



# ***AMERICAN MARINE NEWS***

Vol. 14 No. 3

MC(P) No. 17/6/85





## 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.

**Published three times annually by:**

**AMERICAN MARINE (S) PTE. LTD.**

26 Jalan Terusan, Singapore 2261. Tel: 2650511. Telex: AMSING RS 21294

**U.S. Editorial Offices:**

**GRAND BANKS YACHTS LTD.**

563 Steamboat Road, Greenwich, Connecticut 06830.

Tel: 203-869-9274 Telex: 643442 BARBRAK

**GRAND BANKS YACHTS LTD.**

27281 Las Ramblas, Suite 200A, Mission Viejo, California 92691

Tel: 714-831-6388 Telex: 350833 REGENCY MVJ

## CONTENTS

Norwalk Boat Show .....	1
Beachcombing .....	2
Dealer News .....	4
Product Profile .....	6
World of Grand Banks .....	8
Communique .....	12
Custom Corner .....	15
Lazarette .....	16



Front cover: GB36-711 belonging to Mr Thomas E. Schultz, President of Seaward Products Inc. seen cruising at Long Beach Harbor. The Queen Mary is in the background.

## PROFILE

Alyce Ping



Alyce joined American Marine in 1970 when the yard was in its first years of operations. Having worked for the government in the Statistics Department, she took a position in the Accounting Department. It was here that her perseverance and eye for detail were recognized.

In 1977 it was decided to set up a separate Purchasing Department to be responsible for all materials procurement both locally and overseas. Alyce was chosen to set up and head this important function. Again her ability to communicate and find the right material at the right price has and continues to pay handsome dividends for the company. Much of the materials and equipment used in the Grand Banks are purchased in the United States and this year Alyce attended the Chicago Trade Show where she met many of our suppliers and was updated on new and improved products.

In her spare time Alyce likes to bowl but she can be found most of the time with her family working on their new home that they occupied earlier this year.



## Norwalk in- water Boat Show 1985

Of all the boat shows that Grand Banks participated in 1985, the most memorable to mind would be the one held at Norwalk Cove from September 26 to 30. Memorable because the show had to cross path with Hurricane Gloria, the first hurricane of considerable magnitude to come our way in more than 47 years.

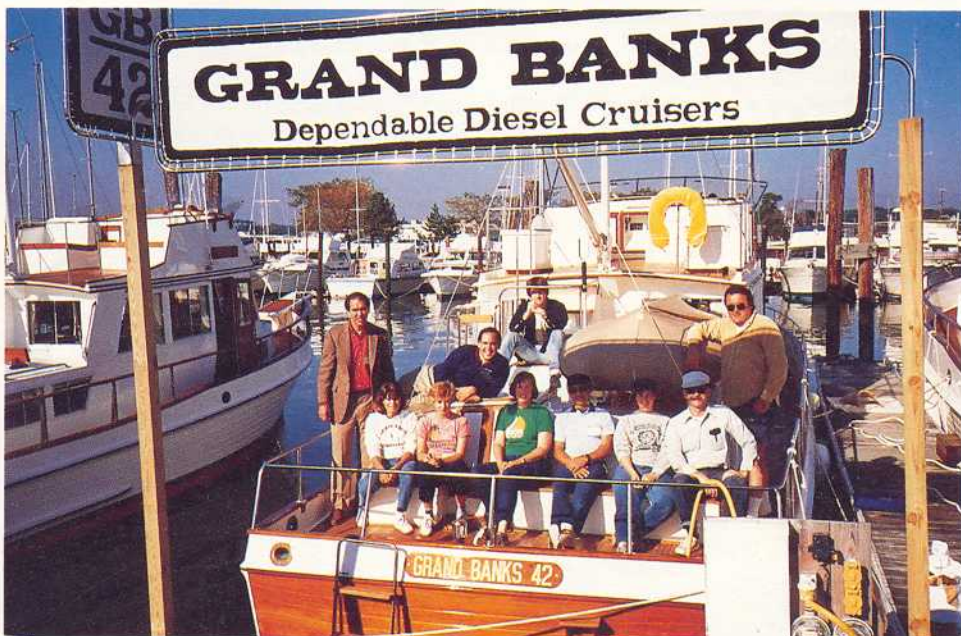
The show went well in spite of the circumstances. More than 600 exhibitors displayed a wide assortment of powerboats, motors, trailers, marine accessories and support services. American Marine had a GB49 Classic, a GB42 Classic and a GB36 Classic at the show and as usual, the crowds thronged in to check what GB had to offer

this year. The GB42 show boat was done a little differently in that, it had all stainless steel stanchions and rails, splash guards and a pair of Cat 3208TA 375HP engines giving the boat a 20 knot top speed.

In anticipation of the storm, extra precautions were taken to all the floating exhibits and docks were tied down with anchors and boats were double tied and cushioned with extra bumpers and buoys.

Gloria however was forgiving and little damage was reported to the nearly 600 boats on exhibition although the eye of the hurricane passed very close to Cove Marina and all but two of the exhibitors' tents blew down.

(Clockwise from upper right) A GB49 classic was one of the exhibits. "Rambo" Paul McSorley (extreme right) and his cleaning crew with Rick Loh, Grand Banks Yachts Sales Manager (extreme left). The crew did a marvellous job putting up the decorations for the stand and getting the GBs all cleaned and polished for the show. The one that didn't get away — This GB42 broke loose from her moorings during the height of Hurricane Gloria at Mystic, Connecticut, pounded against the docks for four hours and finally succumbed to the elements.





---

## BEACHCOMBING

**GB32-596**

***Island Woman***

Hollywood, Florida  
U.S.A.



Mr. & Mrs. Bidwell bought this 1977 Grand Banks 32 called *Island Woman* from Hal Jones & Co (broker Wally Stuhlmann).

Their intention is to keep the boat in Fort Lauderdale and charter her through Hal Jones & Co Charterers. They are also looking forward to being able to cruise the Florida Keys from time to time. We wish them all the best.

**GB32-717**

***Kona***

Port Charlotte, Florida  
U.S.A.

Mr. & Mrs. Gallagher of Port Charlotte took delivery of their 32' Grand Banks, *Kona* in Fort Lauderdale. After outfitting her to meet their cruising needs, they took *Kona* to Port Charlotte. They report they have been cruising the Gulf Coast and are hardly ever home. They have enjoyed *Kona* so much that they may rent their house and cruise to New England this spring. *Kona* was purchased through Hal Jones & Co. (broker Larry Delamater).



