



AMERICAN MARINE NEWS

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EDITOR'S NOTE

The **American Marine News** is your magazine. We publish the **News** for people who own and people who may be interested in Grand Banks. We do our best each issue to make the **News** interesting for the reader. We need your help to do so. A good number of owners have submitted material, and whether it be pictures for the Beachcombing section, an article describing a recent cruise, or technical questions that appear in the Communique column, we thank those people for their support. When you take your next cruise, bring your camera and take a few notes along the way. Your story may make interesting reading for people like you — people with an interest in Grand Banks.

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Cover: The new Grand Banks 36 Sedan
and Europa.

PROFILE Ong Cheit Peng



If you are one of those who admire the crisp, beautiful lines of the Grand Banks, you must look to Ong Cheit Peng, our chief draughtsman and designer who is responsible for producing all of the drawings for these elegant crafts.

Mr Ong who joined American Marine in 1971 was promoted to chief draughtsman in 1974 and since that time has helped to bring into being from drawing board to reality many of the models of the present Grand Banks range.

The drafting department consisting of Mr Ong and his two assistants concerns itself with the drawing of all boat blueprints and sub-assembly drawings. They also maintain a well catalogued library where drawings can be easily retrieved for use. With the introduction of the computer aided drafting and designing system, changes in design and layouts of individual boats are now produced faster and more efficiently and this has helped to complement the work done by Mr Ong and his team.

Ong says that every Grand Banks drawn by him is a challenging piece of work but adds that our GB owners and dealers have been very supportive with good ideas and feedbacks and these have helped to make his job an easier one.

NEW DEVELOPMENT



Grand Banks 36 Sedan and Europa

Traditionally styled long range cruising boats have an enduring sense of purpose that enhances its value.

The Grand Banks range of trawler yachts belongs to this particular niche which explains, coupled to the economy aspects of running such a boat why the design has proven so successful over the years.

The new Grand Banks 36 Sedan and Europa are variations based on the Classic theme. Both boats provide similar yet versatile layout and accommodations to suit different cruising needs.

The exterior features reduced teak on the flybridge and all moldings are kept to a minimum to facilitate easier maintenance. All grabrails are in stainless steel. A molded in anchor windlass fiberglass locker decked with teak sits on the foredeck and recessed shore power sockets are provided fore and aft.

The large deck level saloon opens up to a spaciously covered aft deck in the Europa version and to an open deck in the Sedan. An insulated fiberglass ice chest is provided at portside and access to the flybridge is by way of a stainless steel ladder to starboard.

The airy and spacious saloon has as

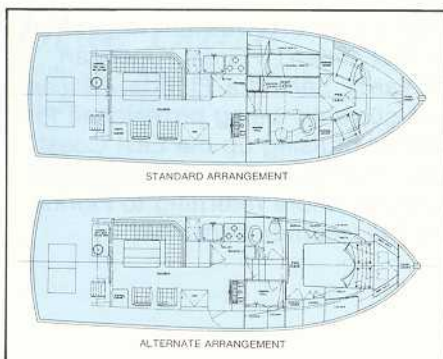
standard an L-galley and L-shaped settee located at portside. The galley is well equipped and includes a 12V DC eutectic refrigerator, a three burner gas stove and oven and a large stainless steel sink. Storage areas abound both in the galley and around the saloon. The helmstation and bar cabinet is to starboard.

Two cabins are located forward in the starboard layout configuration and a single cabin with a double berth is offered as optional. Whichever layout you select, generous hanging locker and storage space are provided.

Other standard features include a large lazarette, three ply safety glass for all windows, marble counter top and sink in the head and at the lower helm, a full width teak electronics locker equipped with an automatic engine alarm panel.

Standard power for the boat is the Lehman Ford 135HP engine. Available as a twin or single installation, it is perfectly matched to the sturdy semi-displacement characteristics of the Grand Banks. A variety of engine options are also available upon request.

Your Grand Banks dealer nearest you would be pleased to provide more information.



BEACHCOMBING

GB42-985MY **Boardwalk**

Long Beach, California
U.S.A.

Jody and Tom Ramsey have happily taken possession of their new GB42 Motor Yacht, having first admired one in the Virgin Islands in 1984. They previously owned a GB36. With a few interior changes made at the factory, *Boardwalk* is ideal for their cruising in Southern California and hopefully beyond.

Broadwalk is shown in the waters at Catalina Island. She is berthed at Alamitos Bay Yacht Club.



GB42-1018 **California** **Classic**

Long Beach, California
U.S.A.



Another new Grand Banks 42 Classic is readied for launch in Long Beach Harbor. Proud owners, Joe and Barbara Dawson are shown here with Rick Weisenberger (right) of Stan Miller Yachts.

The Dawsons decided that they enjoy boating enough to justify buying the very best and Grand Banks has fulfilled all of their requirements. *California Classic* is equipped with the big twin 375HP Caterpillar engines and has been clocked at over 20 knots during speed trials!

GB42-955MY **Razor's Edge**

Yamasee, South Carolina
U.S.A.

Mr Billy Mixon performs the traditional champagne christening while taking delivery of his new 3208TA powered 42 Motoryacht from Paul McFadden at Great American Boat Yard in Sarasota, Florida. After attending the same day christening cocktail party aboard 49-65MY, *Razor's Edge* departed for a fast trip home with the owners of 42-651 *Monkeyshines* as crew. *Razor's Edge* recently served as the official start/finish boat for the Suncoast Grand Prix Offshore Powerboat Races, which were held in Sarasota.



GB42-976 **Princess Lea**

Osprey, Florida
U.S.A.



Lea Braun, grand daughter of Chet and Elizabeth Braun, admires her namesake. 42-976 was purchased from Paul McFadden at Great American Boat Yards, Sarasota, Florida. *Princess Lea* is currently being provisioned for extended cruising up the East Coast of the United States and Chesapeake Bay areas before returning to Florida when the weather turns cold.

GB42-523 **Waypoint**

Bellport, New York
U.S.A.



William Button recently had his boat *Waypoint's* topside teak restored and its electronics enhanced. He will be cruising from North Hero, Vermont, just short of the Canadian Border in the summer to Chesapeake Bay in the Spring and Fall and to a Winter berth on Long Boat Key on Florida's West Coast. During much of the year he will be living aboard.

GB36-546 **Viking**

Duluth, Minnesota
U.S.A.

Sid and Peggy Mason on their new to them 1978 Grand Banks 36-546 hailing out of Duluth, Minnesota (Western Lake Superior). After sailing much of their lives, they decided to go inside with much more comfort. The motorsailer they owned previously was fun but the Grand Banks is a palace with all its amenities. They have so far cruised Lake Superior and hope to challenge the lower lakes with *Viking* in the near future.



GB36-789 **Seattle**

Washington
U.S.A.



Wendel and Marjorie French are shown here taking delivery of their new GB36 Classic, *Raffles*. The French family first experienced the pleasure of cruising in a Grand Banks when they chartered the 1985 GB36, *Summer's Reign*, from Intrepid Boat Sales and Charters in Bellingham, Washington. They enjoyed it so much that they returned a year later to take delivery of this one. *Raffles* is the first of the new design GB36's on the American West Coast.

