Banks cruisers.

The Onan Model MDKC is available in a 4kW, 60 Hertz, version or a 3.5kW, 50 Hertz version. Model MDKD is rated at 8kW, 60 Hertz, or 6.5kW, 50 Hertz. Both units are diesel powered and water cooled, and feature a compact, low profile design and a heavy-duty, brushless revolving field Onan generator. They are driven by a three-cylinder Kubota diesel engine that features single side service of all major components. These units will be backed by over 300 Onan marine parts and service dealers worldwide.

Major advantages of the Onan 4kW and 8kW marine gensets include its compact size (less than 7.5 cubic feet) and light weight which provide more design flexibility and easier installation. Vibration is minimized with Onan's focalized three point mounting system and the gensets are quiet, registering less than 70 dBA at one meter with Onan's optional sound shield.

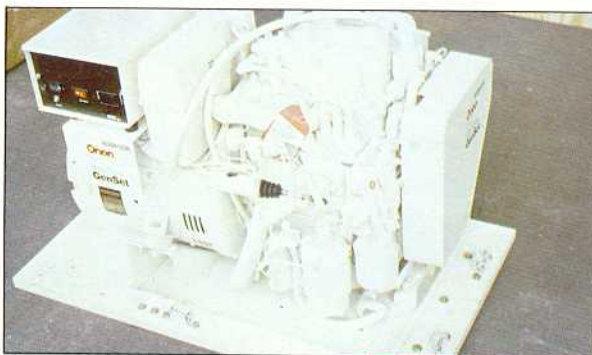
In addition to single side serviceability, the engine features a vertically mounted full flow oil filter, a gear driven raw water pump, an integral water-cooled exhaust manifold, an air intake silencer and automatic shutdowns for low oil pressure, high water temperature and high exhaust temperature.

The drip-proof, vibration isolated control panel is mounted outside the sound shield and can be repositioned in one of two positions for application flexibility. Other standard control features include a running time meter, a start-stop remote switch, a preheat switch, a DC control circuit breaker and a manually reset engine fault breaker.

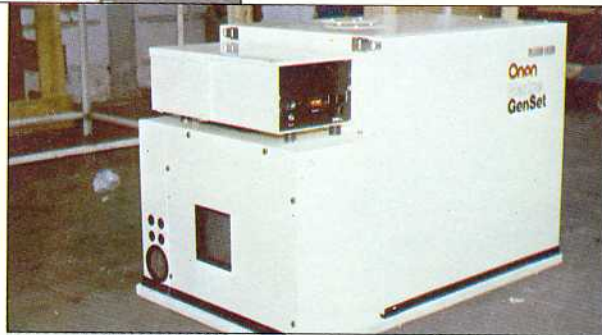
Onan's brushless, revolving field generator is epoxy impregnated for improved corrosion resistance. Operating at 1800 rpm, the generator is smooth and quiet and is reliable in widely varying ambient conditions. The generator is available in either single phase or three-phase configurations.

Optional equipment includes Onan's sound shield, aqualift muffler, a gauge package (oil, water, battery) and bulkhead mounted start-stop controls.

Onan Corporation, Minneapolis, Minnesota, U.S.A., is a subsidiary of McGraw-Edison Company, and is partly owned by Hawker-Siddeley, Ltd.