**GB42-843**

***Indiscretion***

Cold Spring Harbor  
New York, U.S.A.



Bill Whitman poses aboard his Caterpillar powered 42 Classic, *Indiscretion*, while on a service stop at Norwalk Cove Marina in Norwalk, Connecticut. Since purchasing *Indiscretion* in July of 1983, the Whitmans have cruised the East Coast from Maine to the Bahamas.

**GB46-001**

***Philyra***

Kemha, Texas  
U.S.A.

Dub and Donna Disheroon of Dallas, Texas pose with Paul McFadden of Marlow Marine Sales before departing Sarasota, Florida on their maiden voyage.

Hull #1 of the Grand Banks 46 became love at first sight for the Disheroons and their many Gulf crossings under sail became history as they converted to the Grand Banks style of cruising.

After being outfitted with additional custom features at the Marlow Marine Yard, *Philyra* (Greek Goddess, Daughter of Oceanus, child of the sea) made her maiden voyage a leisurely cruise along the Gulf of Mexico coastline to her home berth at South Shore Harbor Marina, in Kemha, Texas.





**GB36-257**  
**GB42-245**  
**Popinjay**

Pasadena, California  
 U.S.A.

Mr. & Mrs. Walter White are pictured here with both their new and old *Popinjay*. After eleven years and many happy hours of running time, they sold GB36-257 (left of photo). They couldn't be without a boat, so they

purchased GB42-245 at the same time they sold the GB36. Now, they are all set and looking forward to another eleven years of cruising bliss in their new "toy".



**GB42-915**  
**Aquila**

Gulfport, Mississippi  
 U.S.A.

Mr. and Mrs. Joe Boardman are all smiles after the safe delivery of their new 42' Classic, across the Gulf of Mexico by Paul McFadden, broker for Marlow Marine Sales in Sarasota, Florida. The Boardmans have plans for many cruises with family and friends throughout the Mississippi Delta and the Northern Gulf Coast area.



**GB42-918MY**  
**Miscast II**

Osprey, Florida  
 U.S.A.



Mr. Wagner's new Grand Banks Motor Yacht replaces GB36-686 (last featured in Vol 14 No 2). *Miscast II* is equipped with twin 3208T diesels, utility room, and a covered aft deck with stereo to make his extended Florida Keys and Bahamas cruises more comfortable. Both *Miscast* and *Miscast II* were purchased through Paul McFadden, broker for Marlow Marine Sales in Sarasota, Florida.

**A49-67**  
**Highlander II**

Brisbane, Queensland  
 Australia

Mr. Eric McSweeney owns this immaculately kept 12 year old Alaskan 49 which is moored outside his home on the Brisbane River in Queensland.

The very congenial Australian climate certainly makes for conducive cruising and *Highlander II* is often seen at Peel Island in the Moreton Bay area off Brisbane.





## DEALER NEWS

### **Ventura Yacht Sales, Inc. Ventura California, U.S.A.**

Ventura Yacht Sales, Incorporated was appointed as a dealer for Grand Banks in late 1984 making the firm one of the newest in the family. Location is in Ventura Harbor, Ventura, California which is a little over one hour's drive north of Los Angeles and approximately a half hour south of Santa Barbara.

The company was started by Dick and Paula Kahn in 1969 in Ventura Harbor. Today Dick is President and General Manager of the company; Paula serves as Vice President, and has responsibility for accounting and title-work areas of the business. In addition to boating, personal interests include flying, motorcycles, photography, and music.

Ventura Harbor attracted national attention only two weeks after the opening of the boat sales operation, but unfortunately for all the wrong reasons. The harbor was completely destroyed by a disastrous "hundred year" flood. All existing slips were destroyed or unusable, the entrance to the ocean was essentially blocked, and the harbor basin was more silt, mud and debris than water. Well, nobody said it had to be easy!

A decision was made to dig in and build the business along with the reconstruction of the harbor. The problem had been caused by a debris clogged river which overflowed its banks and diverted through the harbor. The army corps of engineers has long since corrected the factors that allowed this to happen, and today, Ventura Harbor is one of the most

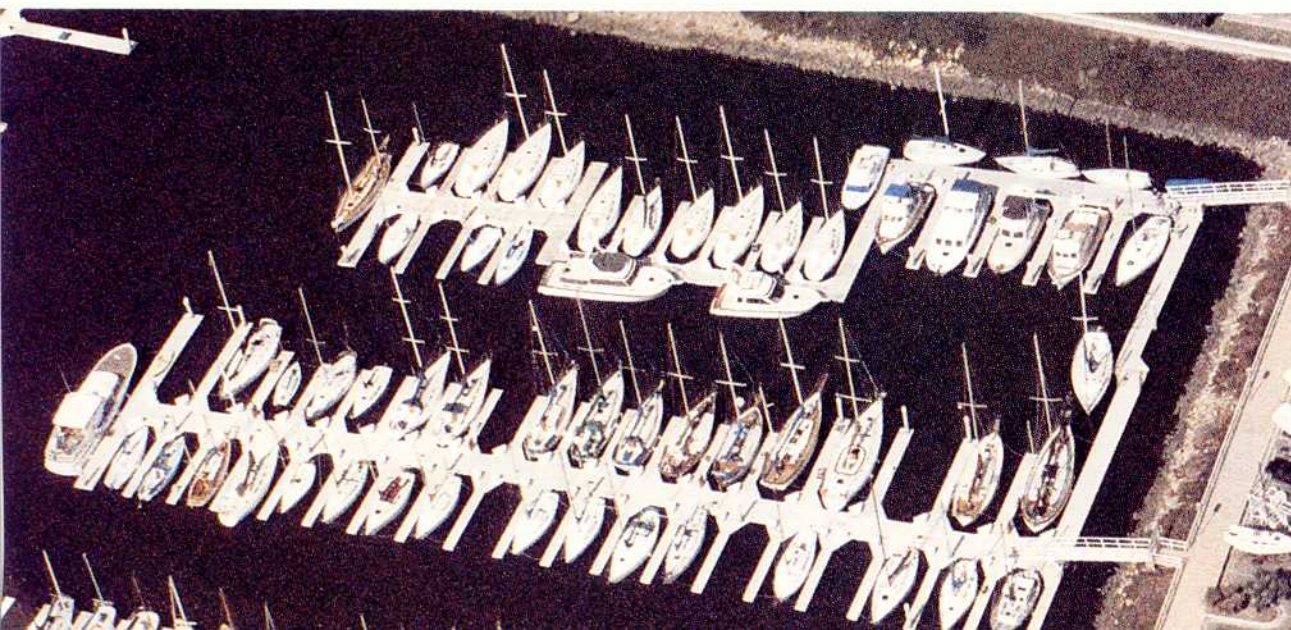
beautiful on the California coastline. For Ventura Yacht Sales it was an interesting beginning.

