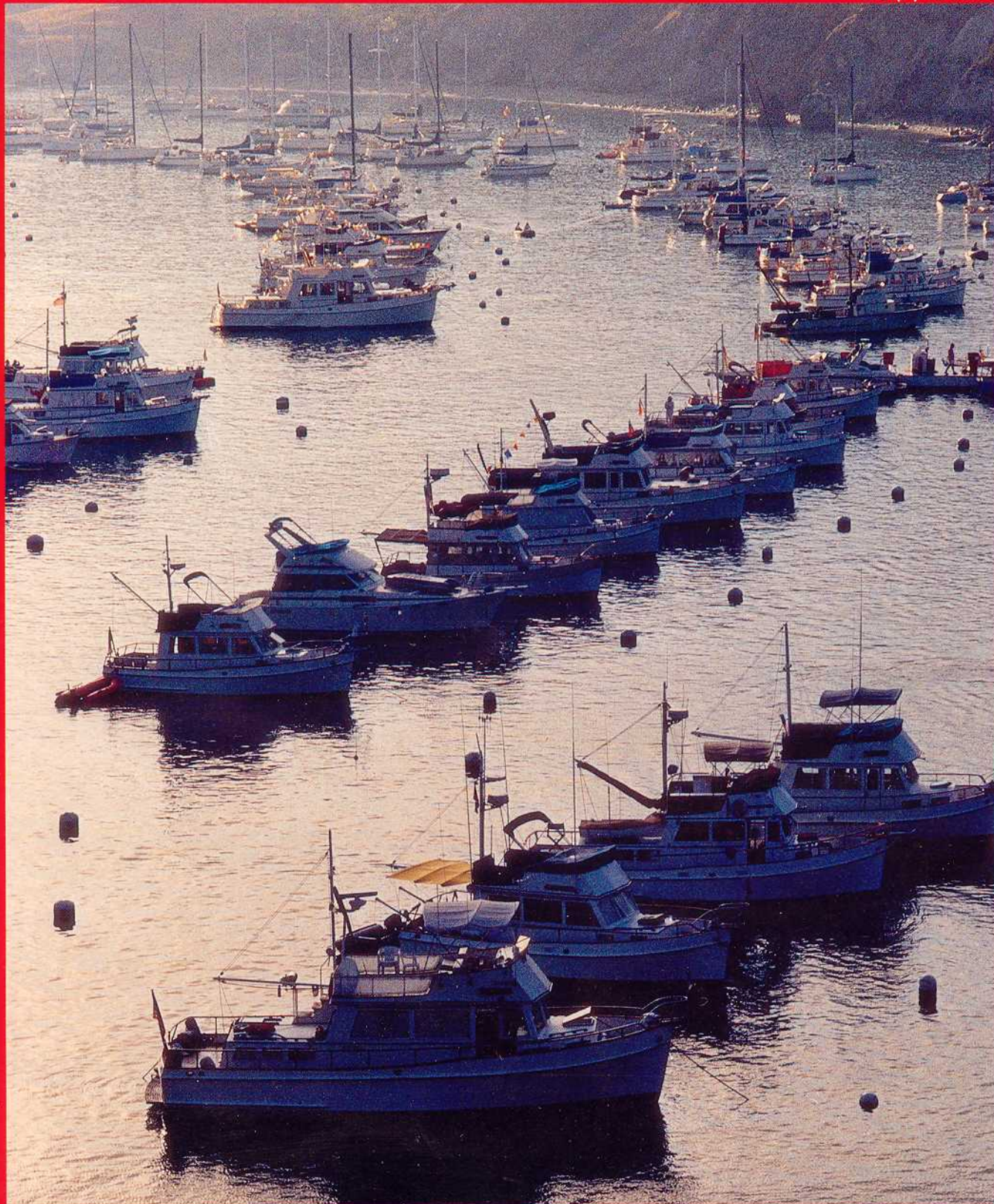




AMERICAN MARINE NEWS

VOL 18 NO 2

MCI(P) 124/8/89



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A small portion of the 124 GB's attending the 1989 Southern California GB Rendezvous, Isthmus Cove, Catalina Island.



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.

Published three times annually by:
AMERICAN MARINE (S) PTE. LTD.

