



AMERICAN MARINE NEWS

VOL 17 NO 3

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"Dear American Marine News"

Cover: GB46 Legend heading home on
Long Island Sound (Ct., USA).

Photo By: Mark Warner



EDITOR'S NOTE

One thing Grand Banks owners the world over have in common is an enthusiasm for sharing their version of the Grand Banks experience. Our aim in publishing the **American Marine News** has been to give you, the GB owner and enthusiast, a chance to share that experience in the form of interesting reading. Whether it was a short update on the latest leg of a cruise, the full account of a passage to an exotic port, a technical question, or a tip on a custom feature, you have made this publication both written for and written by our readers. We are grateful for that support and hope you will continue to submit material you think will be of interest to those who share the world of Grand Banks.

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CUSTOM CORNER



As easy as 1, 2, 3. Engineer and GB36-795 owner Jack Pregont modified his standard bar cabinet to accept a helmseat readily available from popular marine catalogs. Note there is even a removable footrest.

The photos appearing in custom corner are submitted by GB owners. If you have a photo of a custom feature on your GB, please send it to the NEWS.

GRAND BANKS APPAREL

GB owners occasionally inquire about the availability of shirts and jackets embroidered with "GRAND BANKS".

For anyone interested, there are two companies currently licensed to embroider our registered trademark. You are welcome to contact either firm directly for their catalog and prices.

East Coast (USA)

Namely Yours
5486 Jet Port Industrial Blvd.
Tampa, Florida 33634-5222
(813) 885-7529
(800) 888-8222

West Coast (USA)

The Stichery
27402 Camino Capistrano — Suite #106
Laguna Niguel, California 92677
(714) 582-7178
(800) 346-5041

BEACHCOMBING

GB36-306

Ten-X

Mission Viejo, California
USA



This Grand Banks 36 has become the weekend home of Steven and Christine Helms shown with their Brittany Spaniel, *Skeeter*. The couple bought the 1972 GB36 in June of 1987 and in the first year undertook a major cosmetic renovation and still managed to log over 400 hours cruising Southern California waters! Steven and Christine were prompted to write "we are very impressed with the original workmanship" and "we have already encountered rough seas and she handles like the classic she is."

GB32-23

Bonita M

Renton, Washington
USA

The *Bonita M* is shown at rest on a Washington State Park buoy in the San Juan Islands. For the past 10 years, cruising Washington State and British Columbia waters has been the primary recreation of Bonnie and Keith Harding and their 3 daughters. The *Bonita M*, a 1966 GB32 is still powered by the original Ford-Lehman engine and has been refurbished by the Harding family.



GB42-1024MY

Trypanic II

Watkinsville, Georgia
USA



Frank and Dottie Curtis are shown here accepting delivery of GB42-1024MY, *Trypanic*, from Hal Jones & Co., Hal Jones salesman. The Curtis's traded in their 42' Classic which they purchased new in 1974. The Motoryacht incorporates all of the ideas and changes that they thought of during the 13 years of cruising on *Trypanic I*.

GB49-74

Tamara

Santa Cruz, California
USA

Mr and Mrs Bert Snyder are pictured aboard their latest Grand Banks while it was under construction in Singapore. The Snyders have owned a GB36, a GB42 and now their "ultimate boat", a brand new GB49. The Snyders are well known to "American Marine News" readers as the authors of a series of articles on their cruise to Mexico (see current issue).



GB50-31

Legend

Oklahoma City, Oklahoma
USA



Charles and Fran Baldwin are proud owners of the GB50 pictured in New York Harbour. During their 5-day anchorage there, the 4 stateroom GB50 comfortably accommodated 10, and "nobody wanted to jump ship". *Legend* has also cruised from San Diego, through the Panama Canal, the Bahamas and the Arkansas waterway.

GB42-442

Sea Banks

Hampshire, England

Neil Mudders has recently become the proud owner of the 1970 GB42 which he reports is in "as good a condition today as when she left American Marine yard." Mr Mudders plans to continue to care for *Sea Banks* in "the manner she has become accustomed" by her former owner Mr Monty Black.



GB32-791

Pilgrim IV

Deerfield Beach, Florida
USA



Hal Jones & Co was pleased to delivery a new 32GB to Mr & Mrs Clifford Hoitt through salesman Jay Jones. This is Mr Hoitt's second Grand Banks, his first was a 36' Classic. Mr Hoitt is currently heading North where he will enjoy plenty of cruising with his family.

