



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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AMERICAN MARINE (S) PTE. LTD.

26 Jalan Terusan, Singapore 2261. Tel: 2650511. Telex: AMSING RS 21294
Fax: 265-2537

U.S. Editorial Offices:

GRAND BANKS YACHTS LTD.

563 Steamboat Road, Greenwich, Connecticut 06830.

Tel: 203-869-9274 Telex: 643442 BARBRAK Fax: 203-869-1808

GRAND BANKS YACHTS LTD.

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

Tel: 714-582-5388 Fax: 714-582-9139

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Cover: **Wiki Wai**, GB42 Classic hull 666 owned by Mr Gordon Blumenfeld is seen here anchored in front of Chatterbox Falls, Princess Louisa Inlet, British Columbia.

PROFILE Mak Lu



Mak Lu, our Engineering Manager holds a bachelor's degree in naval architecture from the National Taiwan College of Marine Science and Technology. Mak was a Hong Kong resident before coming to Singapore but he has lived in several other places notably Taiwan and Malaysia.

Prior to joining American Marine, Mak worked in a number of shipyards and more significantly the Norwegian Marine Consultant firm of J.P. Roed and Partners for the last ten years. As Naval Architect and Marine Superintendent, he has extensive experience in ship and boat design, conducting surveys for new vessels under construction and turnkey projects in Saudia Arabia involving bunkering.

Mak says he takes a keen interest in matters relating to boats and boating. Well aware of the quality and image of the Grand Banks, he hopes to play an important role as part of the team to ensure its continued success.

Boat Shows — 1987

Grand Banks went on parade at four major shows held in early 1987. In London and Dusseldorf, a GB42 and 36, respectively were displayed for the first time after an absence of some six years.

The Miami International Boat Show dubbed the biggest show of its kind in the world had sailboats and power

boats displayed simultaneously in three locations both on land and in two nearby marinas.

A GB36 Classic was on display in Tokyo's Harumi Center.

In all the shows, crowds packed the GB stands and dealers report an upsurge in buying interest.



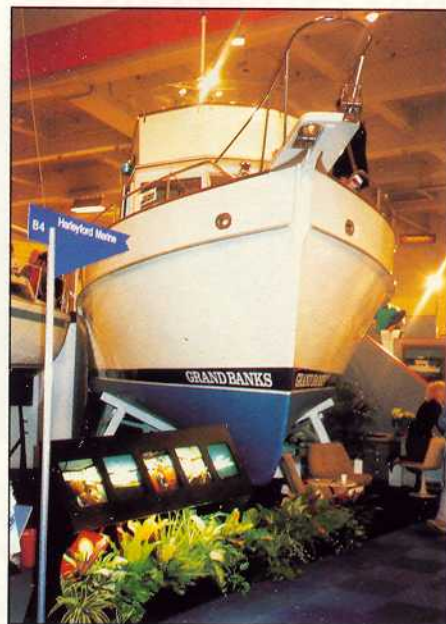
Miami (Feb 12 - 18)

With interest rates once again approaching the single digit levels of the mid 70's, the 1987 version of the Miami Boat Show was bound to be a success. The Grand Banks 42 Classic displayed by Great American Boat Yards and the Grand Banks 32 displayed by Hal Jones and Co., both found skippers before the close of the show. Judging by the enthusiasm of the public at the show, GB32 and GB42 sales should remain strong.



Tokyo (Feb 11 - 15)

One of the finest exhibits at this year's Tokyo Show was a GB36 Classic displayed by OK Yachting Aid Co. Ltd., Grand Banks dealer for Japan. Scheduled to coincide with a national holiday weekend, the show saw an unprecedented number of visitors.



London (Jan 6 - 18)

Earls Court Exhibition Center was the scene for the 1987 London Boat Show. The U.K. Grand Banks dealer, the Harleyford Marine Organization, displayed a Grand Banks 42 Classic. Brian Folley, Colin Watts and their able crew created a beautiful display that was one of the finest in the show. With exchange rates returning to more acceptable levels the European boating market is coming back to life.



Dusseldorf (Jan 24 - Feb 2)

North Sea Marine, the Grand Banks dealer for the Benelux displayed a 36 Classic at Boote 87. Robert Livingston, President of American Marine and Richard Loh, Vice-President, Marketing, were at the show to meet owners and customers. Judging from their smiling faces, the results must have been well worth the effort.

BEACHCOMBING

GB42-953E

Solitaire

Tiburon, California
U.S.A.



Aboard their lovely Grand Banks 42 Europa *Solitaire*, the Marshall Gross family leaves Portland and heads for the summer in the San Juans. Marshall, Shelby and their two children reside in San Francisco. The Grosses purchased their boat in Portland so that they could spend their summers in the San Juans. *Solitaire* was sold through Seaward Yacht Sales Ltd in Portland.

GB42-967

Katie Mae

Marco Island,
Florida, U.S.A.

Bob and Mary Oelwang of Marco Island, Florida have taken delivery of their new 42' Grand Banks from Hal Jones & Co. in Ft. Lauderdale (broker Peter Venslauskas). Mr. Oelwang, who is recently retired, plans to cruise the extensively equipped *Katie Mae* throughout Florida and the Bahamas in the winter and the Chesapeake Bay area during the summer season.



GB42-559

Coco

Netherlands



Mr Hummelmann and family is seen here in the company of another GB owner Mr Cappenberg (GB32-476) on board *Coco* GB42-559, their boat for six years. Having lived in France for a good number of years, the Hummelmanns have now moved back to their native Netherlands and are finding much pleasure in their yearly summer cruises to destinations as far away as Germany and Denmark.

GB32-771

Mona M

Long Beach,
California, U.S.A.

One of the very first new Grand Banks launched in 1987 belongs to Wallace and Mona Miller of Chatsworth, California. This special GB32 comes equipped with a big 185HP turbo Ford Lehman engine which provides a top speed of up to 12 knots!

The proud owners are shown here aboard the *Mona M* during the offload in the Port of Long Beach. Their company, MICRO-TEC, manufactures precision parts for a variety of applications including the Space Program. Mr Miller is an accomplished sailplane pilot and has a firm practice of buying quality. That's why he chose



Grand Banks. The boat was sold through Rick Weisenberger of Stan Miller Yachts in Long Beach.

A45-1 *Forte III*

Blaricum,
Netherlands

Taking a short respite after the many activities organised during the Veere Rendez-vous, Mr & Mrs Jan H. Groot Hedde poses aboard *Forte III*, an Alaskan 45 which they have owned for three years.

The Groot Heddés spend their entire summers cruising the IJsselmeer with its unending number of scenic towns and harbours. *Forte II* which they owned previously was a Grand Banks 42 Classic, hull 441.