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DEALER NEWS – *Lone Star Yacht Sales*

In 1977 Jimmy Holton purchased a small company called Lone Star Sailing Center. The complete details of the purchase including assets and liabilities were listed on a page from a yellow legal tablet. From such a diminutive undertaking, the company has grown to be the largest new boat dealer in the state.

When Jimmy bought the business it had already been established for seven years. With only two sales people, who doubled as make-ready and warranty personnel, the business began to flourish under Jimmy's new direction.

However, as any good entrepreneur knows, you can't just live for the day and expect things to continue to grow. Trends change and one has to be able to anticipate what the future may

hold and be able to adapt to these changes. Mr. Holton realized that a power boat market would be coming back strong in a few years, and to accommodate that, he began looking for a line of power boats that he could offer his customers. In 1981 the dealership officially expanded to include Grand Banks. Besides the quality of the line, another reason Grand Banks was chosen is because 85% of Grand Banks owners are previous sailors.

With the expansion into other power boats, it became necessary to make a slight name change. Now it is Lone Star Yacht Sales.

No matter what type of boat one may be longing for, Lone Star Yacht Sales carries a line of boats for everyone. From small sailboats that list for under \$5000 to ocean going sailing yachts and on the power side, from small fishing boats, to large cruising yachts. They even have a major Evinrude outboard motor franchise.

Lone Star Yacht Sales survived the early 80's and information that was once contained on a page

from a yellow legal tablet is now accessed through an elaborate computer system that is managed by Barbie Holton. Using sophisticated computer programs, they can better serve their customers in all phases of the boat buying process from financing and insurance to rigging and warranty work making them a truly full-service operation that can't be beaten anywhere around the lake.

Today the boats they carry are Grand Banks, Hunter Sail Boats, Beneteau Sail Boats, and S-2 Yachts. Lone Star specializes in new boat sales but they are strong enough to take trade-ins, so in addition to new boats, they have a good selection of brokerage boats.

With the quality and quantity of boats that Lone Star now has to offer, Jimmy realized the need to relocate his sales offices. The new home port for Lone Star Yacht Sales is South Shore Harbour. The new roomy office space has allowed them to expand again with a larger sales staff and a comfortable and private sales environment for the customers.

Although the sales office is at South Shore Harbour, the former location in Seabrook Shipyard is still maintained as the service department. The Service Manager, Fred Kingery, is one of the most educated persons in his field, due in no small part to his experience as Production Manager for Pearson Yachts. He supervises all of the make readies, installations of generators, air-conditioners, electronics, etc, warranty and repair work.

For more information, call or write:

Lone Star Yacht Sales, Inc.
2551 South Shore Boulevard
Suite B, League City, Texas 77573
Tel: (713) 334-3446



Covered storage, a service facility . . .



Playing host at the Texas Boat Show.

BEACHCOMBING

GB50-22 Wilhelmina

Weymouth, Mass.
USA

Mr. Sandwen recently sent along this photo of GB50-22 *Wilhelmina*. The photo was taken shortly after completing his 12th round trip from Boston to Ft. Lauderdale aboard *Wilhelmina*. He has owned GB50-22 since 1976.



GB36-771 Rapor

Satellite Beach, Florida
USA



Gerald and Delores Sagerman purchased their GB36 *Rapor* in November of 1987 from Eldean Boat Sales in Michigan after selling the 44 foot sailboat they owned for eight years. "We chose the GB36 after 15 years of sailing and two years of scrutinizing most of the trawlers available on the U.S. market." The Sagerman's regularly cruise Florida and the Bahamas during the winter months and the Northeastern U.S. in the summer.

GB42-601 Chiltern Banks

Cala D'or, Baleric Islands
Spain

Tony and Ruth Uttley have owned a Grand Banks for the past 20 years. Their first GB, 42-46, was called *Chiltern Dean III*. They are pictured here aboard 42-601, *Chiltern Banks*.



GB32-806 Conch-U-Bine

Gainesville, Georgia
USA



Mr. and Mrs. James Brady's new GB32 is shown here at the launching party on Lake Lanier near Atlanta, Georgia.

Conch-U-Bine was delivered by Sharon Riffice of Hal Jones & Co. in Ft. Lauderdale, Florida.

The Bradys cruised along the intracoastal waterway as far North as Hilton Head Island, S.C. *Conch-U-Bine* was trucked the remainder of the inland route to Lake Lanier.