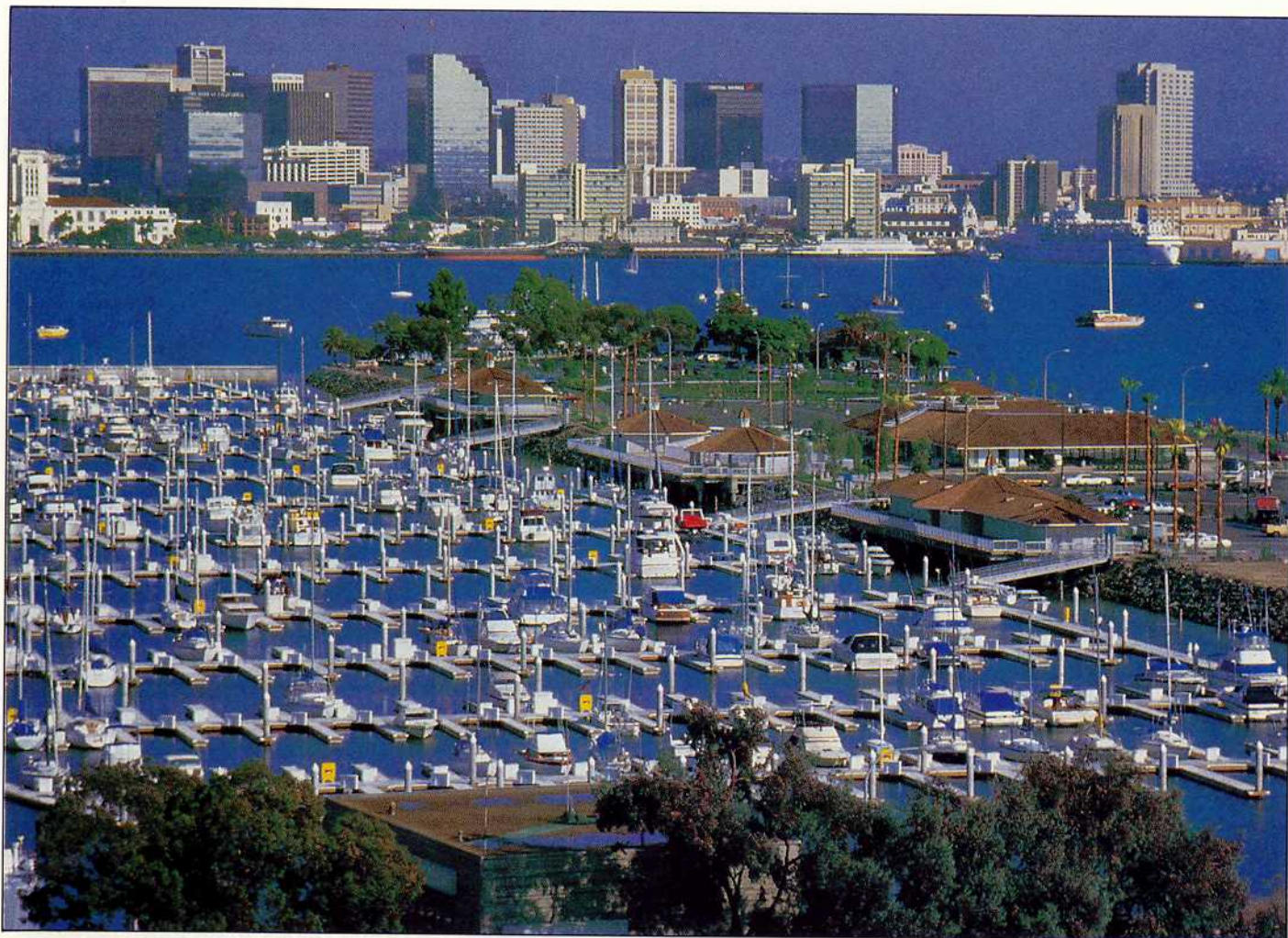
GB42-308 **Blue Lady**

Falmouth, Massachusetts
U.S.A.

Blue Lady, owned by Bob and Ruth Labdon of Falmouth, Massachusetts is shown in Florida soon after being purchased by the Labdons. They report some interior changes were made by her previous owners and they plan on making some improvements of their own.



DEALER NEWS



Jack Kelly Yachts is now on the Bay

The new offices of Jack Kelly Yachts, Inc. are now strategically located in San Diego's newest Resort Marina. With in-water display slips just outside the office doors, convenience is the order of the day for the new Grand Banks buyers. Presently on display are a new GB36 and GB42, with a GB32 and GB49 close by.

This picturesque setting in San Diego Bay overlooking the beautiful downtown skyline is an ideal setting for deciding to make that all important purchase. "And to be able to take delivery of a Grand Banks, slip away from Jack Kelly Yacht's docks and enjoy year-round boating is exactly what we've been aiming to provide for our clients" says Bob Phillips, President of the firm.

Aside from light commercial ship traffic and the slow and cautious U.S. Navy warships, San Diego is a Grand Banks owners' paradise. Not only do Jack Kelly Yachts owners enjoy sheltered quiet anchorages on the bay, but Catalina Island, a popular Southern California resort anchorage, is just to the north. Grand Banks trawlers are also perfectly configured for cruising the nearby Mexican waters, including Cabo San Lucas and the Sea of Cortez, considered by many to be tops in natural beauty anchorages.

Please stop and visit with us at **955 Harbor Island Drive, Ste. 150, San Diego, CA 92101. Tel: (619) 543-1316.**



Downeast in Flicka

by Brad Crosby

Wind-driven rain buffeted *Flicka*, our new Grand Banks 36, as the first of what was to be a series of gales over the next few weeks moved through. Our twenty kilogram Bruce anchor with chain rode was securely set into the mud bottom of Robinhood Cove, Maine, and we were enjoying a wonderful meal on board on this rather dreary night.

My wife, Linda, had just driven up that afternoon from home in Rowayton, Connecticut, after a week-long grueling business trip and was ready for a vacation. During the previous week my brother Dave and a good friend and fellow member of Norwalk Yacht Club, Rick Stirlen and I had an easy cruise up to Maine from Connecticut. Rick and Dave were now well on their way back home in Linda's car, and Linda and I now had over three weeks of Downeast cruising ahead of us.

The weather on the trip up had been absolutely perfect — crystal clear, very warm and light winds. In three and a half delightful days we had come from Norwalk stopping at Duck Island, near Westbrook, Connecticut, then quaint and popular

Cuttyhunk Island, Massachusetts, through the Cape Cod Canal and north to Cape Ann, anchoring overnight at the north end of the Annisquam River, and finally the ninety mile offshore run directly to Christmas Cove, ME. After a while Rick & Dave wondered why I needed any help as they watched the Robertson autopilot interfaced with the Northstar Ioran keep us precisely on course, hour after hour. We often attempted to calculate which was being consumed at the greater rate; diesel fuel or beer! We all fell into a



Our Sunday morning breakfast stop — Valley Cove, Somes Sound, Mt Desert Island.



Sunrise, Christmas Cove.

very relaxed shipboard routine. Our onboard cellular phone was of great use in keeping in touch with offices and home when necessary, until we ran out of coverage off southern Maine. I understand that coverage is rapidly being expanded all along the coastline, however.

We had allotted extra days for weather contingencies on the trip up which were not needed so we spent a few days exploring the Boothbay Harbor area using Christmas Cove as a base, where, happily, we

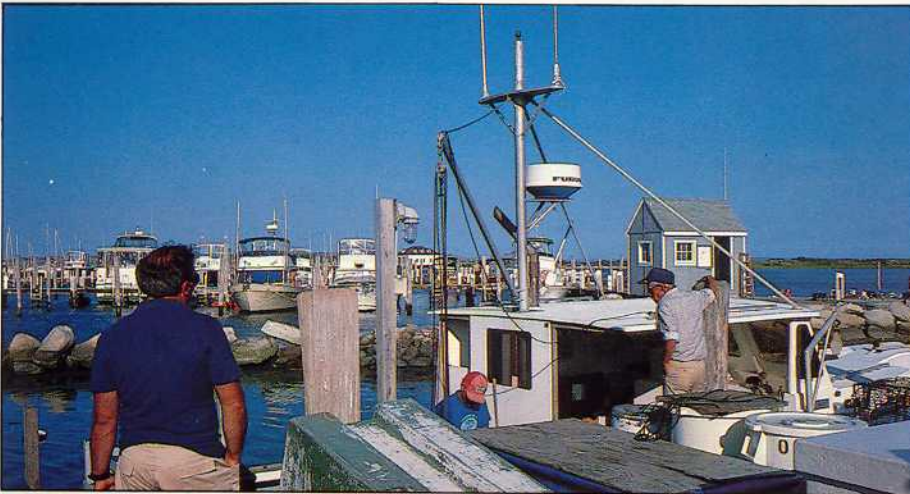


Linda enjoys a walk on Round Island while Flicka rests at anchor in the background.

rendez-voused with my parents on their sailboat *Good Speed*. They normally sail out of Essex, CT, but were spending the entire summer cruising Maine. We had several great days sailing the dinghy, watching the seals and reprovisioning over in Boothbay Harbor, a few miles to the west. Boothbay Harbor Yacht Club proved to be a fine place to pick up a mooring for lunch in the clubhouse followed by shopping in town via the Avon inflatable. In the evenings we would often end up in the salty bar at Mike Mitchell's Coveside Restaurant back in Christmas Cove swapping stories with cruising people from all over the world.

Back in Robinhood Cove, the next morning brought clear skies and cool northwest winds as we got underway, headed for Tennants Harbor. It was a quiet morning; the loudest sound from the bridge was the bow wave of our inflatable, while we tow. The single Caterpillar 3208N diesel is unobtrusive from the bridge and thus far has proven to be a

rugged and reliable power plant that seems to be well matched to the boat. Crossing the Sheepscot River we just caught a glimpse of *Good Speed* entering Five Islands Harbor to wait out the strong winds before continuing the long trip back to Essex Yacht Club. Townsend Gut, connecting the Sheepscot River with Boothbay Harbor, is surely one of the most picturesque and protected waterways in Maine. Tidal currents run swiftly through the narrow rock-lined passage, but here and there quiet backwaters provide secure anchorages in pastoral surroundings. Occasionally a curious seal would poke its head from the dark waters to watch us pass, sometimes barking and slapping the water with its flippers. Crossing Boothbay Harbor we passed through Fisherman Island Passage and across the outer reaches of Muscongus Bay, using "eyeball navigation", as the bouyage is excellent and it was a fine clear day. We passed close to Eastern Egg Rock hoping for a glimpse of nesting Puffins, but perhaps they were out to lunch. As we entered the outer reaches of West Penobscot Bay, the dramatic lighthouse on Southern Island appeared near the entrance to Tennants Harbor. This island is owned by artist Andrew Wyeth and used as a summer home. Tennants is a quiet place that see many lobster boats leave early each morning to fish the rugged outer ledges. We sat out a few days of very strong westerly winds there, catching up on our reading and eating seafood and fresh blueberry pies handily procured from "Cod End", the local market, fuel dock and mooring rental establishment.



Rick checks out the lobster dock at Cuttyhunk Island, Massachusetts.



The Cape Cod Canal is an interesting and busy place, requiring constant attention.



Cooking aboard, Maine style.