Onan 4.0 kW Marine Gen Set

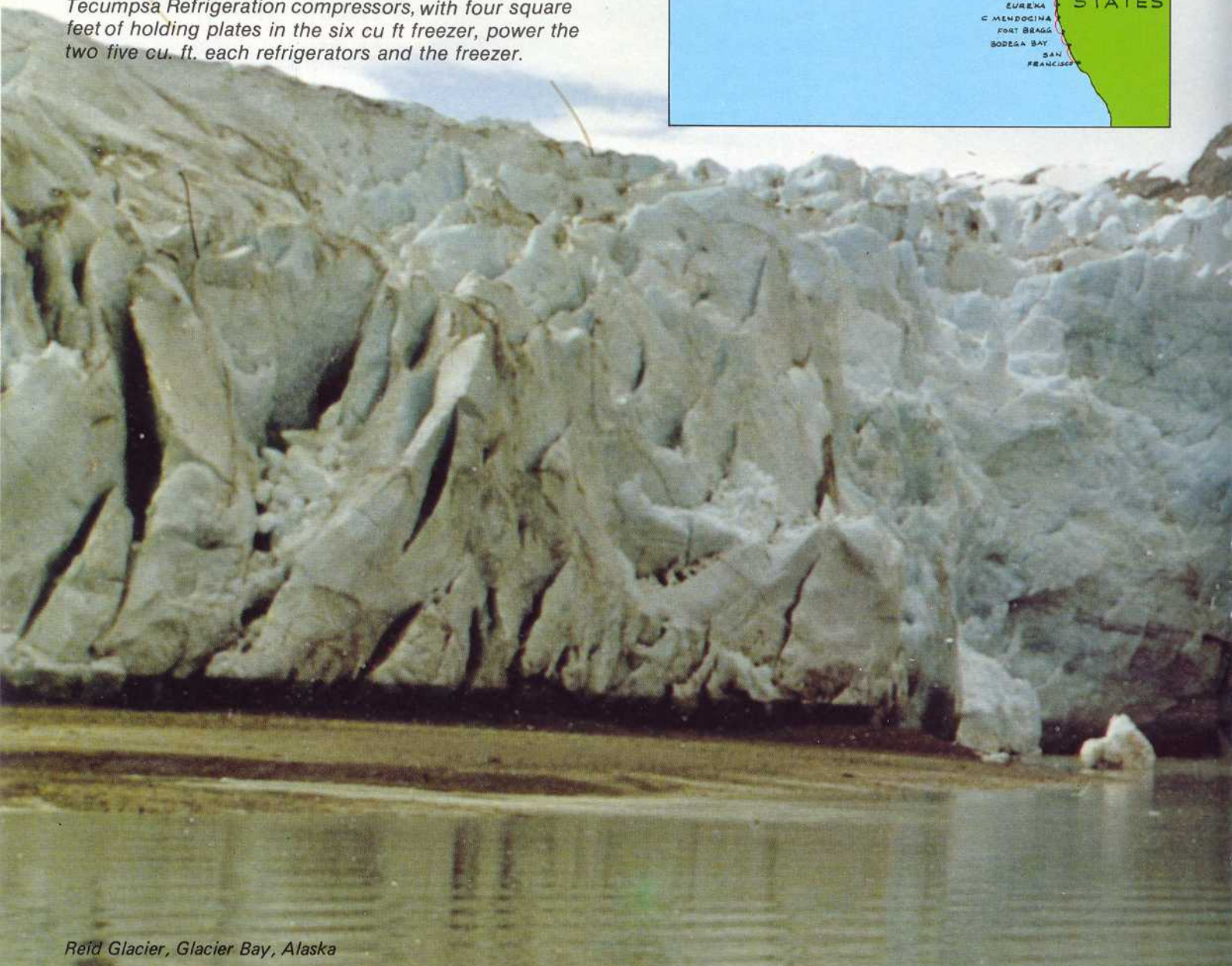
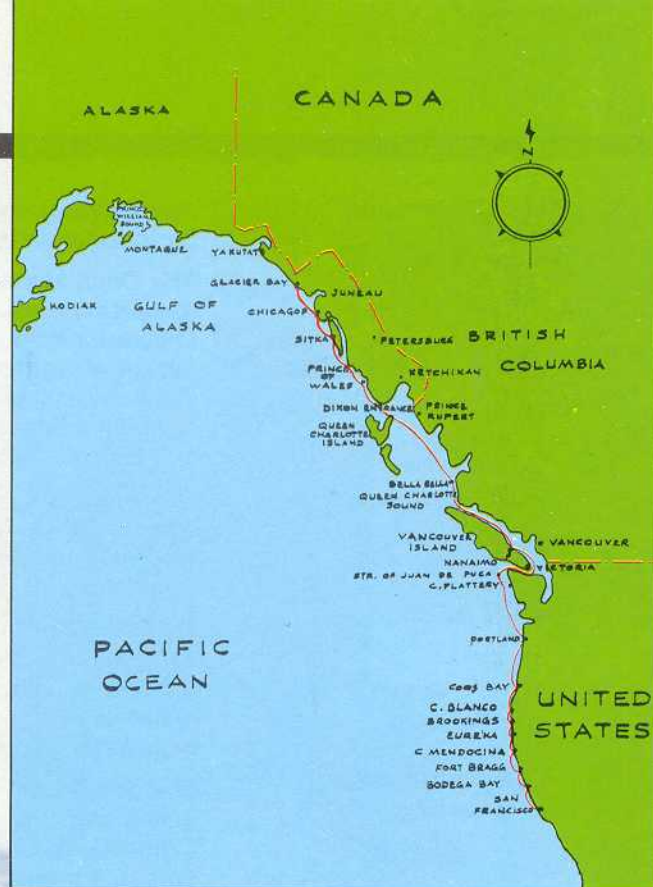


