



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 Communiqué 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: Grand Banks 42-1000 being put through her paces outside Jurong Harbor in Singapore after the launching ceremony. See page one for story.

PROFILE Derik Lye



An aptitude towards designing jigs and fixtures while working as a supervisor in an electronics company prompted Derik Lye to look for a full time job involving industrial designing.

When American Marine advertised for the production engineer post in 1984, Derik immediately applied and got the job.

As production engineer, a key task for Derik is to ensure that owners requirements such as optional equipment and layout changes are carefully designed and executed on their Grand Banks. This invariably involves the issuing of detailed drawings and information to production so that changes can be carried out as planned. Another aspect of Derik's job and no less important is to continuously review production methods to bring about better productivity through the use of jigs, fixtures and machinery.

With the introduction of a new computer aided design system for the engineering department, Derik is confident that this will help bring about better and more efficient designs to further satisfy the needs of owners who buy Grand Banks.

42-1000 launched at American Marine in Singapore

American Marine (S) Pte. Ltd. passes a milestone in its history on April 27, 1987 when it launched the 1000th unit of the Grand Banks 42 at its premises in Jurong. The boat is equipped with Caterpillar 3208TA 375HP engines. American Marine which is the largest and longest established boat yard in Singapore has produced close to 3000 Grand Banks of various models but the launch of the 1000th unit GB42 will mark a special occasion.

Mr Robert Livingston, Chairman and Chief Executive Officer said: "It is truly a tribute to the reputation of Grand Banks cruisers and for us to be producing the 1000th unit of a particular model."

"The GB42 is American Marine's most popular model and has been in production since 1965." He said, "although there have been changes to incorporate the latest technological advances, the basic design has remained the same. This is due to its inherently classic and seaworthy design."

The launching ceremony captured the imagination of all those who were present which included employees and invited guests. A heavy downpour prior to the ceremony was considered auspicious and amid the light drizzle

that followed, Mrs. Mary Livingston, wife of the CEO was called upon to do the honors of launching the boat.

In a lighter vein, Mr Dick Loh, Vice President, Marketing, who had flown in from the U.S. to witness the launching was presented with the keys to hull 42-2000. This will be Dick's personal GB42 if the marque continues to sell and achieve that magical number.

A buffet lunch hosted by Caterpillar after the launching and a tour around the Jurong harbor on 42-1000 for the invited guests, ended the day's proceedings.

The boat will be shipped to the U.S. for exhibition in several boat shows which will be held the latter part of this year.



BEACHCOMBING

GB42-887CL ***Renaissance***

Goldsboro,
North Carolina
U.S.A.

The christening of *Renaissance*, a GB42 Classic was performed by proud owners Mr Sam Samelson and his wife Susan. The home port of the boat is Goldsboro, North Carolina. Mr Samelson plans to use his Grand Banks 42 cruising the Southeastern coastal area and the Chesapeake Bay area.

Mr Samelson has previously owned two sail boats and this is his first adventure into power boating. Of course as you know that is Buddy Darby in the background of the photo,



but the salesman was Mike Jones. The champagne incidentally is not of a premium grade; they kept the good stuff for the party afterwards.

GB36-402 ***L'Escargot***

Marina del Rey
California, U.S.A.



Dick and Gabriele Ross are the new owners of GB36-402 formerly named *Boardwalk*. The Ross's have given her the name of their former GB32-*L'Escargot*. The happy new owners will berth their vessel at California Yacht Club in Marina del Rey.

GB32-545 ***Star Fish***

Muiden,
Netherlands

Mr D.J. Andriessse seen here with his wife Carole and son Nicky is the owner of GB32 hull 545 built in early 1976. The home port for the boat is the Royal Dutch Yachting Club at Muiden which is five miles from Amsterdam.

Cruising for the Andriesses is presently confined to the islands north of the Netherlands. Their ultimate aim is to go to the Mediterranean someday on *Star Fish*.



GB46-007CP ***Patience***

Cleveland, Ohio
U.S.A.



Proud owners, David and Sandy Shea, along with David's brother, Charles, take possession of their new 46' Grand Banks in Annapolis, MD. Their boat named *Patience* is the first hull constructed in the new style 46.

David and Sandy purchased their boat through Larry Delamater at Hal Jones & Co in July, 1986 and took delivery in October of that year after the boat had been shown at all the fall boat shows. This delay may have had an influence on the naming of the boat! The Sheas tell us they're extremely pleased and that the wait was well worth it.

The Sheas are old hands at cruising Grand Banks having owned a wooden 36' Grand Banks for many years. Obviously they report a great deal of difference between the two boats. David is greatly impressed by the added speed obtained from the 320HP Caterpillars while Sandy loves the added space and interior amenities.

GB32-252
May Flower
 Wolfsburg
 W. Germany



Mr Wilhelm Fangmeier is the proud owner of *May Flower*, a Grand Banks 32 hull 252 built in 1971. The boat was bought used in 1985 and at the time of purchase, she was in a sad state of neglect.

Mr Fangmeier managed in 10 months to put her back in shape.

The photograph shows *May Flower* now in a pristine condition at the Elba-Lubeck Canal on the way to the Ostsee.

GB32-778
Baby Grand
 Portland, Oregon
 U.S.A.

Paul and Sandy Arbuthnot timed their visit to Singapore just so they could witness the completion of their new Grand Banks 32 *Baby Grand*. Paul recalled having looked at countless boats when they decided to move from sail to power. It is no coincidence that they kept coming back to a GB. "The boat sold itself" says Paul.

The Arbuthnots are looking forward to doing a lot of cruising this summer which will culminate eventually with a trip to the San Juans.



GB36-726
Ego Trip
 Culver City,
 California, U.S.A.



