



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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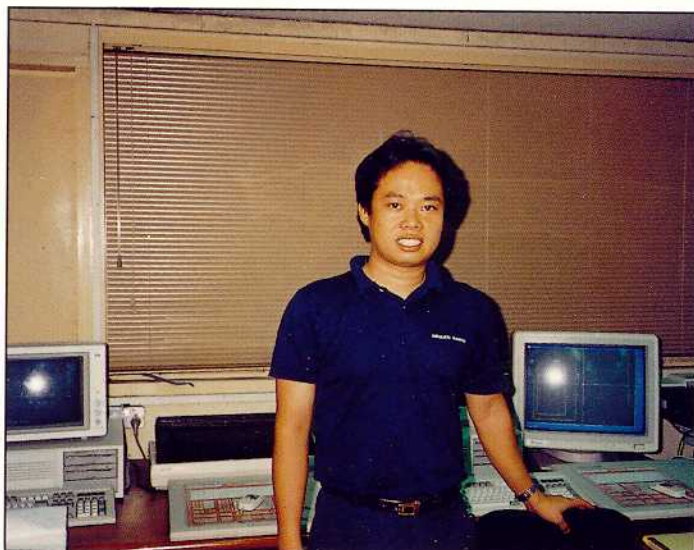
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Cover: One of the last arrivals makes its way across the harbour to join the 1988 American Marine Grand Banks Rendez-vous in Newport, Rhode Island.

PROFILE Omar Haroon



Omar Haroon joined American Marine as our Design Engineer in 1983. He graduated with a Mechanical Engineering diploma five years earlier and was working in an electronics manufacturing company prior to joining American Marine.

As Design Engineer, Omar oversees the work of five assistant designers and the main function of this department is to produce drawings reflecting special design options and layouts according to owners requirements. In addition, current designs and layouts are constantly reviewed and improved upon so as to enable better production output and better quality Grand Banks.

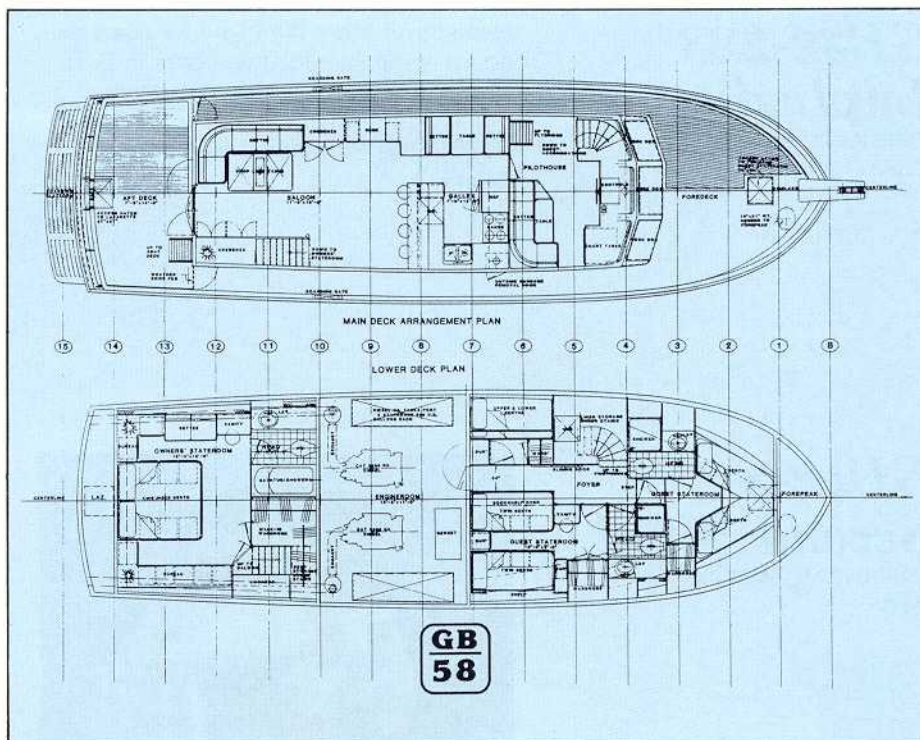
Despite a tight schedule, Omar still finds time to read or have a game of squash with the boys. He counts micro-computer as one of his hobbies. No wonder he is the man behind the CADD-system that is currently being in use in the Engineering Department.

NEW DEVELOPMENT

Grand Banks 58 Motoryacht

The GB58, like its wooden predecessor the GB50, is being designed to offer the best of traditional yachting — generous accommodations comfortable amenities, classic design and functional seaworthiness. Each cabin will provide stateroom level comfort, complete with generous storage and access to a full roomy head. The main flush deck will feature wide walk-around teak decks, and a dedicated pilothouse with ample room for modern electronic systems. A second fully functional steering station will be located on the flybridge above. The walk-in engine room has been designed with seven-foot headroom, workbench, and a sensible machinery and equipment plan including a large capacity diesel generator set and air conditioning as standard.

In keeping with the design of Grand Banks, the GB58 will feature a full keel semi-displacement hull configuration. This hull design offers excellent stability and sea handling characteristics while also providing underwater protection for shafts, propellers and rudders. The GB58 will be ruggedly constructed of hand laid fiberglass to American Marine's traditional high standards.



Preliminary or Approximate Specifications

Length overall	17.96 m
Length at waterline	16.56 m
Beam	5.34 m
Draft	1.78 m
Height above waterline	5.34 m
Fuel	4,542 litres
Water	1,892 litres
Displacement	40,824 kg
Speed	
Maximum	13 knots
Cruising	10 knots
Standard power	
Twin Caterpillar	
3208 TA diesels.	

BEACHCOMBING

GB32-762

Peg Leg

Houston, Texas
USA

Bill and Nancy McKnown of Houston purchased their first boat at the Houston Boat Show a Grand Banks 32 hull 762. They said "It was love at first sight and christened it *Peg Leg*. They are looking forward to enjoying their Grand Banks for years to come.



GB49-43

Sandra Maria

Humacao
Puerto Rico



John Treffers took his Grand Banks 49 hull 43 *Sandra Maria* to New York and celebrated the 4th of July Independence day with a big party on board. John is now planning a trip to cruise the Great Lakes and then down the Mississippi River. "Buying a Grand Banks was the best thing we have ever done" says John. "She has been a total joy".

GB32-223

Implusive

Pensacola, Florida
USA

Daniel and Mary Ann Snyder lived on board *Implusive* for five years in Fort Myers, Florida. They do extensive cruising and the most recent trip was to South Seas Plantation on Captiva Island.



GB42-877

Second Wind

Cheboygan, Michigan
USA



After four years and 15,000 miles covering the West Coast from Alaska to San Diego, The Mississippi River, Lake Superiors Ten Thousand Islands and the Ten Tom Waterway. *Second Wind* made a stop in Sarasota, Florida. The owner, Gerald Werner (right) shows Paul McFadden, broker for Great American Boat Yards the Grand Banks he sold but has never seen. After bringing Paul up to date on the adventures in 15,000 miles of cruising, Jerry set out to cover the East Coast and then the Bahamas.

GB36-713

Minion

Shelter Bay, Washington
USA

Robert & Phyllis Walters traded in their 36-foot sailboat for a new Grand Banks 36 with Intrepid Boat Sales, the Grand Banks dealer in Bellingham, Washington. Immediately after the commissioning, they took a cruise to Alaska. They commented that the biggest pleasure they had on their trip was "not having to touch a screwdriver or a wrench".