A49-20 *Galatea*

Lauven,
Belgium



Mr August Hermans purchased his Alaskan 49-20 in 1975 and named her *Galatea*. In Greek mythology, *Galatea* is the name given to an ivory statue maiden, beautifully carved by Pygmalion. A long standing committee member of the Amicale West Europe, he has helped organised the yearly rendez-vous for GB owners. His greatest thrill last year was when he won the Singapore Trophy, a GB steering wheel for undertaking the longest single trip on *Galatea*.

GB36-507 *Goudlotus*

Nieuw Bayerland,
Netherlands

The Amicale Rendez-vous last year saw the reunion of many Grand Banks from Europe including *Goudlotus* a GB36 built 1977 and owned by Willem and Jani Van Der Willik. The Van Der Williks are shown here shortly after their arrival at Veere where the Rendez-vous was held. Mr Van Der Willik says they have just returned from a 1300 mile cruise this summer to Denmark in the company of two other vessels namely *Coco*, a GB42 and *Galatea*, an Alaskan 49.



GB42-822 *Endeavour*

Long Beach,
California, U.S.A.



John and Georgia Ratzenberger absolutely love their Grand Banks 42 and have christened her *Endeavour*. This flawless 1982 Classic, formerly

named *Casha*, was recently purchased from Dr. Harry Webb of Laguna Niguel. Rick Weisenberger at Stan Miller Yachts in Long Beach handled the transaction.

Mr Ratzenberger is a longtime Grand Banks fan because the traditional lines remind him of New England fishing boats he crewed aboard many years ago. The Grand Banks reputation and luxurious interior made it his number one choice.

If John looks familiar, you might also recognize him as Cliff Clavin, the postman on the popular CHEERS TV show. CHEERS continues to be one of television's hottest comedies.

NEW DEVELOPMENTS

Grand Banks 36 Classic, Sedan and Europa

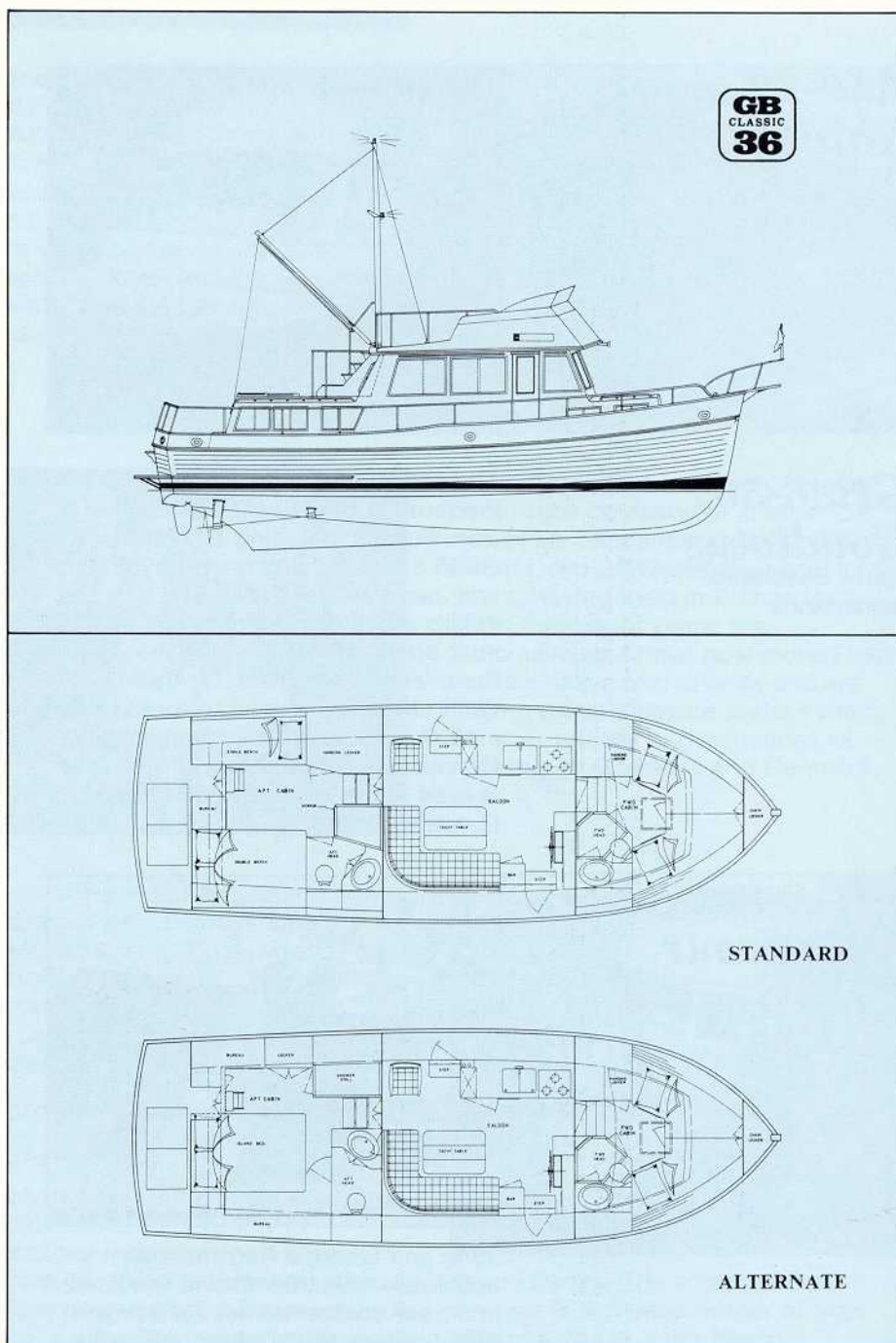
We have made some major changes in the design of the standard Grand Banks 36 Classic and in addition introduce two new 36 models, the Sedan and Europa towards the later part of this year.

The big news is that the interiors in each cabin on the 36 will now be seven inches wider than on the previous Classic model. Another change is a new aft cabin layout with a shower stall. The wider cabins also give us the opportunity to offer

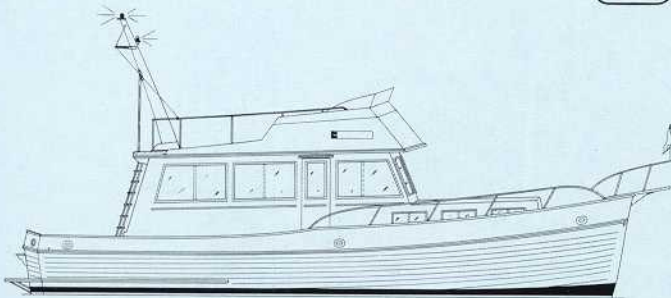
an optional walkaround island bed arrangement.

The Sedan and Europa models will be a new design having a wider beam like on the new 36 Classic and offering a two cabin layout or an optional single cabin arrangement.