Mr Robert A. Taylor absolutely loves his Grand Banks 36 and have christened her *Ego Trip*. The boat was purchased new from Chuck Hovey Yachts in Newport Beach in 1985. Prior to this, Mr Taylor has a 1970 built Grand Banks 32 which he has owned for eight years.

Ego Trip has performed well with many effortless trips up and down the California coast so much so that within a year and a half, there's already more than 400 hours on the engine.

GB49-68
Gaarden Party
 Pasadena, California
 U.S.A.

Charles and Kathy Hofgaarden (center), owners of GB49-68 are seen here in the company of John Buettner of Stan Miller Yachts (extreme left) and Bob Phillips prior to the launching of *Gaarden Party* in Singapore.

The Hofgaardens decided on a bigger Grand Banks to get the extra space needed for a varied amount of entertaining they plan to do on board. They owned a GB42 previously.

Gaarden Party will initially be in the Seattle area where the Hofgaardens plan to cruise Puget Sound and the San Juan Islands. An inland passage trip to Alaska is also contemplated to take place this coming summer.



Landlubbers enjoy the delights of yachting

Cruising for a week on Chesapeake Bay

by Jack and Nancy Gardner

Have you ever wanted to cruise a body of water on your own boat but don't own one? Catch your meals, visit towns, forts, cities, founded before the independence of our country? Visit waterman, learn their secrets? Well we did and this is how we made that happen.

My wife Nancy and I bareboat chartered the *Mist*. She is a 42' twin screw Grand Banks, long range cruising yacht.

She is equipped with air conditioning, freezer, ice box, television, stereo, washer, dryer, full cooking and eating utensils, linens, has two private staterooms with private heads and showers.

She has a diesel generator to run all the electronics when cruising and ship-to-shore outlets when moored at the dock. She has two complete sets of running electronics and many other comforts. She holds 600 gallons of fuel and 400 gallons of water, with hot and cold pressure water. She is a home on the water.

Day One

After 12 hours of driving, we were more than happy to be at Scott's Marina, Whitehall Creek, Annapolis, Maryland on the Chesapeake Bay.

After our check-out, the owners bid us farewell, we headed out at 11 a.m.

We entered the Bay and turned north past Fort Carroll, (the first fort fired upon during our War for Independence), under the Francis Scott Key Bridge (author of the Star Spangled Banner), past Fort McHenry (birth place of our National Anthem), over the Harbor Tunnel and into the Inner Harbor of Baltimore.

Docking in the Inner Harbor is no problem and we visited for several hours seeing the Constellation, first ship of the U.S. Navy.



▲ GB42 *Mist*, our home away from home

This complete waterfront has been renovated and is full of shops, seafood restaurants, a very large aquarium and numerous historical sites. (This developer has been hired to renovate the harbors of Detroit, Seattle and Boston).

With darkness upon us we left port and headed south under a sky full of stars. That first evening we anchored in a small cove in Rock Creek and drifted into one of the most restful nights of our lives.

Day Two

The next morning I was awakened by the smell of fresh coffee brewing in the galley. A beautiful morning and we were anxious to get underway.

Heading south, Nancy served breakfast on the bridge. We decided to run to St. Michaels, a quaint town on the eastern shore of Maryland which was founded in the late 1600's. This town has it all; a 100 plus year old lighthouse, Maritime Museum, four marinas with restaurants and overnight anchorage.

We visited every marina and walked all through the town and shopped in several unique shops. The marinas are so together that they each have a skiff to transport

customers from one to another, at no charge. Having spent the day in St. Michaels, we were again under way heading to another quiet anchorage in Stoney Creek.

Day Three

The morning broke clear and a little windy, but with fresh coffee brewing what more could you ask for? We stopped at the mouth of Stoney Creek for breakfast that Nancy had been preparing; fresh fish, eggs, juice and toast.

We then headed down the Bay for Kent Island. Running south past numerous creeks, rivers and ocean going tankers and freighters, we ran under the two Chesapeake Bay Bridges (not to be confused with the Chesapeake Bay Bridge tunnel farther south) and headed into Kentmorr Marina on Kent Island.

This marina is home port to many work boats.

In summer they crab, fish. In fall they clam; in the winter they oyster until the weather keeps them in port.

This is also home port for various sizes and types of charter fishing boats and the restaurant is fantastic. The menu varied from seven kinds of fresh fish, shrimp, Maryland crab prepared five different ways, clams to steak.

That evening was just beautiful. Sitting on the bridge we just watched the sun sink slowly in the western sky and finally into the bay. As night came we again were caught by the fresh air, sun and hours of pure delight.

Day Four

We left Kentmorr and headed toward St. Michaels; yes, Nancy wanted to go back and I did, too. This port has it all, wood boat building, history, Maritime Museum, probably the best goose hunting in North America our (Michigan) geese stay on the Eastern Shore of Maryland all winter.

After lunch of more fresh seafood, we headed out to go treasure hunting!

We headed S.S.W. to Scientists Cliffs, ancient lime pits on the bay. You can snorkel, walk the beach, dig in the sand or limestone cliffs to find sharks teeth vertebrae from fish and animals millions of year old. I've seen "black teeth" (pertrified) that were 9" to 12" across the gum line and just as long top to bottom. Most are 3" to 6" inches at the gum and 4" to 6" top to bottom. Vertebrae have been found that measure 14" to 18" in diameter and just about that thick top to bottom.

Another beautiful day of doing what makes you relax and happy with yourself. We decided to go back to St. Michael's rather than anchor on the ocean's door (mouth of the Bay) and it's well we did.



On the way back I heard the weather and it didn't sound good. About 25 miles or half way we hit a good one, winds gusting 50 miles per hour, waves running about 8' to 10' but who's to worry, our 42' Grand Banks was made for this type of cruising. We arrived in St. Michaels' without any mishaps, made fast and relaxed that evening with steamed crabs and beer. The evening was spent as the others, restful.

