



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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Cover: Grand Banks 36 Sedan.
Photo credit: Brad Miller.

PROFILE Liang Hin Tuan



Liang Hin Tuan joined American Marine Singapore 18 years ago when the company first began operations. He started as a carpenter in the planking section and was with the crew that planked the first GB32 hull in wood.

An interior trim operator with a car assembly plant for two years prior to joining American Marine, Hin Tuan quickly moved through the ranks and in 1970 saw him heading a group of trainees under Mr Robert Dorris, the naval architect who had earlier designed the Laguna range of fast planing cruisers and was here to train up the people in GRP work and to oversee the construction program.

The success of this training augured well for the introduction in 1973 of the Grand Banks range in fiberglass.

Hin Tuan was promoted to line supervisor in 1974 and his present responsibilities include production and quality considerations on all odd number GB32, 36, 42 hulls, the module and fitter sections, exterior carpentry and secondary laminators.

Alaskan 49-75 ***Calypso***

Manly, Brisbane
Australia



Bill and Helen Stock are the proud owners of *Calypso*, one of only four Alaskan 49s found in Australian waters. *Calypso* is moored at the Royal Queensland Yacht Squadron at Manly, Brisbane and Mr Stock says the upkeep of the boat takes a lot of their free time. However, this is more than compensated by their annual fun filled extended cruise to the Great Barrier Reef which is 600 miles from Brisbane.

GB42-753 ***Tamara***

Santa Cruz
California
U.S.A.

Last featured in Vol. 13 No. 1, *Tamara*, the single Cummins GB42 that did the epic journey to Alaska from her home port in San Francisco, continues to cruise. Last year, her owners Marilyn and Bert Snyder brought the boat down south to Mexico for another extended three and a half months cruise. The engine performed beautifully and so did the new 8.0KW Onan which the Snyders installed prior to the trip.



GB42-587 ***Sea Eagle***

Perth
Western Australia



Mr Richard Beck is the second owner of this beautiful 1978 fiberglass GB42 named *Sea Eagle*. The boat has been useful in providing Mr Beck with good extended cruising opportunities during the summer months and as can be seen, the protected flybridge and aft cockpit awning provides additional comfort. Come next spring, *Sea Eagle* will again enable her owner to enjoy a premier world event — the America's Cup.

GB42-929 ***Sea Legend***

Long Beach
California, U.S.A.

Mr Charles McPherson has taken many fishing charters deep into Mexico. He has owned powerboats in the past but this time he chose the dependable long-range GB42 Classic for future trips south.

Mr McPherson and family are now enjoying *Sea Legend*, cruising the local Southern California waters. The boat is extensively equipped, including 3208 NA Cat engines.

Salesman, Rick Weisenberger handled the transaction for Stan Miller Yachts in Long Beach.



World of Grand Banks Mississippi Sojourn



Captain Clair Carlson, his wife Grace and crew hand Denis Everston piloted a Grand Banks 42 Europa from Afton, St Croix, Minnesota to Miami, a distance of some 2,700 miles. The boat PanA SeaA belonged to Mr Stanley Hubbard and was to be used to ferry guests of the Pan American Ocean Resort Hotel for sight seeing tours along the Miami sea front. The hotel is a subsidiary of Hubbard Broadcasting Inc. Here is Grace Carlson's account of the trip...

After a 2,700 mile journey, we reached the Bal Harbour Yacht Club Marina in Miami Beach, Florida. We had boarded the yacht *Pan A Sea A*, a Grand Banks Europa, near Afton, Minnesota on the St. Croix River which is the boundary between Minnesota and Wisconsin. This river joins the Mississippi just below Hastings, Minnesota. Our journey down the river was our fourth trip and the third time we had taken a Grand Banks to Florida and we were beginning to feel like old salts but soon learned that each trip brings new experiences.

After two weeks of preparation, we were finally underway. We took on fuel and water and had a pump out before leaving Afton. The boat had been gone through thoroughly so we shouldn't have any trouble.



Our crew consisted of my husband, the captain, and Denis Everston, a young man from our area who was experienced in the maintenance of boats as well as handling lines at docks and through locks. His ability and willingness to work made the trip most enjoyable.