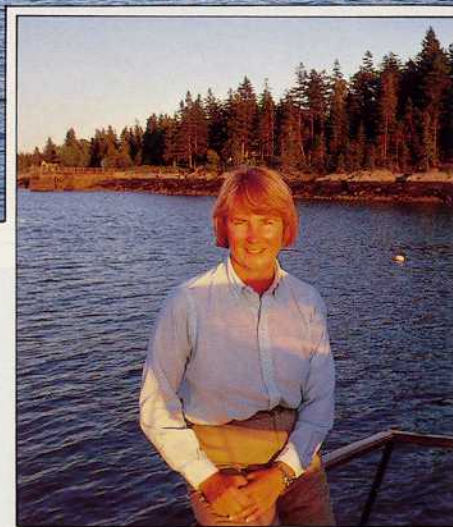


The last rays of the setting sun are just touching Southern Island lighthouse as Flicka settles in at Tennants Harbor.

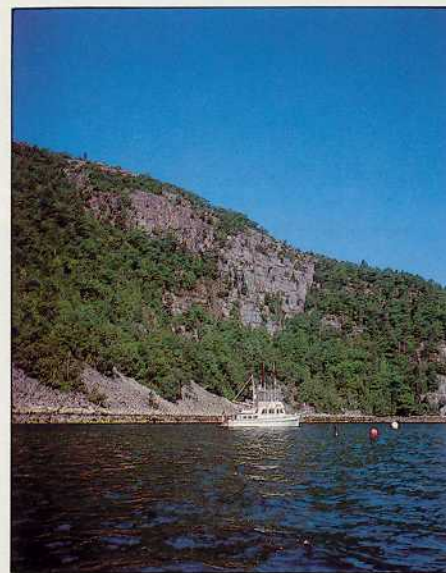
Finally the wind slackened and off we went through the Muscle Ridge Channel, passing dramatic Owl's Head Light, and on to beautiful Pulpit Harbor on the northwest side of North Haven Island. With this leg of the voyage completed, our pace slowed to a crawl as, just like in the Virgin Islands, many secluded and attractive anchorages are close together and lie within relatively sheltered waters. From Pulpit Harbor we cruised around the west end of North Haven and through Fox Island Thorofare which separates North Haven from Vinalhaven Islands, and is a good place to pick up a mooring in lovely surroundings and resupply at the island's general store.

Next stop, and new to us this trip, was Seal Bay on the northeast side of Vinalhaven. With its unmarked entrance between many small Spruce-covered granite islands of extraordinary beauty, it was an unforgettable experience. Picking our way between the hidden ledges and rocks back into the Bay a mile or

so, we found an idyllic anchorage. Our only neighbors were three of the primitive "Outward Bound" boats who slowly rowed into sight at cocktail hour. The counselors had obviously been through this before, we realized, as we watched them discharge their teenage crews on three different surrounding islands. They then rowed back to the center of the cove, anchored in a raft, and partied well into the night. Meanwhile, the teenage adventurers had to spend the night in the woods subsisting on roots and grubs or whatever. Somehow, sitting in the lovely protected cabin of *Flicka* eating another gourmet meal (Linda loves to cook, even on board) and drinking fine wine made us feel a little guilty, but not too much so. Like many Grand Banks owners, we have done quite a bit of cruising under sail ourselves. When we eventually realized that what we liked the most about being on the water was cruising and anchoring out overnight we switched to a thirty-two foot trawler five years ago. It was a good decision, to say the least. We still



Linda unwinds at Tennants Harbor.



The grandeur of Valley Cove dwarfs Flicka.

enjoy sailing occasionally, especially in small boats.

Another beautiful day found us at a lunch stop off McGlathery's Island in Merchant Row just south of Stonington. Round Island has spectacular smooth ledges surrounding it which are lovely for walking. The interior of the island, like most in this area, is a nearly impenetrable spruce forest. On to Swan's Island, an old favorite, for the night with another great lobster dinner at the Swan's Island Boatshop and Restaurant, run by an enjoyable couple from a neighboring town in Connecticut who wanted to escape the "rat race".

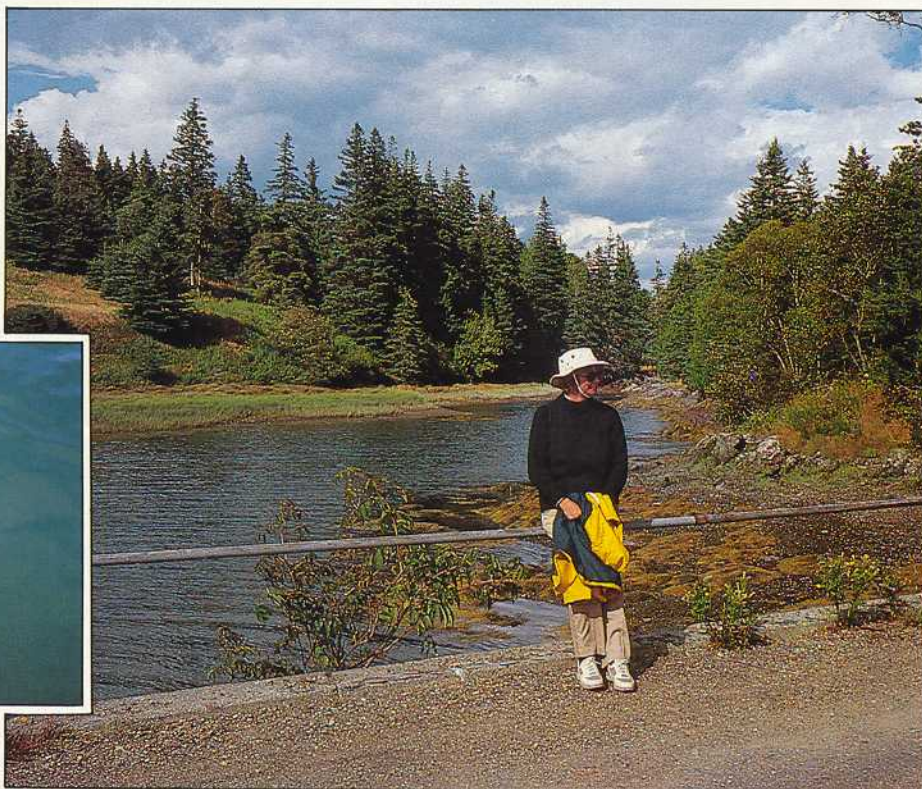
Suddenly it was decision time. A strong storm was headed our way, and, due to the fact that it would soon be reprovisioning and laundry time, we decided to run in to Northeast Harbor on Mt Desert Island, rather than be caught at Swan's Island. The morning sky had

an ominous leaden/copper look to it and clouds of fog were lurking all around the island. As we left, our Furuno 48 mile digital radar came in handy picking our way out the entrance. Surprisingly, this was the only fog we encountered while underway in Maine on this cruise! Outside, a deep, sullen swell was breaking on the many ledges and islets we passed on our way northeastward towards shelter. The sea birds and seals always seem to know when weather is coming, and they were quite busy feeding this morning. Approaching Northeast

Harbor from the south through Western Way is always an awe-inspiring sight with the mountains of Mt Desert Island looming ahead, and fjord-like Somes Sound splitting them down the middle. After refueling at the Hinckley yard, we obtained a mooring in Northeast Harbor and settled in for the duration of the storm after first running a few errands and having a good seafood lunch ashore. This is an excellent reprovisioning stop as well as a beautiful and well-protected harbor with steep hills rising up all around. Here and there summer "cottages"



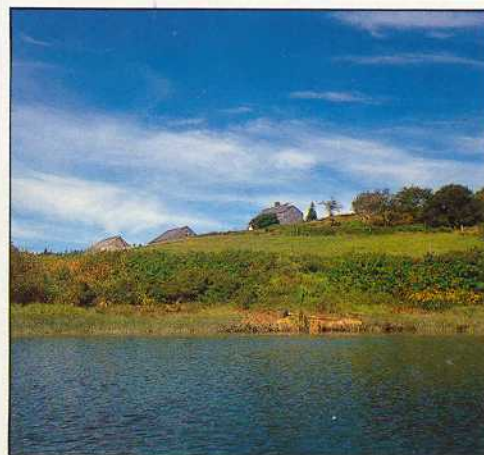
Brad braces for a refreshing trip down to check the propeller in the fifty degree water off Seal Bay.



Linda enjoys a walk on North Haven Island near Pulpit Harbor.



The entrance to Seal Bay, Vinalhaven Island, winds through islets of incomparable beauty.



The surroundings are peaceful at Pulpit Harbor, North Haven Island.



Swan's Island lighthouse welcomes us back for another visit.

An early morning farewell to Maine as we pass Fisherman's Island near Christmas Cove, headed south offshore to Cape Ann.



Good Speed arrives at Christmas Cove, surprised at our early arrival.