Day Five

We made way early again heading S.S.W. to Calvert Cliffs. This is the south end of the same limestone formation as Scientists Cliffs. The entire day was spent fishing, crabbing, snorkeling and tooth hunting.

Needless to say our meals were as fresh as they can be.

Rather than stay on the western shore we decided to spend our last night in St. Michael's. Heading back across the Bay to spend another peaceful night in the lovely snug harbor of St. Michael's we cleaned the *Mist* and brought her back to peak condition. The rest of our return was spent stowing our gear for home.



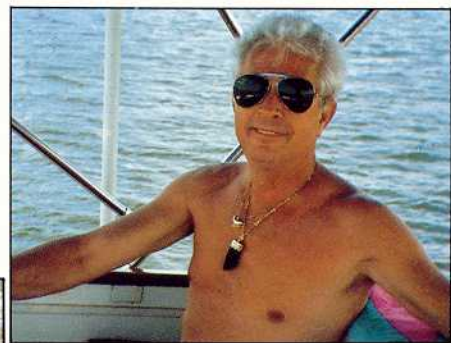
▼ St. Michael's Harbor

Day Six

We departed St. Michael's at noon after a lunch of crab cakes, fried hard crab, shrimp and beer. Going back across the Bay and heading north to Whitehall Creek we looked back on the most relaxing vacation either of us has had. During this week of cruising we travelled 405 nautical miles, approximately 463 land miles — we didn't want to leave the *Mist*.

Now that we are back home and winter will soon be with us, we are charting our course for next's year two week cruise on the Chesapeake Bay. You can be sure that it will again be on a Grand Banks, our home away from home.

Our special thanks go the Jack and Nancy Gardner who have given their kind permission to reprint this article in this issue of the American Marine News.



▼ Nancy Gardner eating steamed Maryland blue crabs



DEALER NEWS



Seaward Yacht Sales Inc.

The lovely and exclusive Riverplace Marina in downtown Portland, Oregon.

Seaward Yachts at River Place in Portland, Oregon was recently purchased by five individuals who are all enthusiastic boat owners. Allen B. Hatfield, President and Director heads a group which includes James R. Page, Merlin Bowman, William P (Bill) French and Robert D. (Bob) Grant. All are actively involved in the policy and decision making process of the business.

The owners come from varied backgrounds and occupations, and the variety makes for a good balance. They've been referred to in jest as the *High Five*, a nickname which seems to be sticking. The prestigious site for Seaward makes a wonderful location in which to spotlight the magnificent Grand Banks. The group has set its sights high and hopefully we can expect to see many more G.B. owners in the northwest now that they are fully underway.

Seaward has the distinction of having been selected to represent the Grand Banks Motor Yacht exclusively in Oregon. Grand Banks is the premier classic motor yacht and has enjoyed its well deserved reputation for many years. Therefore, Grand Banks is understandably very careful in selecting its representatives. Seaward will also be representing several other top line boats as well as quality used boats.

Seaward Yachts at Riverplace in Portland, Oregon recently held an opening event in which all five of the new owners and their families participated. The glorious weather was a perfect match for the beautiful Portland backdrop on the Willamette river in the heart of the city. Visitors from all around the country had converged for a convention at the Marriott Hotel (located in Seaward's backyard). The "invitation only" reception soon mushroomed



Skipper, Larry Harris observing the crowd from his perch on the bridge of the GB49.

as they'd hoped it would to accommodate boat lookers and buyers as well as the fascinated non-boaters. The clusters of massive blue helium filled balloons attracted the attention of motorists from several bridges; not to mention all the boaters on the river.

Two activities which coincided with Seaward's festivities only added more flavor to an already flavorful day. The Portland Yacht Club had scheduled a "cruise-in" at Riverplace for the weekend; so, of course there was a good deal of greeting and hand shaking going on with those folks. Also a rowing regatta involving 500 participants took place in Seaward's front yard. Portland takes great pride in the impressive development of the river front area which has been designated as a park. Seaward is in a coveted and exclusive spot that attracts people to a lifestyle as much as to boating.

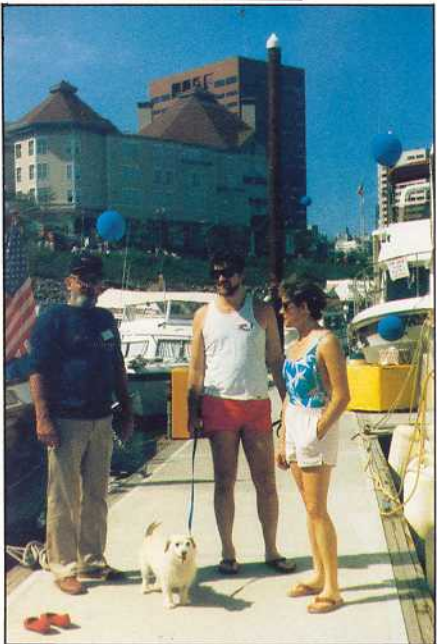
SYS INC — DBA Seaward Yacht Sales at Riverplace
0315 S.W. Montgomery Street
Suite 120, Portland
Oregon 97201 U.S.A.
Tel: (503)-224-2628



An attractive couple whom we thought like they should be GB owners.



President Allen Hatfield and Secretary Bill French swapping a good one.



Owner Merlin Bowman chatting with lookers while guarding shoes.



The "High Five" having a high time clowning.