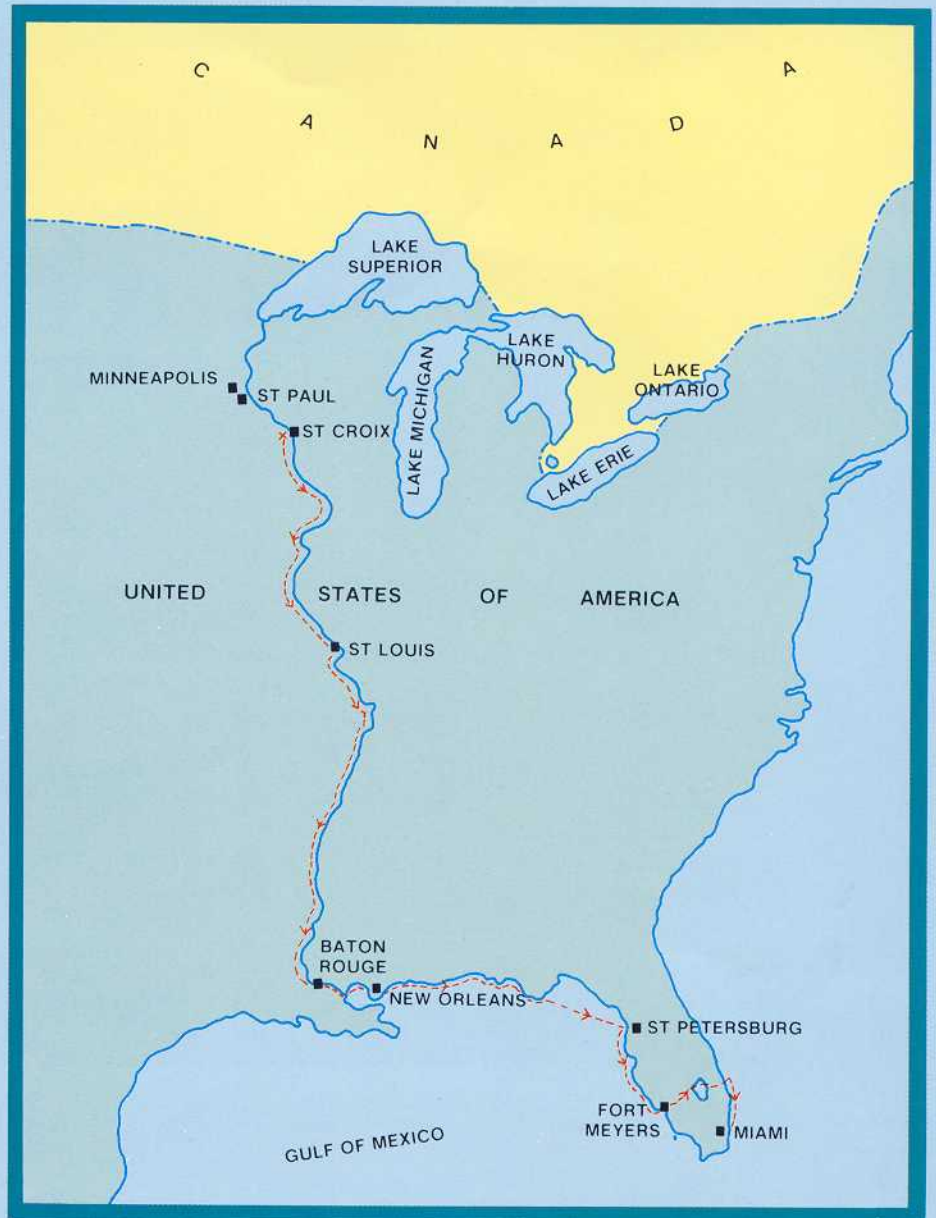
The upper river is very scenic with high bluffs, lovely homes and picturesque towns. There are 27 locks between Minneapolis and St. Louis so the river has water backed-up above each dam making many channels and back waters. We have learned to be flexible in our schedule and avoid making definite plans since so much depends on the weather and time spent going through locks or patiently waiting for tows to clear. It is not unusual to have a few hours wait when there is heavy barge traffic.

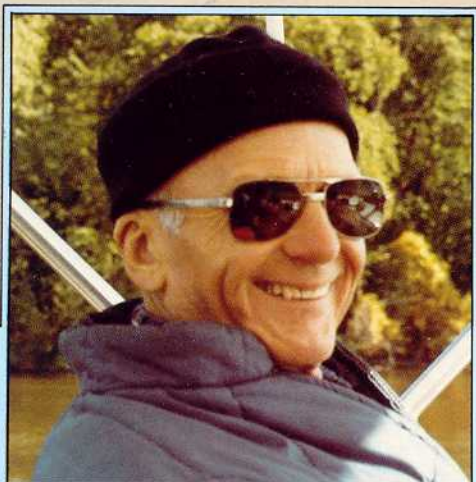
In the Fall when the foliage is in full color, the upper river is spectacular and you have the desire to explore each town and learn its history. The many different channels add to the interest and would be fun to explore in a shallow draft boat.

The main channel in the river is very well marked and navigation consists of following the markers and buoys as shown on the charts. There are plenty of marinas and safe anchorages in this part of the river.