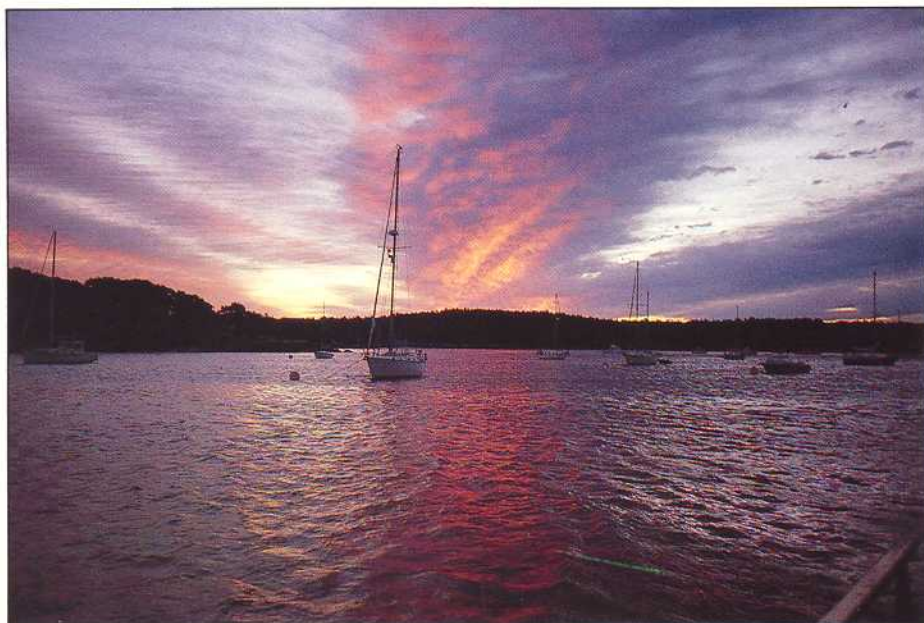
Dave relaxes offshore during the easy trip up from Connecticut.

poke through the dark evergreen trees covering the hillsides. Among the nice facilities in town are "Provisions", a gourmet food and wine store that delivers to your boat, and "Shirt Off Your Back", an excellent laundry service which saves spending a day at the laundromat. The rains came as we arrived back from our errands and continued through the next day, which was spent on board reading and cooking.

We left Northeast Harbor on a beautiful clear Sunday morning after first having taken a lovely walk ashore and procured some calorie-filled goodies for breakfast at the local bakery. *Flicka* motored slowly out of the harbor, turned west and headed up into Somes Sound. In Valley Cove, on the west side after entering the Sound, there is a lone mooring buoy directly below the surrounding towering cliffs. Here we enjoyed our breakfast on the bridge while the only other creatures in sight were a pair of Bald Eagles soaring overhead. We spent that night in another quiet spot, Southeast Harbor on the east side of Deer Island. Leaving there the following morning we backtracked briefly to the east to enter Eggemoggin Reach, bound for Castine, a lovely old town which has a history unrivalled in North America, having changed hands numerous times between France, England and Spain over the years. Castine is also the location of the Maine Maritime Academy whose large ship dominates the waterfront area. We spent several quiet nights anchored in a cove a few miles south



The abundant wildflowers always brighten up the cabin.



The evening sky announces the approaching storm while anchored in Robinhood Cove, Maine.

of Castine, going ashore for supplies by dinghy, and enjoying peace shared only with the herons and ospreys.

Leaving Castine meant heading home, with brief but enjoyable stops at Isleboro Island and Christmas Cove before the long offshore run down to Cape Ann. We knew we had a "weather window" of two to three days coming during which time we could get ourselves comfortably south of Cape Cod before the next weather system hit. This we did by retracing our steps of the trip up, stopping at Annisquam on Cape Ann and Cuttyhunk Island. We had fine weather with very light winds for these two ten-hour days. Just off of Portland, Maine, we found ourselves on a collision course with a very large whale, who surfaced and spouted directly in front of *Flicka*. The spray from the whale drifted slowly on to the bow of the boat.

Emerging from the west end of the Cape Cod Canal was like returning to summer weather again. The Cape is a great divider of weather and sea water of varying temperatures. On the leg from the Canal down to Cuttyhunk we encountered the usual southwesterly wind and short, steep seas for which Buzzards Bay is notorious. *Flicka* handled these conditions superbly, her fine entry slicing through the waves cleanly with no uncomfortable pitching or

speed reduction and minimal spray. Several leisurely days spent at Cuttyhunk and Block Island completed our island-hopping.

Our annual stop at incomparable Mystic Seaport Museum, where one may tie up to the wharf literally among the exhibits, was enjoyable as always. My parents, having arrived back from Maine, drove over from their home to have drinks onboard and dinner out in a local country inn. Leaving Mystic Seaport we enjoyed a brief although somewhat restless stop at the Thimble Islands in Guilford, CT. An approaching storm with the accompanying easterly winds made for an early start and some steep following seas on the last leg home. Arriving back at our mooring buoy at Norwalk Yacht Club in beautiful Wilson Cove completed a most memorable and trouble-free cruise on *Flicka*, confirming our belief that there is no finer boat than a Grand Banks for our type of leisurely, self-contained cruising.

As I write this in December, *Flicka* sits in her winter slip at Wilson Cove Yacht Club just down the hill from our home. She is now winterized and seems to be anxiously awaiting the spring. The well over three hundred hours on her engine in the first season and the roughly sixty nights spent aboard are testimony to our enjoyment of her.

Tamara's M

Cha
Santa Cruz

by Ber



Marilyn's birthday at Cabo, Trailer Park Restaurant

Mexican Cruise

ter I
to Mazatlan

Snyder



Traded for booze and beer

Santa Cruz to Mazatlan

Because of the uncertainty of weather conditions and the channel in Santa Cruz harbor, we decided to take *Tamara* to San Diego well in advance of our intended departure for Mexico, and accordingly, departed Santa Cruz at 1000 hours on October 25. An hour and forty-five minutes out of Santa Cruz we were stopped and boarded by the Coast Guard and were cited for having out-of-date flares. The petty officer in charge was a girl, who also wanted to check our MSD which I pointed out to her in the engine room. She then asked if we had to go into the engine room to use the head. Our MSD of course, is a fake, but she was happy with it. The balance of the trip was quite uneventful. We spent the first night rocking and rolling behind Point Lopez; the second night anchored in San Luis harbor; our third night was in Pelican Bay, Santa Cruz Island, and our fourth night anchored in White Bay, just north of Avalon, Catalina Island. Clint Stanfield had suggested that particular anchorage by HAM radio, which certainly was better than going into the harbor at Avalon. We arrived in San Diego at 1515 on October 29, and were met at the police dock by the Hanners before we were even able to get a line ashore.

Berthing in San Diego was virtually impossible, but Bob Phillips of American Marine suggested that I contact Bob Phillips of Jack Kelly Yachts, who agreed to give us a side tie in his repair yard. Diesel in San Diego was 73¢ a gallon.

The regulator on our cruising generator went out on the way to San Diego, but quite by accident, and after several years of trying, we located Jesse Charles of Vari-Gen who sent me my repaired spare regulator which he had had for several years, and at 0715 on November 22, we were under way for Mexico. At this point, the auto-pilot, which has given us no trouble for a year or so, decided not to work. I'm not sure what I did, but we got it working again very shortly and took



Mexican Navy



Acrobatic porpoise San Diego to Turtle Bay



off. In an attempt to even out our daily runs as much as possible, we skipped the Todos Santos Islands and anchored for our first night at Santo Tomas. The next day's run was to take us to Isla San Martin, but we had Santa Ana weather conditions with very bad seas on the port beam, so anchored behind Cabo Colnett. The wind was coming right off the beach, and it was blowing 20 – 25 knots at anchor, but it was not rough. By 1045 on November 24 we were anchored at Isla San Martin, along with *Navigators*, a Challenger 37 from San Francisco Bay, and a 25-footer out of Vancouver. We learned,

unfortunately, that all lobsters had been taken to the mainland the day before, so we were out of luck. There was a steady stream of racing boats heading home from the Cabo San Lucas race, and although we tried numerous times by radio to reach John Williamson on *Pericus*, we never did contact him. We arrived at Isla San Geranimo in time for lunch on the 25th, and once again learned that all lobsters had been taken to the mainland the day before. We struck up a "conversation" with the only two people on the island. They spoke absolutely no English. We found that they did have one tremendous lobster and several