World of Grand Banks Call of the North

by Reg and Susan Hearn

There we were, anchored in Malaspina Inlet in Desolation Sound, British Columbia. With us were the Pierce's — Linda, Chuck and their 15-year old daughter, Jill. There had been much excitement aboard *Suite E*, our 42 foot Grand Banks Europa, earlier that day when we ran into a school of salmon and landed six of them in less than thirty minutes. Having finished a sumptuous feast of grilled salmon filets we were sipping brandy when we began to reminisce. How was it possible that Reg and I were sitting on our very own boat in this peaceful spot, collecting memories with friends?

It began the summer of 1979 aboard a cruise ship bound for Alaska. After passing fishing boats and private yachts trolling for salmon or anchored in small scenic coves, we

heard the call of the north and began to formulate a dream of returning one day.

The actions we took between then and the spring of 1985 led to making our dream come true. First we decided to buy the most reliable, seaworthy boat on the market which led to the purchase of our first Grand Banks, 32 foot *Easy Liv'n*. For two years we spent all of our free time in the California Delta. During that time Reg also obtained his Coast Guard Captain's License.

Our second step was to trade up to our present boat, *Suite E*, and begin coastal cruising. A trip from San Francisco to Newport, Oregon, and two trips south from San Francisco to Catalina kept our dream alive.

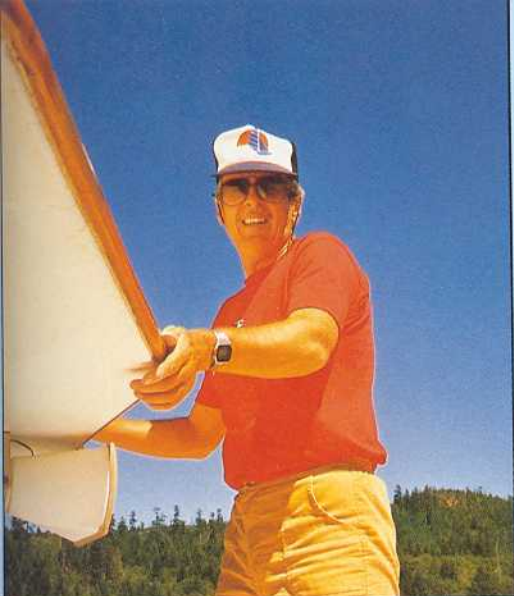
Finally, we took leaves of absence from our jobs. Our children were



grown so we sold our house, put our most prized possessions in storage, moved aboard *Suite E*, and headed north. With us, as honorary captain, was Bandit, our Lhasa Apso. Bandit served at varying times as companion, confidant and chief troublemaker!

Since I was still working, Reg and a friend, Bob Borg, took the boat from San Francisco to Seattle during June of 1985. We then spent 12 of the next 15 months cruising over 6000 miles.

The first phase of our trip began in July. We cruised in Southern British Columbia, the San Juan Islands, and the State of Washington. This article describes short cruises during



the first phase of our trip that we took with friends who wanted to be involved in our dream but could spend only limited time away from home. It also includes destinations we enjoyed together that we hope to share with friends at a future time.

The second phase of our trip began April 1, 1986. Having spent a month on maintenance and provisioning, we cast off and headed north. Our adventures between then and mid September when we arrived back in San Francisco will be described in the next issue of *American Marine News*.

Leaving Seattle the first summer, we enjoyed absolutely flat calm water all the way to Vancouver. After coastal cruising we sometimes wondered if we were really on the water. Talk about a treat! Over and over we exclaimed to each other, "Now this is really living." Even Bandit quit shaking and began to enjoy his life as a sea dog.

We were only two days out of Vancouver when we indulged

ourselves by recounting our call of the north. For the rest of the cruise with the Pierce's we indulged ourselves on the fruits of the sea. With six salmon on board, Linda, Jill and I had made a list of possible ways to serve salmon, beginning with creamed salmon on toast for breakfast the following morning.

After breakfast we lowered the dinghy and the boys took Bandit to shore. When they returned they brought back not only a happy dog, but three dozen oysters. That evening, anchored at Doctor Bay on West Redonda Island, we had oysters steamed on the barbecue as appetizers. Naturally, salmon was the main course for dinner.

The water in Doctor Bay was emerald green and most inviting.

To our delight we also discovered it was warm enough for swimming. We decided to spend a second night. Not satisfied with only oysters and salmon, we set a prawn trap and fished from the dinghy for bottom fish. After a day of fishing and swimming our hearty appetites were



rewarded with one prawn each and ling cod to go with our oysters and salmon!

Having spent three nights at anchor it was decided to head for shore and so the next night was spent at the Cortes Bay Marine Resort. No doubt salmon pasta salad for lunch and salmon for dinner is not surprising.

We had reached the half-way point with the Pierce's and it was time to start back. We anchored one night at Tenedos Bay in Desolation Sound and then went to Lund where we ordered parts for the Onan pump that had grown tired of pumping.

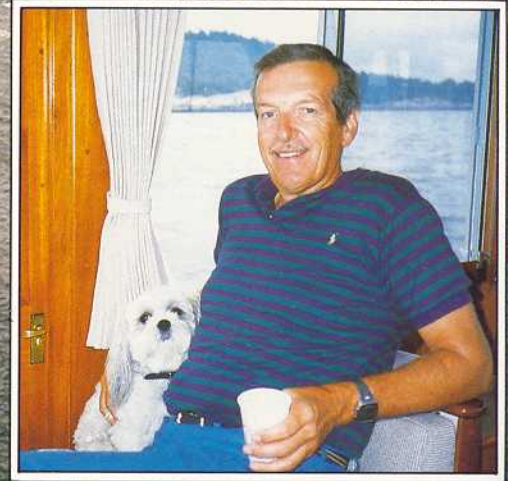
Since these parts were coming from Vancouver we stayed the night. Disappointed we had caught only five prawns, we arranged to buy our dinner from a commercial shrimper — seven pounds of prawns for \$2.00 per pound U.S. Using newspapers and paper towels to protect the table in the salon, we ate batch after batch of delicious fresh prawns, cooked on the barbecue.