GB32-466 *Cadmus*

Normanhurst, NSW
Australia

Doone and Peter Standford bought GB32-466 last year choosing the name *Cadmus*. "The name *Cadmus* has been in our family for four generations. *Cadmus* was an extremely brave warrior in Greek mythology and we believe the name fits our new ship admirably as she appears to be a very strong and lovely vessel". *Cadmus* is moored amongst two other GB32's and a GB36 at the Kuring-gai Yacht Club in New South Wales.



GB42-1085 Canada's TPH

Toronto, Canada



Donald and Earle O'Burn recently purchased a new GB42 Classic.

They also recently completed a passage from St. Petersburg, Florida up the intracoastal waterway and through the Erie and Oswego Canal System to their home port of Toronto.

After the 2400 mile cruise, they wrote to say, the "Grand Banks 46 with 375's is a truly magnificent boat."

GB 46-62 *Toucan*

Condon, Montana
USA

Grover and Cindy Ligon are pictured here with Ted Linham of Intrepid Yacht Sales and Charters in Bellingham WA.

Grover is a pilot for Northwest Airlines and lives in Condon, Montana. He and Cindy plan to keep *Toucan* in Puget Sound for at least a year, then they are off to cruise extensively throughout North America.



GB 42-957 *Kasjas*

West of Bergen, Sotra
Norway



Mr. Alf Opdal is pictured aboard his new GB42 Motoryacht. Mr. Opdal cruises the 2000 — 3000 islands off the coast of Norway where the climate is "mild" from May — August thanks to the influence of the Gulf Stream. He has his own small harbour giving good protection against storms which might occur during the winter months.

It is better in the BAHAMAS

by Ralph Mitchell

For 20 years, our family had vacationed in the Bahamas. Although we have been to the Abacos, Andros, Nassau and Georgetown, Exuma, virtually all of the trips were to Central Eleuthera. We have many friends there and love both the friendly Bahamian people and the crystal clear water. Loving the water as we do, I had for years dreamed of buying a boat to gain mobility and cruise throughout the island. This is the story of that fantasy realized on our Grand Banks 46

Nepenthe.

Our story really begins New Years Eve, 1987. My retired and recently widowed brother-in-law, Bob Niemeyer from Kansas City, was visiting us at our home in Houston, Texas. During dinner that evening, my wife Nancy, Bob and I discussed my dream and talked ourselves into doing it together. I had been a deck officer in the navy 25 years ago and Bob had been a carrier pilot during WW II. We knew we loved the sea and we felt we could re-learn navigation handily. However, since we had no prior boating experience, our first step was to charter a Grand Banks 42 with a captain in Fort Lauderdale in February, 1988. We had two objectives: (1) to see if we really liked boating, and (2) to begin to learn boat handling and boat mechanical systems. We quickly found we did indeed thoroughly enjoy boating and the training was invaluable.

We bought our GB46 from Lone Star Yacht Sales here in the Houston area, christening her *Nepenthe* on Memorial Day. Throughout the summer, Lone Star's staff spent much time with us in training and in outfitting *Nepenthe*. We took two week cruises to Corpus Christi and Port Isabel, including one in company

with three other Grand Banks. Knowing our plan was to cruise the Bahamas, we added a watermaker, stern davits with a hard bottom 12½ foot inflatable dinghy, satnav, SSB and radar. In October, we began provisioning the boat for a three-month cruise and departed Houston at 0700, November 21, with three additional passengers — our seven year old Dachshund, Dixie; our 14 year old Burmese cat, Sydney; and Cyrena, a boatyard kitten who adopted us.

We had agreed to serve as Committee Boat for the Pro Sail Series sailing race, which committed us to be in Miami Beach by December 5. As we were a week later than planned getting away, we were in for long, tough cruising days to make the deadline, especially with such short winter days facing us. Leaving each day shortly before dawn and cruising until dusk, we averaged 100 miles a day through the lush, but heavily barge trafficked, Louisiana bayou

country on the ICW. November 24 — Thanksgiving Day — we went though Harvey Lock into the Mississippi River. What a thrill it was cruising along the New Orleans waterfront past the French Quarter on a clear, bright, warm day. We had lived there 15 years ago and Bob lived there shortly after WW II so it was quite nostalgic. We left the river just south of the city through the infamous Industrial Lock and at 1715 found a small marina, Schafer's, in Chef Mentaur Pass.