Below St. Louis, the character of the river changes. Since there are no more locks, the current becomes much swifter, the river has fewer separate channels and marinas are few and far between. The bluffs are gone and we enter into levee country. The barge traffic picks up with larger tow boats and many more barges in each tow. We have counted a tow boat pushing as many as 48 barges. The river is full of bends and sharp turns so you have to continually check for traffic. One advantage of the lower river is that all wing dams extend above water so it is possible to pull over below one and have a safe anchorage. On the upper river this is not possible since the wing dams are submerged.

The change in scenery above Baton Rouge is very sudden with the banks lined with commercial installations, oil refineries, chemical plants,





grain storages and shipping. The river is very wide and the current strong so you can make good time even with the heavy traffic, including tankers and freighters.

Our river journey came to an end in New Orleans where we stopped at a marina on Lake Ponchartrain. From there, we followed the intercoastal waterway across Mississippi Sound, Mobile Bay and on to Appalachicola.

From there we cross the Gulf of Mexico to St. Petersburg, Florida, a distance of approximately 180 miles. Then down the west coast of Florida to Fort Meyers, across Florida and through Lake Okeechobee to Stuart. From Stuart a run down the coast to Bal Harbour. We are always sad when a trip like this ends, remembering the people we have met and all those who were so helpful to us, but we were looking forward to the rest of the winter.

The next six months with the *Pan A Sea A* was a different experience. The



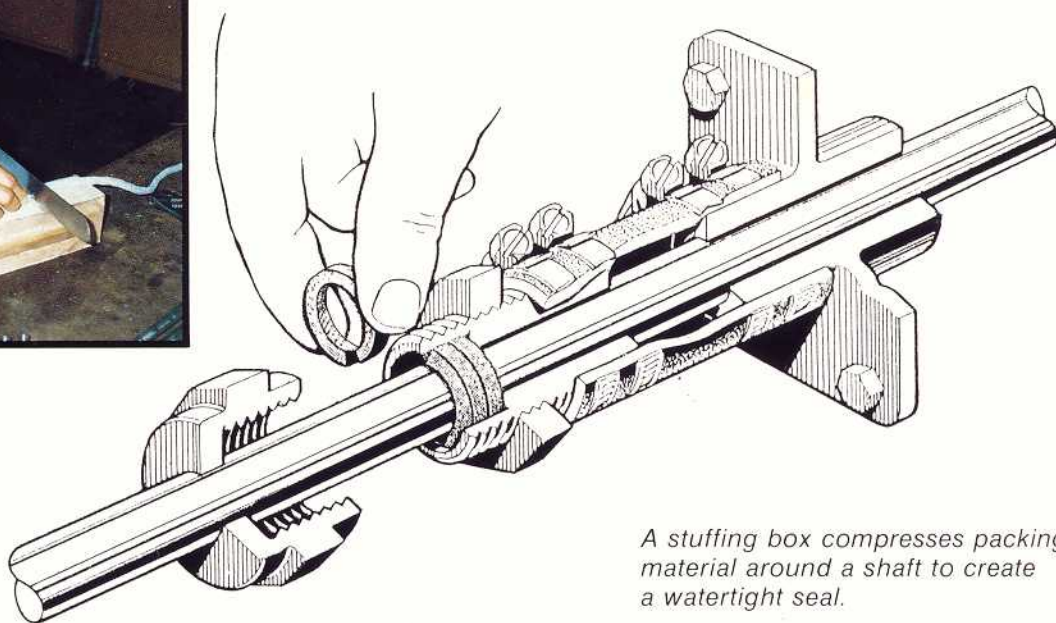
yacht was assigned to the Pan American Resort Hotel, a subsidiary of Hubbard Broadcasting Inc. This is a luxury hotel located on the ocean and only a few minutes drive from the marina. The captain and I took guests from the hotel on three hour courtesy cruises, five days a week. Special cruises were arranged for those guests desiring more time on the water. We found the Europa model of the Grand Banks a perfect



ship for this purpose. With the large fore and aft decks and the bridge decks, the guests could find comfortable seating with open viewing of homes and scenery and could move about safely. The fully equipped galley made entertaining easy. In our first six months, we took over 500 guests of the hotel from 14 different countries and 38 states. The trips were so well received that our work became a pleasant experience.



STOPPING THE LEAKS IN STUFFING BOXES



A stuffing box compresses packing material around a shaft to create a watertight seal.

Owners of boats expect to see some water in the bilge, but there is no need to tolerate any more than absolutely necessary — especially in a fiberglass boat.

In most cases the biggest single source of bilge water is a leaking stuffing box, yet many boat owners never pay any attention to these crucial fittings until they really start to pour water. They completely forget that stuffing boxes need routine maintenance just like other parts of the propulsion system, and they don't realize that a neglected stuffing box can cause damage to the propeller shaft and other components in the drive train.

Stuffing boxes are used to seal out water where propeller shafts come through the hull, while still allowing the shafts to rotate freely. They are also used where rudder posts pass through the hull, and for exactly the same reason — to seal out water while allowing the shaft to turn.