GB46-036

Gypsy Jane III

Marco Island, Florida
USA



Mr & Mrs Douglas Martin aboard their new 46' *Gypsy Jane III*. The Martins are experienced Grand Banks people, having owned a wood 42' hull 84 for many years. Their cruising grounds range from the Gulf Coast to the East Coast and the Bahamas. Their boat is equipped with a down galley and 375HP caterpillar diesels which provide the extra living space and cruising speed they both wanted. The Martins purchased their boat through Larry Delamater at Hal Jones & Co.

GB36-756

Mary B

Shelter Bay, Washington
USA

Orville and Mary Bartlett, residents of Shelter Bay, Washington are proud owners of GB36-756 *Mary B*. Mr Bartlett a retired lifetime diesel mechanic intends to stay retired, that's why they chose a Grand Banks. The Bartletts are planning a trip down south to Mexico and are looking forward to a good cruise in the comfort and safety of their Grand Banks.



GB42-561

Nan-Tucket

Klamath Falls, Oregon
USA



Nan-Tucket owners, Mr & Mrs Rush Coffin cruises the waters of British Columbia. They have towed an 18' Outrage (Boston Whaler) for the past two seasons. Although the Whaler holds 60 gallons below deck and a 150 H.P. Evinrude outboard, they have noticed no reduction in speed and no problems with fast tides and heavy weather.

The combination has given them tremendous flexibility for salmon fishing and exploring British Columbia waters.



Passage from Hull Marina to Neyland Marina, Northabout

by Colin J. Jones

Appalachian lying at new marina Craobh Haven

Having bought a Grand Banks 36 in October, at Hull Marina, we spent the winter months planning our route back to South Wales. With a crew of four men, myself as skipper, Ross Price (owner of a 28' Gibsea), my son Chris (who crews on a racing sailing boat) and a friend Tris Clare (who had done some dingy sailing) we planned to leave Hull on Friday, March 25th.

The boat had been overhauled, filled with water and diesel, and all provisions taken aboard by Thursday evening, with the intention of departing at midday on Friday.

However, the forecast was bad, with a procession of lows, which had started on the Wednesday, persisting through Friday and Saturday with little sign of improvement. Because of various commitments, we had decided that if we were unable to leave by Monday 28th, we would have to abandon the trip for a month.

Sunday morning arrived, with conflicting reports from Marine call and the Leeds Weather Centre. After much soul searching, we decided that we should try to go and in any

event left Hull Marina at 13.30 to "have a look" out at Spurn Head.

Conditions when we left were calm, and pressure was rising slowly so we felt encouraged to try and go.

We were off Spurn Head by 15.50 and set course for Peterhead, some 300 miles to the North. Having made contingency plans i.e. shelter at Whitby or possibly Amble, our ETA for Peterhead was 18.00 hours Monday, March 28th. In fact, we arrived at 19.30 hours, having had an uncomfortable passage with following seas and winds at the top end of Force 5.

Peterhead is a good refuge, but the inner harbour is difficult to find and very dirty, and at £17.25 for one night (which is also the weekly rate!) we felt we had been ripped off.

On the plus side, every person we contacted was helpful and friendly:- the tanker driver who supplied us with diesel (at 70p a gallon) was extremely careful not to drop any fuel on the boat; breakfast at the Seaman's Mission was superb.

We left Peterhead harbour at 10.30



hours, on Tuesday, 29th March, bound for Inverness Wind was southerly, the sea was calm and pressure was 1002 mb. We were pushing the tide most of the way down the Moray Firth, but at least had the benefit of the tide entering Inverness narrows. We kept a course along the southern shore of the Moray Firth, but we would have been better off crossing to the Northern Channel an hour or so earlier than we did, to get the full benefit of the tide rather than 'fight' it

as we did for about three quarters of an hour. The entrance to Inverness, at dusk, 20.15 hours is breathtaking — going between the lights, under the bridge, with the sun setting almost ahead of us!

We arrived at the sea-lock entrance to the Caledonian Canal at 21.00 hours on Tuesday and moored alongside an old barge to await the opening of the lock at 8.00 am on Wednesday.

Two things to beware of on approaching the entrance to the sea-lock are a large vessel, moored for about four years, without lights, and the light on the quay which seems to shine directly into your path (and vision) instead of pointing downwards.

Having paid our dues (£4.20 per metre) to the British Waterways Authority, we set off at 8.00 am to navigate the waterways, which was to last until 15.30 hours on Thursday.

This passage involves passing through a series of canals and lochs the most famous of which, of course, is Loch Ness. One can only describe this part of our voyage as the highlight of the whole trip; the engineering feats involved, and the fantastic scenery with the snow-capped mountains surrounding will not soon be forgotten by any of us.

Our overnight stop at Fort Augustus was memorable for the fact that we had our first bath at the Lovat Arms Hotel (£1.50 each and worth every penny!)

We had experienced a problem with the starboard engine, and we are grateful to the skipper and crew of the Jean de la Lune, who lent us their engineer for a couple of hours to rectify the fault whilst we sailed in company with them from Muirtown to Oban, where we then gratefully moored alongside them with a forecast of SW8 coming in. We were informed during our journey through the canal by one of the lock keepers that in the summer months the whole of the Caledonian Canal is filled with holiday travellers and that by sheer chance we had not only chosen the best time to make the passage (we saw only seven yachts in the two days) but we had been blessed with perfect weather.

We had left Fort Augustus at 7.45 on Thursday, March 31st arriving in Corpach at 15.30. No diesel was

available at Corpach so we phoned ahead to Hugh Macintyre at Oban and arranged to take on fuel at 20.30 hours. However, because of increasing winds and seas, we did not berth at Oban until shortly after 21.00 hours by which time it was too late to get fuel.

Oban is a working harbour not really equipped to cater for pleasure yachts, but the harbour master was sympathetic, on hearing of our earlier problems and with the increasing wind, etc., and allowed us to berth alongside Jean de la Lune, overnight, and our fuel arrived early next morning (Friday, April 1st).

After re-fuelling, thanking the harbour master for his assistance we set sail down Kerrera Sound at 10.30 for a short leg to Craobn Haven, Lock Shuna. We went outside Inch



C.J. Jones, R. Price, C.J. Jones (Jr), T. Clare



Appalachian at Peterhead (Scotland)

Island and duly arrived at Craobn Haven at 13.00 hours. This must be one of the most picturesque marinas in the UK, with wide pontoons, water, electricity and diesel readily available with the added bonus of a chandlery and mechanical assistance if required. For anyone on a passage further north this harbour and village should not be missed. I had previously visited (though not by sea) a couple of years before and was soon chatting happily to Dot and Arthur who have a well-stocked food store, and Hugh and Christine with a gift and craft shop.

This marina and development has been beset with financial problems for several years but there are

Ready to enter Caledonian Canal



Entrance to Fort Augustus



Caledonian Canal



Castle in trees — Caledonian Canal



Loch Ness

now plans for further development. However, it would be a pity if it were to be over-developed and lose its charm.

We had decided on a restful day at Craobh Haven so that we could make the final leg of our trip, about 300 miles, non-stop. With this in mind, I talked to a couple of the local fishermen.

Although tides in the North Sea are not very significant, the opposite is true of the West coast where tides are strong, especially as they were, now, at springs. Local advice was to clear the northern half of the Sound of Jura, where tides are really treacherous, with the ebb. This would mean passing the Mull of Kintyre with a foul tide, but unless there was a strong wind-over-tide situation, there would be no difficulties. With this in mind, we left Craobh Haven on Saturday, April

2nd at 9.15 and were off Gigha with calm seas, light breeze and sunny conditions and barometer reading 1015 mb at noon.