Windward side of Cabo San Lucas between Cape and Cabo Halso



Cabo San Lucas Harbor



We had the best cooks on board

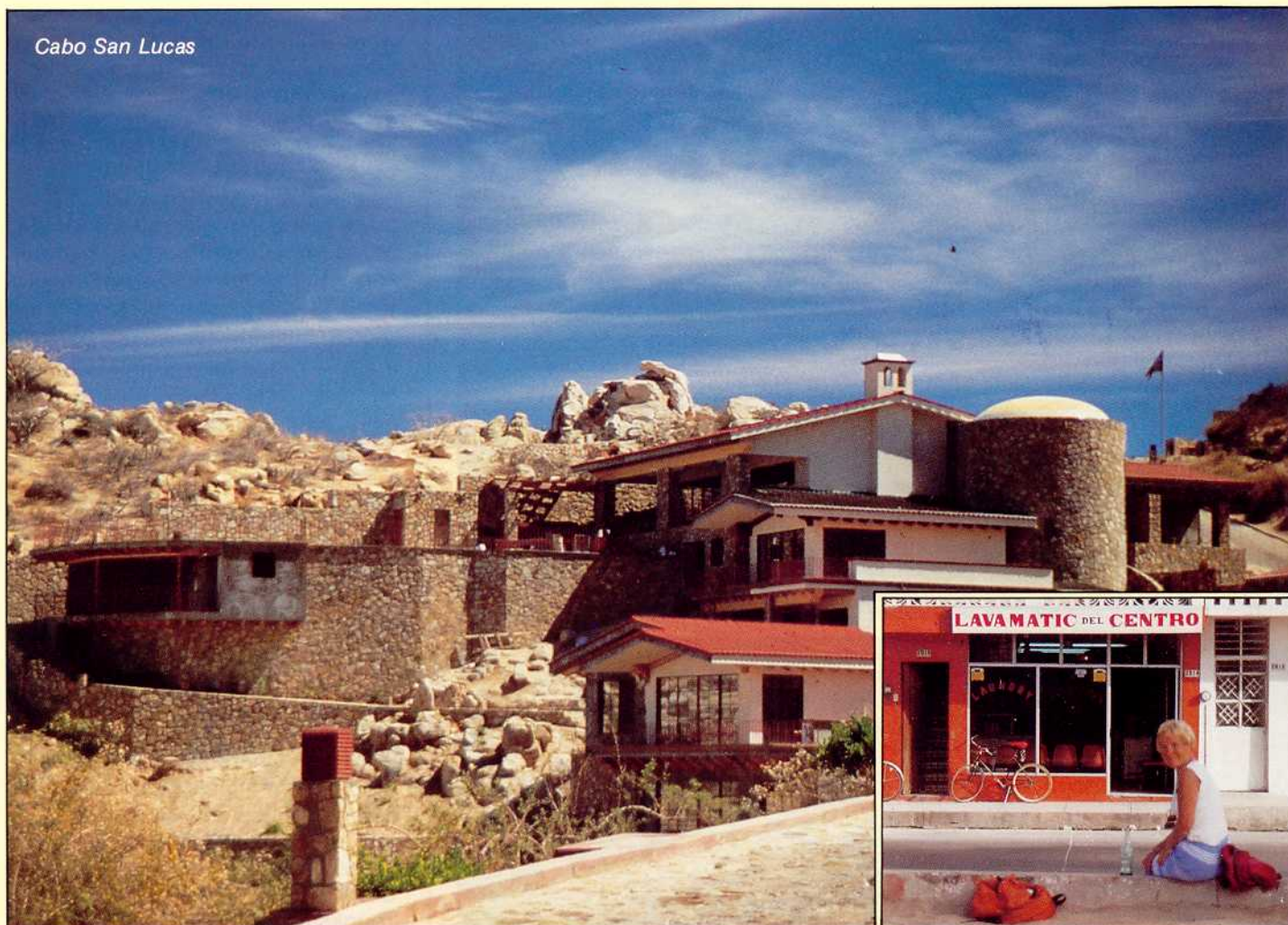
small ones all cooked, which they were willing to trade. Marilyn and I were unable to eat the big lobster between us at one sitting. *Navigator* arrived several hours after we did and we had Dan, the former owner of the boat now delivering it to the new owner in Mexico, Ruth, a freelance computer instructor, and Rick, an attorney from Phoenix, Arizona and a friend of the new owner, aboard.

We intended on anchoring for the night at Bahia Blanca on November 26. This is the second time that we have anchored somewhere, hoping it was Bahia Blanca, but not being sure. A navigation light has been added since we were there last, which we assumed had to be on Punta Blanca which is the prominent point. Sat-nav, however, fixed our location five miles south of Punta Blanca and not in Bahia Blanca at all. I guess we will never know.

We headed out for Cedros Island at 0645 on November 27 in a dead flat calm with Cedros Island clearly visible more than 50 miles away. We never so much as saw a whitecap until we were within about 15 minutes of the harbor at the south end of Cedros. Even though it was Thanksgiving and we had turkey aboard, we decided that it would be more appropriate to have lobster for Thanksgiving dinner, which we did. Anchoring in the harbor at Cedros is a little tight, and as there were four or five other boats already there, we were very happy when a local fisherman offered us his mooring buoy even though the pendent to the buoy was a piece of half-inch cable.

The crossing from Cedros Island to Punta Eugenia is always miserable. The area is normally referred to as the washing machine. It was dead flat calm. We talked to Brian and Sandy by VHF who reported that they were anchored in Turtle Bay with about 20 other sailboats and one Grand Banks. The "Grand Banks" turned out to be a 40-foot Litton named *Third Alarm* belonging to Pat, a retired fireman, and his wife, Jackie, who was absolutely scared to death. While in Turtle Bay we took on 230 gallons of diesel courtesy of Gordo at \$1.00 a gallon, bought some beer at \$1.25 U.S. for a six-pack, and were even able to pick up a couple of half gallons of fresh milk.

Cabo San Lucas



On November 29 we departed Turtle Bay at 0700 for Hippolito. Most of the day was spent on the flying bridge in beautiful warm sun, watching tremendous schools of porpoises, many of whom frequently jumped four or five feet out of the water. Hippolito really isn't much of a town so we didn't go ashore, and got under way at 0600 on the 30th, heading for Abreojos. There are two ways to get into Abreojos: one is to follow the five-fathom curve for about 15 miles along the shore, and the other way is to go out around the reef. As the route along the shore is much shorter and we have done it a couple of times before, we took that route. Fortunately, the surface of the water was like glass and we were able to wander in and out among the hundreds of lobster pot floats and still pretty much follow the five-fathom curve. Unfortunately, I hit one, as a result of which anything over 600 rpms shook the boat to pieces, so we shut down and got out the dive gear. It didn't take long for three native pangas to show up to

see what was wrong, resulting in our acquiring six big lobsters in return for some cervaza and a couple of Playboy magazines (Thanks Eric). There were two sailboats plus *Third Alarm* and ourselves anchored at Abreojos. It was so rough that we damaged one flopper stopper and after a conference by radio we all decided that if we were going to rock and roll all night so hard that we couldn't stay in our bunks, we might as well be under way. We had planned on stopping at San Juanico, but didn't want to go in at night, so took off for Bahia Santa Maria which was 172 miles away. It was pretty rough for the first few hours, but at about midnight it quieted down, and as it was only 7.00 o'clock in the morning when we hit Cabo San Lazaro, we decided to skip Bahia Santa Maria and go on to Magdalena Bay where we arrived at 1105. Beautiful warm sun, water temperature 74° and dead flat calm.

Various publications refer to Puerto San Carlos as a major port, the same

being located in the northern part of Magdalena Bay. Never having been there and always wanting to take a look, I had spent \$14.00 for a large scale chart, and the following morning we took off for Puerto San Carlos. It was only about 17 miles from Punta Belcher where we were anchored. The chart shows the channel very clearly, which same the chart indicates is well marked with numbered or lettered buoys. You proceed north for about eight or ten miles, make about a 150° turn to the left around the indicated buoys and into San Carlos. The only problem is that none of the buoys are numbered or lettered, they are so rusty that you can tell if they are red or green only by getting the sun just at the right position so that you can see the color of the glass on the lights, no buoys in the water are where indicated on the chart, there are buoys indicated on the chart which do not exist in the water and vice versa. With the assistance of the fathometer we did make it to San Carlos however, and fearing a

change in the current, anchored bow and stern near the end of the pier. They were unloading sacks of what we thought was flour, from a little ship, but subsequently learned it was guano headed for the fertilization factory. The tide was high and we thought we would take the dinghy ashore rather than tying it to the pier and walking ashore that way. We ran out of water almost immediately so took the dinghy over to the pier and walked ashore, which we were glad we did. By the time we got back the half a mile or so from *Tamara* to shore was dry land and people were walking all over it.

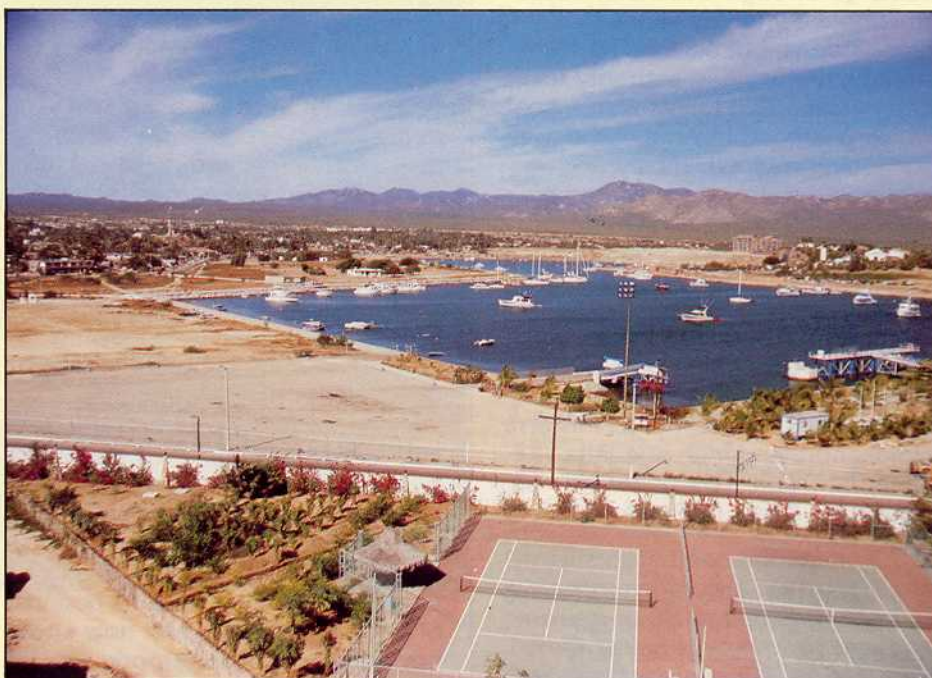
Before returning to *Tamara* we went to the end of the pier to watch the guano unloading process and were just about to leave when the local port captain stopped us and inquired about our papers. I knew San Carlos was a port of entry, but played dumb. It didn't work. I had to row out to *Tamara*, pick up papers, go into town, go back to the boat for Marilyn's signature, etc., etc. Fortunately, I was able to bum rides on the guano trucks for most of the trips in and out, which otherwise involved a walk of about a mile. By that time, the tide had dropped further and *Tamara* was sitting in about five feet of water with dry land about ten feet away. We still had a bow and stern anchor out and were able to shift things around enough to keep us off the bank, but it was critical. When we finally got our papers in order, the tide was coming in and the current was running at about two knots. We had the bow and stern anchor spread out about 500 feet apart and there was only about 15 feet of navigable water between us and the bank. Getting out of there was quite an operation. I really don't know quite what we did wrong leaving Puerto San Carlos, but we very obviously got out of the channel somehow and in no time at all the fathometer showed zero and we were bumping along the bottom. For a while we were able to keep moving and maintain steerage, but eventually we were hard aground. By then it was starting to get dark. *Texas Lady*, a sports fisher, was heading out and I contacted him by radio to see if I could find where he was in relation to where we were, so that we could hopefully get some idea as to where the channel was.