Designs vary to some extent, but all stuffing boxes work on the same general principle: A large hollow packing nut screws on over the outside of a threaded sleeve through which the shaft (either propeller shaft or rudder shaft) passes. The hollow space inside the packing nut and inside the sleeve is filled with a packing material that consists of several rings of braided flax that is heavily impregnated with wax and lubricants. When the packing nut is tightened around this packing material it compresses it to create a watertight seal around the shaft.

A variation of this type of stuffing box has two halves. One half of the stuffing box serves as a packing gland. It slides inside the other half and is kept in place by two threaded bolts or rods that go through the flanges of both the inner and outer halves of the stuffing box. Otherwise the principle is the same: Rings of the packing material fit around the

shaft and inside the hollow core of the stuffing box sleeve. Tightening the nuts on the two threaded rods on each side squeezes the two halves of the stuffing box together and compresses the wax-impregnated flax on the inside to squeeze it tightly around the shaft.

Since a boat vibrates quite a bit when underway, all stuffing boxes have a locknut threaded onto the same housing as the packing nut. After the packing nut has been tightened this locknut is tightened against it to keep the packing nut from loosening. It must be loosened before the packing can be loosened.

Normally, when a stuffing box starts to leak the first thing the boat owner will do is tighten up on the packing nut until the leak stops — and in many cases this is all that is required. However, it must be remembered that each time you tighten the packing nut you squeeze the packing on the inside a little more and force

it tighter around the outside of the shaft.

This does often stop the leak, but if you make the packing too tight it can result in damage to the shaft, because each time you tighten down on the packing it gets compressed more and gets packed harder. Finally, most of the wax that kept the flax soft is gone and the material is now hard enough to actually wear a slight groove in the shaft.

This groove causes the stuffing box to leak more, so you tighten it again — and the flax gets packed still harder. Friction between this now-hard packing and the rotating shaft makes the groove deeper and causes the packing to leak even more — so you tighten down harder and the damage gets still worse. (So does the leak in many cases).

As with many other problems that crop up on boats, all of this trouble can be avoided by simply following a program of regular preventive maintenance. This means checking the condition of your stuffing box periodically throughout the season and repacking it at regular intervals. For weekend cruisers putting in new packing once every two years is probably adequate; but the job is simple enough (and inexpensive enough) to do every year for those who really want to avoid leaks and other stuffing box problems.

During the season the best way to check the stuffing box is to inspect it visually while the engine is running and the shaft is in gear (in other words, while the boat is under way). If you see a few drops — say one or two a minute — then you are probably okay, though contrary to popular opinion it is not necessary to have water dripping at all. But if you see water dripping at a faster rate, or spraying out in a continuous mist or stream, then the stuffing box needs repacking or the packing nut needs to be tightened.

While you are inspecting the stuffing box, carefully place your hand on the outside of it while the boat is running. The stuffing box should feel cool or just barely warm to the touch — indicating that the packing is not overheating. If it feels hot, then the packing nut is too tight or the packing



on the inside has overheated because the packing nut has been tightened too many times or because the packing is worn out.

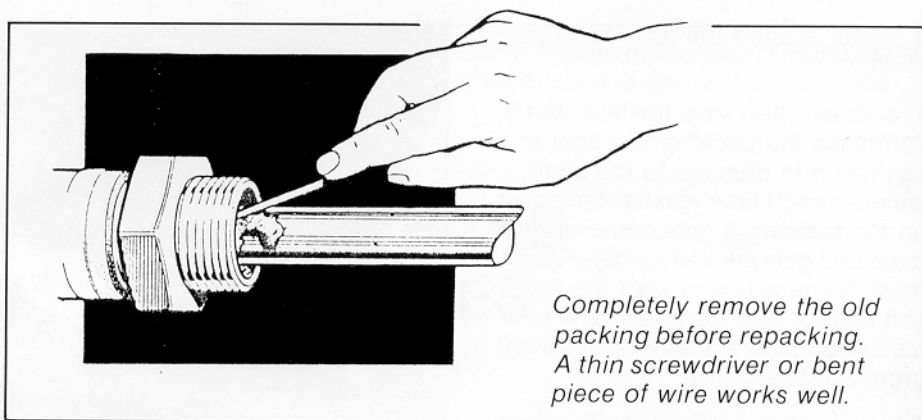
Since tightening a stuffing box is a lot quicker than repacking it (although repacking is not an especially difficult job) it obviously makes sense to try and tighten the packing nut first — unless you know the packing is several years old and has already been tightened several times, or unless the stuffing box felt hot when you touched it while the boat was running.