GB32-488

Alamo

Queensland, Australia

Geof Brown and his son are shown crossing Moreton Bay en route from Peel Island to Moreton Island (Australia). Mr Brown recently visited American Marine in Singapore where his 1974 GB32 was built.



Model Making, Grand Banks Style



GB42 Ariel, on display.

The GB42 in these photos looks real because it practically is. The *Ariel* pictured is a scale model of real life *Ariel*, GB42-945, owned by Mr Robert Gerardi of Connecticut. Mr Gerardi commissioned the renowned model maker Justin Camarato of Noank, Connecticut to build the 23" model in the spring of 1987. The model, complete with mahogany display case, was delivered in the summer of 1988.

Although it is the first GB Mr Camarata has built, it is not exactly his first model. Mr Camarata has been building yacht and ship models professionally for six years. The former boat builder and aircraft engineer has completed commissions of yachts designed by some of the world's most famous naval architects. His more notable models include the ketch rigged *Atlantis*, a research vessel for the Woods Hole Oceanographic

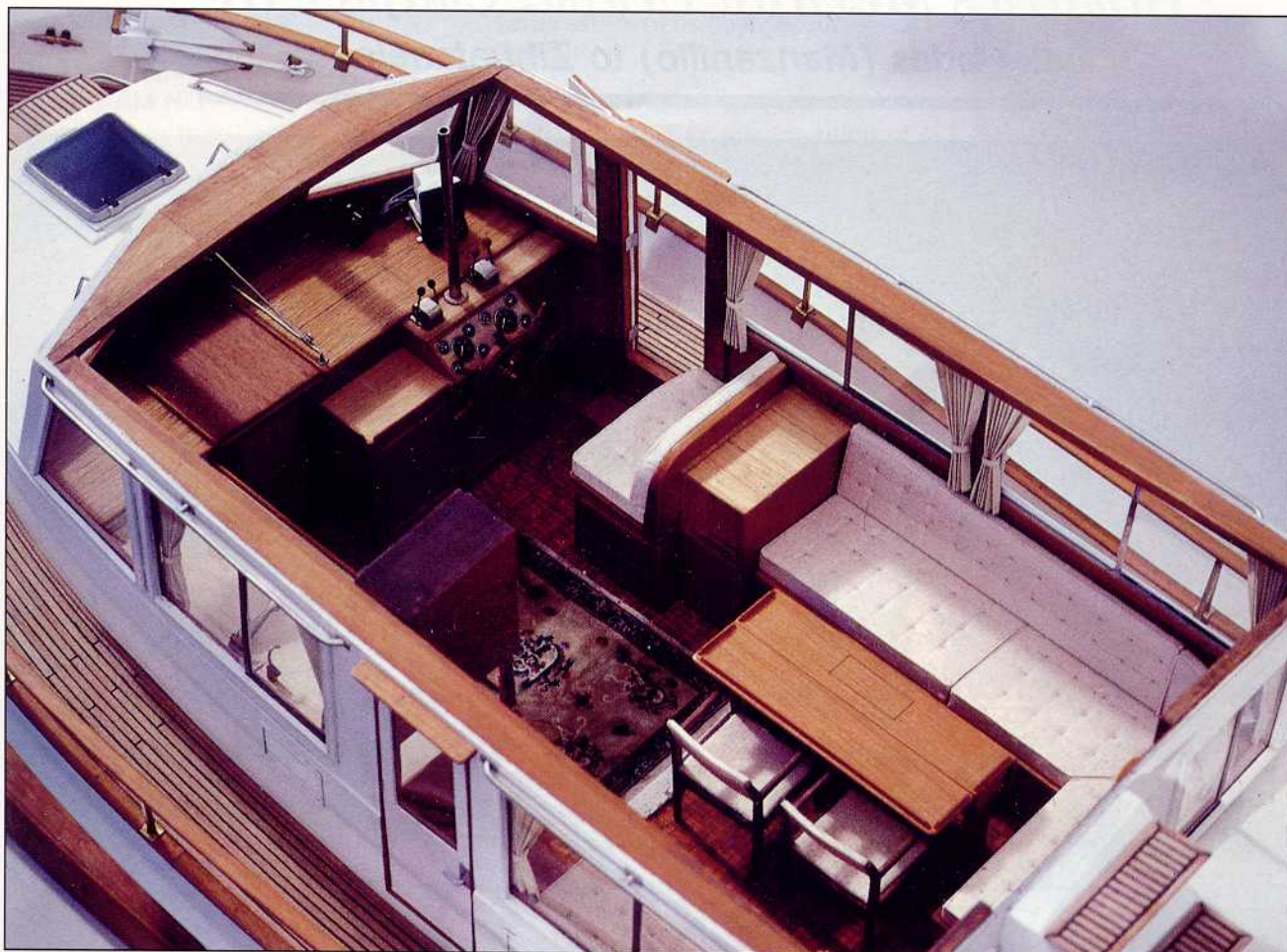


Professional model making requires painstaking details.