He gave us some rather poor information, including that the tide was going out. Finally I used my head and turned on the radar and was able to pinpoint our location, with ranges and bearings and determined that we were only about a quarter of a mile from deep water. We decided the simplest thing to do was to put out an anchor, not that we needed one at the time, stop and have dinner and wait for the tide to come in and then work our way back into deep water, which is exactly what we did. By the time we did get

back into the channel it was totally dark and we were completely dependant upon the fathometer, the radar and a useless chart. Somehow we managed to work our way back down the channel, a matter of about ten miles, and arrived back at Punta Belcher at 2230. Fortunately, *Third Alarm* and another boat were anchored in Belcher and we asked them to turn on some lights so that we would have some sort of target to steer to. It was the blackest night I have ever seen.



Hotel Cabo San Lucas between the Cape and San Jose del Cabo



Cabo San Lucas

It is about 160 miles from Magdalena Bay to Cabo San Lucas and wanting to arrive in Cabo in daylight, we left Mag Bay at 1345 on December 3. It was a beautiful easy run, and we arrived at Cabo at 0815 on December 4. *Navigator* indicated by radio that they were sterned into the wall in the inner harbor, so we went in, put out a bow anchor and tied to the wall along side them. It was only about 25 or 30 feet to shore, which made getting bicycles ashore and going back and forth very easy.

Paper work in Cabo is probably more difficult than anywhere we have ever been. Customs is about two miles from the Port Captain's office, which in turn, is about a mile or so from the Aduana. Fortunately, the little stationery store where a photocopy machine is located is just around the corner from the Port Captain's office. It is necessary to make copies of the papers that the Port Captain and the Aduana make so that you can give them copies of what they have just done. It is a stupid operation. As our next intended stop was Mazatlan, additional papers were necessary because we were "importing" a boat to the mainland. This necessitates engine numbers, an inventory of all electronics on board, etc., etc. It also necessitates showing your document, which in our case indicates that *Tamara* is owned by Aramat Inc. I am sure that many boats go through Cabo San Lucas which are owned by various corporations, but convincing the Aduana that we had authority to depart Cabo San Lucas with a boat which belonged to Aramat Inc. was something else. Obviously, everything is very complicated by my limited Spanish, which is considerably better than their limited English.

We enjoyed Cabo San Lucas which now has a population of 40,000 people. We had a couple of margaritas at the beautiful Finisterra Hotel and then lunch at a little restaurant, and were under way on December 6 for Los Frailes, a run of about 41 miles.

It is about 164 miles from Los Frailes to Mazatlan. We had intended leaving Los Frailes in the early afternoon in order to arrive at



Crossing Gulf of Mazatlan

Mazatlan in daylight, but the sea was absolutely flat and as we hated to waste the good conditions, we departed Los Frailes at 0750, which put us in Mazatlan at 0300 on December 8. Although it has been about 25 years since I have been in Mazatlan, and then not on my own boat, we did have a large scale chart, the lighthouse is visible for more than 30 miles, and the entrance between the breakwaters is easy, so in we went, dropped the hook in what appeared by radar to be an appropriate place, and went to bed. One of our reference books indicated that Bill Heimpel ran a yacht brokerage business as well as fishing fleet in Mazatlan, and that he would be very helpful with papers, etc. Bill Heimpel and his cute little assistant, Aurora, were in fact very helpful. The freezer was acting up and Aurora found us a refrigeration man who arrived aboard within a matter of two or three hours. Ricardo Cruz Jimenez spoke no English, and my knowledge of refrigeration Spanish is pretty limited, but we got along beautifully and for \$18.00 U.S. and a couple of cervazas, hopefully got things back in order. Apparently we have a little leak somewhere and the system needs a little recharging from time to time. Fortunately, I have 15 pounds of freon and gauges and now know how to do it. That afternoon we did laundry via bicycles. The

following day we took on fuel at 60¢ a gallon, courtesy of Bill Heimpel, and took one of the little open-air taxis to the supermarket for fresh vegetables, fresh milk, cervaza, tequila, etc. A tremendous store, even bigger than CCC in La Paz, with very good prices. After completing our grocery shopping we rode our bikes into town for lunch at the Shrimp Bucket and did a little sightseeing. We had planned on leaving Mazatlan early on the 10th, but the wind was blowing so hard that we delayed a day, taking advantage of the time to climb the mountain to the lighthouse where the view is fantastic, and taking the dinghy and outboard for a cruise through the harbor. We really enjoyed Mazatlan, and now that we know our way around we certainly anticipate stopping there again on our way north, prior to heading for La Paz. It is a big town with cruise ships, one U.S. naval vessel which came in while we were there, ferries coming and going all of the time, big department stores, and I guess having almost anything that you might need or want. We did not find any lobster, but we were able to buy some fresh shrimp. One of our publications indicates that Mazatlan has the largest shrimper fleet in Mexico, and they certainly do have a lot of the rustiest old shrimpers that I have ever seen.

(To be continued)

BOAT SHOWS



Seattle Boats Afloat Show

American Marine dealers for the Pacific Northwest both displayed Grand Banks.

Intrepid Boat Sales of Bellingham Washington displayed the first "New Model" Classic 36 delivered to the U.S. at the show. And Northwest Seaward of Seattle Washington displayed 42-1011 with a pair of Cummins 6BT 210 H.P. diesels. Both dealers were happy to report that both boats were sold at the show.

Houston-In-The Water Show

American Marine's distributor for the Gulf states is Lone Star Yacht Sales in Seabrook Texas. Located midway between Houston and Galveston Texas, Jimmy Holton owner of Lone Star displayed a GB32, 42 and 46.

RENDEZ-VOUS NEWS



Third Annual Grand Banks Chesapeake Rendez-vous

by Joyce Cantrell

Late September and early October is a wonderful time for cruising the Chesapeake Bay. The Tides Lodge in Trvington, Virginia, provided the perfect setting for the Bob Smith's Third Annual Grand Banks Rendez-vous, bringing together both old friends and new. The beauty of this location with its resort facilities, and the impressive sight of all those Grand Banks boats tied side by side to fill the dock area made it all happen.

Although the official arrival date was Wednesday, September 30, the boats began arriving on Sunday, many coming in small groups after having made overnight anchorages along the way. The brisk winds

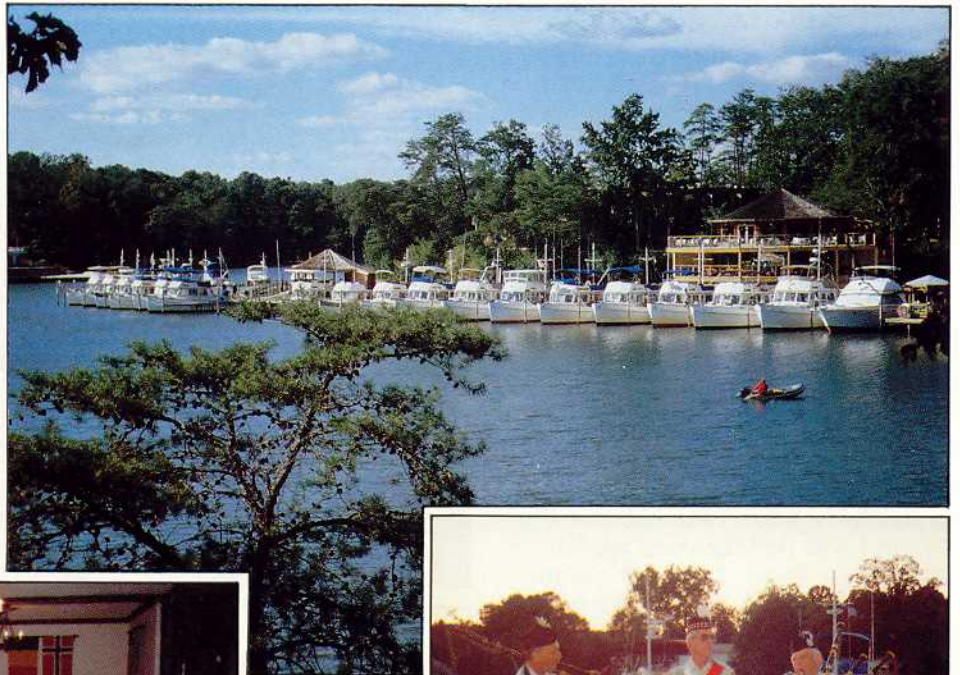
which developed early in the week forced many of the participants to arrive by land.