Onan 8.0 kW MDKD Marine Generator Set

The World of Grand Banks Cruise to Alaska

by Bert Snyder

TAMARA, Grand Banks 42-753, was delivered by Seaward Yacht Sales in Portland, Oregon in June, 1981. She is basically a stock Grand Banks with optional helm seat and one double bunk after stateroom configuration, and equipped with an owner-supplied, single turbo-charged Cummins VT 555M V-8 engine, producing 270 horsepower. Since delivery, she has been owner equipped with a deep freeze, fireplace, and a 5kW Delta-VeriGen cruising generator, belt-driven off of the main engine. Three standard 110Volt AC Tecumspa Refrigeration compressors, with four square feet of holding plates in the six cu ft freezer, power the two five cu. ft. each refrigerators and the freezer.



Reid Glacier, Glacier Bay, Alaska

Anyone who has ever made the passage from San Francisco to Victoria by small boat is aware that the weather along the almost 800-mile stretch of the west coast of the United States is usually bad. When Marilyn and I made the same passage in 1980 in our Grand Banks 36, it took us 21 days. This year's passage was about the same. Our departure from San Francisco was delayed three days by gale warnings but, on May 12, 1983, we headed out and made Bodega Bay. Our next stop was a little cove referred to as Haven's Anchorage on the chart, and more commonly known as Fish Rocks Anchorage by the fishermen. It is not much of an anchorage, but it was some protection for three days while we waited for the wind to subside. There are two rocks in the cove, one always exposed and one exposed only at low tide. Watch your chart!

Once around Point Arena, the seas were a little out of hand and we would have liked to pull in to Fort Bragg but we were informed by the Coast Guard that, because of the heavy winter rains, the harbor had silted in

and was negotiable only at high tide. We struggled on to Shelter Cove. Fortunately, TAMARA is equipped with "flopper-stoppers" which are really necessary at Shelter Cove. It is sheltered from the winds but it rolls pretty badly. About 1800 one evening, the anemometer registered peak winds of 50 knots with clouds of spray being blown around like snowdrifts.

After three days of hanging on in Shelter Cove, we headed out at about 0400 hours one morning for Punta Gorda and Cape Mendocino. Most people who travel the coast of California are concerned with Point Conception, but from my experience, I would prefer to go around Point Conception ten times to going around Punta Gorda and Cape Mendocino once. It can really be miserable.



There is a very safe passage, however, inside of Blunt's Reef and, with a little local knowledge, the long passage out around the Blunt's Reef monster buoy can be avoided.

Once around Cape Mendocino, Humboldt Bay and Eureka are not far away. Eureka to Crescent City is an easy run, and Trinidad Head is an available stop along the way if necessary.

The passage from Crescent City to Brookings, Oregon is relatively short. Taking the channel inside of St. George's Reef is very easy and saves a number of miles. Port Orford, about 75 miles off Brookings, is good shelter from the northwesterlies, and does not involve a river bar. Cape Blanco, just north of Port Orford, is another difficult spot but, here again, there is a fairly simple passage inside the rocks and quite near Cape Blanco Light, which eliminates the necessity of going way out to sea, although I certainly would not want to make the passage in anything other than daylight. Although Coos Bay involves a bar, it is not a difficult harbor to get into, and the little settlement of Charleston is easily accessible and just inside the breakwater. It is a fairly long run from Coos Bay to Newport, Oregon, but the bar at Newport presents very few problems in almost any weather.

The next available harbor north of Newport is Depot Bay which, I understand, really requires local knowledge. I have never had the nerve to go in. The bar leading to Garibaldi, in Tillamook Bay, doesn't have the best reputation, but we have been in twice with no difficulty. The Coast Guard maintains many stations on the Oregon and Washington coasts. They are very helpful and will come out and tell you if it is, or isn't, safe to cross a bar, they will always give you tidal reports, time of slack water, wave height and things of that nature.

At the suggestion of a local fisherman, we anchored outside the Columbia River just south of the South Jetty, thereby avoiding the long passage over the bar and into the Columbia River. Gray's Harbor, Washington, is the next stop north of the Columbia River, and the sportfishing and commercial harbor is very sheltered and accessible.

On our trip to Alaska in 1980, we stopped at La Push, Washington, which I would really not advise. It is an Indian Reservation, and although the Coast Guard is very helpful and very friendly, the natives are not. The channel is also usually full of gillnets, and it is extremely difficult to determine where they are, and where they are not. At the suggestion of a local fisherman, we anchored in the lee of Destruction Island rather than going into La Push. Although it rolls a little, the anchorage is sheltered and very easily accessible.