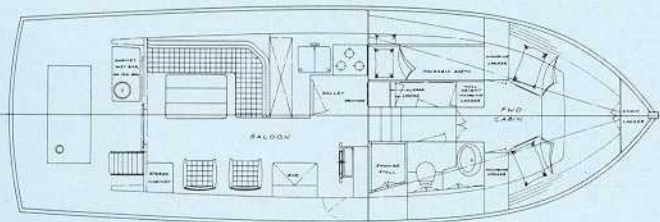
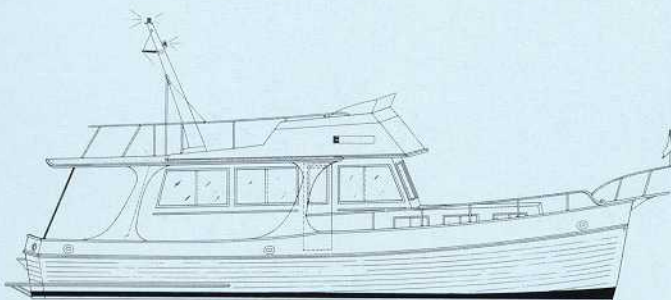
For further information on the new range of Grand Banks 36s, please contact your nearest Grand Banks dealer.



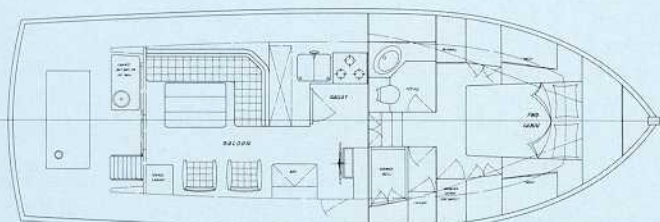
**GB
SEDAN
36**



**GB
EUROPA
36**



STANDARD



ALTERNATE

Sedan and Europa

Highlights

Standard Features:-

All Models

- Length overall — 36'-10" (11.23 m)
- Beam — 12'-6" (3.81 m)
- Cultured marble counter top and sink in heads
- Starboard saloon door
- Deckhouse headroom at centerline — minimum 6'-7" (2.01 m)
- Fiberglass anchor windlass lock
- Full width electronics locker, lower helm
- Teak transom
- Teak decking, flybridge and main deck

GB36 Classic Only

- Port saloon door
- Seat box at aft cabin trunk

GB36 Sedan and Europa Only

- Yacht mast
- Wet bar at cockpit

Optional Equipment:-

- Ice maker
- Airconditioning
- Generator
- Teak dinghy chocks (Classic only)
- Island bed arrangement in aft cabin (Classic only)
- Special stainless steel GB ice boxes
- Transom door (Sedan and Europa only)

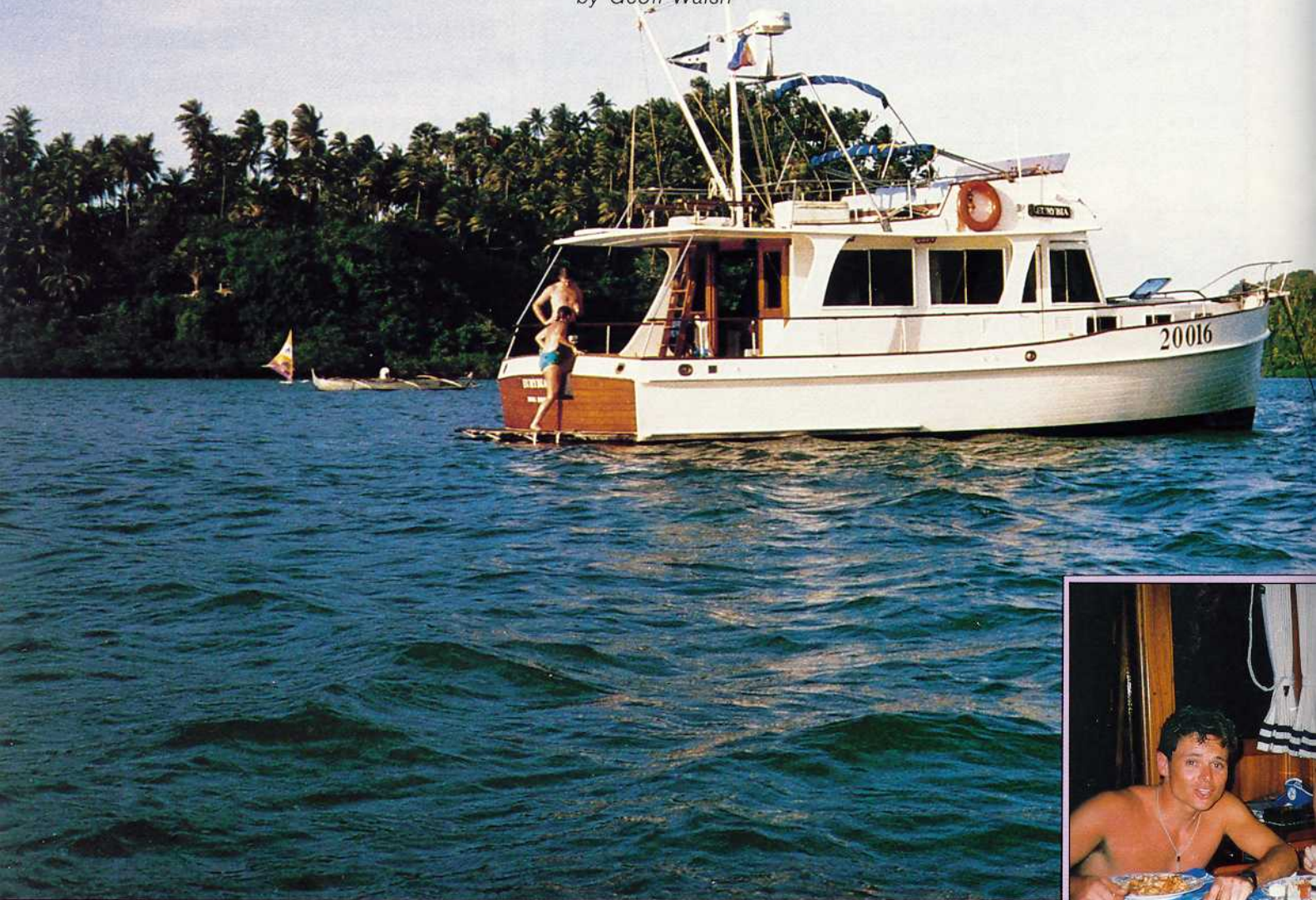
SPECIFICATIONS

LOA	36'10"	11.23 m
LWL	35'0"	10.67 m
Beam	12'6"	3.81 m
Draft	3'9½"	1.16 m
Estimated Displacement	24,100 lbs.	10,955 kg
Water	170 gal.	642 litres
Fuel	400 gal.	1,514 litres

World of Grand Banks

"EURYBIA"

by Geoff Walsh



▲ Eurybia at Puerto Galera.