We encountered the latter part of the flood off the Mull of Kintyre with tide running against us at about five knots.

We got into the Irish Sea and at about 18.30 got the first 'lift' of the south-going tide which took us to the southern tip of the Isle of Man some six hours later where we caught the ebb tide in the southern part of the Irish Sea, giving us a total of twelve hours of continuous fair tide. Although followed by six hours of foul tide we arrived at the Clerks and Bishops at the turn of the tide, giving us the lift to pass the islands of Skomer and Skokholm before entering the Milford estuary, at 15.45 hours on Sunday 3rd April, and arriving at Neyland Marina at 16.35.

The journey down the Irish Sea was again a mixture of calm seas, moonlit passage from the Isle of Man to Anglesey followed by a sunlit crossing of Cardigan Bay. This was the culmination of a voyage of almost 900 miles displaying the variety of our country and climate in all its magnificence.

Some Statistics

The total engine hours run was 95. The two 135 hp Ford Lehman engines were run at 2000 revs, mainly, but for short periods and against tides were run at 2400 revs.

Diesel per hour — approximately five galls in total.

Diesel for the trip — 475 galls.

Charts for the East Coast were hired from Arcturus, 11 Uxbridge Street, London together with East Coast pilot books. (They offer an efficient and effective service and we highly recommend them).

We fitted an R.B. Marine Dead Reckoning Log (which we ran in tandem with the Decca Navigator) and found the results to be very accurate. (More of this will appear later but it certainly is a good 'back-up' system with or without a Navigator).

World of Grand Banks

Tamara's Mexican Cruise

Chapter II

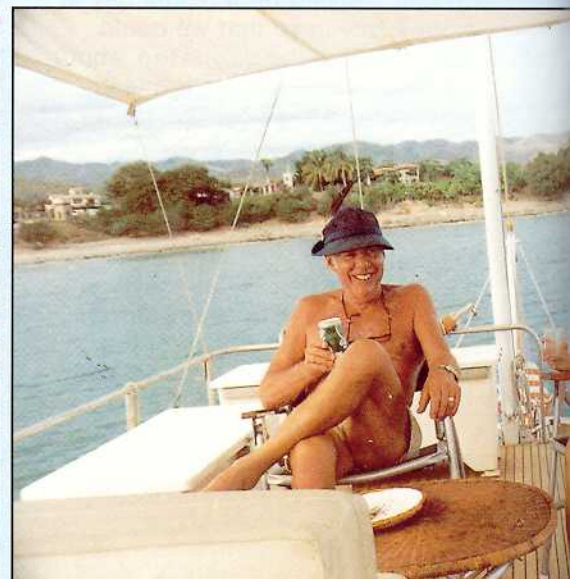
Mazatlan to Las Hadas (Manzanillo)

by Bert Snyder

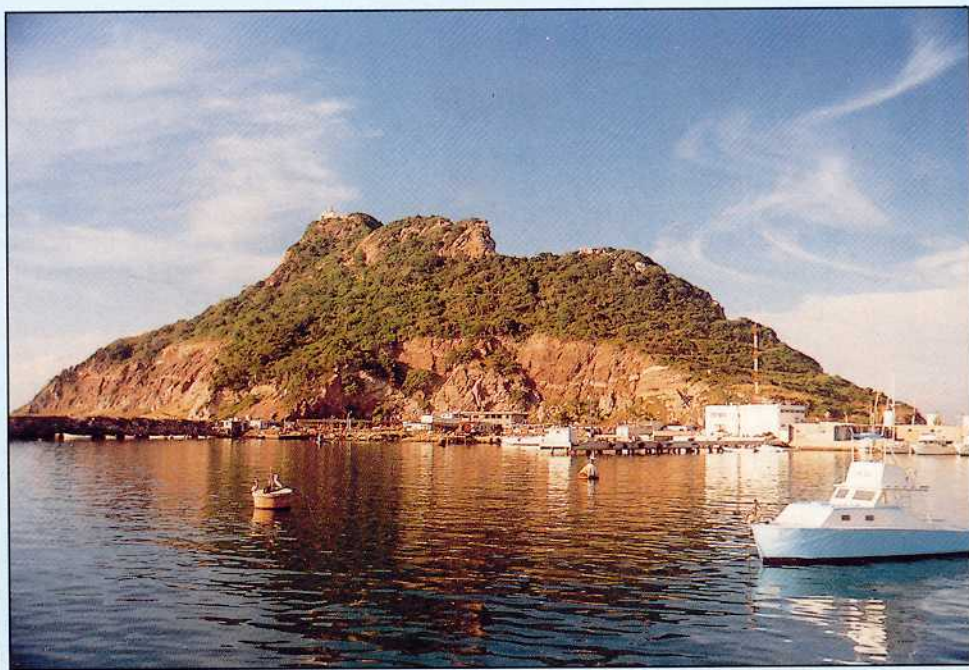
Tamara at anchor at Mazatlan.



Celebrating Christmas at Las Hadas.



Marilyn and Bert relaxing on the flybridge.



*One of the usual clear mornings
we experienced on the trip.*

Puerto Vallarta.



The evening sun setting at Las Hadas.

Mazatlan to Las Hadas (Manzanillo)

After our unanticipated, but well enjoyed, extra day's lay-over in Mazatlan, we got under way at 0500 on December 11 heading for Isla Isabella. There was absolutely no wind and we had an easy following sea and were able to spot Isla Isabella from about 25 miles to the north. It is a run of about 86 miles and we rounded up into the anchorage at 1515. There were five sailboats in the harbor plus one local, very small, powered fishing boat. Isla Isabella is some sort of a game refuge or a bird sanctuary, under the control of either the Mexican government or their university system. We did not have time to go ashore, but certainly intend on doing so on our way north. Everyone says that it is very interesting. The birds, of which there are thousands and thousands, are very tame, and apparently it resembles the Galapagos Islands to some degree in that they have species there you don't find anywhere else. One species dives four to five feet under water to catch fish. There is one submerged rock in the middle off the harbor, which we apparently went right over, or at least came very close to it, but got our anchor down with no problem. Being a little close to the bank, which is a sheer vertical face, we put out a stern anchor just in case the wind shifted.