Destruction Island to Cape Flattery and the Straits of Juan De Fuca is an easy run and, here again using the passage between Cape Flattery and Tatoosh Island versus going out around the Buoy saves a lot of time. It is easy, although I always feel more comfortable if I can follow a local fishboat.



John's Hopkins Glacier, Glacier Bay, Alaska



Ford's Terror, end of Endicot Arm, Alaska

Neah Bay is an easy stopping and resting point once around Cape Flattery, although the berthing there is not good.

From Neah Bay, we proceeded easterly through the Straits of Juan De Fuca to Victoria where it is quite a thrill to drop an anchor in front of the Empress Hotel. The passage from Victoria north through Dodd Narrows to Nanaimo is beautiful. You do have to watch your currents at Dodd Narrows, however, as they run pretty fast. Keep in mind that all Canadian tide and current books are on Standard Time. The Canadian Navy maintains a torpedo practice range in the Straits of Georgia just out of Nanaimo, and they will very politely but rather abruptly stop you if you get into the range, and request that you go around it. We have been stopped twice. From Nanaimo we proceeded north around the west side of Texada Island, into Desolation Sound, and through Queen Charlotte Straits into Queen Charlotte Sound with a couple of overnight stops along the way. Once around Cape Caution, it is not too far to Cape Calvert, and you are then inland for most of the trip through Canada to Alaska. We stopped at Namu but, as we prefer to anchor out in little coves rather than

trying to a dock, we skipped Bella Bella, Butedale and Klantu and worked our way north to Prince Rupert. The passage from Prince Rupert to Ketchikan across Dixon Entrance can be a little rough, but it is not all that far and there are good anchorages at Dundus Island if you have to wait out the weather. Berthing at Ketchikan is a problem, and berthing in Thomas Basin which is closest to Customs is almost impossible. Bar Harbor at the northern end of town is much larger and the harbormaster's office is located close at hand. Before heading north we made the loop around Revellagagado Island and through Misty Fjords National Monument which is well worth the trip. Walker and Rudyard Bays are beautiful. From Ketchikan, we went to Meyers Chuck which is a little town of possibly 50 or 60 people with no motor vehicles, no streets as such, and lots of blueberries on the main street of town which is a little dirt path just one or two persons wide. Not too many miles north and east of Meyers Chuck is Anan Bay where the National Park Service maintains a bear-watching platform on Anan Creek. It is a muddy walk, but well worth it.

From Anan Creek we went on to Wrangeli where berthing is almost impossible, and then through Wrangeli Narrows to Petersburg. Deception Bay at the south end of Wrangeli Narrows is a good place to wait



John Hopkins Glacier, Glacier Bay, Alaska



"Chivas Regal" on the Rocks. — "Big Rocks"

for the current to change in the Narrows and, on two of the three occasions when we have anchored there, we have caught all sorts of Dungeness crabs. Although berthing at Petersburg is a little tight, the harbormaster is extremely cooperative and will assign you a berth in advance by radio.

North of Petersburg and around Cape Fanshaw you enter Stephens Passage which is a big, open expanse of water at the southern end of which is Five Fingers Light. We stopped and visited the four Coast Guard men who stay there for a year. That night, we anchored in Entrance Island, which is basically a doughnut-shaped island with a small entrance. Not too far north of Entrance Island is the entrance to Tracy Arm and Endicott Arm at the end of both of which are glaciers. Accordingly, you encounter some fairly large icebergs in that part of Stephens Passage. Near the end of Endicott Arm is Fords Terror with a very narrow entrance, navigable only at high slack water. Accordingly, once you are in, you are there for 24 hours, but the scenery is well worth it and negotiating the entrance to Fords Terror is really not as difficult as some of the articles I have read indicate it to be. Tracy Arm is beautiful with an active glacier at its eastern end.

We stopped for a day or two in Juneau, and confirmed our permit to enter Glacier Bay by telephone. The Park Service has very strict rules with respect to entering Glacier Bay, and a permit is required. Only a limited number of boats are allowed in Glacier Bay at any point in time, and a permit is only for seven days. However, in seven days, you can go to the base of all of the glaciers, and really see a good deal of the National Monument. The water near the face of most of the glaciers is extremely deep, but you can anchor in front of Reid Glacier, from which anchorage you can easily run to the face of the major glaciers and back in one day.

After leaving Glacier Bay, we went into Excursion Inlet to visit a very active fish processing plant; then south and across Icy Strait to Hoonah for fuel and supplies, then to Elfin Cove. Elfin Cove is our favorite little town in Alaska. Like so many towns, it has no vehicles, and boardwalks for streets, and a beautiful little harbor. From Elfin Cove we went south in Lisianski Strait to Pelican, which is strictly a fishing town, but really a delightful little place, then out Lisianski Strait to the ocean and south to Sitka. Although the passage from Lisianski Strait to Sitka involved open ocean, or the Gulf of Alaska if you prefer, there are so many little islands and coves and bays that the passage is really very simple.