Throughout the 1970's Ventura Yacht Sales became well known primarily for its emphasis on sailboats. In fact, the company has represented two of the same lines for over 15 years. An active used boat brokerage division was established, and accounts for approximately one half of the total sales volume. The addition of the Grand Banks line is a perfect complement to existing activities and is paralleled by a substantial increase in brokerage powerboat sales.

Today, Ventura Yacht Sales functions with a full time staff of fifteen, and is well known throughout California and beyond. An unusual feature of the operation is the huge in-the-water display facility; two entire docks are devoted completely to sales operations and approximately 70 boats are continuously on display for sale at all times! It is the largest in-the-water display on the West Coast and is a major attraction and convenience for both buyers and sellers.

Other unusual aspects of the operation are a company airplane and a fully equipped print shop. The plane is utilized for efficiency in inspecting out of the area potential trade-ins and brokerage listings as well as facilitating out of town meetings with customers and manufacturers.

The print shop allows for timely and cost efficient printed materials for







(Above) Ventura Harbor, Ventura, California with City of Ventura in background. (Below) Ventura Yacht Sales, Inc. Two entire docks of boats for sale.



communication to past and prospective customers. A sixteen to twenty four page booklet ("Photolist") is published throughout the year and is circulated over a wide area through one of the largest single dealer direct mail programs in the boating industry today. The publication features pictures, descriptions, and prices of used boats and presentations of new models offered by Ventura Yacht Sales. It is mailed without charge to past customers, buyers, sellers, prospective buyers, yacht clubs, marina tenants, and others. The "Photolist" is a proven effective tool and a significant attraction for brokerage sellers as well as a major convenience for boat shoppers.

Over 3,000 boats have been sold by Ventura Yacht Sales. This has been possible only because of a very high percentage of repeat customers. The first new Grand Banks sold as a new dealer was to a past customer who was buying his fifth boat from Ventura Yacht Sales. Emphasis is on proper commissioning in the delivery phase and after sale support and service. A modern service department with qualified personnel enables essential in-house control of these functions. Additionally, an active trade-in program can greatly facilitate the move

up for existing boat owners.

The California coastline off Ventura offers some of the most rewarding cruising waters in the world. The channel islands are located only 14 to 25 miles offshore from this point and provide a still unspoiled variety of nautical attractions. The beautiful waterfront town of Santa Barbara can be easily reached in a Grand Banks in well under three hours; it's about a half day trip from Los Angeles by boat to Ventura.

Existing Grand Banks owners are invited to visit the Ventura Yacht Sales dealership at any time. Guest slips are almost always available, and we will be happy to assist in the arrangements. a beautiful new waterfront hotel is within easy walking distance of the office and boat sales display. The Ventura County airport at Oxnard is just five miles from the harbor for those coming in by private aircraft or commuter service. Ventura Yacht Sales will be happy to provide transportation from the airport upon advance request. The dealership is open every day from 9.00 am to 5.30 pm.

**VENTURA YACHT SALES, INC.**  
**1101 Spinnaker Drive, Ventura, CA 93001.**  
**Tel: (805) 644-1888.**



---

## PRODUCT PROFILE

# SeaWard

## PRODUCTS INC.

### Introduction

Starting in 1976 with six employees and approximately \$250,000 worth of business, Seaward Products Inc. will be going into its 10th year with 65 employees and close to \$7,000,000 in sales.

Responsible for this success are the two founders and owners of Seaward: President Thomas E. Schultz and Chairman of the Board, Kenneth Ward.

For twenty years prior to 1976 both men, first Ward and later Schultz were in the RV appliance manufacturing business. They became increasingly aware of the inadequacy of regular RV equipment for sea going use and recognised the need for sturdier and more seaworthy appliances. Sharing a desire to concentrate solely on marine production, the two men joined together to form Seaward.

With the acquisition in 1981 of the Princess Marine Line from Optimus of Sweden, Seaward expanded into the power boat appliance business in Santa Fe Springs where the plant is now located. Being avid boaters themselves have helped to shape the direction and scope of their products to accept a total marine environment. Schultz admitted, "Boating is as much our avocation as it is our vocation." Clearly supporting that statement is the fact that Schultz is the proud owner of Grand Banks 36, number 711, featured on this issue's cover. "I hunted for two years for a trawler type boat that would best fit my needs. I have the highest respect of my Grand Banks 36. It's an absolute classic," says Schultz of the boat he finally purchased in October of 1984. Christened *Tomfoolery*, his Grand Banks occupies almost all of his free time. His weekends are spent cruising the Southern California coast with occasional trips to Catalina. He is



*A Princess gas stove installed in a GB36.*



planning a longer cruise down into Mexican waters. "Having my equipment installed has enabled me the opportunity to run field tests and to evaluate their performance over extended cruises." says Schultz.

Ward, a 25 year sailboat veteran, plans to leave the *Seaward* (his C&C 38) at home in August when he and his wife head north where they will rent a Grand Banks to cruise the San Juan Islands.

### Products Featured

Two of their products featured here and used on Grand Banks are the Princess M100 microwave oven and the P3342 electric stove with oven.

The M100 microwave oven is fast becoming one of the most popular and is the first unit designed specifically to UL Marine specifications. Its speed in cooking naturally cuts down on galley time and allows for the ease of convenience food dining. One of its advantages is that there is no size adjustment for the sea-going cook in that the oven dimensions are no different from microwave ovens built for home usage. Other features include the cook 'n' turn revolving tray which helps to cook food evenly and eliminate hot spots.

The princess Model 3342 is one of the most luxurious cooking unit built for the industry and comes with a lot of attractive features. Built out of an all stainless steel construction, it is UL Marine approved. The lift up stainless steel lid comes with a useful butcher block and cutting board and for safety, this lid must be lifted in order to activate the switch located at the right rear side of the stove top.