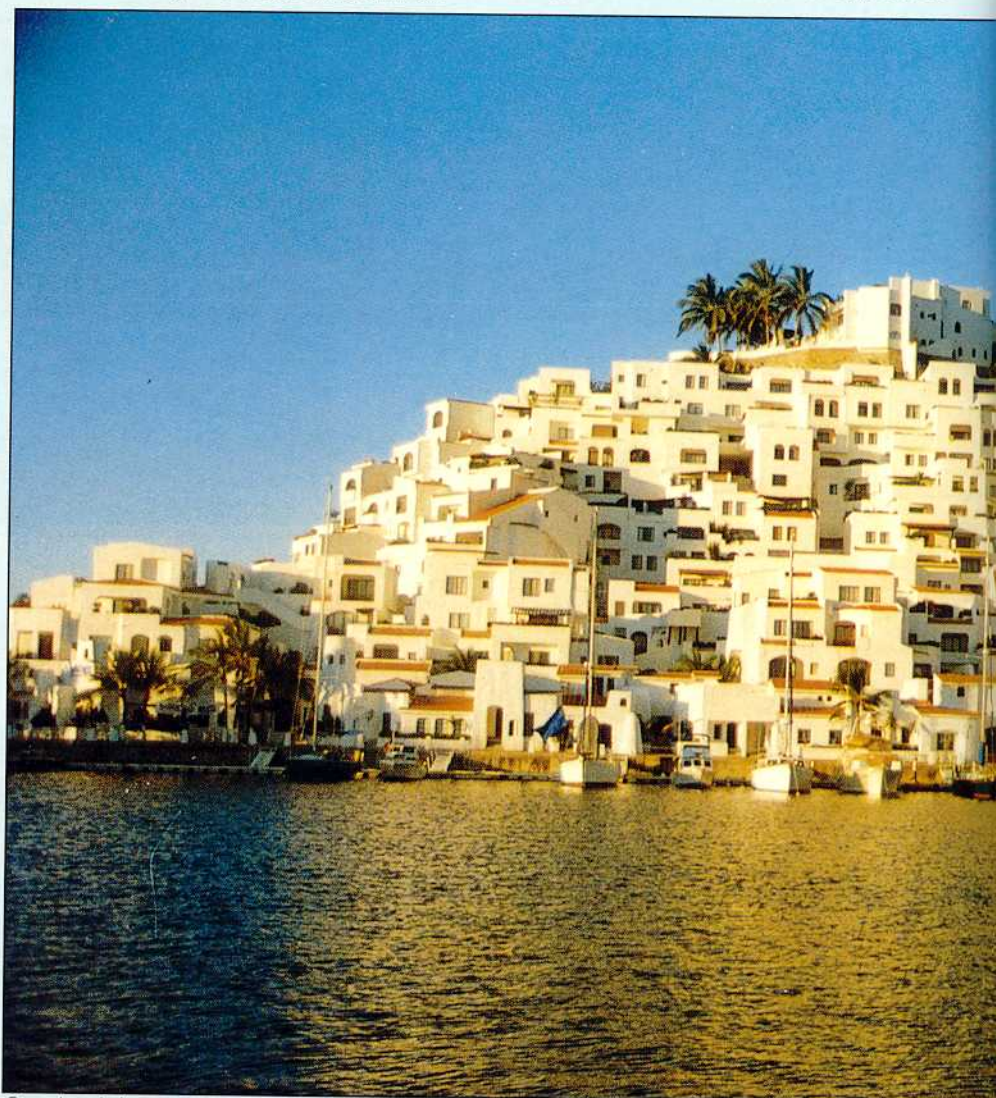
Just before dark a small Mexican Navy boat came in, put a small boat over the side, and for some reason, singled us out from all the other boats to board. Their small boat was an old wooden lapstrake dinghy with peeling paint and in a very bad state of repair. The officer who came aboard was very nice, but was equipped with a pencil which badly needed sharpening and some sheets of gray scratch paper similar to what we used to use in grammar school. I don't think he was really too sure what questions he was supposed to ask us, but we showed him our document, which he couldn't read, and which we interpreted for him, and found it

easier to volunteer as much information as we could to help him out. He then got back in the small boat, but the crew was unable to start the engine and they paddled back to the mother ship. They are really very nice and they try very hard, but their equipment is generally so old, dirty and in a very sad state of repair.

I was under the impression that they had singled us out and hadn't boarded anyone else, but talking on the radio with a sailboat a day or so later, the gal indicated that she and her husband had been in bed about 6.30 in the morning when they boarded their boat.

The reason we left Isla Isabella when we did was because we wanted to reach San Blas before 1500 on Friday afternoon so that we could take care of our paperwork without running into the weekend or after-hours which is 1500. We covered the 40 miles from Isla Isabella to San Blas in exactly five hours and arrived

there at 11.00 am. We have no large scale chart for the area and have been depending on "Charlie's Charts" which indicated a shallow and shifting bar between some rather lengthy jetties. A good sized self-propelled suction dredge, almost identical to those used by the U.S. Army Engineers, was just inside the harbor. We were down as low as two feet under the keel crossing the bar, and decided that the dredge was sitting on the bottom waiting for the tide to come in so it could continue dredging to go out and dump its load. We proceeded up the channel, which I guess is a slough for about a mile and anchored east of town with a beautiful grove of palms on our port hand and mangroves on the starboard hand. After lunch we put the outboard on the dinghy and headed for the office of the Aduana which, for a change, was marked very well. They sent us to the Port Captain's office which was only two or three blocks away. It was



Condominiums at Las Hadas

only 1330, but the Port Captain's office was closed. They let us in and we learned that it was the beginning of a three-days holiday weekend, the feast of somebody, and that we couldn't check in with the Port Captain until Monday. We indicated that we didn't plan on staying that long, so they sent us back to the Aduana. The Aduana in this case, or at least the only person in the office, was a nice young lady to whom, with the usual language difficulties, we explained our predicament. She in turn spoke to one of the other girls in the office and the eventual outcome was to forget the whole thing and enjoy the celebration.

We wandered through the town which is really quite interesting, sat in the square for a while, bought some bread and headed back for the boat. The area in which we were anchored was one of the prettiest areas in which we had anchored to that point.



On December 13 we got under way at 0800 heading for Chacala which was only about 23 miles away. It was our intention to stop at Chacala for lunch, go ashore and look around, and then head south about seven miles to anchor for the night behind a little unnamed island. Chacala is a beautiful little place, the anchorage was very calm, we went swimming and walked on the beach and really enjoyed it. Eventually we headed on down the coast to the little island. I was under the impression that there was some sort

under way. We could see the light at Chacala and it was only seven miles away, but it was a long, hard seven miles with everything flying in all directions. It was 2200 by the time we got back to Chacala, and of course pitch black. Having been there earlier that day, it was easy to work our way in by radar, get the anchor down, have another drink and dinner. The following morning we succeeded in buying seven very small lobsters at about \$2.00 a piece American. Obviously, we were getting too close to Puerto Vallarta.



Our short stop at Puerto Vallarta

of a cove in which to anchor at the island, which was not the case. The water was a little shallow for some distance out and the bottom was covered with large boulders over which the anchor chain continually dragged. We anchored with about ten feet of water under the keel, went ashore and wandered around, and then went back out to the boat. By then the wind had come up and I really wasn't too happy with our situation, but decided that it probably would be all right for the night. After cleaning up and getting ready for cocktails, it then being dark, I checked the fathometer and found that we only had about five feet of water under us and decided that we should move out into deeper water, which we did. We struggled through a drink, hanging on, and decided that it would be easier to fight our way back to Chacala than to try to weather out the night behind a little island, so we got

The following day we had planned on stopping at a little settlement at Punta de Mita, but the diagram in "Charlie's Charts" wasn't all that accurate, so we decided to keep on going to La Cruz de Juancosta, where we were able to anchor behind a little breakwater. We subsequently took the dinghy and outboard to a local beach and enjoyed the 82° water. La Cruz de Juancosta is at the northern tip of Bahía de Banderas, and of course Puerto Vallarta is only 10 miles away at the eastern end of the bay. We talked to *Navigator* by radio, and Dan indicated that he was moored in the harbor between the ferry dock and a 150-footer from Georgetown, Cayman Islands. My mental picture of the harbor was quite clear from when we were there a couple of years ago with Herb and Eileen and Lani, but I had trouble locating the round Port Captain's building because of the new high rise buildings built

all around it. In any event, we did go in and put out some additional ground tackle and tied alongside of *Navigator*. Subsequently we went through the required paperwork which was very simple and wandered through the town. Wanting electricity if possible so I could check out the freezer which I was not sure was working properly, I went up to the marina and found that one boat was leaving the following morning which would leave a hole for us, so I immediately went up to the little office and signed up for a stern-in position at the dock. Bright and early the following morning we headed in that direction with our plan of attack well planned. Normally Marilyn handles the helm when we are anchoring and I handle the anchor. As we had to stern-in however, which of course involves dropping an anchor pretty well out and then backing in, she said that she would handle the anchor and wanted me to handle the boat. We had all fenders out and had tied the dinghy off of the bow. There were half a dozen people on the dock standing by to help us and to fend off on the boats on each side of where we were going, and at the appropriate time, I told Marilyn to drop the anchor. She let it go, but it landed in the skiff where it punched a small hole. She was immediately demoted from First Mate to Third Mate and was terribly embarrassed. Everyone on the dock had a good laugh. Fortunately Ray, in a little Coronado 30 on our port hand, had a little resin and a small piece of fiberglass, so I sanded out the bad spot and repaired it and now all is well and Marilyn has again been elevated to First Mate, although she well realizes that she will never live that one down.