Institute, and, a pair of models of the Mississippi River paddlewheeler used in the movie "Showboat".

Ariel required more time to build than even Mr Camarata originally expected, about 1100 hours in all. Much of that substantial commitment

of time is owed both to the model maker's attention to detail, as well as the commission requirements for an exposed main saloon. Making an "Oriental Rug" for instance involved reducing a photograph of Mr Gerardi's actual rug, then applying a special texturized coating and



Details on Ariel even include an Oriental Rug.

cutting fringe on the edges. The parquet sole, although not individually glued strips of wood, as in the case of the teak decks, were individually drawn and painted, about 1600 of them. There is also a brass lamp, (not visible in the photos) in the port corner of the main saloon, complete with an embossed mariners anchor, about 1/10 of an inch in size.

Model making at this level of sophistication, like the actual boat building it represents, is an art. It seems rather fitting that the 42 Classic takes its place in this nautical heritage — a traditional art for a traditional boat.

For additional information, you may contact Mr Camarata at the following address:

Mr Justin Camarata
Micro Marine, Inc.
18 Hadley Court
Noank, Connecticut 06340
USA
(203) 536-3087



The dealistic looking flybridge of Ariel.

Tamara's Mexican Cruise: Chapter III

Las Hadas (Manzanillo) to Zihuatanejo



Tamara at anchor

We normally don't go out to eat too often, but we splurged a little while we were at Las Hadas. One night proved very interesting. There are five restaurants at Las Hadas. If you bring your own fish to any of the restaurants they will cook it for you and charge you half price for dinner. One night we went to Playa Sol where we were the only patrons other than a large private party. They told us that they had caught a large dorado and that there was more than enough for their party and offered us some. We accepted their offer, which of course meant dinner at half price. Their party had a few more margaritas than did ours, as a result of which we were served a beautiful dorado dinner before they were

served at all. We were almost finished eating when someone came out of the kitchen and announced that they had run out of propane and were unable to cook dinner for the big party. After chit-chatting with them for a while, we left while some of their party went back to their condominiums to round up a few electric frying pans so they could eat. Typical "manana land".

After 17 days in Las Hadas, we felt that we should head on down south, so we got under way on January 7 for a 3-day run to Zihuatanejo. Our first night's destination was Cabeza Negra. It is an anchorage on the north side of the point which shelters you from the wind, but not too much

from the seas, and we had to take out a stern anchor to keep our bow into the seas. The next day's run was to Bufadero Bluff and the third day we ran to Zihuatanejo, each day's run being between 65 and 70 miles.

About 30 miles north of Zihuatanejo is Lazaro Cardenas which is a new commercial port with a tremendous steel mill and fertilizer factory. There were three ocean-going ships in the harbor which were dwarfed by the tremendous buildings.

Overall the coast between Manzanillo to Zihuatanejo is beautiful. It is green with coconut plantations, some beautiful cliffs and rocks and the ocean is about as

We had enough sense to know that you don't bring something like that aboard with a salmon net. A gaff with a 2-foot handle is helpful, but there was a question whether the gaff or the fish's sword was longer. When a friend caught a large fish a couple of years ago, we lowered the dinghy, but left it attached to the boat and landed the fish in the dinghy, so Marilyn suggested this as a procedure. Somehow the line became untangled from the fish's tail, so then it was at least coming in frontwards. With Marilyn's help, I was able to get my heavy gloves on and still hang onto the pole, climb down into the dinghy, grab its sword with one hand, drop the pole, and I think use the gaff, but anyway, dragged it into the dinghy. The dinghy is eight feet long and using that as a measure, the Sailfish was eight feet long. We took a bunch of pictures, but knowing that the proper procedure is to turn the fish loose, and not knowing what else to do with it, we didn't hoist it up and take pictures as we should have. Instead, I shoved it back over the side. I am afraid that being hauled in backwards didn't help it very much and I doubt that it lived. We were sorry that we didn't hoist it up and really get some pictures, but hopefully those that Marilyn took will come out. If they don't she will be permanently demoted to Third Mate.