On the way south, we stopped at the "town" of Chichagof, which actually is nothing but an abandoned gold mine now being reactivated.

Berthing at Sitka is impossible, primarily because no transient boats are allowed in the big harbor which has all sorts of room and all transients are forced to raft up. Fishing boats will raft up seven or eight boats deep, but normally a fishing boat will raft alongside another fishing boat rather than alongside a yacht.

From Sitka, we went through Peril Strait back inland and south to Baranof. From Baranof we visited Angoon, then went south around Cape Caution to the west side of Prince of Wales Island and thru El Capitan Passage which is beautiful. We stopped at Token which the chart indicated to be a town but which turned out to be a little fishing resort occupied by four people and twelve dogs. South of Token is Klowak and Craig, the latter being a very progressive little town of about 1200 people. We stopped briefly at Hydaberg which is just an Indian village, and were heading for Waterfall when we had to seek shelter in a little bay to avoid a storm. It was the only time during our entire stay in Alaska that we had to run for cover. The run is never more than a mile or so, however, so really no problem. Waterfall is an old cannery converted to a luxury sportfishing resort.

The southern tip of Prince of Wales Island is only about 25 miles across Dixon Entrance to Massett on the northern shore of Queen Charlotte Islands, but as there are no Canadian customs offices on the Queen Charlotte Islands, we had to go back to Ketchikan, then south to Prince Rupert to go through customs before crossing Hecate Strait to the Queen Charlotte Islands. Hecate Strait is only about 50 miles wide at the northern end and really not all that bad if you wait for calm weather. We spent a week cruising the Queen Charlotte Islands, going all the way down to the very southern tip to Cape St. James to visit the Light and Weather Station maintained there. It is a long walk up to the light but well worth it. The view is spectacular. We went due east from the southern tip of Queen Charlotte Islands about 100 miles across Hecate Strait to Millbank Sound and into Bella Bella. We then retraced our steps south through Fitzhugh Sound past Namu to Hakai Pass, which is a beautiful area. A number of large boats anchor there for the season and act as "mother ships" for sportfishing parties which are flown in and out. We then proceeded on south with several stops along the way



Mergerie Glacier, Glacier Bay Alaska

to Port Hardy. From Port Hardy we went north around the northern tip of Vancouver Island with a short stop at Bull Harbor, around Cape Scott and down the west side of Vancouver Island. The southern most bay, Barkley Sound, in which is located a group of islands known as "The Broken Group", has to be some of the most beautiful cruising grounds that I have ever seen.

Bamfield is a very interesting little town on the south side of the Bay from which we were able to run to Neah Bay without any difficulty. The stop at Neah Bay was necessary due to having to go through American Customs. Our trip from Neah Bay back to San Francisco, stopping at most of the same ports we had hit on the way north, was more or less uneventful, other than the fact that we had southeasterly winds most of the way. The final leg of the trip was a nonstop run from Eureka to Santa Cruz which was our only overnight run in the entire four and one-half months.

I computed that total mileage for the trip was 4,779 miles during which time we burned about 3500 gallons of fuel at an average cost of a fraction of a cent over \$1.00 a gallon. Average cruise 8.5 knots at 2000 rpm and 4.5 gallons per hour. Although we had a couple with us as company from Ketchikan to Juneau, and another couple from Juneau to Sitka, we had no difficulty in operating *TAMARA* with just two of us aboard. Most of the longer runs were 60 to 70 miles, and never a run over 90 miles other than the final jump from Eureka to Santa Cruz. My advice to anyone planning such a trip is: take your time. There is so much to see and so many places to go that the trip really cannot be made in less than four months without hurrying. We are already planning our next trip to Alaska when we hope to see some of the places that we missed this time or during our similar trip in 1980.



Alaskan King Crabs

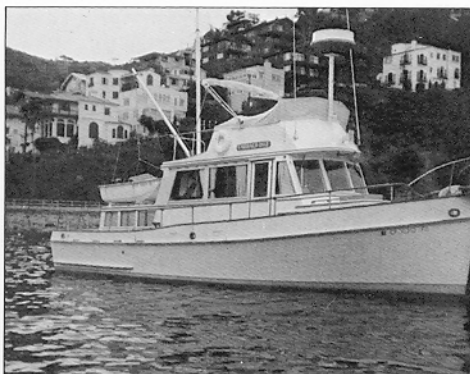


Very typical eagle on very tip of iceberg



Salmon caught in Alaska

COMMUNIQUE



The Emerald Isle in Avalon Harbor, Catalina

My parents (Warren and Mary Slaughter), my sister and her husband (Noreen and Bill Donoghue), and my wife and I recently purchased the *Emerald Isle*, GB36-323. The previous owner, Mr. Fred MacDonald, kindly gave us copies of past issues of your publication. We enjoyed those back issues so much, we would like to be added to your list of subscribers.