We had a lot of fun in Puerto Vallarta. First of all, we learned how to ride the buses for 60 pesos, or about 8½ cents, to or from town. You usually have to stand up and hang on, but it was really fun. Everyone around the docks was friendly, and we had adequate electricity, and the water had some pressure when it was on, but it wasn't on too much of the time. We did some Christmas shopping, had margaritas ashore, had lunch at the El Dorado where we had had lunch with the Mills and Lani the last time we were there. Other than having to fight the crowds of people,

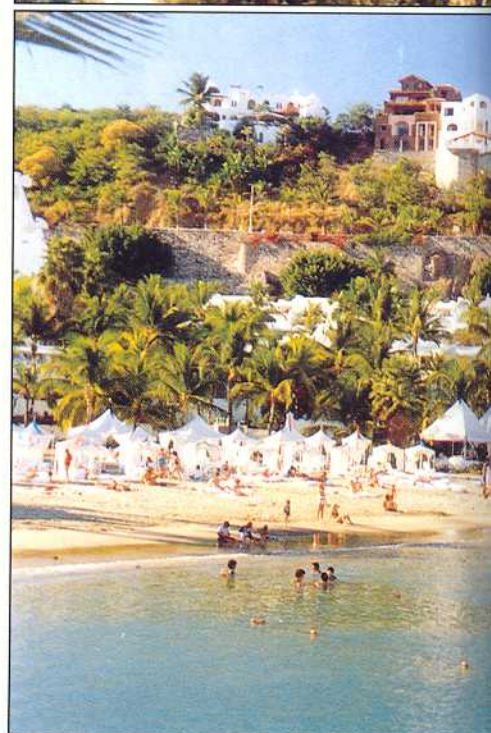
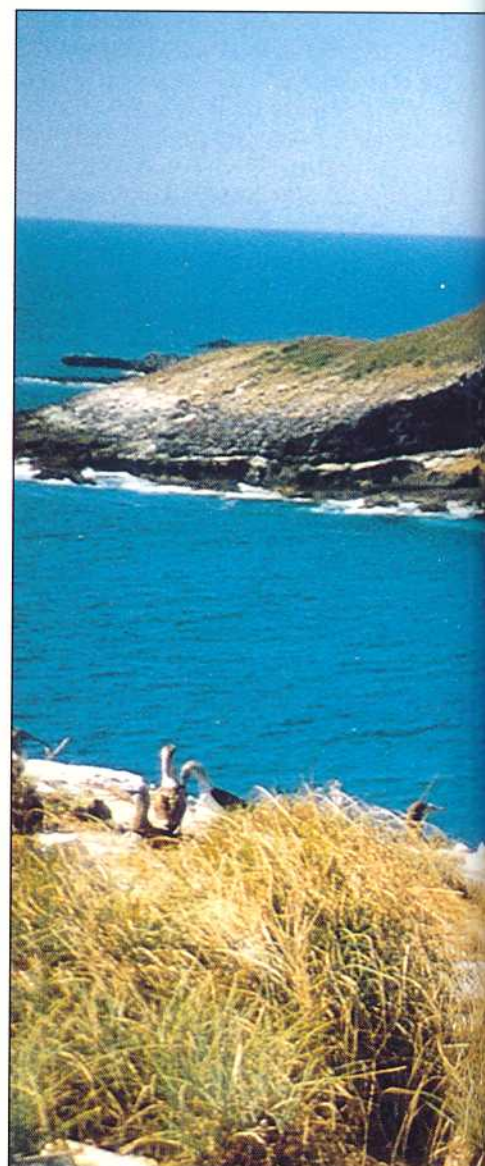
three cruise ships having come and gone in the three days we were there, it was a great town.

Our berthing for two days including water and electricity came to 1300 pesos or about \$1.50. The exchange is 888 to \$1.00 as of this writing and going up daily. (Now up to 900).

It is about 154 miles from Puerto Vallarta to Manzanillo. We wanted to be all settled in Manzanillo and have our paperwork completed before Marilyn's mother arrived, so we cut the trip into three legs, skipping Yelapa, Mismaloya, Careyes, Tenacatita and Navidad, to be visited on our way north. Ipala is just around Cabo Corrientes, which is the "Point Conception" of this part of the world. Although we had a fairly heavy following sea, we had no problems, and once around Cabo Corrientes the sea was directly behind us and it was an easy run into Ipala. Ipala is a well protected little cove with a very small fishing village. I had a nice swim in the 82° water and scrubbed the boot-top which, even though I had raised it 1½ inches before starting on the trip, was still slightly under water and picking up some grass. (Its slowly coming up).

On December 19, we ran down the coast to Bahia Chemala, the exact location of which we were not quite certain, but we hailed a fisherman who aimed us in the right direction. By 1430 we were anchored behind Passavera Island, one of several islands in Bahia Chemala. I guess the island is a nesting place for frigate birds because it was absolutely covered with them. Apparently in the mating process, the males puff up their necks, or a pouch under their necks, resulting in a great big red balloon sticking out in front of them. I guess it must be attractive to female frigate birds. It was pretty warm so we jumped over the side and just floated around hanging onto the fenders for half an hour or so. Air temperature and water temperature were both 82°.

At 1530 on December 20 we arrived in Bahia Manzanillo and pulled into the breakwater at Las Hadas. It was not terribly crowded when we arrived and we had no trouble getting a place to stern-in Mediterranean style. I am glad we arrived as early as we did because



Beach at Las Hadas



the harbor became quite crowded in a matter of a day or two. Fortunately, or unfortunately, we were the last boat at the end of the jetty where we had a good breeze. The boats on the opposite side of the harbor sterned into the wall by the condominiums had no breeze. On the other hand, we had about 97 volts a.c. power with apparently zero amps, because the minute you plugged anything in the voltage dropped down to 35 or 40 volts. Sometimes there was enough power

to run our Christmas lights but that was it. If nobody ahead of us was using it, fine, but we were at the end of the line, so we had to watch it and get water when we could.

There is no adequate way of describing Las Hadas. I don't know if you would call it an architect's nightmare or dream, but it is unreal. I have taken dozens of pictures, both day and night, hoping that they will give some idea of the beauty of the place. It is so different and so



outstanding in so many respects that I won't even try to describe it, but hope that two or three rolls of film will eventually help. As of this writing we have been here about 12 days and I really don't care if we never leave. We took a free tour put on by the real estate sales people which gave us a real picture of the entire complex.

On December 22 we took a cab along with the crew of *Wandering Star* into the Port Captain's office in town. It probably is 10 to 12 miles from Las Hadas into downtown. In Manzanillo the Port Captain, Immigration and the Aduana are all in the same building, for once, and we only had to walk across the street

to pay our entrance fees. It was a very easy and very smooth operation. In the harbor were three or four big commercial ships plus five or six navy ships, plus a shipyard with a floating drydock. We gambled on my Spanish and caught a bus from town back as far as grocery store and then caught a cab from there back to Las Hadas.