We continued our 100 miles per day average — Biloxi Municipal Marina, friendly Bear Point Marina in Alabama, Sun Harbor Marina in Panama City. It was interesting going through Pensacola Bay. We passed the USS Lexington, the carrier Bob flew from in the Pacific during WW II 45 years previously. On November 28, we arrived in Apalachicola, Florida at 1500 and radioed the Rainbow Marina for our slip assignment. Although we had telephoned ahead to reserve a slip, we got



Ralph with lobster.



We passed the USS Lexington.

the old "sorry, no room at the inn" story; turns out that every space in the whole town was taken by boats waiting on better weather to cross the Gulf, some of whom had been there for eight days. We cruised around the area and finally found a little space on the end of a city fishing pier. At 0830 the next day, we caught high tide for our departure 262 miles offshore to Fort Myers. Out in the Gulf, strong winds and six foot seas caused all the other boats attempting the crossing to turn back, but we continued. We rocked and rolled heavily (learned we had to do a better job of securing various items aboard), but except for one seasick cat, we got through the pounding alright. After four hours, the seas calmed considerably and we cruised comfortably through the night. At 1600, November 30, after 31½ hours at sea, we tied up at the luxurious South Seas Plantation on Captiva Island. December 1 was our first lay day and except for a major boat cleaning effort we enjoyed the day visiting.

December 2, we were underway at 0755 and spent two days going through the water-way locks into and out of Lake Okeechobee, which was quite windy, cold and rough, arriving in Stuart, Florida at 1630, December 3. The next day we were underway at 0730 for 85 tough, slogging miles in the ICW due to the many bridges to open and the heavy boat traffic; tied up at 1830 at Bahia Mar, Ft. Lauderdale. December 5 was a bright, warm day with flat seas. We followed Malcolm Forbes' beautiful Highlander IV out to the 100 fathom curve and had a wonderful cruise down to Miami Beach, where we met the Pro Sail folks, rather proud of ourselves for the on time arrival. For the next

five days, Nepenthe served as Committee Boat for the Pro Sail Series Formula 40 and Hobie 21 races. It was exciting and a totally new experience for us, but one we would never repeat. It was a bit unnerving being the start and finish line "target" of those 25 — 30 knot Formula 40s. I'm still amazed that none hit our stern davits; they came so close! However, it was quite a spectacle and Nepenthe got at least cameo appearances in the ESPN TV coverage of the event. In fact, we leased our dinghy to the TV production crew for \$150/day, a nice bonus in addition to the fuel, dockage and apparel Pro Sail gave us.

Since our general cruising plan was to follow a clockwise route through the Bahamas and because we wanted to take some advantage of the three knot northerly set of the Gulf Stream, West End, Grand Bahama, 82 nautical miles distant, was to be our first port of call. After seeking weather and crossing information all week during the races, we took the marina dockmaster's advice and chose to cross December 13 with his prediction of very calm seas and NOAA saying 3-5 ft. waves in the stream. We got underway at 0110 in order to time our arrival at West End to have the sun high overhead to aid in spotting the reefs guarding the entrance channel. It was a calm, clear night with virtually flat seas as we passed the Miami Sea Buoy, but by 0230 in the Gulf Stream, winds and seas began to build. I set the autopilot on autotrac and it drove us 061° all the way to West End in spite of the very heavy seas crashing against our port quarter. I literally did not touch the helm or instruments except to take hourly fixes with both loran and satnav. At 0730, I was on the flybridge and saw a particularly huge wave break against our stern. It sheared both cables on the davits and I watched in horror as our dinghy fell loose, flipped into the air by the wave, turned over and landed on top of the davits! Unbelievably, it caught on an extension arm tightening knob and held there, completely loose from the davits, upside down with the 30 hp Yamaha motor still

attached underwater. I slowed to 1400 rpm, crawled, stumbled and lurched down to the cockpit and somehow got a line attached to the dinghy. For the next four hours we simply dragged it through the heavy seas. At 1130, we mercifully reached West End and tied up at the Jack Tar Marina to survey the damage. Both davits had some stress dents and the extension arm on the starboard one was mangled. Amazingly, the dinghy seemed in perfect shape, but the motor had been underwater for four hours!



Nepenthe served as Committee Boat.