The first thing you will have to do before you can tighten the packing nut is loosen the locknut and back it off a couple of turns. Most open-end wrenches will not be large enough, so you will find a pipe wrench your best choice for this. If the locking nut is not too tight, you may even be able to use a large pair of water pump pliers or "channel lock" pliers to loosen it.

The packing nut can now be tightened until the leak stops, or slows to only about one drop per minute. Tighten it no more than necessary to stop the leak, then check this by running the engine with the shaft in gear. When you have it just right, use one wrench or pair of pliers to hold the packing nut in place, and use another wrench to tighten the locknut securely up against it.

To repack a stuffing box you will need some of the wax-impregnated flax that is sold for this purpose in marine supply outlets and boatyards.

If you don't know what size packing you need (don't worry, most boat owners don't know until the first time they need it), then you will have to take the stuffing box apart by loosening the packing nut all the way so you can back it away from the shaft bearing. Then measure the space between the inside of the packing nut and the outside of the shaft. If the old packing is not all burned and blackened, you may be able to remove it and use it as a guide. Otherwise, try to measure the clearance space closely to get the right size, since the better the packing fits, the easier the job will be and the longer it will last.



On most GB's the packing is either 1/4" or 5/16". Flax packing is sold in rolls, by the foot or by the pound. You have to cut the pieces to length as needed. You will need three or four rings or layers of packing inside the packing nut, but the material should not be spirally wound around the shaft to build up the required numbers of layers. Instead, you should cut each ring as a separate piece that is wrapped around the shaft. Each should be just long enough so that when wrapped around the shaft the two ends will butt together without overlapping, and without leaving a gap.

It's important that each piece fits this way — with no overlap and no gaps. Otherwise you are likely to have leaks. Measure the circumference of the shaft with a piece of string, then use this as a guide for cutting the first piece of flax to length. If in doubt, cut the piece a slight bit longer than necessary, then use a sharp knife to trim one end until it fits perfectly. After this first piece is right, use it as a pattern to cut the two or three more pieces you will need.

Loosen the locknut, then back the packing nut completely off its threads and slide it up on the shaft so you can get at the inside. Use a thin screwdriver or a bent piece of stiff wire to dig the old packing out of the inside of the packing nut. Work carefully to avoid scratching the shaft and be sure you get all of the old packing out. Remember it too was originally put in layers, so make sure you don't leave any of the old layers still in place. If the packing has turned black, the old material may be easy to miss as you can't easily distinguish it from the metal around it.

Now install the first ring of packing

material, wrapping it snugly around the shaft and stuffing it neatly into its hollow recess. Push it in gently as far as you can with a screwdriver, but try not to cut or dig into the packing material. Now wrap a second ring of the packing material around the shaft and push it in on top of the first one. Make sure you stagger the joints in each layer and keep adding layers till no more will fit (you should get in at least three layers).

When you have inserted as many rings of packing as you can, screw the packing nut back into its threaded sleeve and tighten it as far as you can by hand. Back the nut all the way off again, then look inside to make sure the packing is still smoothly layered — and to see if there is now room for another layer of packing. If so, add it before retightening the packing nut.

Thread the packing nut back on and tighten as much as you can by hand, then use a wrench or pliers to give it an extra half turn. Start the engine and put the shaft in gear, then wait a minute or two and check to see if the stuffing box is leaking. If so, tighten it another half turn and check again. Tighten only till the leaking stops, then take the shaft out of gear and tighten down on the locknut to keep the packing nut from moving. As mentioned, you'll need two wrenches, or two pairs of pliers to do this — one to hold the packing nut firm and one to tighten the locknut.

The next time you take the boat out, check the stuffing box again — to see if it leaks (which would mean it needs a little more tightening) or to see if it is getting hot while underway (which would mean the packing nut is too tight and should be loosened slightly).

COMMUNIQUE



We were in Singapore for a few hours on the M.V. Royal Viking Sea during the month of March and I looked out towards the container port and what did I see? — Two of our great ships all rigged and ready to be placed aboard a container vessel — destination unknown to me. They looked super and just thought you might enjoy the photo. The date was March 18, 1986.

Keep the wonderful Grand Banks coming. They're still the best.

John T. Snite
La Jolla, California 92037
U.S.A.

Dear Mr. Snite

Thank you for your interesting photo.

The two Grand Banks you saw and captured on film during your brief stop over in Singapore were destined for the East Coast of the United States. GB42-952 Classic (boat appearing left of photo) was sold to Oxford Yachts Agency, our dealer in the Chesapeake Bay area and 42-951 Motoryacht was ordered by Norwalk Cove Marina, GB dealer for Norwalk, Connecticut. Both boats were awaiting shipment on the A.M. Illinois, a container vessel belonging to United States Lines.

Come December of this year, a new milestone will be reached when the

1000th GB42 comes off the line from the American Marine yard in Singapore.