Between our trip to the Gulf in 1985 and this trip, we have now visited

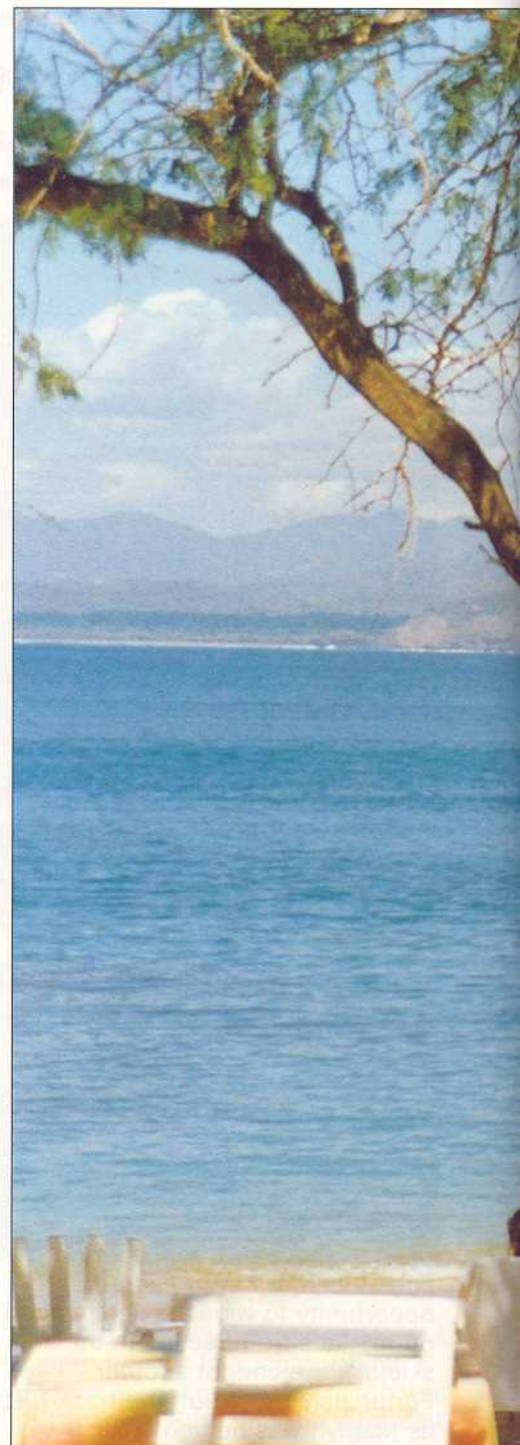
Santa Rosalia, Mulege, Loretto, La Paz, Cabo San Lucas, Mazatlan, San Blas, Puerto Vallarta, Manzanillo and Zihuatanejo, as well as many little villages in between. Marilyn and I agree that we like Zihuatanejo best. You can't compare anything with Las Hadas because it actually is a resort, as is Ixtapa to a great degree, but as a town, Zihuatanejo is great.

Although there is a pier in Zihuatanejo, which they are working on at the present time, we have to go in and out through the surf. Actually there isn't any surf, so there is no problem. All of the streets are paved with hexagon-shaped concrete blocks, and there are sidewalks and rolled curbs. There are a number of mall-type streets with plants growing everywhere. There are quite a few small hotels, many restaurants and a tremendous market. The product here is unbelievable. We were even able to buy some artichokes, small, but good. The town is very quiet, except for a perpetual basketball game, which goes on in the square. There is a small Navy base near the head of the pier and I presume that that other uniformed personnel are police.

As everywhere in Mexico, they are walking around carrying automatic rifles, but I think it is just to keep them busy. There are even some women Navy personnel here in their



Tamara resting on the way to Zihuatanejo.



Author Bert Snyder shows why "it's a great life"

white uniforms. As is the case everywhere we have been in Mexico, there are lots of street vendors, as well as numerous little stalls where you can buy almost anything. It is not uncommon to see women walking around with all sort of things balanced on their heads.

Any of you who read the yachting magazines probably have read articles regarding the navy's rescue boats which they are putting in service, primarily for the benefit of



ve certainly have the boat for it."

visiting yachtsmen. One of the boats is based here, and it really is a nice looking boat, similar to one of our World War II PT boats, but I am sure brand new.

Across the bay, about 20 minutes by our 2 horse outboard, is Las Gatas beach. There are a couple of restaurants over there, together with a couple of Scuba diving operations, and a lot of very brief bikinis. Jon Claude, a Frenchman, runs one of the Scuba diving operations, and we

went out with him a few days ago.