We checked through immigration and customs quickly and sought the assistance of the very helpful Bahamian dockmaster, Carl Rolle. Unfortunately, after many radio and telephone calls, he discovered no one in Freeport of West End could work on Japanese motors, so he and I manhandled the motor into a 55 gallon drum to clean and flush it. Somewhat surprisingly, it ran, though roughly, and there was no charge. What a day! The next day, our newfound friend, Carl Rolle, drove us 31 miles to Freeport to buy a new dinghy fuel tank and then spent his entire day off touring Freeport and West End. We did a little Christmas shopping in the International Bazaar, toured the casinos and had a wonderful conch lunch at his favourite native restaurant, Scorpios.

December 15 was a beautiful, calm, clear, warm day. We waited for the sun to get high above (there were two sailboats in West End patching holes from the reef they hit outside the channel) and eyeball navigated back out through the reef west into the stream with our dinghy in tow. At the 100 fathom curve we turned

north and started making water (didn't buy any at West End at 25¢/gal.). We chose the safest route across the shallow Little Bahama Bank, turning east onto it just north of Sandy Cay; went from 100+ fathoms to 11 ft. in a few minutes and set the autotrac for Great Sale Cay. It was just a great 57 nautical mile cruise, simply gorgeous sea colors over a sandy bottom, a warm sunny day, a light breeze and flat seas. All systems worked perfectly and we arrived at the big lagoon at Great Sale to share the anchorage there with three sailboats. The following day was equally beautiful as we charted our courses to Green Turtle Cay using the BBA Chart Kit and Loran Guide, the Bahamas Yachtsmans' Guide and Wilensky's great book on the Abacos to set in seven waypoints. We timed our arrival for high tide since the White Sound Channel is only three feet at MLW and arrived at 1545, the height of the 3½ foot flood, which we confirmed by radio with the Green Turtle Club. Still, we crept in the narrow channel at dead slow and tied up at the posh Club.

We were obliged to spend an extra day in Green Turtle since the raging sea was making Whale Cay Passage virtually impassable; a 160 foot island freighter had almost capsized in the Passage the day before. On December 18, we departed on a rising tide in company with *Scaramouche*, a sailboat with much experience in those water. As we started out into the Atlantic through Whale Cay Passage, we began to encounter some fair-sized swells.

Scaramouche lost her engine and turned back, but we went on through, avoiding reefs on both sides, and found reasonably calm conditions outside. It's only three miles outside and then we returned to the Sea of Abaco through Loggerhead Channel and radioed the Man-O-War Marina for a slip. The entrance channel to Man-O-War Cay is quite interesting, about 30 feet wide, and then it opens up to a beautiful, protected harbor that was absolutely packed with anchored sailboats. As we approached the small marina,

George, the dockmaster waved us into a slip way down between two piers that was easily the tightest quarters I had ever manoeuvred into, but at 1530 we were safely snugged up for 65¢/ft., 35¢/kwh and 12¢/ gallon water. We explored by foot the quaint, lovely, reminiscent of New England, 300 population settlement. It is a spic and span, friendly community and quite religious. No alcohol is allowed and proper dress is required. The Albury family settled on the island 200 years ago and own most everything. It is the boat building center in the Bahamas with two small yards. We spent four pleasant days there, did most of our Christmas shopping at the nice shops, especially Albury's Sail Shop, which does marvellous canvas work in jackets, bags, hats, etc. I had morning coffee each day with Marcell and Ritchie Albury, the patriarchs of Man-O-War, who own the marina, the profitable ferry service and the BYS charter fleet among other interests. They took on our dinghy — davit problem. First, they found a Yamaha dealer in Nassau and sent them our motor by island freighter and since it would take two weeks, they loaned us a 15-hp Evinrude, no charge. Then, Albury Yard #1 came, removed our 316 stainless steel davits and straightened them with a hammer and anvil! Not the most modern technology, but they work. Our problem, according to the Alburys, was due to the fact that our cables on our great stainless davits that we had fabricated in Texas were of galvanized steel, so they replaced the cables with stainless.