Below is an article that appeared recently in the San Diego Log regarding Customs entry. As Sea West Yacht Sales is no longer in business and the original Customs entry form cannot be located I will need to contact the port of entry to obtain a replacement. Could you please advise me of the approximate date GB42-771 entered the United States and through which port?

Maurya K. Malloy
Ventura, California 93001
U.S.A.

THE LOG

LOS ANGELES COUNTY EDITION

Owners of Foreign Built Boats Warned

*CG Document Not Proof
Of Payment of Duty*

*By Louis Gerlinger
Editor*

SAN DIEGO — Owners of several foreign-built boats returning from foreign ports have had customs officers "withhold" their

documents and demanded payment of import duty on their boats because they did not have a copy of a "Customs Consumption Entry Form" for their vessel on board when they were boarded for inspection in San Diego.

They were told by the customs agents that having a document issued by the Coast Guard for their vessels was not proof that import duty had been paid when the vessel first entered the United States.

Coast Guard Commander Edward Harmes, Captain of the Port of San Diego, confirmed that since 1982, when new regulations went into effect, proof that duty on a foreign-built vessel had been paid was not required to obtain Coast Guard documentation of a vessel.

Prior to 1982, he said, documentation officers required a Customs Consumption Entry Form before they would document a vessel built in a foreign country.

Therefore, Harmes said, US owners of foreign-built vessels must have a Customs Consumption Entry Form for their vessel, in addition to federal documentation or a state registration certificate, on board for inspection by customs agents.

Harmes warned that before completing the purchase of a new or used foreign-built vessel a buyer obtain from the seller a Customs Consumption Entry Form showing the Port of Entry and the duty paid by the firms or person importing the vessel. And, he said, owners without these forms should obtain them before departing from a US port to avoid problems when they return.

Because the new documentation form does not require proof of payment of duties "every foreign-built vessel is now suspect," Harmes said.

William Dysart, a specialist in the practice of maritime law, and a partner in the La Jolla law firm of Dale and Lloyd, told *The Log* that he has recently represented several boat owners who had had

their documents "withheld" and demands made for the payment of duty because they did not have a Customs Consumption Entry Form for their vessels when they were clearing customs in San Diego.

Fortunately, Dysart said, in these cases he was able to trace back ownership and obtain Customs Consumption Entry Forms and obtain the return of the documents for his clients.

Dysart said customs officers have advised him that if the owner of a foreign-built vessel does not have a form showing that the duty has been paid, or cannot locate the original document, the duty must be paid again by the present owner of the boat or he faces seizure and forfeiture of the vessel.

Customs officers told Dysart that to obtain a duplicate Consumption Entry Form the port of entry and approximate date of entry must be known, otherwise they have no way of locating their copies of the forms.

Dear Ms. Malloy

The copy of the article regarding Consumption Entry Form is an eye-opener. All owners of our boats may run into this problem sooner or later. Your letter has only been the first highlighting this problem.

Our records indicate that the boat in question entered the U.S. at Oakland, California on approximately 10 October 1981 aboard the vessel Neptune Diamond.

Please let us know if we can be of further help.

Our vessel is a 1977, 42 Grand Banks trawler, Hull No. 507. The engines are twin Ammarine, John Deere six cylinder 404 diesels.

The basic engines, I have no problems with, if I do, the John Deere dealer can and does have the parts available.

My problem is the Ammarine conversion system, manifolds, thermostat, fresh water and oil

coolant systems etc. Would you be so kind as to let me know who I must contact to obtain these parts as the local Grand Banks dealer do not know either.

Don Francisco
Palm City, Florida
U.S.A.

Dear Mr Francisco

Thank you for your recent letter concerning the John Deere engines in your Grand Banks 42, hull 507.

The marinized parts for these engines are available from American Marine in Singapore and can be ordered through a Grand Banks dealer. On the enclosed list you will find two dealers in the state of Florida.

The parts catalog can be used as a reference guide for items you may need. Many of the products in the catalog are U.S. made and need not be ordered from this catalog.

I am the owner of GB42-923CL and have been very happy with the boat

Please advise who manufactures Epiglass "Barrier Red" anti fouling and is this bottom paint compatible with "Super Bottom Kote" by International Paint Company?

What is the construction material of the holding tank, the capacity of same, and how do I know when it is near full?

Jerrems C Hart
Vero Beach
Florida 32963
U.S.A.

Dear Mr Hart

Epiglass "Barrier Red" is a tin based vinyl antifouling manufactured by:

*Healing Industries Ltd
Private Bag, Rosebank
686, Rosebank, Avondale
Auckland 7
New Zealand*

We have contacted both International Paint (IP) and Healing Industries (HI). Healing Industries advised that their Epiglass "E-type" antifouling is compatible with "Barrier Red". It is also compatible with IP's "Cruiser

Co-Polymer" system. International Paint Singapore has advised that their "Super Bottom Kote" can be applied over any other type of antifouling paint. However, it may be prudent to check out IP's claim by just initially applying "Super Bottom Kote" over a small area under the hull to check for compatibility.