▶ Enjoying a meal on board.



Eurybia is a twin screw GB42 Europa equipped with a pair of Caterpillar 210 HP engines. The boat was recently purchased by Geoff and Fietje Walsh who are long time residents in Manila, Philippines. Four weeks after a long and arduous trip from Hong Kong on her own bottom, **Eurybia** was once again fully commissioned and ready for the Walshs to explore the many varied and exotic locations found among this country of 7000 Islands.

Here is Geoff Walsh's account of his trip to Puerto Galera:

The family from Canada joined us, as usual, for the X'mas season. Sandy, with husband Rick, and Larry arrived a few days before X'mas, and we all went on board **Eurybia**, a 1980 built 42' Europa hull 712.

Eurybia was purchased from American Marine in Singapore where the vessel was thoroughly inspected and serviced by Caterpillar, Onan and VDO. We must not forget the good friends at AM, who treated my wife Fietje and myself wonderfully, while inspecting the boat.

Eurybia was sent on a freighter to Hong Kong, where Mesco Club

re-assembled, swim ladder, anchor platform, radar, mast, etc. Mesco Club is run by former AM employees from the time that the Grand Banks were made in Hong Kong.

The boat was brought under its own power from Hong Kong to Manila, the 650 n.m. journey having taken approximately three days and 20 hours. The weather was very bad, which resulted in broken steering



cables, and the boat had to be manoeuvred by the engines for the last 300 n.m.

All's well that ends well.

The next four weeks were used to straighten out a few things. A battery charge regulator went on the blink and cooked a 200 amp hour battery. Only those who have lived in the Philippines will recognize the trauma



it is to find another regulator. Many man-hours later, one was found and installed. All the major jobs were attended to and Fietje, Jun (crew) and myself took *Eurybia* to our anchorage off Maya-Maya Beach Club near Nasugbu in Batangas Province.

That is about 40 n.m. from Manila Yacht Club and it took us four and the half hours at 1800 revs or roughly 8.8 knots.

We were planning to go to Anilao, a well known dive spot, on Monday December 22, but a typhoon was approaching (which eventually crossed over Cebu and knocked out most of the power lines) so we were delayed for two days.

As we approached Verde Island

passage, rounding Cape Santiago notorious for its rough waters, we passed a tug towing two barges. More about that later.

The seas were eight to ten feet, but fortunately the waves were coming dead ahead and only once did we plough the bow into them and only once did we do a mild "belly flop".

That took us from 0615 a.m. to 10:15 a.m. or a distance of about 32 n.m.

We spent the rest of the day quietly at two anchors, the bow Bruce (20 kg) practically straight down to 30 metres of chain, and a 35 lbs Danforth, manually hooked behind a rock in two metres of water and about five metres behind us.

Water at this point goes down to 258 metres less than 30 metres from the

edge! That is what makes the place so attractive to scuba divers.

X'mas day at 0550 hours, we left Anilao, travelled south to Maricaban, easing along its northern coast, through Culebra Pass and towards Puerto Galera, a beautiful, safe harbour, in any weather. Coming out of Culebra Pass we crossed the path of the tug and barges. Apparently they had taken shelter somewhere.

Anchoring here, in six metres of water with 30 metres of chain was quite another experience.

As the boat's position shifted, the chain, which was lying on top of coral heads, hooked on them from time to time and when they broke, yielding to the pressure, caused so much noise in the forward cabin, that it was practically impossible to sleep peacefully. Also, as the corals broke, there was a jarring movement which shook the bow. Of course, my rubber snubber was safely at home!

Three days at Puerto Galera was enough without a decent night's sleep! The previous visit, a couple of years earlier with my GB 32', was better but also I had anchored in a more shallow area.

Saturday the 27, we went back to Maya-Maya; uncomfortable beam seas for the first three hours, but by lunch time we were back on our mooring and ready to enjoy the rest of the year-end festivities.

January the 1st at 0615 we again left Maya-Maya for Manila Yacht Club as the antifouling didn't last more than three months in Philippine waters, and it had to be re-done with paints that are known to work in this environment.

The trip back took five and a half hours as, once again we had rough waters, fortunately from straight ahead most of the way.

That was the result of another tropical storm near Palawan.

The trip back resulted in Fietje having, finally, accepted the need for the radar (in this beautiful weather, what do you need it for?) as there were times, squalls reduced visibility to a few hundred metres.



Limit Point halfway to Fuego Point. ▲



White sands opposite Maya-Maya. ▲



As a matter of interest, the two Caterpillar 3208 NA ran 46 hours between fills. I loaded 920 litres. The generators one at a time (we had two on board) were probably not used more than three hours, during the same period. We usually ran between 1700 and 1800 revs and the last five to ten minutes or so of the longer trips at 2200 RPM to help clean the engines out.

All in all, it was quite an exciting and enjoyable first trip on *Eurybia* for the family.

The first of many yet to come.





▲ Off Limit Point.



▼ At our mooring at Maya-Maya.



RENDEZ-VOUS NEWS

Amicale Grand Banks West Europe Rendez-vous 1986

Last August, the Amicale Grand Banks West Europe held another very successful rendez-vous in the city of Veere from 22nd to the 24th.

Those who have visited Veere can tell you that this is one of the most picturesque towns in the Netherlands. Located in the southern province of Zeeland, the town commands a very important position at the border of the Veerse Meer between the West and East Schelde Rivers.

The history of Veere goes back to as far as AD 954. Quaint buildings and narrow cobblestone streets are a sight to behold. The beautiful Belfort and the big church tower stands majestically over the vast expanse of greenery and nearly every yachtsman coming from the sea into the "Land Van De Grote Riverine" (Land of the big rivers) makes Veere their first stop. It is therefore very appropriate that Amicale has chosen this town as the venue for their annual rendez-vous.

On Thursday August 21st, many of the Grand Banks that have signed up were already filtering in from all parts of Northern Europe. The main convoy however was due in on Friday after which the actual rendez-vous programme would commence.

To cater to the big fleet of boats, the local yacht club cooperated by freeing up their marina and town harbour so that all the GBs could be moored at one location. The organisers did a fantastic job of arranging the arrivals by models — first the GB32s followed by the 36s, 42s and the Alaskans. The boats were as usual gaily decorated with buntings and all had the Amicale ensign flying gaily on the forward burgee. Several boats came equipped with nice coloured lamps that lit up like a Christmas tree and gave a beautiful warm glow onto the surrounding dark quayside. By 7.00 p.m., most of the 33 boats had arrived. This was followed by the usual greetings and the downing of "maatjes en jonge genever" (Dutch herring and young genever) at the quayside. A large area was cordoned off for cocktails and everyone enjoyed a very pleasant reunion.