The water temperature remains at about 82 and the air temperature doesn't get much below that. We borrowed a windscoop from Wandering Star which has been very helpful, have the big awning up, together with bimini and the bimini extension, and keep a couple of electric fans going most of the time. It's hot, but you can wear whatever you want anywhere you go, so we are really enjoying it. We even enjoy

it more when we receive a report that it is cold and blowing at home.

The evenings are absolutely beautiful. We are going through the full moon phase right now, and really enjoy the flying bridge at cocktail hour when it is very comfortable. We sincerely hope that we can spend at least every other winter in Mexico. It's a great life, and we certainly have the boat for it.

DEALER NEWS — *East Coast Yacht Sales Yarmouth, Maine (USA)*



The coast of Maine is famous for its cruising grounds with hundreds of islands, coves, protected harbors and inlets, and a Grand Banks, of course, is ideal for exploring these waters. When East Coast Yacht Sales opened its doors a few years ago, it was good news to cruising enthusiasts — the availability of a full service facility along this idyllic coast.

The facility is, Lower Falls Landing, a brand new 50,000 square foot marine complex located on the Royal River in Yarmouth, Maine, just north of Portland and only minutes from the world famous outfitters, L.L. Bean. East Coast's offices are housed in a huge indoor showroom

which makes a perfect setting for displaying their latest G.B. as well as the 3 top sailboat lines they handle.

In addition to East Coast's operation, other facilities located at Lower Falls Landing include a ships store, sail loft, bookstore, shops, offices for various marine services, and a new restaurant. Yankee Marina, one of the 3 marinas also located there, handles the service for East Coast. The facility presently has 120 slips, winter storage for 175 boats, and 3 heated bays capable of handling boats up to 50'. The yard is experienced in electronics installations, woodworking, fiberglass repairs, spray-painting, etc. In addition,

authorized Caterpillar, Cummins and Lehman Dealers are all within 15 minutes of the Lower Falls facility.

Activities hosted during the year at the Yarmouth, Maine site include a boat show held in April, diesel seminars, instruction on the practical use of electronics and, this season, their first GB Rendezvous.

If you would like more information on the wonderful cruising in Maine, or would like to visit East Coast Yacht Sales, they may be reached at 38 Lafayette St., Route 88, Yarmouth, Maine 04096 (207) 846-4545.



RENDEZVOUS NEWS — *Three Fall Events in the USA*

Southern California



The Isthmus of Catalina Island, the traditional setting for the Southern California Rendezvous.

A yacht owner's Rendezvous is a tradition among cruisers and an activity pursued regularly by Grand Banks owners. The American Marine News periodically notes GB Rendezvous' throughout the United States as well as around the world

which are often attended by as many as 50 boats. None of these however compares in attendance to the 1988 7th Annual Southern California Grand Banks Rendezvous. This year's event, organized by Stand Miller Yachts of San Diego, California

drew 108 GB's from San Francisco to San Diego!

As is traditional, the Rendezvous was held at the Isthmus of beautiful Catalina Island in mid-September. An informative show and tell time, mini-seminars with guest speakers from the marine industry, an inflatable dinghy race, cocktail and social hour and a delicious swordfish/steak dinner all were provided by more than 30 generous individuals and organizations and added to the excitement of this year's event. Donated prizes included an inflatable tender, a 2HP engine, barbeque, hand held VHF, free haul-outs, engine services and more.

The Southern California Grand Banks Rendezvous grows every year. For more information about the 1989 event September 22-24, please contact Stan Miller Yachts, 245 Marina Drive, Long Beach, CA. 90803 (213) 598-9433.



The ever popular dinghy race about to begin.

Pacific Northwest

Grand Banks aficionados from throughout the Northwest gathered together September 16-18 in Port Ludlow for their Annual Grand Banks Rendezvous and by the account we received, a good time was had by all. With 46 Grand Banks in attendance, from 32-50 feet, plus

six owners sans boats, the mood was festive and cordial as was the weather; and what a sight 46 Grand Banks lined up!

The Rendezvous, sponsored by Seattle Grand Banks dealer, Northwest Seaward, featured a

potluck dinner and bonfire (complete with marshmallows) Saturday evening, September 17th, and dinghy races and plenty of sea stories about Grand Banks and the Grand Banks experience. Prizes were given away in several categories including Power Dinghy Race — Bill and Denise Fleetwood; Blindfold Dinghy Race (always a treat) Dick Moore and TLC III crew; Farthest Traveled — Rick and Choi Little (Camp Sherman, Oregon); Longest Ownership Bill Campbell Grand Banks 32 — 16 years); Newest Boat — Ted Kluh (new GB42CL); and Most Restored — Ken Watters (1971 GB 32).