Our days here at Las Hadas are complicated by numerous decisions. The first decision each morning is shall we get up or shall we just lie in bed a little longer. The next big decision is which bathing suit to put on to do exercises before jumping over the side and changing into a dry bathing suit for breakfast. If it isn't



Birds

too warm we do a few little projects during the morning, and then the next big decision is whether we will have a gimlet, a margarita, a maitai, or a frozen daiquiri before lunch. Assuming that you want to lie around a swimming pool in the afternoon, you then have to make the decision as to which of the four or five pools you wish to lie around.

Everyone up and down the dock is very friendly, and we frequently get together for cocktails. We were recently given a big hunk of Dorado by a Mexican gentleman from Guadalupe who has a boat down the line. *Wandering Star*, which we originally met in Magdalena Bay, is on our starboard side. Alongside



Bahia Chemala Nesting place for frigate birds



th puffed red breast seen at Bahia Chemala

of *Wandering Star* is *Sundancer*. Bill of *Sundancer* races Indianapolis cars and airplanes. When *Navigator* left Cabo San Lucas, they were headed for Careyes where they hoped to do a little chartering. They suddenly appeared here on the 30th. We were lying in bed with the hand-held radio checking with *Navigator* about coming into the anchorage when Harold Werlich, formerly of *Two Aries*, came on the air. He was just pulling in after a 60-hour run from Cabo San Lucas on a big cutter named *Harmony*. He tells me that they have sold *Two Aries*.

The wind surfing is fantastic, although frequently there isn't too much wind. For a while I thought I



Typical Mexican fishing vessel



Boat anchored at Chacala

was going to have to give Lyle Wagner some lessons but he seemed to be doing OK on his own. We haven't done any scuba diving yet, but as soon as I can get up some ambition, I'm going down under the boat and see if I can find my glasses which don't seem to be aboard anywhere, so must be on the bottom. I think I lost them when I jumped in to rescue a beet that I was scrubbing which I dropped and which didn't float. We have been scrubbing vegetables as best as we can then soaking them, per Renee Werlich's instructions, in a bucket of water and 20 drops of iodine. So far we have had no problems whatsoever. The water here apparently is from artesian wells, so we have finally

decided to try it, although our little water-maker has been keeping up with us to this point. It has been working just beautifully.

New Year's Eve brought quite a celebration here. It certainly is different to have cocktails on New Year's Eve on the flying bridge in a pair of shorts, after spending most of the day in and out of the water. There was one big formal party, two or three informal (and I mean informal) parties, lots of fireworks at midnight, etc. I will be some time before my feet recover from dancing barefoot to Mexican music on a rough brick patio. Some real hangovers on 1-1-87, but *Tamara's* crew survived.

RENDEZ-VOUS NEWS — 1988 Grand Banks Rendez-vous



Scenic Newport, Rhode Island, perhaps the yachting capital of the world was host to American Marine's 1988 Grand Banks Rendez-vous, July 15-17. The skies were sunny and clear, the seas were calm with a moderate breeze, as what was to become the largest single gathering of Grand Banks in one place began to arrive. The excitement started building when early arrivals were forced to lay off in Newport Harbour as the staff of the Yachting Centre diligently went about clearing the way. One by one, dockhands and crews at the ready, each of 57 GB's were squeezed into what were normally berths for ten and all without a scratch.

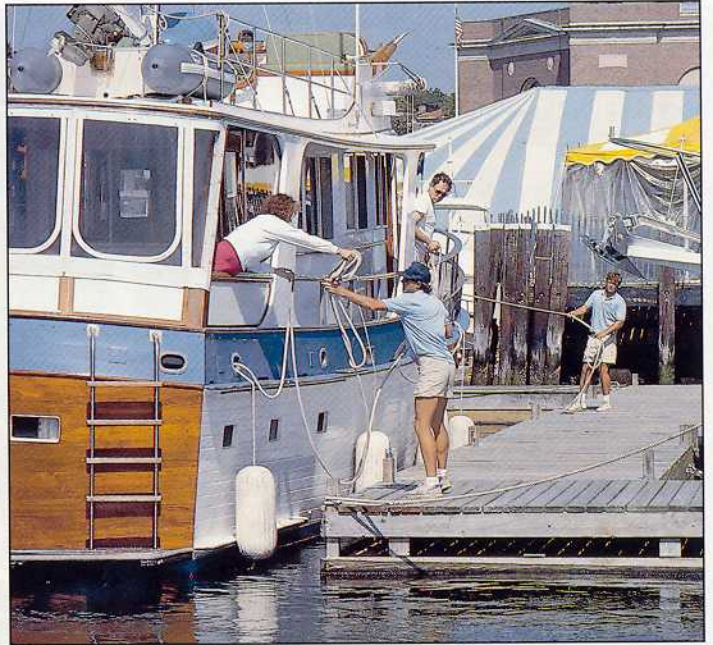
They came from as far away as South Florida, and as near as Newport. They were as old as GB32-12 *Puffin* (1965), as new as GB42-1046

Dentelle (commissioned seven weeks prior), and they were as big as GB50 *Honeymoon*, but above all, each and every one was pure Grand Banks.

The festivities began Friday evening under the big yellow and white striped tent with a "Welcome to the Rendez-vous" cocktail party. Saturday morning started with a continental breakfast and was followed by "product sessions". Manufacturer's representatives were on hand to informally handle questions, complaints and compliments from GB owners. The products represented included: Caterpillar, Cummins and Lehman engines, Grunert refrigeration and Marine Air airconditioning, Westerbeke and Onan generators, Cetec Benmar electronics and Regatta paints and finishes.

Saturday afternoon was taken up with a variety of activities. Some took advantage of the Mansion tour, one of Newport's most famous attractions. Others chose to "boat hop" as fellow owners opened-up for inspection. What was revealed included at least one total restoration, as well as a variety of custom modifications such as a roll-up screen in the aft doorway of GB42 *Europa Northern Comfort*, or the "ice-cream door" in the freezer of GB42-1040 *Bolyn*. All in all, what was obvious was the immense pride that each and every owner showed in keeping their GB shipshape.

In recognition of that pride, teams of "judges" staffed by seven Grand Banks dealers, painstakingly surveyed contest entrants for best electronics layout, best overall GB, best varnish, cleanest engine room,



nicest interior, and highest average engine hours. The competition was keen, and the results were kept secret until the awards ceremony that evening.

The culinary highlight of the weekend was the New England style clam and lobster bake Saturday night. The big tent was filled to capacity by cocktail hour as the first of an array of fresh and steamed seafood was served up. Master of ceremonies Rick Loh began the awards presentation with a toast to the participants and one by one introduced the GB dealer or other corporate sponsor who presented the winner of each contest category with an award.

The *crème de la crème* of the evening, if not the weekend came when Dick Loh announced a surprise drawing of a trip for two to Singapore! Not a cocktail glass stirred as a hand carefully reached into the raffle box. It was quite an exciting moment as Jack and Elaine Williams, owners of GB36-542 *Willaway* stood up, shocked by the thrill of hearing their names called. Even as everyone danced to the live band during the rest of the evening, the congratulations to the happy couple kept flowing in.

Sunday morning's continental breakfast brought the first of the goodbyes and the inevitable questions of who was going where and when. Some were off to cruise the coast of Maine, others would begin their annual jaunt South to Florida, many were heading home to nearby ports, still others were content to the blissfully undecided.