On Saturday, members spent the morning exploring and shopping and at 1.00 p.m. a tour was organised to visit the local museums. An official reception followed at 4.00 p.m. at the townhall attended by the Major and the town authorities. Speeches were held and as usual with past rendez-vous, the Mayor was installed as an honorary member of the Amicale.

Thirty-three
Grand Banks
at Veere.



At 6.00 p.m., another reception was held in the local community hall hosted by Mr Jean Colin of North Sea Marine, Grand Banks dealer for the Benelux. This was followed by a carrillon concert at the Belfort of Veere at 7.00 p.m. and the highlight of the evening was the famous Amicale Candle Light Party. Present for the occasion were Dr D. Peeraer, chairman of the Royal Belgium Yachting Association and members of the board of the Yacht Club of Veere. Amidst fine decor, wine and music, everyone enjoyed a very delicious buffet created by one of the best cooks in Zeeland. By 10.00 p.m. the more energetic had taken to the dance floor and the festivities did not end until the wee hours of Sunday morning. The buffet dinner was preceded by the prize giving ceremony. August Hermans a long standing member of the Amicale won the Singapore Trophy for having chalked up the longest single trip with his *Galatea*, an Alaskan 49; to Mr Graham Constitt, GB42-726 *Grandina*, the Lehman Power Trophy for making the trip from Ipswich U.K.; the oldest couple, Mr & Mrs Wilson both 72 years who came with their GB36 *Sea Power* from Ramsgate U.K. and to the captain and crew of *Siggi Schulz* of Kreudeljonge with their GB42 *Europa* from Gelderse Ijssel.

The nicest and best decorated Grand Banks went to GB42-183 *Zeeland Express* belonging to Mr and Mrs Frank Van Den Daele.

Sunday morning saw groups of GB owners hopping from boat to boat having a final drink and saying their farewells. Soon they will depart with the promise to meet each other again next year.

The rendez-vous captains were very pleased with the presence of K.H. Yeow from American Marine Singapore and Allan Howell from Lehman Power.

As usual, the whole operation went without a hitch under the superb leadership of the Chairman of the Amicale, Jack Verdyck, assisted by his wife Frida, daughter Linda, crew and committee members. For 1987, the rendez-vous will be held from August 28-30 at Rotterdam in the Netherlands at the Veerhaven and be the guests of "the Koninklijke Roei-en Zeilvereniging De Mass". Grand Banks owners in West Europe who are interested to know more about the Amicale Grand Banks West Europe are requested to contact:-

The Secretary
Meir 26/9 — 2000 Antwerp
Belgium
Tel: 03/232 09 03

➤
*Presentation of
 the Amicale flag to
 the Mayor of Veere.*



➤ GB36 *Wimly*, Chairman of the Amicale — Jack Verdyck on the bridge and his wife Frida and daughter Linda.



➤ *Drinks at the quayside.*





Northwest Rendez-vous 1986 — U.S.A.

On the week-end of September 27 and 28, 1986, Grand Banks owners in the Pacific Northwest got together for the annual rendez-vous sponsored by Seaward Yacht Sales Ltd of Seattle, Washington. The event took place at Blake Island State Park located five miles west of Seattle on Puget Sound.

Overall, some 30 Grand Banks took part in the festivities which included a dockside hors d'oeuvre contest with prizes given for the best and most original entry and a cocktail party. A general meeting with an overview of what's new and happening with Grand Banks was conducted by Bob Phillips of Grand Banks Yachts. This was followed by a beach potluck dinner and bonfire which brought the activities to an end for that day. On Sunday morning, Seaward Yachts held a "wake-up-fizz-party".

Our special thanks go to Gloria

Bookter, GB42 Europa *Fia Fia* for all her efforts in helping to organise this successful rendez-vous for which the weather (for those of you who have been boating in the Pacific Northwest during this time of year often know how wet it can get) — cooperated!

For information and dates on the 1987 rendez-vous please contact:-

Seaward Yacht Sales Ltd
1001 N.E. Boat Street
Seattle
WA 98105, U.S.A.
Tel: (206) 547-2628.

Coming Up:

Chesapeake Bay

Ronnie and Frank Doughty, owners of GB32-729, are among the organizers of the Grand Banks Chesapeake Bay Cruising Club. They recently sent us their 1987 cruise schedule. All Grand Banks owners are invited to attend. For information contact Mr Frank Doughty at (301) 647-9019. His address is 312 St. Bees Drive, Severna Park, Maryland 21146. The cruise directors for each cruise are listed on the schedule below:-

May 16-17

1987 Cruising Kickoff — Eagle Cove just before Gibson Island Harbor off Sillery Bay off Magothy River.

Memorial Day
Cruise

23rd — Dun Cove Marker #7 of Harris Creek.

Memorial Day Cruise (con't)	24th — Trippe Creek east side of Deep Water Pt. 25th Cruise home. <i>Cruise leaders Sherry Hanley/Bob Schreier</i> (703) 845-5505.
June 6-7	Island Creek off the Choptank.
June 13-14	Corsica River/Emory Creek off Chester River.
June 20-21	Dividing Creek off Wye River East.
July Week-long Cruise	July 3 Little Choptank/Hudson Creek Marker #2. July 4 Crisfield/Somers Cover Marina. July 5 Crisfield/Somers Cove Marina — Dinner out. July 6 Onancock-starboard side of town dock. July 7 St. Marys/Horseshoe Bend. July 8 St. Leonard Creek/Rollins Cove. July 9 Dun Cove off Harris Creek. July 10 Cambridge Town Marina — Slip — Dinner out. July 11 Leadensham Creek — Caulk Cove off Broad Creek. July 12 Home. <i>Cruise leaders Ronnie and Frank Doughty (301) 647-9019.</i>
July 18-19	Broad Creek/Magothy River.
July 25-26	Leeds Creek/Miles River across from St. Michaels.
August 1-2	Rich Neck/Tilghman Point.
August 8-9	Langford Creek off Chester River east fork.
August 15-16	Little Round Bay off Severn River.
August 22-23	Swan Creek north of Marker #8.
August 29-30	Corsica off Chester River off Marker #4.
Labor Day Cruise	September 5 Fairlee Creek. September 6 Georgetown — Dinner out. September 7 Home. <i>Cruise leaders Carolyn and John Chandler (301) 262-9769.</i>
September 12-13	Fells Point — Dinner out.
Tides Inn Rendez-vous	September 26 Dun Cove. September 27 Solomons — Dinner out. September 28 St. Marys. September 29 Dividing Creek/Virginia. Sept 30 - Oct 3 Tides Inn. October 4-5 Home. <i>Cruise leaders Jean and Don Carl (301) 564-0522.</i>
October 24-25	Watch the Geese Cruise — Corsica off the Chester River.