From Lund we went to Westview where we had dinner reservations at the Beach Gardens Marina. The food was good. Hopefully the service has improved.

Ten days, several salmon and a few pounds later, the Pierce's were on their way home. A short taxi ride took them to the airport in Westview for a flight to Vancouver and then back to San Francisco.

Many conveniences are located in the Westview area so we stayed two more days preparing for our next guests. There is a bus stop about 10 minutes from the marina. Laundramats, grocery stores and the liquor store are on the bus route.

Friends Judy and Roland Bianchi drove from San Francisco to British Columbia, stopping along the way to visit family. They met us in Egmont at the Egmont Marina where they were able to leave their car while cruising with us. Our primary activity with Judy and Roland was sightseeing. What better destination than Princess Louisa Marine Park! After a thrilling but uneventful passage through Malibu Rapids, we were in the park. Waterfall after waterfall tumbled down the granite walls as we cruised the four miles from the Rapids up Princess Louisa Inlet. With the inlet less than a mile wide, the mountains seemed steeper and higher and we found ourselves more and more in awe. None of it, however, prepared us for our final destination, the head of Jervis Inlet. Chatterbox Falls, a magnificent waterfall that tumbles 120 feet into the water awaited us, "chattering" its welcome. Though there is limited float space, we were fortunate to find space on the log boom provided. From what other boaters told us, we were also fortunate to have such beautiful weather allowing us to breathe in



the grandeur and beauty of Princess Louisa Inlet. And strange as it may sound, it looked slightly haunted with a perpetual mist that hung just above the water even though there wasn't a cloud in the sky.

For two days we explored the area on the trails provided and in the dinghy. We fished our salmon and bottom fish and harvested oysters. We sat in the sun and swam in the delightfully refreshing water, experiencing what seemed like an entirely different world. Amidst all these activities we took roll after roll of film, desperately trying to capture and record forever the exquisite beauty and mystery of this place. Later, the film developed, we were pleased with some of our pictures, but it was obvious that one must visit to fully appreciate the rare qualities that make Princess Louisa Inlet and Chatterbox Falls so unique.

On the way down Jervis Inlet we spent the night anchored at the Harmony Islands, another great area to explore in the dinghy. There we dug clams and harvested more oysters.

Leaving the Harmony Islands we decided to troll for salmon. There was much excitement aboard when Roland caught his first salmon, a 16 pound Chinook! Until that moment we did not realize he had never before caught a salmon. Soon he landed another one. By then, not only was the salmon hooked, so was Roland. And so, tied securely back at Egmont Marina that night, we dreamed of salmon fishing in Alaska the following summer.

It was the first of August and we had until the 19th to reach Nanaimo to meet our next guests. Following a leisurely schedule, we stopped at many spots along the way. Several earned a spot on our "Must Return To" list.

In Powell River we did the usual shopping and laundry. While there we also got haircuts. The town was humming in anticipation of Seafair. We decided to stay an extra day and attend the parade. It was exciting to be in a town bursting with such community pride.

Three days of rest, reading, waxing and goofing off were spent in

Squirrel Cove. To date we had seen many Bald Eagles, but it was here that we were close enough to really get a good look at one. While standing on a small island with Bandit, a man in a boat below got Reg's attention. "Psst," he said, pointing up. Directly overhead, not more than 15 feet above, was a huge Bald Eagle, looking down. Later we wondered if Bald Eagles like little dogs for dinner!

We anchored at Rebecca Spit Marine Park. There are great trails for hiking and it's a very picturesque place.

We shopped at the Tyee Mall in Campbell River where we were able to get film developed. Known as the "Salmon Capital of the World," we naturally gave it a try. Drift fishing is not a technique that can easily be done from a 42' GB, so we left with an empty fish box.

Off Cape Lazo, as we approached Comox, the water was boiling with fish. We dropped in our lines and picked up three nice salmon. Comox is another small, friendly town that has any facility a boater might want.

Since we were already well provisioned, we left the next day for Tribune Bay on Hornby Island where we anchored for two nights. Exploring that waters edge in the dinghy, we saw all varieties of marine life through crystal clear water. We walked on a white sandy beach that was covered with sand dollars and picked blackberries on the road that circles the island. As if that wasn't enough, while sitting on our deck cooling off, the sounds of glorious music began floating toward us from a nearby hill. Long after the sun went down music continued to fill the air. Had we not been able to spot corners and roof lines of someone's home, we would surely have believed we had been treated to a glimpse of heaven.

The spell was broken the next day, however, when Bandit became overly anxious during his morning dinghy ride to shore and fell into the water! It was time to head for Nanaimo anyway, so perhaps it was just as well.

Joyce and Paul Browne flew from San Francisco to Vancouver where they caught a plane to Nanaimo and rode a shuttle bus to the Nanaimo Harbor Small Craft Basin. The facility is carefully maintained, has laundry facilities and is an easy walk to an enclosed shopping center and to downtown. A beautifully landscaped waterfront walkway called the Princess Royal Promenade links Nanaimo Harbor with a new floatplane terminal, an alternative method of reaching town.

Our plan with the Browne's included a visit to Chemainus, tying up in front of the Empress Hotel for tea, shopping in downtown Victoria and a visit to Butchart Gardens.

Obviously we could not fit all of these stops into three days so we put Victoria on our "Next Time" list.

Leaving Nanaimo we planned our passage through Dodd Narrows at slack water. As expected, there were logs everywhere. What we did not expect, was to hit one. Though it tore our bow strip loose, we fortunately had no other damage. And as it turned out, that was the only log we hit during our entire trip.