Slowly the activity turned away from the tent and towards the dock. There was a moderate to heavy haze as lots of hands joined in to cast off, fend off, and carefully ease each boat from a sea of Grand Banks. Although seeing so many GB's in such close proximity was clearly a very impressive sight, still, as they made their way back into Newport Harbour, there was something even more impressive — the simple thrill of watching a Grand Banks do what it was meant to do.





*1988 Amicale Grand Banks
West Europe Rendez-vous: Tholen*

by Queenie Jones





This annual event turned out to be a resounding success once again, thanks to the enthusiasm of our Chairman Jack Verdyck and Committee and the fantastic help and cooperation of several individual members.

No less than 35 Grand Banks plus 12 Captains and crew (who drove down), a total of 130 people from Belgium, Holland, Germany, France and Great Britain converged upon the ancient town of Tholen (province of Zeeland) in the south of the Netherlands.

They were joined there by Jean Colin (North Sea Marine) from Ostend, Belgium, "Bugs" Yeow Kok Hoong (Marketing Manager) and Johnny Lim (Service Manager) both from American Marine Singapore, and Alan Howell, President Ford Lehman Engines U.K. All of whom, as usual, spent most of the week-end going from ship to ship in order to offer advice and solve individual problems.

Quite a few eager members, as well as our Chairman arrived several days early and helped with the preparations. A huge tent was erected on the quayside complete with a bar where beer of a well known Dutch brand was on tap. In no time the quay and the marina were decked in flags and fairy lights and took on a festive look.

Friday August 26th

The first evening was a very informal and friendly affair. Old members greeted each other joyfully and new members were welcomed into our group. Huge bowls of steaming Zeeland mussels were passed along the tables to appreciative members proudly dressed alike in their brand new navy blue Amicale Grand Banks club sweaters. The waiters were kept busy running up and down between the long tables replenishing in the supply of mussels and wine.

The animated conversation was suddenly interrupted by a great burst of trumpets as one of the local brass bands marched in to entertain us. As they marched out again another uniformed band arrived to take their place.

Eventually after a lot more fun and





dancing to lively music the Grand Banks crews retired to their bunks.

Saturday August 27th

Our rendez-vous coincided with the festivities of the annual Fancy-Fair of Tholen. Bus loads of people arrived from neighbouring towns. Crowds bustled around the varied stalls. The local noisy brass bands in their colourful uniforms paraded around the town. As we ambled through the narrow streets we were confronted everywhere with centuries of history.

Tholen owes its name to the water crossing rights or "Toll" which the Dukes of Brabant used to collect here as far back as the 13th century! The fortifications dating back to the Middle Ages were replaced during the 80 Year War by a star shaped fortified wall around the town. One can still walk along it to this day.

On our route we saw the St Laurence Chapel rebuilt shortly after the great fire which destroyed most of Tholen in 1452. The original one already existed in 1312 and was used as a shelter and hospice for poor and



sick travellers.

At 1500 hours our party was officially received by the Mayor and City Council of Tholen in the old historical Town Hall. This was built around 1460, most probably on the site of the previous one destroyed by the great fire. It boasts a magnificent six sided tower which houses the oldest bell carillon in Holland. The first bell, named "Peter" dates back to 1458 and was saved from the previous town hall. In the course of the centuries another 34 bells have been added and they all ring gleefully every 15 minutes.

We were shown around the old court room in the town hall where justice used to be rendered. Condemned men were led through an underground passage to the scaffold to be executed in the public square.

After the Mayor had been presented with our Amicale Club flag we all returned to the marina. A surprise was waiting for us on the quayside. A group of some of the oldest inhabitants of Tholen dressed in their finest national costume to perform some folk dances for us.

At 7 pm we all gathered for a very delicious barbeque dinner. (The aroma alone enticed hundreds of village people to throng the approaches to our private tent!).

During the course of the evening



the presentation of the well earned annual prizes was done expertly in four languages.

The American Marine Trophy

(Teak steering wheel presented by American Marine Singapore was awarded to Klaus Simmert for the longest vacation trip with his 36 GB Ronny).

The Lehman Trophy

(A Propeller presented by Alan Howell Ford Lehman U.K.). Awarded to the Captain who had come the furthest with his boat to the Rendez-Vous was won by Peter Habig with Kira 1.

The prize for the longest trip to attend the Rendez-Vous (without boat) was won by Dr Jean Blanc-Garin who had come all the way from the island of Majorca.

At 10 p.m. we all rushed to the quayside to be treated to a most



spectacular fireworks display which marked the official end of the Tholen Fair. After this great and noisy show we retreated to the tent for more dancing.

Suddenly and completely unannounced a girl was wheeled in on a barrow accompanied by one of the musical groups which had been performing in the town. They put on a great show and entertainment and we all joined in the fun. Tholen really enjoyed our visit and in this way wanted to show their appreciation. We in our turn thoroughly enjoyed their hospitality!

Sunday August 28th

The first boats left very early as they had a long way to go. The rest departed in due course although all were loath to leave.

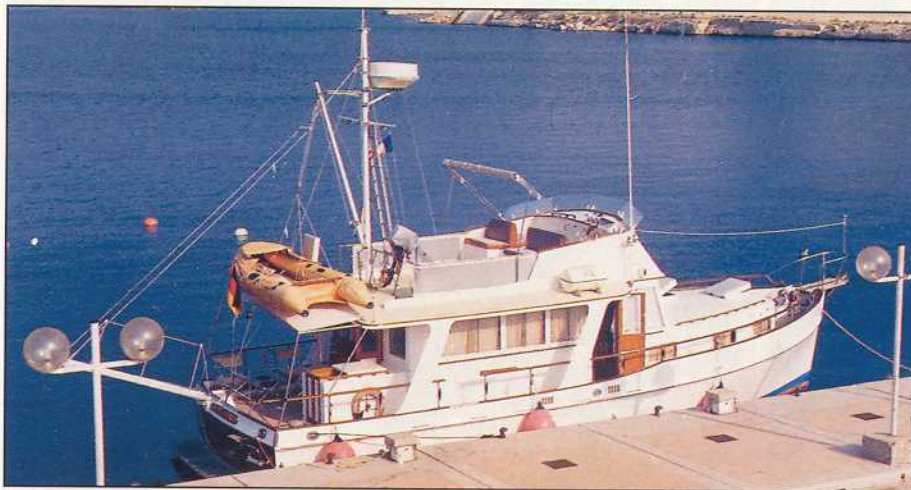
Feel like joining us next year? With or without your Grand Banks?

Our next Amicale "Grand Banks" West Europe Rendez-vous will take place during the last week-end of August 1989 in Willemstad (another place steeped in history) in the province of Zeeland, Holland.

Anyone interested please contact:
Jack Verdyck
Amicale Grand Banks West Europe
Meir 26/9
B-2000 ANTWERP
Belgium
Phone: 03-2320903 Fax: 03-2253025



COMMUNIQUE



Naudia moored out of Marseille on the island Friul after attending the Grand Banks-Rendezvous 1987 in Porquerolles.



Our saloon.



The proud and happy owners of Naudia.

Since 1982, my wife Gudrun and I have been living permanently abroad our boat *Naudia*, a Grand Banks 42 Europa Hull No. 331 in the Mediterranean. In the past few years I have made a lot of modifications to our boat. You will notice a small aft cabin with full height to make the lazarette more useful for storage of tools, parts and a washing machine with hot and cold water supply. Through the aft cabin you can now enter the engine room. Still there is a roomy aft deck left for chairs and table. As you can see I changed quite a bit in the saloon to make it more comfortable.

Before we bought *Naudia* we had a GB32 and a GB36. I bought the 32 in Southern France, we made the trip round Italy and sold her to an Italian in Trieste. After which, I purchased a GB36 hull No. 180 in Hamburg. With her we cruised the Baltic Sea, sailed her down to Spain and around Italy to Yugoslavia. This boat was sold to an Austrian.