Please contact cruise leaders when attending extended cruises for slip and restaurant reservations.

Two-day short cruises are designed for rendez-vous points and require no planning.

All other trawlers are invited to any GB cruise if invited by a GB owner.

Let's get to know each other at your leisure. See you on the Bay ...

Plymouth Rendez-vous

Plymouth Marine in Plymouth, Massachusetts will hold their first Grand Banks Rendez-vous August 21-23, 1987. All Grand Banks owners are invited to attend either by land or sea.

Plymouth Marine has a first class marine facility that includes recently renovated docks, an excellent restaurant, a well stocked marine store and a service department that can handle most any job. In addition, Plymouth itself offers numerous sightseeing possibilities including the MAYFLOWER and Plymouth Rock.

For further information contact Plymouth Marine, 14 Union Street, Plymouth, Mass. 02360. Phone (617) 746-4500.

Norwalk Cove Rendez-vous

Norwalk Cove Marina will hold their first Grand Banks Rendez-vous in Norwalk Connecticut the weekend of July 17, 18 and 19th, 1987. A full schedule of events is planned. For further information contact Mr Stephen Kost, Norwalk Cove Marine, Beach Road, East Norwalk, CT 06855. Phone (203) 838-2326.

Ohio River Rendez-vous

Grand Banks owners interested in the Ohio River Rendez-vous please contact Mr Kerry Didday, *Daybreak* GB36-452, 3493 Holly Ridge Drive, Cincinnati, Ohio 45245.

New England Yacht Sales Rendez-vous

New England Yacht Sales will be organising a rendez-vous at Newport Yachting Center from July 12-14, 1987. For more information please contact NEYS at Tel: (203) 572-0569.

Useppa Island, Florida Rendez-vous

Great American Boat Yards will hold a Grand Banks Rendez-vous at Useppa Island, Florida on June 5,6,7 1987. For further information contact Jerry Johnson in Great American's Sarasota office at (813) 336-92972. All Grand Banks owners are invited to attend. Useppa Island is a marine facility.

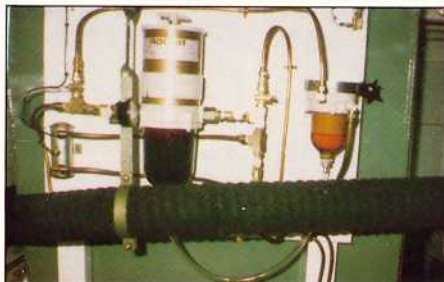
COMMUNIQUE

I'm pleased to report that *Bomar* our Grand Banks 42-835, built 1983, was judged the best maintained power boat at the San Diego Yacht Club's 1986 opening day ceremonies. My wife, Ann and I were pleasantly surprised because our new boat of nine months was not totally up to our standards plus the fact that all new boats are handicapped in favour of an older boat. After all was said and done, I inquired as to how our *Bomar* was judged and the answer was that they felt our engine room layout was the best and the cleanest of the power boats entered.

The photographs below show how I have modified our engine room. First off you will note that I have decked over, with a lift up hatch, the port side on entry into the engine room from the forward stateroom. In here I have stored all the usual eyes sores such as large tools, soaps and cleaning supplies. Secondly, instead of my hand tools hanging on the bulk head I have them stored out of sight in a large tool box. The entire deck area serves as a seat when I'm working at the work bench. On the starboard side I decked over the battery boxes and therein created the work bench area. With a 1 x 6 lip across the back to keep things from rolling off the back and a turnbuckle in the front, everything remains in place. Release the turnbuckle and the front of the work surface can be lifted high enough to allow room for a battery water level check. You will also notice in the photo that I've visited my local hardware store and stocked up on small drawered cabinets with a wide selection of nuts, bolts, etc.

As it may be of interest to other Grand Banks owners, I would also like to take this opportunity to explain how I have modified the fuel filtering system on *Bomar*.

What I have tried to accomplish is a method whereby I could replace a fouled fuel filter cartridge with the engine still running and when the boat is underway.



I have used a large primary filter (Racor 900 FG) and a secondary, or stand-by filter (Racor 200 FG) plus the all important electric fuel pump on each system for my two engines. The schematic will show the location of the valves and their operation in the system.