Princess M100 microwave oven



P3342 electric stove

*Our thanks go to Ms Marilyn M. Mahan for supplying the information for this article on behalf of Seaward Products Inc, Sante Fe Springs, California USA.*



# *World of Grand Banks*

## **Cruise to Myall Lakes National Park, Australia**

*By David G. Evans*



By way of introduction, the story presented here is of a 1984 Christmas cruise from Broken Bay, Sydney, New South Wales to Port Stephens and the Myall Lakes National Park. The cruise is an annual event for members of the Broken Bay division of the Royal Motor Yacht Club and our boat was part of the flotilla of craft heading for the Myall Lakes.

The crew comprised David and Penny Evans, owners of *Shikara*, GB42-457, together with children Brigitte nine and a half years old, Beau three and a half years old and Briony 18 months old, and dear friends Bruce and Barbara Ramsay.

*Shikara* is a Grand Banks 42 Classic, powered by twin John Deere Ammarine 404 diesels. She is an all-electric boat, with a 6.0 kw Onan generator providing power to refrigeration, microwave and all other necessary appliances required to ensure pleasant cruising was had by all.

Our cruise began somewhat ignominiously on Thursday, 27th December, 1984 with *Shikara* and other vessels of the Royal Motor Yacht Club being safely anchored on moorings in Refuge and America's Bays, which are part of the Hawkesbury River system. The crew was restless, but unfortunately we were unable to leave for Port Stephens due to the mountainous seas and gale force winds which had blown up on Boxing Day, 26th December. This day is the start of the now world famous Sydney to Hobart yacht race, which begins on Sydney Harbor and finishes at Hobart in Tasmania, 680 miles south of Sydney. We had heard from Sydney radio of extremely bad weather conditions and severe swell off



the coast, which caused havoc with the Sydney to Hobart yachts. Fortunately for us, Refuge Bay, as the name implies, was a safe anchorage for the next few days.

However, thankfully on Friday, 28th December, 1984 we were at last able to clear Lion Island at 0930 hours and head north-east out into the beautiful blue of the Tasman Sea, with a gentle north-east breeze blowing on our port quarter at approximately five to ten knots. The other boats of the R.M.Y.C. fleet, including *Trueline II*,



*G.P. Jay*, *Cloud 9* and *Jasta III*, had left at 0530 hours and were in constant radio contact with *Shikara* for the whole of the trip up the coast.

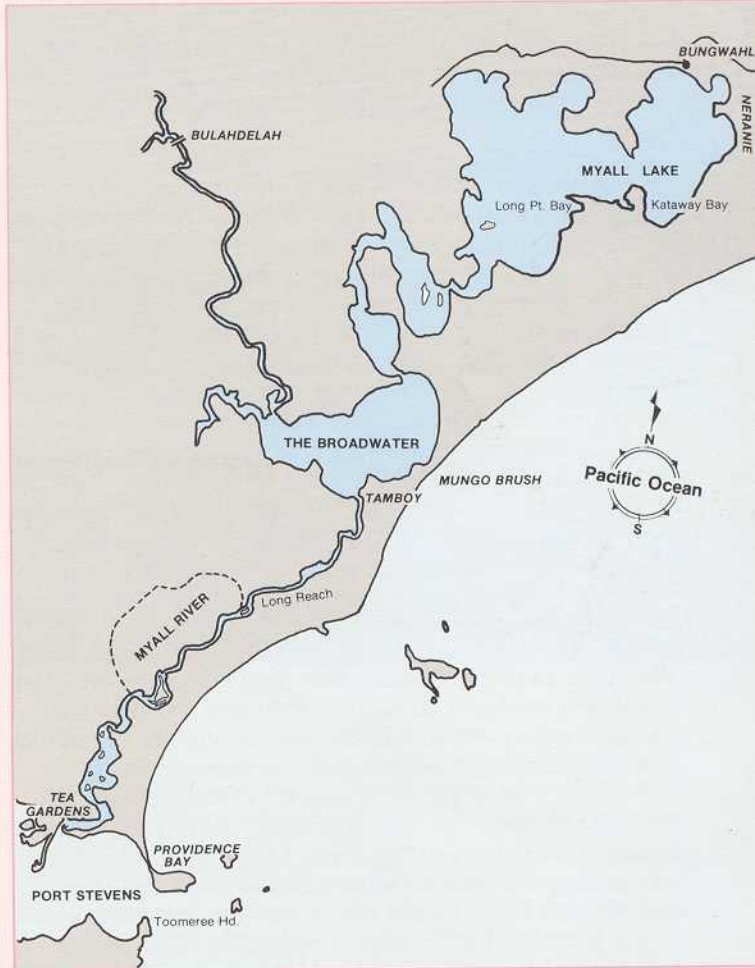
Our voyage was generally uneventful with the sighting of porpoises which frolicked beneath our bow for an hour or so before leaving after the presence of a large mako, or blue pointer shark, was noticed lazily swimming on the surface 50 metres to port of *Shikara*. During the trip we passed two ships, one a container vessel of 40-50,000 tonnes, another an oil tanker which passed to seaward of us on its way to Sydney Harbor.

The journey had now taken five hours and we were approximately 15 miles due east of Newcastle Harbor, the north-east breeze was now blowing at 20 knots, with the wind waves and a short three metre chop. On the horizon and heading on what appeared to be a collision course, was yet another large container vessel hobby-horsing its way down the New South Wales coast towards Sydney. We altered course to starboard to allow the ship to pass off our portside, approximately a quarter of a mile away, before altering course and heading towards Morna Point Lighthouse. By the time we rounded Morna Point, the north-east breeze was blowing a healthy 35 knots, with spray and wind waves making our trip uncomfortable to say the least. On one particular occasion the bowsprit of *Shikara* disappeared into a wind wave with the resulting spray blowing over the bimini top and radar at the rear of the flybridge, well and truly soaking myself, Bruce and Beau. We cleared Morna Point and the Tomaree Headland and were safely inside Nelson Bay in Port Stephens eight and a half hours after leaving our home port. We were glad to be safely in calm waters, as the nor-easter was gusting at 40 knots. We radioed our base station, *Penta Comstat*, of our safe arrival and headed for a rendezvous with *G.P. Jay*.