Pacific Northwest Rendezvous
Article reprinted with permission
from "Northwest Yachting", Seattle,
Washington.

*For more information on the 1989
Pacific Northwest Rendezvous,
contact Northwest Seaward Yacht
Sales (206) 547-2628.*

A group portrait from the 1988 Pacific Northwest Rendezvous.



A classic Pacific Northwest setting.

Chesapeake Bay

by Joyce Cantrell

This year at the Fourth Annual Grand Banks Chesapeake Rendezvous at Tides Lodge in Irvington, VA, there were lots of beautiful boats and lots of enthusiastic people. The weather was cooperative (for the most part) and the location was ideal. It is said that it is the people who make a good time happen, and with help from Bob Smith that came true. Because of the great feedback from the participants each year, Bob has been incorporating those new suggestions into each year's rendezvous. All of our hats go off to Bob for his countless hours to bring everyone together and guarantee a good time for all!

Unlike years past, this year's rendezvous ran from Monday, September 26 as the official arrival day, through Friday, September 30,

as the official departure day, leaving the weekends free for travel. The longer stay with travel on weekends were suggestions from the attendees last year and seemed to work very well this year.

Much of the agenda over the week was composed of suggestions from previous years. Bob's now famous engine class had been split into two sessions — one basic class for neophytes to the Ford and Leyland engines, and an advanced class that went into more detail about the engines, transmissions, fuel systems, etc. Both sessions were packed with questions and answers.

The Ladies Tour was almost a full day of visiting Montross Inn, the Ingleside Plantation Vineyards and Winery, and Historic Stratford Hall Plantation. While the ladies were

away on their wine-tasting expedition, the gentlemen were back dockside on a fact-finding expedition. They were touring engine rooms and gathering ideas by visiting other boats.

This year's boat handling demonstration was about towing. Since the pea-soup fog which delayed the start of the demonstration gave no indication of lifting, the "tow" boat and the "disabled" boat were tied up along the bulkhead. Everyone gathered around to watch, ask questions and share experiences. The boats did go out, regrouped in the mist, and returned displaying a perfect docking maneuver.

Though the schedule was filled with many other educational activities like CPR training, a fire safety



The Tides Lodge Inn made a picturesque setting for the Fourth Annual Chesapeake Bay Rendezvous.



Towing demonstration begins.

demonstration, an electronics display and the engine classes, there was still time for recreational activities. Friends challenged each other at the golf and tennis tournament set up. Some made their own arrangements to play. Others were brave enough to take a chilly dip in one of the pools. This time to relax between scheduled activities, again past suggestions taken to heart, was appreciated and enjoyed by all.

What could possibly top this year's rendezvous? New suggestions have already been made. You'll just have to plan to attend next year to find out.

For more informatin about the Chesapeake Rendezvous, contact Bob Smith, P.O. Box 1838, Kilmarnolk, VA, 22482 (804) 435-3107.



GB42-759 Annie-B was towed and returned to dock by single engine, no bow thruster GB36-582 Empress.

COMMUNIQUE

Dinghies

GB 36-605 *Respite* has been ours now for a year. She has been everything we could hope for.

The prior owners had equipped her with a Dyer 7'11" dinghy which we have found most unsatisfactory, it is very difficult to get aboard and very, very tipsy! What other dinghies have other GB36 owners used? What about stern davits?

Also, I would appreciate you publishing my mailing address as I am most anxious to correspond with other GB36 owners in the U.S.

William Z. McLear III, M.D.
3902 Villa San Jose Drive
Jacksonville, Florida 32217

Dear Dr McLear,

We are glad to hear *Respite* is serving you well.

Most GB owners today choose an inflatable dinghy. While not as pleasing to the eye as the Dyer, or many of the other fine all fiberglass dinghies, inflatables do have certain advantages. Since the pontoons are made of rubber and inflated with air, they are lighter, easier to handle, and less likely to cause abrasive damage if banged against your GB. Of course most inflatables don't row or sail as well as a good fiberglass dinghy, but they do move along just fine with a small outboard motor mounted on the transom. You will also probably find inflatables much more stable to get in and out of.