When underway, the large filter is feeding the fuel to the engine it is

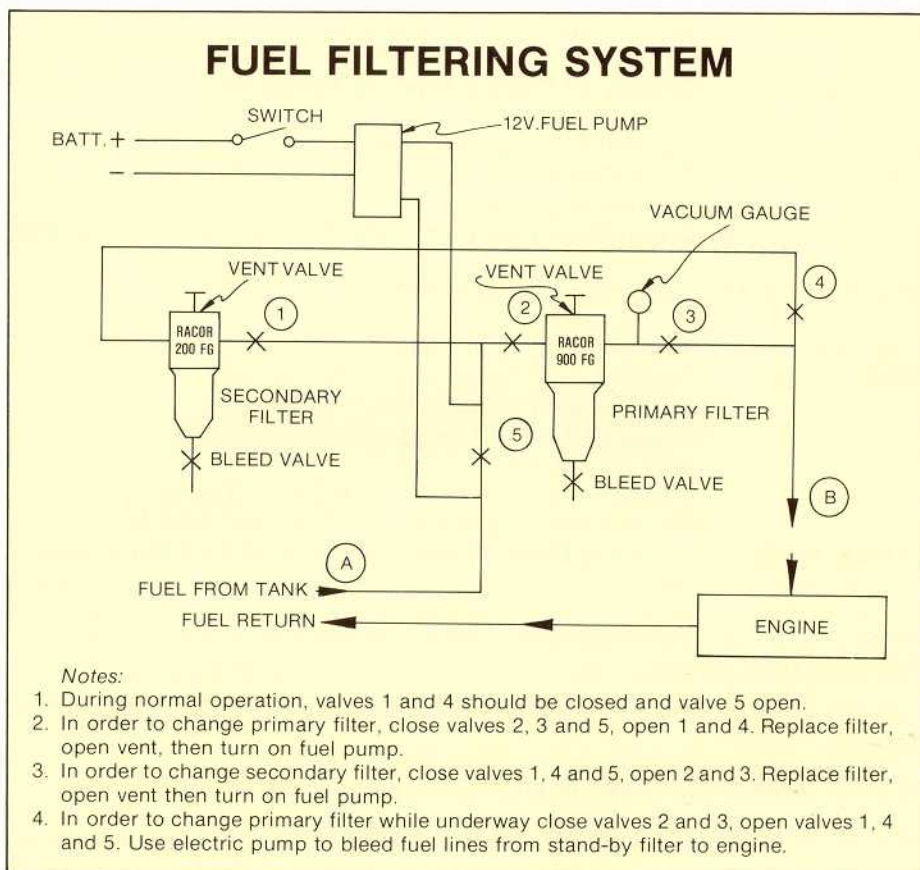


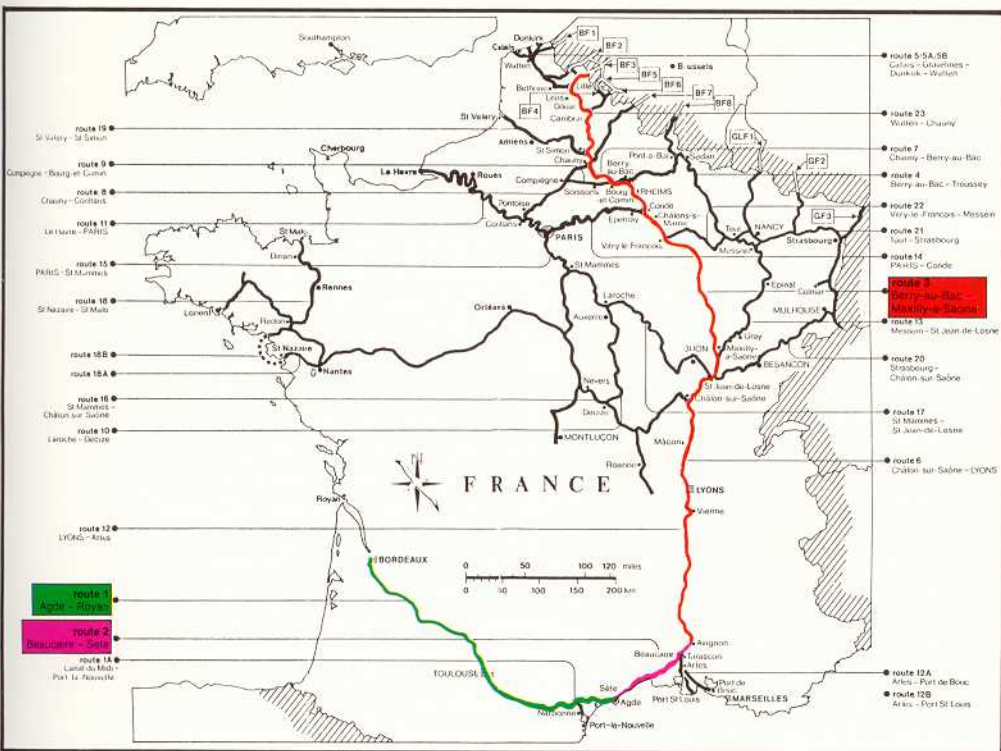
responsible for, while the small filter's valves are closed but pressurized. Opening and closing of the valves controlling the two filters should not affect the fuel flow if both systems are pressurized; thanks to the electric fuel pump!

If sea conditions are such that a filter cartridge change is not possible, the small filter should give you enough hours of operation to reach your port of choice.

We are very happy with *Bomar* and must thank John Buettner of Stan Miller Yachts for helping us get, really more than we knew at the time, the boat of our dreams.

Bob and Ann Martinet
San Diego, California 92109
U.S.A.





1985 when we started to Greece where we will stay for the next few years.

It's really not very easy to remember the exact details after eight years concerning our way from Copenhagen to the Mediterranean Sea and what kind of problems we have had.

Going through France and the channels and rivers with our Grand Banks 36 DIB (no. 553) was a very beautiful and romantic adventure. Some of the channels date from the first part of the last century and till today it is possible to sail down as it was in the past.

The commercial shipping have been reduced, except for some bigger channels, for example in the north of France, on the Rhône and Saône. During the harvest there is more traffic. For a long time we had only to wait at the entrance to the Canal du Nord, namely 24 hours.

If you cross France, you should at least have three adult persons on board. You need them at the locks (to serve by hand) and under low bridges.

If you write to the French departments of the inland navigation, you could get some information and suggestions for your trip (an address see later).

But generally I can tell you that the French channels which have a topmost clearance of 3.50 m, can be used with a Grand Bank 36. Mostly there are only one or two bridges — normally railway-bridges — which are very low and the lowest one under which I ever passed, was 3.45 m (net height of my ship without ballast is 3.57). In this case you must take special steps. I took the following measures: dismantling of the wind screens and the mounting for the screens; you need Imbus screw drivers to turn the switch levers and perhaps it will be necessary to dismantle the upper compass.

All these measures are not enough, if you pass under such low bridges. I created a simple device to load additional ballast, it means inflatable

Dr Georges Soots, owner of Grand Banks 36-425 wrote to Mr Dieter Bertelsmann recently enquiring about the latter's trip from Denmark to the South of France eight years ago. Both question and answer merits mention in this Communique column — ED.

Dear Mr Bertelsmann,

I was much interested by your experience related in "AMERICAN MARINE NEWS" Vol 11 N°3, concerning your trip from Denmark to the Mediterranean and back. My Grand Banks 36 is hull 425 and called *Jupiter*. *Jupiter* is presently at the Marines de Cogolin and I am living in Lille, north of France and a member of the VVV club in Nieuwport, Belgium. I am planning to bring the yacht to Belgium for two or three years for completion of refitting before I go back again to Sainte Maxime where I have a small house.

That is why I am interested about your experience. French waterways have changed very little since 1978 and your advice would be of great value. From what I have learnt about this problem, there are no difficulties for the Rhône which is now completely canalized.

Problems are north from Lyon.

As I understand you had a severe

problem on the Rhône-Rhine Canal with low bridges and especially with one of them. I understand you had difficulties for the going south trip but without damage to the yacht. What would you suggest as the best way, north from the Saône Canal?

Did you ballast the yacht? If yes, was it possible with full fuel and water tanks and also some water in the bilge to lower the headroom to 3.5 m as it is suggested by the Administration of French Canals? I hope you enjoyed many more cruises with *Dib* and would be pleased to hear from you.

**Docteur Georges Soots
Lille, France.**

Dear Mr Soots

Thank you very much for your letter which I received from American Marine a few days prior to Christmas.

In your letter you tell me that your *Jupiter* is actually lying in Les Marines de Cogolin where the DIB was stationed for a long period up to

baby pools which I placed in the foredeck and on the afterdeck and which I filled with water by means of one or two electric pumps. After all you could fill the bilge with water until a height where installations and sensitive parts don't come into touch with water, don't forget to close — or you could take with you a school class!

Another essential measure could be to drop the water-level in the respective channel-section. This could be possible, if you bribe the lock keeper or his wife with a more or less generous present. Then he/she will open totally the sluice gates for five to ten minutes, so you can very quickly lower the water-level five to ten cm. It is not necessary to lower the water on the whole channel-part, but it is moving wavelike in the direction of your position and therefore — if it arrives at the bridge, it is possible to lower the boat within some minutes for several centimetres. Then you can — probably the motor has been turned off — pull by hand the boat under the bridge and continue your trip before the water-level rises again. To pass the channels is free of charge.