The holding tanks installed on Grand Banks are all made of fiberglass. The capacity of the unit installed on a GB42 Classic is approximately 44 US gallons. We do not install any instrument to advise the owner that the tank is full. It should be made a practice that each time the boat leaves the port limit that the holding tank be discharged.

I am writing concerning the exterior window paint that should be used on my Grand Banks 32-643.

The weather in S.E. Alaska is tough on any paint or exterior surfaces and these must be refinished more often than should be required in a more moderate climate. My question is what has your company found to be the best white paint to use around the windows? If you would be specific I would appreciate it.

I recently placed a hard cover over the lazarette thus keeping rain and

snow off while providing an area for carrying the shore skiff. This is working real well.

Sid Fry
Sitka, Alaska 99835
U.S.A.

Dear Mr Fry

Thank you for your recent letter.

The paint used around the teak window frames comes from Koppers Company Inc of Pittsburgh Pennsylvania who markets their products under the name Z-spar.

We have found in our experience that using their Top side white gloss enamel No. 100 coupled with their A628 undercoat produces overall long life durability for exterior wood surfaces.

If your present paint is in sound condition, Koppers recommends that this should be cleaned and sanded with 220 grit sand paper. Prime the bare wood with two coats of A628 white undercoat and finish with two coats of No. 100 white enamel.

However in your particular situation it may be wise to contact the nearest Z-Spar supplier and seek their advice before you embark on the job of repainting your windows.



RENDEZVOUS

Chesapeake Grand Banks Cruising Group

In an attempt to form a Chesapeake Grand Banks cruising group, the first stage was set when six GB's attended a raft-up by Gibson Island off the Chesapeake Bay above Annapolis, Maryland on May 31st and June 1st.

The six boats rafted up and spent a delightful evening meeting new people and renewing old friendships garnered during last year's rendezvous at the Tides Inn. Those in attendance were Bob Schreir and Sherry Hanley on GB36 *Mantra*, Jim and Lois Delligatti and gang on GB42 *Altair*, Don and Jean Karl on GB32 *Donje*, George and Ann Newton on GB32 *Nidrah II*, Frank and Ronnie Doughty on GB32 *Gypsy*, and Don and Floss Macaby on GB32 *Danny Boy*.

The general consensus is that forming a Chesapeake cruising group or club has been eagerly anticipated and a cruising schedule has been set up for the remainder of the year. All GB's are welcome to attend and join in any time whether passing through or if you are a permanent resident of the Chesapeake Bay. It is requested, however, that if you plan to attend any of the cruises that you call the cruise leader so that proper arrangements can be made if slip and dinner reservations are involved.

There is no obligation that the cruise schedule must be followed or that you have to stay with the group at a slip or go to planned restaurants. The schedule is set up only as a guide and you can join when you want.

Below are the remaining cruises scheduled, so take time and join us. It's up to you to make this cruising group a reality.

August 8 — 10

8/8 Fairlee Creek raft up.

8/9 Georgetown Granery Marina-dinner.

8/10 Cruise home.

Cruise leader-Bonnie Richards
(215) 353-6236.

Call for slip and restaurant reservations.

September 6 — 7

Chestertown Kiblers Marina-dinner.

Make your own slip reservations and dinner reservations at 7:00 pm.

Call Kayton G. Moses (301) 542-2689 if attending two weeks prior.

October 18 — 19

Watch the Geese Cruise.

Langford Creek raft up. Arrive mid-afternoon. Call Frank Doughty (301) 647-9019 if attending two days prior.

Those passing through can call Frank for further information.



15th Annual Grand Banks Delta Cruise



Over on the West Coast, the 15th Annual Grand Banks Delta Cruise was held through the July 4 weekend and which was well attended by a total of 35 boats.

A very nice banquet dinner was held on the first night at the "Mansion" on Steamboat Slough.

Next morning the convoy proceeded down the Sacramento River then over to the Joaquin River and to the traditional raft up at Disappointment Slough. Tie ups were ably handed by Don Leslie and Bent Snyder who got rather muddy in the process.

In-water Games were organised and enjoyed by all.

Many thanks go to Laurie Davison who has been wagon master of this popular event for all 15 years.



RENDEZVOUS ANNOUNCEMENT

Britmar will be organising their 4th Annual Grand Banks Rendezvous from September 12 — 14, 1986, to be held at Porquerolles Island, Var, in the South of France. All Grand Banks based in the Mediterranean are invited to attend.