We spend the night anchored at Tea Gardens alongside *G.P. Jay* an Alaskan 49 owned by Mr. & Mrs. John Talbot, where we effected minor repairs to the Onan generator after we discovered a split engine hose. We made arrangements for a John Deere mechanic from Morrisset near Newcastle to dismantle the exhaust box on the starboard motor and weld up a crack which had

developed during our trip, resulting in exhaust water filling up the starboard engine drip tray. Repairs were completed at 0030 hours and we finally bedded down for the night.

*Bottom from extreme left to right — Our motley crew at night in Long Point Bay. Shikara, Tandra and Jasta III at Shelley Beach, silhouetted against the hot summer sky with a wind-surfer in the foreground. Photographs showing Shikara in the foreground and Santa Cruz in the background while anchored at Long Point Bay.*





The following morning we commenced our trip up the Myall River on high tide as it is most critical for displacement boats such as *Shikara* to travel on the tide as various parts are very shallow, with at most one and a half metres of water being available. The river twists and snakes its way through a variety of countryside, from open plains and swampy marshlands, to tight bends in the river with overhanging gum trees, at times brushing against our radio antenna and bimini top, as we proceeded at four knots through this very picturesque countryside. During the trip up the river we rounded one of the sharp bends and a group of holiday houses came into view, with holiday-makers waving cheerfully as we and a number of other boats in procession passed by. Brigitte (Bibi), Beau and Briony almost fell overboard in their enthusiasm to wave to the people on the river banks.

The Myall River finishes up at a very historic part of the Myall Lakes system known as Tamboy. There we passed by houses and old wharves probably constructed at the turn of the century. It was this area where we had to be most careful of shoals, sandbanks, etc., prior to arriving at the first lake of the Myall Lakes National Park system called The Broadwater. Part of the national park is a series of lakes, an area of probably 20 square miles in all, most of the Lakes system having an average depth of less than three metres, with water as clear as crystal and almost fit for drinking. There is very little tidal effect and as such it is a mecca for cruising boat owners, with safe anchorages and quiet bays being readily accessible. The cruising skipper is, therefore, able to jump with gay abandon at any time from his vessel into the Lakes system.

We spent in all ten beautiful days on the Lakes, with the weather a constant 38°C (100.4°F) and the only real problem being, we had to be very careful not to get too sunburnt. During the period of our stay, we spent many happy hours both anchored at such places as Neranie, Kataway Bay, Shelley Beach, Bungwahl (the old timber milling area of the Myall Lakes system), as well as cruising the many inlets available to us. Bungwahl was the port for all timber milled from the vast forest areas in the adjacent hinterlands. The timber, after being felled, was brought to Bungwahl and floated through the Lakes system down the Myall River to Tea Gardens, a journey of probably 25 miles.

Other places visited during our stay were Long Point Bay and Mungo Brush, the former being used on a number of occasions as a refuge from bad weather. Anchoring during high winds on the Lakes system is hazardous to say the least. If one dared one would probably wake up to find one's vessel aground on one of the sandy shores. Mungo Brush is a very popular spot for campers, water skiers and cruising boat owners. As the name suggests, it is a flat, sandy beach in amongst twisted and gnarled gum trees, and other Australian native plants which are able to stand up to the climate which prevails in this area.

During our holiday we met up with many other vessels, both from the Royal Motor Yacht Club namely *Trueline II* and *G.P. Jay*, together with two other Grand Banks 42 Classics, *Tandra* GB42-584 owned by Mr. John Rodgers, who is also secretary of the Myall Lakes Yacht Club, and *Santa Cruz* GB42-587 owned by Mr. Terry Druce.

We spent one of the very hot days moored adjacent to *Tandra* at Shelley Beach, where we were able to meet face to face after many months of telephone conversations discussing the relative attributes of our vessels.

We met up with Terry Druce on *Santa Cruz* when anchored in Long Point Bay, sheltering from a predicted southerly buster, which was travelling up the New South Wales coast at approximately 30 knots. We had the pleasure of downing a quiet ale with him while discussing the events of our holiday.

We also met up with Brian and Elaine Griffiths on *Jasta III*, a Trade Wind 40, Brian and Elaine having travelled from Metung on the Gippsland Lakes in north-eastern Victoria. We spent a number of very pleasant days with them before our holiday unfortunately ended on 14th January and our trip with *Jasta III* down the Myall River, on the high tide, was uneventful. After negotiating the river we passed through Tea Gardens and headed for the Soldiers Point Marina in Port Stephens where we spent the night. The following morning we left at 0530 hours with *Jasta*, but in the company of *Santa Cruz* and three other displacement hulled vessels. The weather was calm and the sea as flat as the proverbial pancake, a gentle fog drifted across as a fine mist to greet us from the north-east as we headed in a south-easterly direction,





past Tomaree Headland and Morna Point heading for Broken Bay.

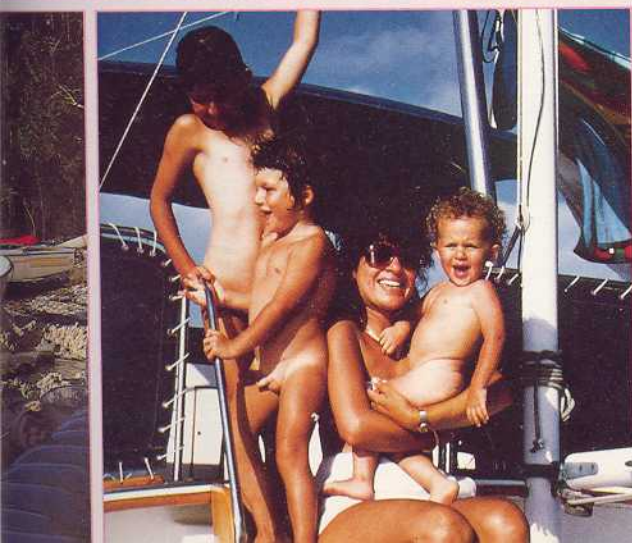
All the vessels in our fleet of five agreed to listen on the same radio frequency and as a result, one hour out of Port Stephens a strong wind warning describing an impending southerly was heard. After a brief radio skat it was decided we would head for Newcastle and a safe anchorage for the rest of that day and night.

Radio contact was made with the Newcastle Water Police, who were only too happy to provide us with directions for mooring at the R.A.A.F. crash boat base. We spent a pleasant day and night there and, after being shown over the base, all crews turned in for the night at an early hour in preparation for the trip home the following morning.