If you want a rapid contact with the lock keepers, I would recommend you to take with you one or two bicycles or mini-motorcycles. A walkie-talkie could be helpful for the contact with the yacht.

In France each season you will find in the different channels some building-sites. You should inform yourself at time at the administration of the channels, for example:

Port autonome de Strasbourg
Navigation de Plaisance
25, rue de la Nuée Bleue
F-67081 Strasbourg Cédex
Mlle. Lienhardt et Mme. Peltier
Phone-no. (88) 32.49.15

or at the well known assurance companies, offering a service with maps and information.

If you come to the channels you should fit out your boat with enough old tyres — I had on each side six tyres — which you could paint a white colour or surround with covers, because you must take care of the boat-hull. These tyres can rest outboard during the whole trip. I

would also recommend to take with you a long sleeper of wood (3 – 4 m) to have a connection to the embankment at disadvantageous places. Besides, you should take with you big earth anchors, it means steel poles (60 cm) and a great hammer, to be able to drop anchor at places where no capstan exists.

Only the locks of new and big channels run by electricity. Many channels — mostly the fewer frequented — have locks manually operated. Soon you will have learnt, that you save a lot of time, if at the entrance in such a lock one member of your crew begins at once to close that part of the lock gate, situated on the other side of the lock keeper's house. Our best times: 10 minutes for one lockage. Normally it takes 20 to 30 minutes. You must calculate 60 minutes if a peniche is going in front of you. So I recommend you to contact the keeper as soon as possible, for example, a member of your crew takes a bicycle and goes to the next lock to discuss where it would be possible and allowed to pass. A little gift — perhaps a can of beer, a cigar or a little present — often has an effect like a miracle.

Certainly you will buy the relevant maps and books concerning the channels. The special French maps are really good. You can get them from:

Edition du Plaisancier
Boite Postale 27
F — 69641 Caluire Cédex

Besides, I bought the Michelin maps of our route, presenting exactly the course of the channels, just as the villages and towns, situated near by and the roads and ways, so that you will be able to supply the ship and the crew. I used "Through the French Canals" of Philip Bistrow, a guide with descriptions. I recommend you too the book "Inland waterways of France" of E. Benest. You will find there are many practical information concerning equipment, traffic control, sights, etc.

The books tell you all about hours of business of the channels, and which are locked on Sundays.

It is not very difficult to find ports and possibilities for supplying; as a special port I recommend you Saint

Jean de Losne, where you will find some technical help.

The Rhône has been canalized completely in the meantime — you noticed it in your letter — so that presents no problems with the water-levels. In 1979, during our return-journey, I had to wait at Condrieu for 15 days until the water-level was high enough. We found very charming moorings in the old arms of the river which are quite navigable before the locks. Sometimes for several kilometres they go into completely isolated, calm lakes, where you can spend the night. We nearly never dropped anchor in a port for the night.

I can give you only a partial answer on your question concerning the best way to Lille, as I don't know all the possibilities. But Dunkerque is not far away and I can recommend you my route, that means: you go upwards the Saône to St. Jean de Losne, then continue for 37 km with three locks to the turn-off in the Marne-Saône-Canal. After 224 km and 114 locks you arrive in Vitry le Francois. On this way you come to a bridge with 347 cm, near by Villegusien, in front of the tunnel of Balesmes (4.820 m!!). You should speak with the lock keeper! Then you come to the Canal Aisne à la Marne. You continue through the Canal Oise à Aisne to the Canal du Nord.

The whole distance of Port St. Louis is 1.147 km (according to the map) with 215 locks.

Finally I hope that my information have given you some stimulus.

I wish you good luck on your trip. If you pass the upper Rhine, I would be pleased to meet with you. Besides, I can recommend you a first-class Grand Bank service in Mainz, where Mr Klaus Simmert is living. He owns a Grand Banks 36 and has all the technical know-how, many spare-parts and practical information for all Grand Banks friends.

Looking forward to hearing from you, I remain,

With best regards,

Dieter F. Bertelsmann
Freiburg, Goethestrasse
W. Germany

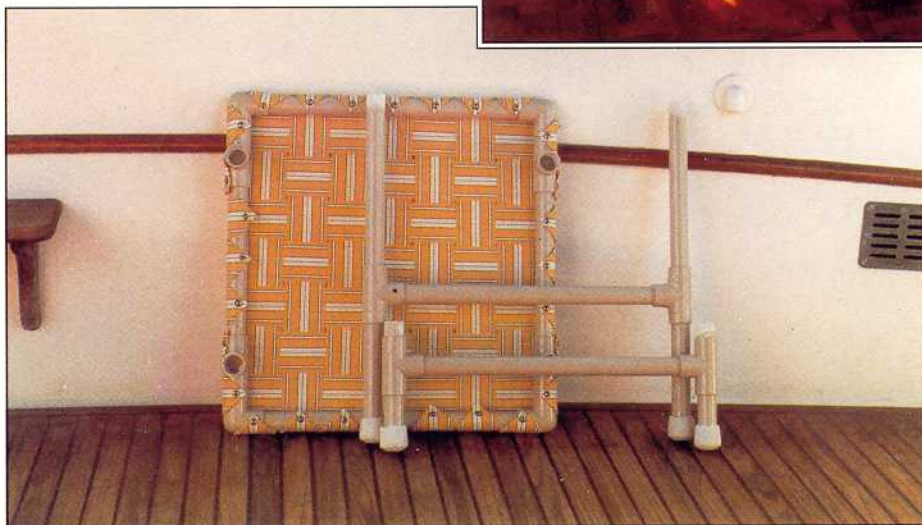
CUSTOM CORNER

Mr William D. Burroughs of Punta Gorda, Florida, wrote in with this solution to a perpetual problem that he has endured ever since owning *Pokey*, his GB32-665.

When guests are aboard and they are serving a meal for four, the port settee is too low and too far away from the table to make for comfortable table dining.

To circumvent the problem, Mr Burroughs has had two little benches constructed made of $\frac{3}{4}$ " PVC heavy wall tubing with the seats of standard chair webbing. When not in use, the legs are easily disassembled and they fit very nicely stored under the centre section of the port settee.

The raised settee cushion acts as a nice backrest when the benches are in use.



Mr Peter Van Der Endt owns *Why Not II*, a GB42 Classic hull 629. With wife Coby and three young daughters in tow everytime the family goes cruising, accommodation on the boat can sometimes prove to be a wee bit insufficient.

To solve the problem, Mr Van Der Endt has come up with a gem of an idea. By removing the V-berth at the forward cabin and installing in its place a three berth arrangement as shown, five of them can now sleep comfortably in two cabins.

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