A full schedule of events was set to span the three days of the rendez-vous. The days and nights were spent touring boats, exchanging ideas with others, and plenty of time to relax. The schedule of events included Bob Smith's now famous presentation on engines with assistance from Dave Hensley of Warner Velvet Drive, a ladies tour and luncheon to The Inn at Levelfields, and engine room tours on the dock. The founders of Chesapeake Bay Magazine, Dick and Dixie Goertemiller presented a slide show and talk titled "The Charm of the



Chesapeake".

There was also an onboard display of state-of-the-art marine electronics from Birch Vickery of Marine Electronics, Inc, from Hartfield, Virginia. A very educational lecture on boat handling was given by John Dolan of the Richmond Power Squadron, with assistance from Bob Smith. After that class, small groups were given the opportunity to try their hand at



manoeuvring both single and twin screw boats. There was even a "Swap Meet" held one day on the dock.

Ample time between the scheduled activities allowed renewal of old friendships and the starting of new ones. Sharing ideas and experiences seemed to be the favorite pastime as small groups could be seen up and down the docks, going from boat to boat at almost every hour of the day. The one rainy day did not dampen their spirits as the Grand Banks owners took advantage of the situation to spend even more time visiting inside one another's boats. No problem or question went unattended as expert advice could be obtained at the drop of a hat.

Pride in Grand Banks trawlers and a common love of the Chesapeake Bay had drawn owners both by boat and car from up and down the East Coast. Owners were there from Canada, Ohio, Florida and most points in between. Where else but



in the "Land of Pleasant Living" could such an educational time be so much fun?

The enthusiasm is contagious! Come catch the Grand Banks Fever — the Fourth Annual Grand Banks Rendez-vous dates have been set for September 26-30, 1988. Write to:

**Bob Smith, 431 Kenmore Ave
Kilmarnock, VA 22482.**



Fifth Annual Britmar Rendez-vous — 1987

Friday 11th September 1987 was a day of magnificent sunshine and good cheer on the beautiful island of Porquerolles, some seventy nautical miles midway between Nice and Marseille on the French Riviera. By sundown, Chris and Lulu Bordoli had helped dock eighteen of the twenty three Grand Banks who were to arrive for their fifth annual Grand Banks Rendez-vous.

Saturday morning dawned to brilliant sunshine, an unbroken line of Grand Banks, which was complimented by the arrival of a GB50 — *Olerys* (one of three known examples on the Riviera) and Rendez-vous regular, GB48 *Miss Piggy*. Come 11 o'clock, the crews of some of the boats could be seen limbering up, and tuning their tenders for annual 'Rubber Duck' race, oars only, outboards not permitted! The excitement mounted as the horn of GB42 — *Lord Obi* sounded the start and immediately the tender of GB36 — *Ledepol*, jointly crewed with GB36 *L'Impavide*, went into an instant lead, an advantage they were to hold until the winning line, due principally to the insistence of all the other crews in trying to soak and sink each other. GB42 — *Maid of Sarnia*, suffered the bad luck of partial deflation during the course and was judged lucky to have reached last position. After the crews had showered, an aperitif was served on the quay, offered by Harleyford Marine, and the prize for the race was presented. Refueled, the group of some sixty owners and friends again took to their dinghies, this time with outboard, towing the rowing fraternity to a tiny island 300 metres in front of the line-up, where a delightful picnic was held.

During the afternoon, each crew visited most of the other Grand Banks with a questionnaire to find the winners of four competitions. This was particularly successful and everyone enjoyed this event very much.

On Saturday evening, dinner was served at the Restaurant 'La Patisserie' and the prizes were presented by Chris Bordoli; the principal prize, the American Marine



Mr & Mrs Pierre Gehin with the American Marine Trophy.

Trophy, a magnificently engraved steering wheel, was awarded for the best kept boat in all respects and was won by Pierre Gehin, after a three year restoration of his GB32 — *Pierlyd* to a truly remarkable condition. Other prizes were awarded for useful modifications which brought to light some sensational improvements and gadgets.

Sunday morning saw the owners saying their goodbyes, and small groups left together throughout the day to drop anchor in one of the secluded and sandy bays which abound in this area or returned to their respective ports.

Chris and Lulu Bordoli were much thanked by all those participating, and they in turn would like to thank

everyone who came, and all those who helped make this the Mediterranean's most successful Rendez-vous to date.

Announcement

The sixth Annual Cote d'Azur Grand Banks Rendez-vous will be held on the island of Porquerolles, near St. Tropez, South of France, from Friday 2nd September through Sunday 4th September 1988. We welcome all Grand Banks and Alaskan owners to attend. If you are presently not on our mailing list, please call Chris Bordoli at tel: France 93 73 21 95 or write to Guy Cotte at 4 Rue Guynemer, 76420 Bihorel, France for more details to be sent to you.

COMMUNIQUE



Through a friend, a former GB owner, he has given me your address so that I can express our pleasure at now owning a GB 42. We have owned a 42', 46', 50' and 57' Chris Craft over the past several years and have cruised them extensively in the Great Lakes, North Channel and Georgian Bay areas. Twice we have made the trip to Florida and back to our former home, Chicago.

Last June, we "gave up boating" after 25 years and some 30,000 plus miles of cruising. That lasted two months when, on a auto trip to Michigan, we spied the *Tortoise* for sale in St. Joseph, MI. and that ended our "through with boating" decision. She is a GB 42, Hull 316 and is sound as the day she was built. Needed some cosmetics, modernizing of some of the electronics, and a small dose of TLC and is now moored at our home here in Punta Gorda.

From the picture, you can see that I have had to adapt the hinge for the mast to accommodate a fixed bridge, but by installing a 12v power winch, it has proven to be no problem to raise or lower the mast. Also, the side curtains for protection from the intense sun down here. The former owner, Mr Tom Adams had the hull painted blue, and we retained same when I had the hull Awl-gripped last December. (It's distinctive! I haven't seen another).

So far, we have logged about 1,000 miles, the longest cruise being that

to the Dry Tortugas via the Florida Keys, about 690 N.M. round trip. We are planning — for next May — another trip to the Great Lakes area, and with the comfort, dependability, stability and economy of our GB we are anxiously awaiting the day when we start.

I am wondering if you have any advice or suggestions as to what might be recommended maintenance or replacement for a boat of this vintage (mechanically). I am not referring to the engines or generator as they are perfect. The engines have 1900 hours on them, using no oil and the generator is the same. I was making reference to such items as the exhaust system, cooling system etc that might have been improved over time with the newer models. Thank you for your interest.

E.W. (Jack) Beck
Punta Gorda, Florida 33950
U.S.A.

Dear Mr Beck

It is good to hear that another of the early 42' has found appreciative owners. Tortise looks great in the photo you sent.

We are aware of several GB owners who have chosen to personalize their GB by painting the hull a color other than white. Navy blue does give the boat a distinctive look.

If your generator and engines are in good shape the best maintenance

you can perform involves changing the oil and filters regularly and keeping an eye on things in general. The Lehman 120's should provide many more years of service. We are aware of some Lehman powered 42's with over 5000 hours on them.

The exhaust systems used today on both the generator and the engines are an improvement over the galvanized riser design we believe your engines have. The "aqua lift" muffler is superior in that it will not corrode over time and should quiet down your exhaust noise a bit. The change over is not a major chore and can be done in a relatively short time.

The cooling system on the engine is relatively straight forward and the parts for your engine are available through any Lehman dealer. If you have questions or have trouble locating parts, we suggest you contact Mr Bob Smith of Hale Marine in Virginia. His phone number is (804) 333-3677. Bob was instrumental in introducing the Lehman 120 to the marine market and his distributorship in Virginia maintains a good supply of parts for this engine.

Thank you for your letter.

It was suggested that I direct this letter to you with regards to some questions and problems that I'm having with my boat. I was told you would know who to telefax or forward the questions that you can't answer. So much for my opening statement, now these are my questions:

1. Mr Smith my boat's former owner had three brass straps installed throughout the boat to create a ground plane for all the electronics equipment. As a result I have not had to change a single zinc in either of the three engines in the three years that I have owned my boat. How come? For what ever it's worth, I've also noticed that if I leave the boat for a few days the heat exchangers will drain free of any water.

2. I've included my hull 835 just in case the shipyard has to get involved in this problem. From day one my boat has had a noticeable list to port. I've checked the fuel transfer hose between the two fuel tanks and have even increased the size of the hose. To date the only thing I've been able to do to level my boat has been to drain the port 88 gallon water tank. As a reminder, my 42 GB has the island bed, the freezer/settee/refrigerator and galley on the port side. In the galley engine room the water heater and the freezer/refrigerator compressor are also on the port side.
3. My boat came equipped with a holding tank which has never been but into operation. My question is; What would I accomplish if I were to fill the holding tank with salt water and in that way add about 500 pounds of ballast? Would doing so give me more stability and roll control like when at anchor?