We cleared Newcastle Harbor at 0600 hours with all boats in line astern; the sea had a gentle three to four metre swell with the remnants of the southerly still blowing at ten knots. As we proceeded south, the sea gradually flattened out and I was able to photograph *Santa Cruz* running a parallel course to *Shikara*, simply slicing through the waves as only a GB42 can. The rest of our trip was uneventful and we arrived in Broken Bay six hours after clearing Nobbys Headland. Once we were safely inside Barrenjoey Headland, our home port, we called and bade a fond farewell to the other boats travelling with us and now look forward to another Christmas cruise in 1985.



Top: Beau and Briony showing Dad how to skipper *Shikara* while negotiating the Myall River. Above: Beau on someone's surfboard at Shelley Beach. Left: Brigitte practising her rowing technique at Long Point Bay. Bottom from extreme left: The crew, Brigitte and Beau, watch with anticipation as we approach a Violet Hill wharf. Rub-a-dub-dub, three kids in a tub. Happiness on a sunny day is the crew on a G.B. named *Shikara*. Home port is sighted at last. The Barrenjoey Headland is to port, West Head and Lion Island are also visible. It was certainly good to be home.





---

## COMMUNIQUE

My wife and I have cruised the inland waters of the Pacific Northwest and Canada for over thirty years, and have owned many power boats. For the last five years we have owned *Eagull*, a GB42, hull 267 and really enjoy her comfort and sea keeping abilities.

However there are other areas we dream of cruising (Bahamas, Mediterranean, Baja California, etc.) where we hesitate to do a bare boat charter in unfamiliar areas in which knowledge of local points of interest adds to the cruising enjoyment.

It appears to us that the best solution is to find other GB42 skippers and mates who have always wanted to cruise in my area to accompany us on a two week cruise and then reciprocate as hosts in their home cruising areas.

We hope that you can find space in the commune section to print this letter so that anyone interested in this type of cruising exchange can contact us.

**Kenneth and Ruth Rowntree  
1716 Camelot Park SW  
Olympia, Washington 98502  
U.S.A.**

*Dear Mr. Rowntree*

*Thank you for your recent letter.*

*We find there are many GB owners who would like the opportunity to cruise in other areas. As a service to them and in particular to you, we have printed your name and address so that people willing to take you up on your offer may respond.*

*Thank you for taking the time to write.*

---

I would like to place my name on your mailing list for the purpose of receiving the American Marine News. I purchased my Grand Banks 36 hull 530 last October and although the boat is in very good clean condition, it is a 1977 boat and the bilges are showing the evidence of many oil changes.

I would like to do a first class job of

cleaning the bilges and although I know the procedure for removing grease and oil residue I would like your advice on the following additional work:

When the boat was originally built, the fiberglass roving used in the bilge area left a rough surface making it difficult to clean, paint, and get proper water drainage. I would like to correct this condition and then paint the bilges with a gloss white paint that is thick enough to fill the voids and give me a smooth white surface.

I would appreciate any advice that you can give as to how best to accomplish this goal and the proper materials to use with respect to compatibility with the existing bilge paint which is original.

I am very happy with the boat and its performance and that is the source of my motivation to upgrade this one area that is not in the same excellent condition as the rest of the boat.

I would sincerely appreciate any suggestions that you have.

**A.W. Ricks  
Arnold, Maryland  
U.S.A.**

*Dear Mr Ricks*

*Thank you for your letter.*

*We have added your name to our owners list and future issues of the AMERICAN MARINE NEWS will be mailed to you as they are published. Enclosed are several back issues.*

*To prepare your bilge area for repainting requires nothing more than some elbow grease. All rough surfaces and surfaces that still have a gloss to them should be lightly sanded prior to repainting. A good quality oil based gloss paint is suggested for use. A marine store can recommend a specific brand of paint.*

*We are glad to hear that you are happy with the boat and understand that the Ricks family owns two Grand Banks, the other being a GB 42 owned by your*



brother. Keep spreading the good word.

---

I was very interested to read in one of your issue of American Marine News of the maiden cruise of the *Maid of Sarnia* to Corsica and the adjacent islands.

I have an Alaskan 49" named *Turanga*, based in the marina at the Baie des Anges near to Nice and about a mile away from the home base of *Maid of Sarnia* with whom I hope to meet up.

Whilst I cannot compete with the eloquent writings of their trip, I can certainly vouch for the joys of cruising in the north Mediterranean with innumerable places of interest to visit, excellent marinas and a mixture of sophistication and wild isolated spots which are a boating dream.

Naturally, I am completely delighted with my Alaskan which is always reliable and has never let me down in any weather or sea, apart, of course, from the trouble which we all have with loo's.

I am a great American Marine fan, having started with one of the original wooden hulled GB 42's and then worked through a 47' Alaskan, followed by an urge for speed with a 10 metre and then a 11.5 metre Laguna, but now back to steady dependable and comfortable cruising in the larger Alaskan which is one of the few of this model that I know of having a flying bridge. I have nothing to complain of, no queries or questions to ask, but simply would like to express my satisfaction with this my fifth American Marine boat.

Perhaps, through your magazine and owners, I could trace the owners and whereabouts of the last four boats, i.e. the Grand Banks 42 *Chiltern Dean 2*, the Alaskan 47 *Jean Marie*, the small Laguna *Laguna*, and the large Laguna *Ocean Dragon*. When I last heard, *Jean Marie* and *Ocean Dragon* were cruising in the Mediterranean. I would be very interested to hear from the current

owners on how the boats are behaving. Perhaps if any are in close proximity to Nice it would be possible to arrange to meet up.

Incidentally, if any of your readers are interested, *Turanga* is available for charter in the north Mediterranean, either bareboat to boat owners or suitably experienced skippers, or alternatively, can be provided with a skipper and cook if required.

**J.A.C. Barker  
Dodwell and Hinton, Ltd  
Bisley House  
Kensworth, Nr Dunstable  
Bedfordshire, England**

*Dear Mr. Barker*

*Thank you for taking the time to write and tell of your Alaskan 49, Turanga, and of your positive feelings towards cruising the Med.*

*It is also very satisfying to hear of your devotion to our products, and it is my guess that you may be one of only a few people to have owned each of our three production boats — a Grand Banks, a Laguna, and an Alaskan.*

*Lastly, we will print your letter with your address with hopes that the present owners of Chiltern Dean 2, Jean Marie, Laguna, and Ocean Dragon will be able to contact you.*

---

I am writing in order to update my library of American Marine News. We (my wife, Phoebe) are the original owners of *Oh My*, GB 32-49. Could it be that we are the longest original owners?