Chemainus is a charming town with giant murals painted on the sides of downtown buildings. A footprint path provides a tour through these paintings. Overnight moorage is not allowed at the public float so we went on to Telegraph Harbor Marina on Thetis Island for the night.

From Thetis Island we went to Saanich Inlet, arriving mid afternoon. We had reservations for dinner that night at the Oak 'n Barrell Restaurant at the Brentwood Inn, but they would not reserve space for our boat. Naturally there was no space when we arrived. Likewise, Angler's Anchorage was full and it

looked like there were already too many boats anchored in Todd Inlet. Returning to the Brentwood Inn, a spot finally opened after about an hours wait. After dinner we went by taxi to Butchart Gardens for an excellent outdoor stage show in their amphitheater. The following morning we found an empty mooring buoy in the cove next to the gardens. Going by dinghy to the watersides entrance we were able to re-enter for a dollar plus the previous night's receipt. Entering through the waterside gate is a totally different experience. There is no line and only those arriving by boat are able to use it. Butchart Gardens is a photographers' paradise. It was even more spectacular for us because there is an opening through which we could look out and see *Suite E*, patiently awaiting our return. As we snapped pictures we were sorry we did not have our telephoto lense with us.

From the Brentwood Inn the Browne's took a taxi to the Victoria Airport. Their flight took them to Vancouver; then to San Francisco.



Reg and I had two weeks to get to Friday Harbor in the San Juan Islands where we were to meet the last of our company. We stopped in Sidney and stocked up on goodies from their famous bakery. We fished at Active Pass and stayed at the Marina at Montague on Galiano Island. We visited Salt Spring Island where we anchored in Long Harbor and moored at the Boat Harbor in Ganges. We went to Bedwell Harbor on South Pender Island where we tied to a mooring buoy for five days.

On the fifth day Bandit began to feel so at home on shore he took off. Though he remained in sight, he would not return to the dinghy when Reg called him. Finally Reg decided to return to the boat and leave Bandit on shore. It worked. When Reg returned about 30 minutes later, Bandit was so excited to see him he jumped toward the dinghy too soon and landed in the water! It was time to move on.

After stops at Winter Cove on Saturna Island and the provincial park at Cabbage Island we crossed the border back into the United States and tied up at Friday Harbor. It was September 5th.

Chloe and Don Rosedale flew from Los Angeles to Seattle and took a commuter flight on to the Friday Harbor Airport. School had started and most people had completed their boating for the season so we enjoyed a good measure of privacy. We spent the first night in Reid Harbor on Stuart Island. The next morning we caught a 20 pound Coho which we enjoyed that evening while anchored in Garrison Bay on San Juan Island. Garrison Bay is the site of English Camp where the British troops were housed during the Pig War in the 1860's. It is really an interesting place to explore.

That evening the head quit working! It is at times like that when one is extremely grateful for friendship! Roche Harbor seemed the closest and most convenient destination for working on the problem. We were surprised to learn moorage was \$30.00 per night. Considering the reason for going there, we gladly paid. Not wanting to be in the way, Chloe and I "checked out" the bar while Don and Reg went about the unpleasant task of dismantling the head!

The next morning the wind was up and we had what was probably the roughest ride since leaving Seattle in July. After 4' rollers and 3' wind waves in Spieden and San Juan Channels, we were greatly relieved to be tied up at West Sound Marina on Orcas Island. The wind calmed down as the day progressed and we walked around the area daring one another to pick apples from the many orchards that line the road.

Finally we stopped at a nearby country store and bought apples! Returning to the boat, evening was approaching and it was time to set the crab trap. The young man at the marina was ready to go home. Before leaving he stopped to give us his card so we could call him if we had any problems during the night. Little did he know that he would be needed as a chauffeur before the evening was over. While checking the crab trap I took a wrong step on the dock, fell into the water and split my ear open. Thanks to the ride to town and the skillful stitching by Dr Stanley Williams at the clinic in East Sound, one cannot tell today that I had been injured.

The next day we moved to the Rosario Resort Hotel where we had reservations for their Friday Seafood Buffet. I rested while the others rented a car, got prescriptions filled for me and looked around town. The buffet that night was worth the fare. We enjoyed excellent food in a gorgeous setting!



Feeling better the next day I was given a tour of the island that included a visit to the Olga Craft Coop where we made several purchases.

The week had passed and it was time to take Chloe and Don back to Friday Harbor for their flight home. We then headed for Bellingham where we stayed five days until my stitches were removed. We spent another five days in Anacortes doing boat maintenance, routine cleaning and waxing, laundry and grocery shopping.



On September 24th we left Anacortes and headed south. James Island was our first stop. The only boat there, we had the 133 acre park to ourselves. At least we thought we did. Around dinner the raccoons came to visit and ended up spending the night, sleeping on the boat and hoping for a handout. They probably would have been equally happy with the steak we were eating or with Bandit. Fortunately, we'll never know!

Spencer Spit was our next stop. Tied to a mooring buoy we began to lower the dinghy for a trip to shore. Bandit decided to leap from our deck into the bow of the dinghy as it was coming down. He had successfully launched himself this way once before. This time he wasn't so lucky and he landed in the water! He has a life jacket he wears when we go to shore, but it was not yet on him. I got on the swim step and called to him while Reg got the boat hook and prodded him along the side of the boat. Once within reach I wondered how to pick him



Our next stop was Oak Harbor on Whidbey Island. We rented a car and drove to Coupeville where we enjoyed fabulous hamburgers at Toby's Tavern.