Keep good thoughts as we are three weeks away from San Diego Yacht Club's Opening Day and boat inspection. We have won the spit and polish award the last two years running and we are going for it again.

Bob Martinet
San Diego, CA 92109
U.S.A.

Dear Mr Martinet

Thank you for your recent letter. On the points mentioned we would like to comment as follows:-

1. The three inch 'brass' straps (are they brass or copper? It is more likely to be copper) is mainly to provide a good bonding for the electronics equipment. It eliminates radio frequency interference on Loran and SSB and also provides a low resistance path for excess voltage caused by short circuit or when lightning strikes.

As for your long-lasting zinc pencils

on the engines, it is not due to the 'brass' strap (both brass and copper are more passive than zinc in galvanic corrosion). We are glad to hear that you did not encounter much stray current corrosion in your boat.

Regarding the heat exchanger leak problem, I suppose you mean the fresh water had leaked out. There are two possibilities to this problem:

- (a) leaks at the heat exchanger
 - (b) leaks at the exhaust manifold
 2. When boat was built we ensure boat is not listing by adding ballast weight as necessary. On your boat there is a possibility that Mr Smith might have installed additional items to the boat without giving due consideration to the distribution of the load.
- To correct the problem,
- (a) ensure both fuel tanks have the same level of fuel
 - (b) fill up all water tanks
 - (c) Check the listing condition of the boat.
 - (d) Use men to stand on the deck area (where you intend to put the ballast) and keep getting the people to go on your boat until the boat corrects its list. Add up the total weight of these men and this will indicate to you the amount of ballast you need to install on the boat.

- (e) You may want to move some equipment in the engine room from port to stbd, if so do this before starting the ballast exercise.
- (f) Install the ballast in the engine room or lazarette using lead shots or mild steel plates and laminate over to prevent corrosion.
3. The holding tank is approx 31 US gallons and the weight of water contained would be approximately 260 lbs. This would not contribute much to the stability

and roll control of the boat we believe the improvement you get in stability would not equate with the additional fuel cost in the long run.

Good luck in your spit and polish award.

We think your readers might be interested in some comments about the versatility of Grand Banks cruisers. We are unable to take long (two weeks has been the maximum!) dream cruises. Yet, our short bursts of four days here and 10 days there have added up to many glorious living-on-the-boat hours.

We have *Arethusa*, a standard GB42 711 built in 1980 and purchased new in 1981 from Stan Miller Yachts in Long Beach, California, who, with John Buettner in the lead, continue to furnish support and advice. The boat is based at Marina Del Rey, and her cruising grounds range along the Southern California coast from San Diego to Santa Barbara and the off-shore islands, including Santa Catalina and Santa Cruz.

For this type of cruising, her 9- to 10-knot speed is a limiting factor. But this negative is greatly outweighed by incredible fuel economy, which enables us to avoid fuel stops for months on end.

Boat liveability during these trips is generally good. Even in miserable beam seas where it is necessary to steer from the lower station (can you furnish a helmsman's seat for the lower station that will fit existing boats in some fashion?) to cut down the motion, the boat plows along in safety, with stuff staying put and no real fear of boat failures. In nice weather, which is most of the time, the ride is comfortable, and the flybridge is a great place to be. The sun, the beauty of the water, and the solid feel of the boat combine in a unique sense of well-being.

Liveability in port, or preferably in an island cove, is greatly enhanced by the Simpson holding-plate freezer and fridge equipment supplied with

the boat. This minimizes the running time of the compressor. At anchor, they cut down on the need of the noisy, even with a sound shield, and somewhat unreliable Onan 7.5 generator. A backup alcohol stove and a BBQ set up are useful when the Onan gives trouble. In this regard, a portable gasoline generator is being considered as a further backup but it would have to be pretty big to run the 1500 watt-plus, 110-volt stove.

The main cabin galley and eating arrangement also has its problems (everyone should see the new GB 46) but, on balance, serves togetherness. The view of harbor activities, ranging from an incompetent anchor or to a pelican diving for fish, is great from any place in the main cabin.

The boat has also served as Race Committee Boat, Judges' Boat and weather mark for numerous sailboat races, including such top-grade events as the Cal Cup and the Lipton Cup. Everyone aboard always expresses admiration — not just of the teak — but of the stable work platform she provides, the ease of moving about, and her manoeuvrability.

In addition, *Arethusa* is an Operational Facility in the Coast Guard Auxiliary and has served many hours during the 1984 Olympics and assisting other boats in distress. The boat's design and strength make her an effective vessel for manoeuvring close to an incapacitated boat and towing or otherwise rendering assistance.

Stuck in a slip, cheek-to-jowl at her home port or one of the Southern California "marinas", the GB retains its liveability. Privacy, through blinds and curtains, AC current, two heads, and room to move around, take on importance. The boat has the look and feel of a boat; so, even at a slip, the feeling of being somewhere connected with boats and water can be achieved.

We have not added much to the boat as delivered. A few things of interest are:

We have installed automotive-type, 12-volt fuel pumps in the engine

room. This enables one to change filters and do other engine work without facing the loss of a thumb from filling the fuel lines by hand pumping the regular fuel pump.

After various experiments, some of which ended in big messes, the least messy, but still dirty, job of oil changing is aided by a Lehman drain-plug, hand-pump installation on each engine. The drill involves spreading lots of newspaper and using a 12-volt pump and probe to pull the oil out through the dipstick hole and then finishing the job by getting the real sludge from the bottom via the drain-plug pump. It is still impossible most times to avoid a spill here and there — hence, the newspaper.

The stanchions and main helm station have been macramated, which, when primed and painted, makes a maintenance-free and good-grip surface. Turk's heads are thrown in when time permits.

Two additional 12-volt, spot-type, reading lights have been installed over the lounge in the main cabin. They enable aging eyes to read — if only there was a comfortable easy chair.

Things we'd like to know more about (besides the aforementioned, lower-station, helmsman's seat) include:

Does anyone use a watermaker?; what kind?; where installed?; and does it work?

Backups for the Onan?

And last, but not least — the numbering system of the **American Marine News**, which we wish came out every week.

Richard and Suzanne Zimbert
Encino, California 91436

Dear Mr and Mrs Zimbert

Thank you very much for your nice letter concerning your Grand Banks, Arethusa.

We can offer a flip up type helmsman seat that fits on the end of the bar cabinet to help solve your problem of steering from the lower station. This seat is not a true seat but is a good place for the helmsman to park

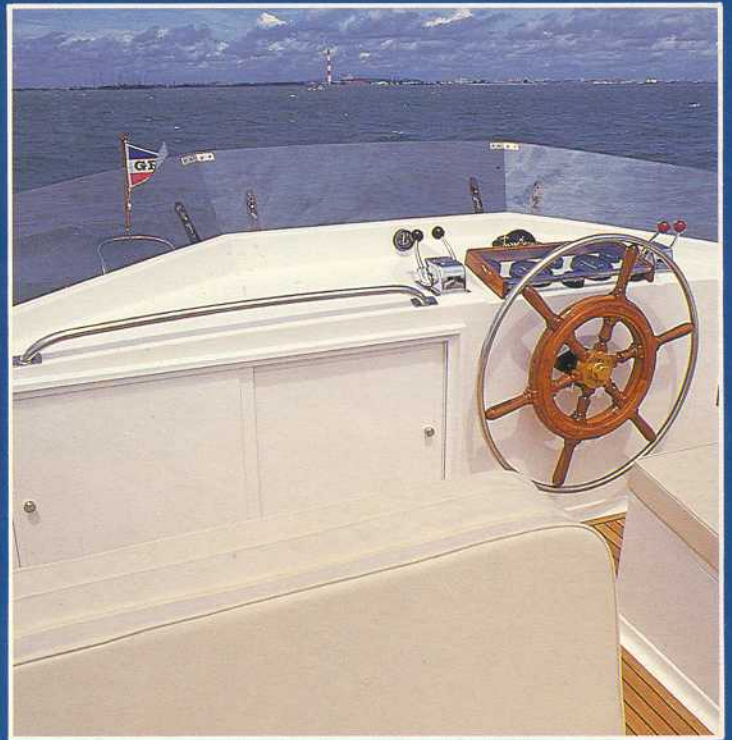
himself. John Buettner could provide more information for you. As you probably know we now offer a fixed type helmseat option on the GB 42's today.

Watermakers are becoming more popular each year. As people begin to cruise to more exotic places the need for watermakers has grown. One unit we have heard good things about is a Sea Recovery watermaker. It is a bit more expensive than some others but seems to be more reliable. The best place to install one is in the engine room.

Short of adding a second generator you have two options for providing AC power in an emergency. One method involves the installation of a cruising generator, which provides 110 volt AC power via belt drive from one of your engines. Your other choice involves the use of an inverter, which converts 12 volt power to 110. This unit can run off the batteries but power is best provided from the alternators while underway.

*The important numbers to remember concerning the **American Marine News** are the volume and issue numbers. The numbers that look like a date code have nothing to do with dates. We are currently publishing three issues a year with the volume number changing each year.*

Thanks again for taking the time to write.



The new Grand Banks 36 Sedan and Europa