At the ripe old age of 11, *The Emerald Isle* is in fine shape. We have been most pleased with her performance and are very proud to call her our own.

We thought you might be interested in knowing that we are not new to the Grand Banks family. My parents previously owned the *Exhibit A*, GB42-26. We cruised the *Exhibit A* for five seasons, 1968 through 1972. During that time, we explored the West Coast from Ensenada to British Columbia. I think we would all agree that our summer in the Pacific Northwest was the highlight of those five years.

We retired from boating in 1976, ... or so we thought. It wasn't long before my father bought a Bertram 25, my brother-in-law bought two Hobie Cats, A Cal 25, and a Boston Whaler, and I began sailing a Lido 14. They were all great boats, but not in a class with our Grand Banks.

In 1981, we again began to get the "Grand Banks Itch". As an antidote, we decided to try chartering a boat. Through the able assistance of Sparkman & Stephens, we were put in touch with Mr. Frank McCauley Jr. of Amityville, New York. Mr. McCauley is the owner of *Reliance*, GB42-44, which is berthed in Greenport, New York. During our weeklong cruise, we visited

Essex, Mystic, Newport, Block Island, and several Long Island, Sound ports. Unfortunately for us, the *Reliance* was such an outstanding boat that our itch was only aggravated, not cured.

Last year we could resist no longer and we began to search for a new boat. After several months of looking, we found the perfect cure for our ailment, the *Emerald Isle*.

Our new boat is now the weekend home for our three families. We have found an alternating weekend format to be most acceptable. With the *Exhibit A*, we could not avoid a faint feeling of guilt if we were not using the boat every weekend. Now, each family has the boat every third week. Instead of a feeling of guilt, we all look forward to "our week" with a feeling of great anticipation.

Our plans include local cruising and another trip to the northwest. This time we would like to make it as far north as Glacier Bay.

There may be faster and more luxurious boats on the sea, but none with the character and seaworthiness of our Grand Banks. When we are experiencing rough weather, we are always grateful that we are riding on a Grand Banks Hull.

Best regards from the *Emerald Isle*. Give us a wave when you see us.

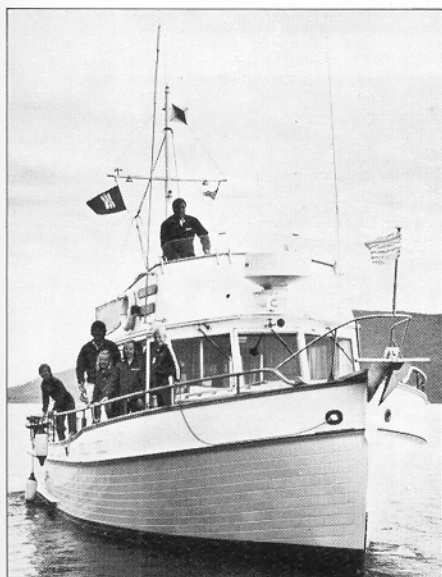
Don and Gail Slaughter
Newport Beach, California, USA.

Dear Mr. Slaughter,

Thank you for telling the tale of your purchase of GB36-323, now the Emerald Isle. It is always great to hear from satisfied owners.

I should tell you that Frank McCauley is one of our undercover sales people and you have suffered (?) the same fate as many who have chartered a Grand Banks. Reliance is a beautiful boat and has been well maintained. It is easy to become an undercover sales person for Grand Banks. All you have to do is offer to scratch the "Grand Banks Itch" of any afflicted people you run into.

We will be happy to add your name to our mailing list for future issues of the American Marine News. Thanks again for taking the time to write.



GB-42 "NORISTA"

Radio Call Sign CZ - 4369

Norbert & Christa Holm

Eric
Neil
Astrid
Birgit

6224 St. Georges Cresc.
West Vancouver, B.C.
V7W 1Z1

Telephone (604) 921-9787

For a little over ten years now, I am the happy owner of GB42-401 *Norista*. Now approaching 3,500 engine hours and about 3,000 logged miles with nine visits to the west coast of Vancouver Island, three times circumnavigated, this is likely one of the most travelled GB's on the West Coast!