The following morning, October 1st, we awakened to rain — the first in two weeks. By noon it was clearing and the water was calm so we left for Everett. I guess we had been in the country too long because Everett came as quite a shock. In the Ship's Log Reg wrote, "Ca's drive fast in parking lot — Look Out!"

Continuing south we stayed four days at Point Hudson enjoying Port Townsend. After looking at the John Wayne Marina that had just opened in Sequim, we tied up at the Sequim Bay State Park for three days — away from people and cars. Port Ludlow was our final stop before entering the Hood Canal.

Five porpoises guided us under the Hood Canal Floating Bridge. Such a friendly welcome! We stayed at Pleasant Harbor where we were again visited by raccoons and at Seabeck.

By the middle of October we began to think about where we were going to leave our boat for the winter. We stopped at Kingston, Poulsbo, Liberty Bay, Port Orchard and Eagle Harbor. All were ruled out. Finally we decided to go to Shilshole

Marina in Seattle, get our car from storage and continue our search by land. A true winter storm hit Seattle and the gale flag was raised. How grateful we were for the Espar Heater Reg had installed! We stayed at Shilshole for 12 days. We read, planned and bought charts for our trip to Northern British Columbia and Alaska — only five months away. By then we had located covered moorage in Olympia effective the first of November. Leaving Seattle October 28th, we spent a beautiful sunny day at Blake Island, a rainy night at Gig Harbor and a quiet, cold Halloween night at Penrose Point State Park.

Bandit must have sensed the cruise was coming to an end and he had one more stunt to pull before it was too late. Reg went below to get a piece of apple pie from the freezer which he placed on a plate on the salon floor. While in the lazarette he decided to do some straightening. A few minutes of organizing and he was through. Much to his surprise the piece of pie was not on the plate. At first he assumed that I had taken it, but such was not the case. Totally mystified, Reg decided perhaps his memory had failed him and he had not taken it out of the freezer after all. He counted what was left in the freezer and according to the inventory, one piece had been removed. He searched high and low. The entire scenario was so unlike Reg that I became a little worried and joined in the search. From my vantage point it did not take long to discover what looked like crumbs on the floor under a chair. It quickly became clear that Bandit was the culprit. I picked him up and his belly was as cold as a piece of frozen apple pie!

We remained on the boat for two weeks after arriving in Olympia, doing maintenance, cleaning and preparing to leave it for the three months we would be chasing the sun. We felt sadness as we drove away knowing the first phase of our dream had ended. There was also a sense of excitement and anticipation because we knew that come spring we would be on our way again. This time we would go further north on a new adventure that would take us to Alaska.

up. Obviously if I picked him up by the collar I'd choke him. Finally, I picked him out of the water like a cat. In the next town we bought him a harness which he has since worn on the boat.

After dinner that evening the wind came up and by 11:00 p.m. we were dancing on the buoy as were the three other boats next to us. For the first time it was necessary to have someone on watch throughout the night. The mooring line began to fray and had to be replaced and the dinghy on a nearby sailboat broke away. We were not sure what else might happen.

We moved on the next day to Fish Bay on Lopez Island where the water was flat calm and we experienced one of the loveliest sunsets of the year.

RENDEZ-VOUS NEWS



Fourth Britmar Rendez-vous — 1986

On a fine weekend in September 1986, Chris Bordoli and Britmar organised their fourth Grand Banks Rendez-vous which was held at the beautiful island of Porquerolles, on the French Riviera near St. Tropez.

By aperitif time on Saturday morning, 16 boats had already assembled. Drinks and socializing were held on the huge aft deck of GB42 Sports Cruiser *Jumbo Jim* with two other GB42 Classics *Lord Obi* and *La Roalca* moored nearby lending their decks for extra space.

The crews represented nationalities from seven countries, namely Belgium, France, England, Italy, Jersey, Guernsey and Sweden and the boats made an impressive appearance with their buntings and flags.

After aperitif, the group of more than thirty Grand Banks owners and friends took to their tenders. Their destination — a tiny *presque ile* some 300 metres outside the port where a magnificent picnic was held.

On Saturday evening, dinner was a grand affair organised and held in the moonlit terrace of the Porquerolles Hotel, under swaying Eucalyptus trees.

Come Sunday morning, it was time to say farewell but not before a bout of boat hopping and revisiting each others boats. By mid morning the group began departing either to continue their holidays cruising to other scenic spots or returning to their home ports.

Chris Bordoli would like to thank

everyone who came and all who helped to make this rendez-vous a most successful one. All Grand Banks owners wishing to participate in the 1987 Britmar Rendez-vous are kindly requested to contact Chris, the details of which are stated below:-

Announcement

Chris Bordoli and Britmar are organising the fifth Annual Côte D'Azur Grand Banks Rendez-vous to be held on the beautiful and tropical island of Porquerolles, in the Iles D'Or, South of France, from Friday 11th September 1987, through Sunday 13th, and welcome all Grand Banks owners who can attend. If you wish details or an invitation, call or write to Chris at: **Britmar, 3 avenue Frédéric Mistral, 06600 Antibes, France; tél: France 93.34.40.90 Télex: France 461168 Britmar.**

Annonce

Chris Bordoli et Britmar organisent le cinquième rassemblement Annuel des Grand Banks sur la Côte D'Azur, qui se déroulera du Vendredi 11 Septembre 1987 au Dimanche 13 Septembre 1987, sur l'île *Tropicale* de Porquerolles aux Iles D'Or, et seront ravis d'accueillir tous les propriétaires qui voudront y participer. Si vous désirez avoir de plus amples informations ou une invitation, contactez ou écrivez à Chris à l'adresse suivante: **Britmar, 3 avenue Frédéric Mistral, 0660 Antibes, France. Tél: France 93.34.40.90 Télex: France 461168 Britmar.**



ANNOUNCEMENT

Southern California Grand Banks Rendez-vous 1987

Stan Miller Yachts will hold their Grand Banks Rendez-vous at the Isthmus on September 12, 1987. Reservation forms and more detailed information will be sent soon. In case you have other cruising plans, this announcement is to inform all owners well in advance so as to be sure to include this Rendez-vous

in your summer plans.