The last copy received is Vol. 13 No. 3 (although 13-2 is also missing). Can you furnish us with the missing copies? There should be one for 1983, and perhaps six for 1984 and 1985.

I've been wanting to write the News for sometime, and hope to soon about our 18 years with the same G.B. girl.

There's been no recent change in our address to have caused us to miss these copies.

Thank you for your attention to this matter.

**W. James Hall  
Ormond Beach, Florida  
U.S.A.**

*Dear Mr. Hall*

*Thank you for your recent note. We look forward to hearing from you soon about your 18 years with Oh My.*

*You are not missing as many issues of the AMERICAN MARINE NEWS as you thought. For some reason, you have missed 13-2 and 14-1. 13-3 was sent out before 13-2 (printing error) and 14-1 went out a few months ago. 14-2 should arrive around Thanksgiving.*

*As I write this note I am not sure if you and Mrs. Hall are the longest running original owners of a Grand Banks. I do know that you must be very close. We will print your letter and this reply in the AMERICAN MARINE NEWS. On a subject like this, we are sure to get a large response, which should help supply us with an answer.*

---

I am the reasonably happy owner of 42 ft Grand Banks Hull No 180 bought by me from Higgs Marine Service in 1970. *Nawat II* is, I believe, one of the last of the all wood boats.

During the years 1970 — 1984 I have cruised all the Great Lakes, the Maritimes and the canals of New York and Canada. I have just over 4000 hours on the main engines, meticulously maintained by my very good friend Charlie Welte, former service manager of Lehman.

In recent years I have had increasing problems with rot in various portions of the house. In fact in 1976 Higgs Marine had to replace all the wood around the window of the forward head. Water seems somehow to get into the laminations of the plywood which then separates and rot begins.

*Nawat II* is now at Shelburne



Shipyard on Lake Champlain. The yard has removed all the brightwork and rails, all the windows and sanded the entire house to bare wood. Since critical areas are under the sliding windows, new channels have been installed after application of two coats of epoxy to the entire house followed by several coats and a final Awlgrip. The cost is staggering. The yard personnel and I remain nonplussed by the cause. Except for the windows there is no way of discovering the source of the water in the plywood. Is this a common ailment of wood boats?

Incidentally, you will be hearing more from me and *Nawat II*. This year marks the 160th anniversary of the opening of the Erie Canal. I am working with New York State officials in the celebration. *Nawat II* is to have a prominent part. It's a good thing she will be spruced up!

**Schuyler M. Meyer, Jr.**  
**New York, U.S.A.**

Dear Mr. Meyer

*Thank you for your recent letter.*

*We are very sorry to hear about the problems you have experienced with rot. Unfortunately a plywood superstructure is always vulnerable to this problem especially in the presence of freshwater.*

*Obviously the windows are the most likely source of water entry and you should do everything you can to keep all drains as clear as possible when the boat is back together. Sometimes these get blocked with mold and the water only seeps away. Another possible source of problems is water wicking up from the bottom because of a failure of the bedding compound behind the teak quarter-round when the house-side meets the deck.*

*Also check any place where any molding or handgrip is attached to the plywood and wherever any screw penetrates it. Everything must be thoroughly bedded — preferably with a fungicidal bedding compound such as*

*Dolphinite.*

*Actually, having stripped all the wood, it should be possible to spot the vulnerable areas by seeing where the rot occurred.*

*You have certainly achieved some impressive cruising in Nawat II. We would love to have some photos of the Erie Canal celebration for inclusion in the American Marine News if you have time to get some for us.*

---

Having had the good fortune of owning a 49 Alaskan-Hull No. 46 for twelve years, we have a mutual admiration for trawler type boats.

When we parted company last year after 4300 wonderful hours of cruising, we decided to buy a smaller fiberglass trawler as we are getting older and maintenance on a wood boat was getting to us.

We gave up our pilothouse for a flybridge and have regretted it every since. What a disappointment! Lower steering stations are the pits compared to a pilot house type. Why Grand Banks does not built a pilothouse fiberglass trawler like the 49 we had, is beyond me.

Please keep the crew of *My Fair Lady* in the know as to when you will consider such a project. We would appreciate remaining on your mailing list if at all possible, for the American Marine News.

**Dorothy and Edward Hammill**  
**Toledo, Ohio**  
**U.S.A.**

Dear Mr. and Mrs. Hammill

*We will be happy to keep your name on our mailing list for the AMERICAN MARINE NEWS.*

*It sounds like you are suffering the withdrawal of parting with an old friend, your Alaskan 49-46. We have continually reviewed the idea of developing a pilothouse model of a Grand Banks, essentially a new Alaskan type boat. With start up costs being what they are today it has been easy to put off spending the*

*money on new tooling. While many Alaskan owners were extremely happy with their boats others did not like the arrangement of the sleeping quarters that left owners and guests with little privacy. It seems that just as people are different, different people want different boats.*