You may be interested to know about the existence of an informal Grand Banks Owners Club in Vancouver, meeting about twice annually. Having been "appointed" as "Captain of the Fleet" for this year, I will have the pleasure of leading to date confirmed ten GB's to the Canadian west coast, with some of the vessels joining in a complete circumnavigation of Vancouver Island. None of these GB's have experienced the west coast before. Departure from

Sooke, near Victoria and off the Strait of Juan de Fuca, is scheduled for July 3rd. Will send you some photographs upon completion of the cruise, likely by mid August.

I enclose a calling card of *Norista*.

Norbert Holm
Vancouver, B.C.
Canada

Dear Mr. Holm,

Thank you for writing and letting us know about the Grand Banks Owners Club and your intended trip to circumnavigate Vancouver Island.

We look forward to hearing more about the trip upon its successful completion and hope that this would turn out to be an annual affair for you and your club members.

I am thinking of installing a 24 mile range radar on my GB42 and I wonder whether you can give me some advice. I have been considering installing the scanner on the forward face of the flying bridge or on the mast and I wonder about the relative merits of these two locations as well as the effect upon range.

T.S. Ho
Singapore

Dear Mr. Ho

The range of any radar for objects on the surface of the sea is determined by the distance to the horizon. A radar cannot "see" over the horizon any more than a person using his eyesight. The distance to the horizon for a radar is given by the formula:

$$D = 2.2 \sqrt{H}$$

When D is the distance in nautical miles and H is the height in meters of the scanner above the surface of the water. If the scanner is on the forward face of the flying bridge it will be 3.4 meters above the water and, if on the mast, it will be 5.23 meters. Therefore the distance to the radar horizon will be four miles in the first case and 5.03 miles in the second.

Even though the range of the radar is limited at sea level by the horizon caused by the curvature of the earth's surface, it can of course pick up objects beyond the horizon which are of sufficient height. It is possible to calcu-

late the minimum height of such an object for it to be picked up at the maximum range of the radar. The relevant formula here is:-

$$D = 2.2 (\sqrt{H_1} + \sqrt{H_2})$$

Where H₁ is the height of the scanner above the water and H₂ is the height of the object.

In the case of a radar having a range of 24 miles, D will be 24 and with the scanner on the flying bridge the object will have to be 81 meters high before it appears over the radar horizon at 24 miles distance and with the scanner on the mast it would have to be 74.6 meters high.

So really I think we can say that it makes little practical difference from the point of view of range whether the scanner is on the flying bridge or on the mast.

There are however some other factors to consider. For years we have wondered about the effects of being zapped by the radar's probing beam every few seconds but it was only quite recently that we encountered any confirmation for this unsubstantiated question. This was when the local Furuno agents were very reluctant to commission one of our installations in which, at the buyers request, we had installed the scanner on the front of the flying bridge. They said that there was a definite hazard from microwave energy although, they are basing this on common sense and do not have any definitive technical directions on the subject. They also say that with the scanner on the flying bridge, there will be some loss of efficiency in an aft-facing direction due to absorption of the beam by the superstructure — not to mention human bodies!

All things considered, we would recommend that the scanner be mounted about 2 meters above the flying bridge which is, in fact, our standard way of doing it.

Athens Boat Show



Photo above shows the Grand Banks Stand put up by EKKA S.A., our dealer in Greece, during the sixth Athens Boat Show. The show was held in Piraeus from the 10 to 18 March, 1984. Due to space and height constraints of the exhibition area, many of the larger boats, including the Grand Banks, could not be displayed. However, it did not deter the boating fraternity from paying a visit and about 80,000 of them attended the show during the full nine days. EKKA reported they were able to establish good contacts with many potential clients.

AMERICAN MARINE (S) PTE LTD — 15TH ANNIVERSARY



American Marine celebrated its 15th year of operations in Singapore with a dinner held at a prominent local restaurant. Picture shows Mr. R. W. Livingston, President, cutting the anniversary cake on behalf of the company. A total of 86 workers and office staff received their 15 year awards.

In his speech, the President mentioned that over 50% of the present 475 work force have been with the company over 10 years. This is testimony that the GB's will continue to be built to the most exacting standards demanded by our customers.

CUSTOM CORNER

New Swimming Ladder

Illustrated is the latest design in swimming ladders. It is of flip-up design which makes it more convenient to use and not so vulnerable to be inadvertently left down when underway. (Of course we realise that GB owners could ever do that!) This new design also keeps the fingers from being trapped between the ladder and the swimming platform.



The new ladder is now available, and can be ordered through your nearest GB dealer.