With regard to stern davits, most GB owners much prefer the mast and boom system to raise and lower the dinghy. While davits are easy to use, most owners find them quite unsightly, they restrict your visibility of the stern and make the swim platform less accessible. In rigging your mast and boom, you might wish to enlist the help of a Grand Banks dealer or a service facility experienced with rigging sailboats to fashion a block and tackle arrangement that best fits your needs, or if you prefer, also install an

electric winch to make raising and lowering the dinghy a bit easier.

Stainless Steel Maintenance

My wife and I are relatively new to boating and recently bought a Grand Banks 36 which we are extremely happy with except for one thing. We find the stainless steel hardware is starting to rust as are the stainless steel stanchions especially at welded joints and the stanchion bases. I thought stainless wasn't supposed to rust. Does this mean our boat is equipped with an interior grade of metal?

Jim Mitchell
Kill Devil Hills, N.C.

Dear Mr Mitchell,

Thank you for your question regarding the rust on your exterior stainless steel, many new boat owners ask the same question.

The stainless on your GB is made from type 316 stainless steel, an excellent "marine grade" stainless.

However, contrary to popular opinion, stainless steel including 316 will "rust", it just does so at a much slower rate and in a different way than ferrous metals like mild steel. The "rust" you observe on your GB in all likelihood has formed on the surface from the minerals residue left behind from impurities in rainwater, or from the normal salt air environment or from salt spray. Unless it is removed, it can form "rust" rather quickly.

In any event, stainless steel, like all exterior yacht surfaces, requires proper care to keep it looking new. We think you will find an automobile polishing or rubbing compound and a soft cloth will work very well at removing the rust. Once the stainless is clean and bright again, periodic use of a good metal polish such as "Flitz" will easily keep it looking that way. Many owners prefer to apply a coat of paste wax which helps to prevent the minerals residue from adhering to the stainless steel surface.

John Deere Engine Mounts

I own a 1975 Grand Banks 42 equipped with Ammarine 404 (John Deere) engines.

I recently noticed that the engine mounts looked fatigued. I checked with several reputable diesel repair shops for some professional advice but none was familiar with that style mount or where to get them. I assume worn mounts are a problem but where do I locate appropriate replacement parts?

Mr George Rawak
Norfolk, Virginia

Dear Mr Rawak,

The mounts were manufactured specifically for a Grand Banks with John Deere engines and after many years of service, the rubber inserts have a tendency to dry out and in some cases split.

As the mount settles, the shaft alignment changes, and the engine can move with propeller torque, especially in a heavy sea. Notice in the photo for example that there is a gap of about one quarter inch between the top bushing and the metal ring into which it is pressed.

There are generally two ways to resolve the worn mount problem, with the available height from the top of the stringer being the determining factor. If you have a minimum of 2.75" from the top of the aluminium capped engine bed to the bottom of the forged mount ring, replacing them with a new mount of proper size and type will do the best job and cost the least. When there is not enough clearance, it is necessary to have new rubber bushings re-machined into the original equipment. Although the installation of either mounts is a relatively simple procedure, you will want to insure that the shaft is carefully realigned after the mount installation has been made.

While the average service facility may, as you apparently have experienced, be unprepared to

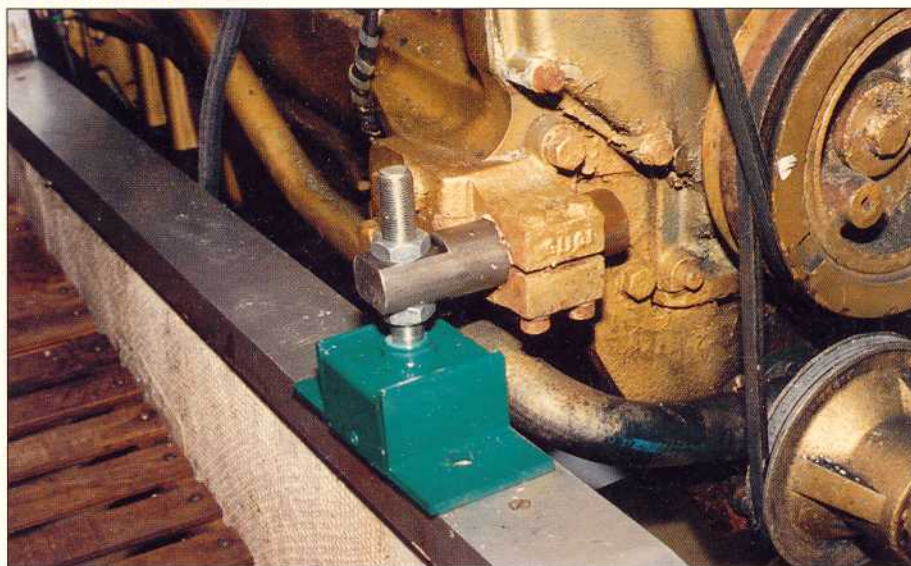


Worn John Deere motor mount.