For more information, please contact:-

Mr Chris Bodoli
c/o Britmar
3, Avenue Frederic Mistral
06600 Antibes
France
Tel: (93) 344090
Telex: Britmar 461165 F

Britmar organise Le 4eme Rendezvous Grand Banks A L'Isle de Porquerolles (Var) Les 12-13-14 Septembre 1986. Details sort disponible chez

Britmar
3, Avenue Frederic Mistral
06600 Antibes
France
Tel: (93) 344090
Telex: Britmar 461165 F

Amicale Grand Banks West Europe Rendezvous 1985

Prompted by five successful Grand Banks Rendezvous in Europe organized by Jean Colin of North Sea Marine, a group of Grand Banks captains took the initiative and decided to form their own social, friendly association the **AMICALE**.

On August 23rd through 25th 1985, under the enthusiastic leadership of Jack Verdyck, the first and extremely successful Rendezvous of Amicale Grand Banks West Europe took place at Schoonhoven, a most picturesque and delightful little town situated on the River Lek in Holland.

Schoonhoven was an appropriate choice as the first Dutchman to sail around the world from 1593 to 1601, Olivier van Noort, was buried here. The organization, carefully planned and prepared, went off without a hitch. By late afternoon on Friday August 23rd, all participating GBs were moored three abreast in the heart of Schoonhoven, in the town harbour which had been vacated for our benefit by the local boat owners.

At the entry to the marina, all the flags of the participating countries and the Amicale ensign were erected. There were 30 boats; Dutch, Belgian, French, British and German, and all were decorated with buntings which was a beautiful sight to behold. The first evening, tables and chairs were put up at the quay side and all joined in for cocktails by candlelight.

The Royal Dutch Marine was present with three ships, fully decorated with flags and lights.

On Saturday morning August 24th the Silver Queen and her retinue, (Schoonhoven being the Dutch centre of the silversmith and goldsmith industry) boarded each GB and presented everyone with a silver spoon bearing the name of the town and a delicious piece of local cake. In the afternoon, despite pouring rain the group visited the charming mediaeval town with the chairman of the local historical society. This same gentleman happens to be the town organist, so everyone were subsequently treated to a concert played on the unique bell carillon which is perched on the tower of the town hall (built 1452!).

Several music bands marched throughout the town and around the

marina while many houses were decorated with flags. During the day the Royal Dutch Air Force and navy divers held demonstrations on the River Lek over by the entrance of the marina.

At four o'clock all participants had the honour to be officially received by the Lord Mayor and his councillors. After speeches and refreshments, presents were exchanged. The Mayor was presented with the GB ensign of the AMICALE. In turn the Mayor gave each skipper a letter opener adorned with the coat of arms of Schoonhoven.

Come Saturday evening, the group gathered for cocktails and dinner hosted by Mr Jean Colin in the romantic Bellevue Hotel right on the banks of the busy River Lek, joined by the town council members and their wives. The group numbered 90 persons who all joined in animated and enjoyable conversation either in *Nederlandisch*, English, French or German.

A barbecue, which had been planned for Sunday August 25th, was cancelled due to the inclement weather. Sadly, one by one the Grand Banks left Schoonhoven but all promised to return next year. Old acquaintances had been renewed, new friendships had been firmly cemented. The main aim of the AMICALE has been achieved.

The next rendezvous is planned for August 22nd, through 24th 1986 at Veere in Holland in the province of Zeeland.

All GB owners interested to participate are kindly requested to write to Amicale Grand Banks West Europe for more details.

**Amicale Grand Banks West Europe
Meir 19/3
2000 Antwerp
Belgium**



CUSTOM CORNER

The *Island Dancer*, a Grand Banks 49 hull No. 51 belongs to Mr and Mrs Les Levine of Nokomis, Florida. She was outfitted and put into charter service under the capable hands of Captain Rob Anderson, who has had many years of experience with Grand Banks in sales, skippering and chartering. The accompanying photos feature some of *Island Dancer's* many custom features.

The flybridge electronics are all housed inside the locker behind plexiglass sliding doors to enable the upper helm to look as "clean" as possible. Rob Anderson designed the teak case for the North Star Loran.



The removable teak davits for the Zodiac.



Here's Captain Rob demonstrating his hydraulic mast lifter, a one man operation that takes all the strain out of the ups and downs of putting the *Island Dancer* in and out of her covered slip. The blue boot protects the rig from weather and makes it look very trim.



For more information, contact:

Island Dancer Charters
1070 Laurel Road East
Nokomis
Florida 33555

A restoration project on a Grand Banks 42 took Rick and Lois Abbott three years of their leisure time to complete. Ursa Major a 1975 built 42 classic was a burnt out scow when the Abbotts first spotted her at a boatyard in Great Egg Harbor River in 1984. They decided on the challenge to restore her to original condition and their trials and tribulations is an inspiring story in itself. Read about The Restoration of Ursa Major in the next issue of the American Marine News.