*Thanks for taking the time to write.*

---



---

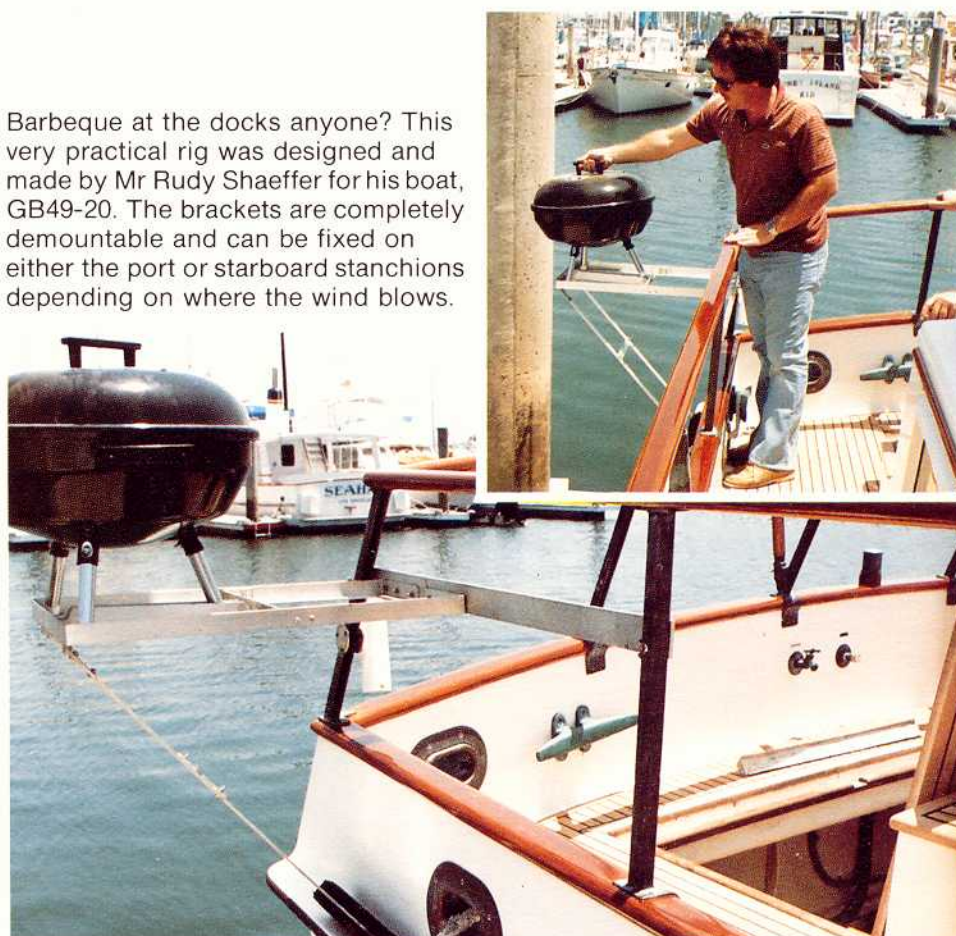
## CUSTOM CORNER

For long range cruising, this flip-up chart table makes an ideal working area especially during night navigation. Designed by Mr. John Kimman for H.R.H. Prince Bernhard of Holland on his boat GB49-56 Motoryacht, the table

comes equipped with a Furuno radar and chart light. The location of this table near the galley means that it can also double up as a food serving counter.



Barbeque at the docks anyone? This very practical rig was designed and made by Mr Rudy Shaeffer for his boat, GB49-20. The brackets are completely demountable and can be fixed on either the port or starboard stanchions depending on where the wind blows.





---

## LAZARETTE

### *First Chesapeake Bay Rendezvous*



On week-end of October 18th thru 20th at the Tides Lodge in Irvington, Virginia the first annual Grand Banks Rendezvous was held. It was the first time in over ten years that a formal get together of Grand Banks owners had been organized for this area and judging by the enthusiasm of those who attended it was long overdue.

The location and facilities of the Tides Lodge are perfect for a get together of this type. Fall boating on the Chesapeake Bay is fantastic and more importantly it is just at the close of the normal boating season giving us the exclusive use of the docks and marine facilities. The weather was superb for both Friday and Saturday, allowing full usage of the entire facility.

All day Friday the boats arrived, usually in small groups having travelled together from ports both North and South. By sunset, the docks which had been empty at ten in the morning were filled with almost thirty boats. On Friday evening, American Marine hosted a cocktail party in the main lodge lobby which was attended by seventy guests.

The main theme of the rendezvous was, for those attending to meet new friends with their Grand Banks as a common bond. With only Grand Banks at the dock, "mix and meet" they did, enjoying the comparing of boats, equipment and experiences.

Educational seminars were put on Saturday morning, beginning with a presentation by Rick Loh, from the Connecticut office of Grand Banks Yachts. He told the owners about the companies current products and its future plans, as well as answering various questions on the care and maintenance of their boats. Next, Dave Hensley, service manager of Warner Velvet Drive made a presentation on transmissions. The main emphasis was preventive maintenance, but the question and answer session which followed was most informative. After the transmission portion, fuel filtration was covered by Granville Duke. He demonstrated the operation of the Racor filters and how to maintain good fuel.

Bob Smith, from Hale Marine, and American Diesel gave a complete engine owners and maintenance course dealing mainly with the Lehman Ford, but also covering the Leyland and Caterpillar engines. A slide show was combined with an active question and answer session lasting for several hours.

While the men were in school, Gail Smith took the ladies in tow. They were transported to the nearby town of White Stone, for a walking tour of the town,





which included a wonderful luncheon in the garden of The Mustard Seed, a wine and cheese tasting session and a floral arrangement demonstration. On the return to the boats they stopped at the historic Christ Church for a tour of the grounds and church.

In the afternoon, a tour of the boat's bilges was undertaken where small groups got together and actually went aboard several boats to look over the equipment and inspect the machinery answering questions all the while. Some of the innovations and general maintenance found were fantastic, with one of the top examples being the oldest boat on hand GB36-112, owned by Major Dick and Elaine Tarr. This boat, with its fresh paint and chromed engine parts is an example of what can be done. All of the boats and their proud owners were outstanding. On Saturday evening, a poolside cocktail party and cook-out was held. Dr. LeRoy Steiner of Richmond entertained the guests with several tunes on the bagpipes, which of course is in keeping with the historical background of the Tides Lodge, who's logo is a piper in kilts.

The planned parade on Sunday was cancelled as a northeast storm moved in. Only a few boats got away early in the morning before the high winds and heavy rains began. Many of the boats remained at the Tides until Wednesday when the storm subsided. Plans are now underway for next year's rendezvous as everyone present was enthused to meet again.

For more information on the 1986 Rendezvous, please write to:

**Mr. Robert F. Smith**  
**Hale Marine**  
**6080 Historyland Highway**  
**Warsaw Virginia 22572**  
**U.S.A.**

*(Clockwise from extreme left) The thirty Grand Banks that attended the first Chesapeake Bay Rendezvous. Dr LeRoy Steiner entertaining guests with his bagpipes. Engine maintenance session in progress. Cocktail party held at the main Lodge Lobby. The close of the boating season meant that they had the exclusive use of the docks and facilities.*





# THE NEW GRAND BANKS 36 SEDAN



*At the 1986 Miami Boat Show to be held  
from 20 - 26 Feb, a GB36 Sedan will be  
on display for the first time.*

*We cordially invite all Grand Banks  
owners and friends to visit with us at the show.*