We own *Naudia* for 10 years now and have cruised to many places in the Mediterranean and to most of the Islands like Sicily, Majorca etc.

We never had any trouble with our Grand Banks. Our *Naudia* is now in a better than ever condition.

Three cheers to wood.

**Hans Werner
Canet-en-Roussillon
France**

Dear Mr Werner

Thank you for your recent letter and photographs.

It is always a pleasure to hear from owners of mature GB's and we are very pleased to learn that you are making such good use of your boat. We are glad to hear that you do not have any trouble with Naudia.

Once again thank you for writing in and hope that you have many more years of happy cruising on your Grand Banks.

Thank you for your American Marine News.

My boat a GB42 MY hull No. 815 has two 100 gallon water tanks port and starboard. These are individually valved. There is an additional bow tank of lesser capacity which is used as reserve. I would like to be able to connect the two 100 gallon tanks at the bottom end so that I could fill them from either side and use them simultaneously.

I have looked all over the engine room fore & aft, but cannot find an access to these two tanks. Please let me know how can I obtain the desired results.

**Jose A Mera
Santurce
Puerto Rico**

Dear Mr Mera

We are glad you are receiving the American Marine News.

In reply to your query, attached is a schematic drawing of the fresh water system on your boat. Please note that all three tanks are interlinked at the manifold located at the forward engine room bulkhead.

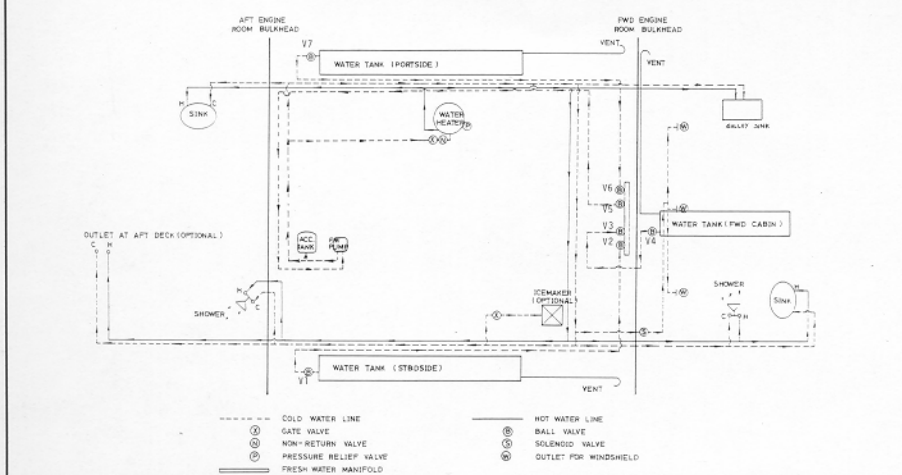
Indeed, filling of all three tanks could be done through either the port or starboard deck fill pipe except this would take some time because the pipe linking the tanks are only 1/2" in diameter (i.e. provided all valves are opened as recommended).

We append below the operation procedures which we hope will be of help to you:-

Functions

- V1. Valve 1 controls the flow of water from the starboard tank to the supply manifold. This valve should only be closed when there is a leak between V1 and V2.
- V2. Valve 2 is a remote control for the starboard tank supply.
- V3. Valve 3 is a remote control for the forward water tank.

FRESH WATER LAYOUT



- V4. Valve 4 controls the flow of the water from the forward tank to the manifold. It should only be closed when there is a leak between V3 and V4.
- V5. Valve 5 controls the supply of water to the boat system and should remain open. This valve should only be closed for repairing leaks in the fresh water supply system.
- V6. Valve 6 is a remote control for the port tank.
- V7. Valve 7 controls the flow of water from the port tank to the manifold. This valve should only be closed when there is a leak between V6 and V7.

Operations

- Under normal circumstances, we recommend all valves to be fully opened. Under this condition, the water at both the port and starboard side water tanks will be drained off completely before the system can draw water from the forward tank.
- When you have a starboard list problem (probably due to too much fuel in the starboard tank), close V6. In this condition the water supply for the boat system will be draining from the starboard tank thus helping to correct the listing problem.
- When you have a port list problem, close V2, all others to remain open. It will help to correct the port list problem.

- When you have a bow-down problem, close V2 and V6, all other valves to remain open. This will allow water to be drained from the forward tank, thus helping to correct the bow-down problem.

I am the proud owner of Grand Banks 42 Europa Hull No. 795. Recently, I have seen a couple of new Europas with their forward house tops installed with teak decking. I think this is a very good idea and would like to do a similar installation on my boat.

I would be pleased if you could advise me the brand name of the thiokol or caulking used and what procedures I would need to follow to lay the teak decks.

Also what would one have to do to maintain the teak decks?

T.S. Ho
Singapore

Dear Mr Ho

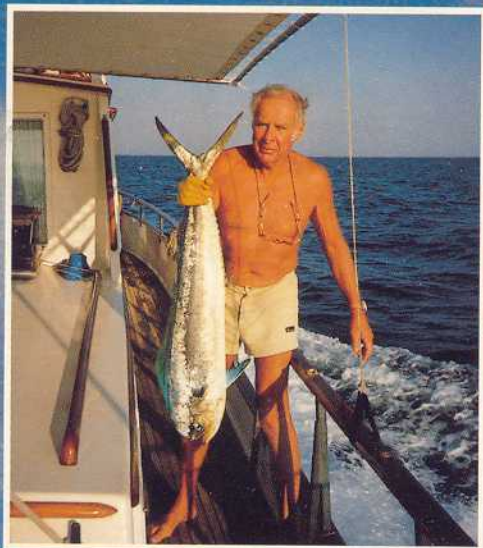
Thank you for your recent letter.

The product we are using for our teak decking is a caulking sealant called WS600 from J & R Industries, Inc. It is made of Thiokol Polysulphide synthetic rubber and is basically a two-component sealing compound. When mixed together and cured at room temperature it will form a resilient rubber which has good adhesive strength, excellent expansion and contraction characteristics.

Application of this sealing compound is simple. As with all caulking compounds, what is needed is a thorough surface preparation prior to application. This is extremely important as a properly prepared surface promotes adhesion. The application procedures are as follows:-

- Wash the fibreglass surface with Interlux 202 solvent to remove any oil and grease.
- Prime the fibreglass surface with WS 601 primer from J & R Industries, Inc.
- Apply the same primer on the teak deck. (Apply on the two sides and bottom of the teak only. Exclude the top side).
- Clean and vacuum the fibreglass surface. Mix the two-part polysulphide caulking compound WS 600 from J & R Industries.
- Apply over the deck area.
- Install teak decking on the fibreglass housetop.
- By means of a scraper, scrape off any sealant that may have seeped out during the teak decking installation. Then clean and vacuum the deck seams.
- Apply primer on the seams.
- Mix the 2-part Polysulphide caulking compound WS 600 and proceed to caulk the seams. Allow the sealant to overfill the seams.
- It takes about one week for the sealant to cure.
- Scrape off the excessive sealant.
- Sand down the completed deck.

On the subject of deck maintenance, we would recommend that you do not apply any surface coatings over the deck as many of these materials together with salt water and weather exposure, are capable of damaging the caulk. Use only approved wood cleaners in lieu of coatings. Also refrain from using detergents as it has been proven that oxalic and phosphoric acids do damage the deck caulk.



More on Marilyn and Bert Snyder's trip to Mexico will appear in the next issue.