If, during the past year you have sold your Grand Banks, please inform the staff of Stan Miller including the name and address of the new owner of your boat so that they can be invited to the rendez-vous.

For more information please contact:-

Stan Miller Yachts
245 Marine Drive
Long Beach
CA 90803
Tel: (213) 598-9433
(714) 846-2754

SERVICE

Maintaining Your Fiberglass

Annual fiberglass maintenance can be reduced to a few simple, though time-consuming tasks if you attack problems and imperfections as they crop up during the season.

The first step in the annual protection and care of your fiberglass should always be a thorough washing with mild detergent. Follow this with a marine rubbing compound polishing to restore the color and brightness of your topsides and superstructure. **DO NOT** use automobile wax for this purpose as it will not fill in the pores in the gel coat and provide the hard, highly resistant surface that fiberglass waxes do. This careful, periodic cleaning, and annual waxing will forestall the day when compounding alone will not restore the gel coat to a satisfactory luster. If this day has already arrived, wet-and-dry sandpaper the entire gel coat with a #400 or #600 silicon carbide paper. This will remove the chalking and oxidation and get down to good gel coat. Follow this procedure with a thorough compounding and heavy waxing.

The compounding is most easily applied with a power drill fitted with a rubber sanding pad covered by a lambswool sleeve. Apply the compound with a soft, clean rag on a small area at a time and buff with even pressure until the surface feels smooth and looks glossy.

If you're doing the job by hand, apply the wax section by section allowing it to dry. Wipe with a soft towel, turning it frequently. Check for any imperfections in the gel coat — they show up after polishing — and have them repaired before launching.

The next step is to treat the bottom and boot top. You can make the job of repainting the bottom and boot top infinitely easier if you remove all algae, grass, barnacles and other growth as soon as the boat is hauled. A high pressure hosing will do the job. Or, try running a plain stainless steel kitchen spatula along the

bottom. Use a spatula cautiously (beware of gouging gel coat) and only while the bottom and its flora and fauna are still wet. Scrub the bottom with a hard-bristled brush and a detergent diluted in warm water. At the same time, clean the boot top with a sponge. Hose off the suds and loosened paint and dirt. When dry, sand all surfaces below the boot top with a medium-grit sandpaper, removing all smooth surfaces and ragged edges. Don't sand too hard, or you'll get down to the bottom of the gel coat and paint will have difficulty adhering. The bottom should be washed again and allowed to dry.

Repainting The Boot Top

Mask off boot top and apply a special boot top paint — one with excellent weathering and adherence qualities. Remove the masking tape while the paint is still tacky, or you risk lifting the paint. Mask off the bottom, and apply two coats of anti-fouling paint. Check with your local boatmen or local marine hardware store for the correct coating for your region. It does vary. Make sure you follow the painting instructions explicitly, noting surface preparation and drying times. Also, when shopping for paint be certain that it will be compatible with the old paint, and that the thinner you buy is in accordance with the instructions on the paint can.

A nine-inch thick shag paint roller will make paint application easier. It also provides a better coat on the irregular boat bottom surfaces. Have a small brush ready for those surfaces the roller can't reach.

Repainting The Topsides

A well applied gel coat, carefully treated and well maintained should last for years. However, the time will come when a boat will no longer respond to compounding or wet-and-dry sanding and compounding. The only practical solution is to paint. If you care about the resale

value of your boat, the painting is best left to a specialist.

Stains And Abrasions

Stains

Creosote stains can be removed from the topsides by rubbing **CAUTIOUSLY** with a soft rag dipped in a paint thinner. Liquid fiberglass cleaner also may be used, but it is not as effective as thinner. After the treated surfaces are clean and dry, apply a paste wax to bring them back to their original sheen.

Oil stains at the waterline are easily tackled with a general marine use soap. It should be mild enough for use on Dacron or Hypalon, but strong enough to break down exhaust, harbor sludge and petroleum stains. If you use a product like Sudbury's Boat Zoap, dilute it in warm water and scrub with a sponge and soft-bristled brush.

Abrasions

Sometimes scratches and scuff marks can be removed by simply applying a rubbing compound that will bring back the color and sheen to the gel coat. Other abrasions, which are not deep, can be temporarily hidden and sealed by cleaning their surrounding area with thinner followed by waxing and vigorous buffing. If you want a more permanent solution, clean the abraded area with acetone, remove the scratches with #220 sandpaper, then wet-sand with #320 or #400 paper. Wet-sand again with #600 paper and then bring back the brightness with rubbing compound.

You'll find that by taking care of problems and imperfections as they arise, plus your regular care can reduce your spring maintenance by at least half. And, you'll put off the day, by years, when your boat will need a major facelift.

CUSTOM CORNER

The out-of-the-way trash bag is great for all Grand Banks Sedans and is secured neatly behind the teak ladder. The outside bag is aerated with a disposable plastic bag inside. The result — no mess, no smell inside the saloon or cabin.

This idea was submitted by Mr Ronnie Doughty of Severna Park MD 21146, U.S.A. who owns GB32-729 *Gypsy*.



The idea of a dish drying rack on a GB was submitted by Mr Gordon Glencross of Woolwich N.S.W., Australia and installed on his GB32-549 named *Seeadler*. The rack is installed against the teak beam just above the galley sink. When not in use the base of both shelves can be folded up into a neat box.



The second episode of **CALL TO THE NORTH** will be featured in the next issue of **American Marine News**.