An Aid to Stern-To Docking



For those times when you need extra muscle for the stern lines, this winch installed on the step behind the trunk cabin of a GB49 provides the answer.

The brainchild of Mr. Jim Cunningham of Santa Barbara, California, and owner of *Irish C's* GB49-17, the winch is located so that lines can be lead through any of the chocks in the stern. The ones just forward of the transom are good for the job because the line and chain will fend off the rub rail rather than the swim platform.

Northeast GB Rendezvous

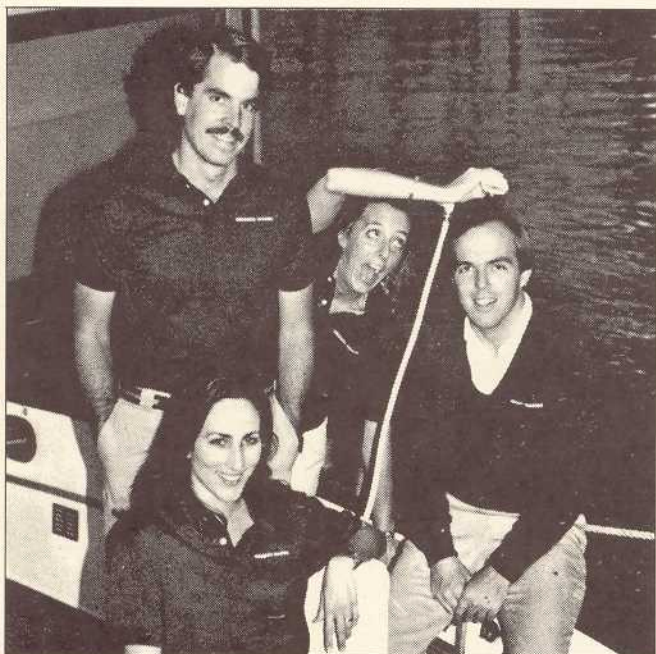
New England Yacht Sales and Mystic Shipyard will sponsor their 8th annual Grand Banks Rendezvous the weekend of July 27th — 30th, 1984 in historic Mystic, Connecticut.

Dockage will be available at Mystic Shipyard.

A cocktail party and traditional (on the beach) New England Clambake will be held on Saturday the 28th, with New England Yachts Sales and Mystic Shipyard serving as hosts for the evening. The town of Mystic offers a number of attractions, including a Seaquarium and Mystic Seaport. The Seaport will hold their annual Antique Boat Parade on Saturday and the parade route passes right by the docks at Mystic Shipyard. An optional cruise to Shelter Island, New York will take place on Sunday for those GB owners who wish to participate.

To sign up or for more information, contact New England Yacht Sales, Box A — Willow Point, West Mystic, CT 06838. (203) 572-0569.

GRAND BANKS®



GRAND BANKS

Boat Name

SHIRTS AND SWEATERS

Our Grand Banks Shirt and sweater offer continues! Each features the official Grand Banks logo on the left side.

The shirts, available in Burgundy or Navy Blue, are 100% cotton and are manufactured by Cross Creek. Sizes available are mens S, M, L or XL. Women should order one size smaller than usual.

The V-neck sweaters look great over either a long or short sleeved shirt. Made of washable Orlon, these sweaters are available in Navy Blue only. Again, women should order one size smaller than usual.

Peace Valley Prints can add your boat name below the Grand Banks logo if you wish. Script or block lettering is available at a cost of 3.50 for 15 spaces.

Prices remain at \$21.00 for each shirt and \$30.00 for each sweater. Please add \$3.00 for shipping and handling on all U.S. and Canadian orders and \$6.00 for all others. U.S. funds only please.

When ordering by mail, please use the form below and make your check or money order payable to Peace Valley Prints. Phone orders also accepted with VISA or MASTER CARD. Phone (203) 889-5138.

The cost of each shirt or sweater will be refunded if you are not totally satisfied.

Mail To: GB SHIRT OFFER PO BOX 1563 PRESTON, CONNECTICUT 06360

Checks Payable To: PEACE VALLEY PRINTS

Please ship:

QUANTITY	ITEM	SIZE(S)	COLOR(S)	TOTAL
	Shirts @ 21.00			
	Sweaters @ 30.00		Navy	
Add 3.00 per order for postage and handling (U.S. and Canada)				
Add 6.00 per order for postage and handling (All others)				
7.5% Sales Tax (CT residents only)				
Total				

Enclosed is ☐ Check ☐ Money Order ☐ MasterCard ☐ VISA

Charge Card Number _____

Expiration Date _____ Signature _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____