New engine mount installed in John Deere application.

service the engine mounts used in the John Deere installation, you happen to be near a facility that is. You may wish to contact them directly as they have both new mounts available as well as reconditioned mounts available on an exchange basis. You may contact:

*Mr Bob Smith
American Diesel Corpn.
P.O. Box 1838
Kilmarnock, Virginia 22482
(804) 435-3107*



PROFILE — Bernard Sim



Bernard Sim is our production planning controller and shipping officer. He joined American Marine in 1969 as a store clerk when the yard first started operations and has held the Production Planning and Control and Shipping portfolio since 1975.

His job involves the intricate and often meticulous responsibility of informing the yard when, what and how to build each boat after receiving the information through our world wide network of dealers. It is a job involving endless exchange of correspondence and telefaxes and careful attention must be exercised to ensure that what the customer requires is how the boat will be built.

Bernard also handles the shipping of the boats and spare parts. Checking out shipping lines, talking to shipping agents to get the best freight rates and whether certain shipping companies will accept the Grand Banks as 'on deck cargo' are all in a days' work. Then there's the usual shipping export documents which must be prepared for every consignment or boat getting out of the yard.

What does Bernard think of his job? 'Its very interesting but rather unique in a way' he says 'I provide the start up functions and end it by shipping the boat to yet other satisfied customer'.

GRAND BANKS®

WORLDWIDE DEALER NETWORK

(EFFECTIVE JANUARY 1, 1989)

NORTH AMERICAN

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10 Marina Boulevard
San Francisco, CA 94123
Tel: (415) 567-8880

East Coast Yacht Sales

38 Lafayette St., Route 88
Yarmouth, ME 04096
Tel: (207) 846-4545

Edward Bayouth & Sons

P.O. Box 6784, Loiza Station
Santurca, P.R. 00914
Tel: (809) 726-2786

Eldean Boat Sales

2223 South Shore Drive
Macatawa, MI 49434
Tel: (616) 335-5843

Great American Boat Yards

6810 Gulfport Blvd.
St. Petersburg, FL 33707
Tel: (813) 384-3428

Great American Boat Yards

1889 N. Tumiami Trail
Sarasota, FL 33580
Tel: (813) 365-1770

Great American Boat Yards

1146 Sixth Avenue South
Naples, FL 33940
Tel: (813) 262-6137

Great American Boat Yards

1310 Lee Street
Ft. Myers, FL 33901
Tel: (813) 334-8622

Hal Jones & Company

2182 S.E. 17th Street
Ft. Lauderdale, FL 33316
Tel: (305) 527-1778

Inland Yachts

441 Jane Street
Pittsburgh, PA 15106
Tel: (412) 279-7090

Intrepid Boat Sales, Inc.

#7 Harbor Mall
Bellingham, WA 98225
Tel: (206) 676-1248

Jack Kelly Yacht Sales, Inc.

955 Harbor Island Dr., S-150
San Diego, CA 92101
Tel: (619) 543-1316

La Vida Charters

86 Estate Frydenhoj
St. Thomas, USVI 00802
Tel: (800) 524-2550

Lone Star Yacht Sales, Inc.

2551 South Shore Boulevard
Suite B, League City
Tel: (713) 334-3446

Northshore Marine, Inc.

One Port Street East
Port Credit, Ontario L5G 4N1
Tel: (416) 278-6931

Northwest Seaward Yacht Sales

1001 N.E. Boat Street
Seattle, WA 98105
Tel: (206) 547-2628

Norwalk Cove Marina Inc.

Beach Road
East Norwalk, CT 06855
Tel: (203) 838-2326

Oxford Yacht Agency

P.O. Box 297
Oxford, MD 21654
Tel: (301) 226-5454

Plymouth Marine

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Plymouth, MA 02360
Tel: (508) 746-4500

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0315 S.W. Montgomery,
S-120 Portland, OR 97201
Tel: (503) 224-2628

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Long Beach, CA 90803
Tel: (213) 598-9433

Ventura Yacht Sales

1101 Spinnaker Drive
Ventura, CA 93003
Tel: (805) 644-1888

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Power Cruisers Oy

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Simpson Marine Limited

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