While in Man-O-War, we got some medical attention, too. Bob had a big knock on his shin from being thrown across the deck on our Gulf Stream crossing that had grown steadily larger and redder, and his leg had begun to swell. Dr. Jane Garfield, a former NYC doctor, who lives ten months a year on Elbow Cay visits the Man-O-War Clinic twice a week. Seeing Bob, she ordered him off his feet for two weeks and prescribed antibiotics. Poor Bob — he could no longer walk up the hill for our daily, delicious conchburger lunches at Arlene's

Hideaway!

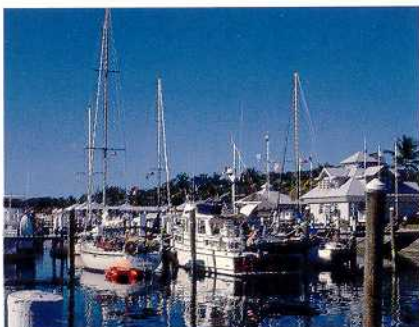
On December 22, departed Man-O-War at 1045 for the short five mile trip to Boat Harbour Marina on the eastern shore of Marsh Harbour, Great Abaco. Boat Harbour turned out to be the nicest marina in the entire Bahamas and the best *Nepenthe* has yet visited anywhere. It is competently run by an excellent and friendly staff directed by one of the Bahamas' better known figures, Penny Turtle. We spent two days cleaning the boat up, restocking supplies (Marsh Harbour, the Bahamas' third largest town is well stocked) and eating very well ashore. Then, on the 24th, our son, Sandy, and his wife, Sally, flew into Marsh Harbour from their home in Raleigh, NC. We had a festive, good seafood dinner by candlelight on a deck out over the water at Mangos. Christmas aboard *Nepenthe*, Nancy had decorated the whole boat with red bows and lights, and I had cut a Casuarina tree branch for our Christmas Tree. We spent the morning opening all our gifts, primarily from the islands. At noon, we all went to Penny Turtle's open house party for all the marina boaters and most of Marsh harbour's prominent residents. It was a gorgeous, warm, sunny day and the view from her house on a bluff overlooking the Sea of Abaco was spectacular. It was a great Christmas — fun people, excellent food, good drinks and wonderful surroundings.

At 0900 on December 30, we got underway for the 15 mile trip south to Little Harbour on yet another perfect day. It was very intricate piloting to avoid the sand bars and reefs, but we manoeuvred successfully and timed our arrival perfectly, one and a half hours before high tide so we could pass through the channel that is only three ft. MLW. Little Harbour is just beautiful! We anchored amid perhaps ten other boats and dinked ashore to visit Randolph Johnston's studio. The famous sculptor is now 87 years old. He sailed down from Boston 40 years ago with his family and became a modern day Robinson Crusoe. There is no road to Little

Harbour and no facilities whatsoever. They settled there, built their house, built a foundry (he is one of a handful of sculptors in the world still using the lost wax method), installed a generator and live an idyllic life in this secluded corner of the world. There is a quaint, little shop there that sells Mrs. Johnston's sea motif ceramics, son Denis' books and best of all, son Pete's gold jewelry and bronze castings of sea creatures mounted on driftwood. We also toured Randolph's gallery in which are models of his famous works, some of which grace the Vatican and various squares in Boston, Nassau, Miami, etc.

As we left shortly after high tide, I got a recommendation for a nearby spear-fishing spot from Pete Johnston. Sandy and I dove there on the way back and speared some nice grouper and triggerfish. Then, we moved and reanchored in the Pelican Cays Underwater Preserve and snorkelled for about an hour. It is, without doubt, the most spectacular underwater scenery I have ever seen — forests of staghorn coral and sea fans, brilliant colors and more fish than I've ever seen in one place. We saw a four ft. King Barracuda, a big manta ray, a 30 lb. grouper and scared of big lobsters. We returned to Boat Harbour with another fantastic sunset, filleted the fish and ate the great dinner aboard.

We spent the next several days around the Hub of Abaco — Marsh Harbour, Hope-town and Man-O-War — relaxing, enjoying superb weather, cleaning the boat, visiting with other knowledgeable Bahamas cruisers, retrieving our outboard motor



Boat Harbour, the nicest marina in the entire Bahamas.

which had been returned from Nassau, and eating very well. The Abaco Inn on Elbow Cay was especially delightful for dinner. On January 7, we cruised to the southern end of the protected Sea of Abaco and anchored in the company with eleven other boats, all of us planning a passage south to Eleuthera. We arose the next day at 0600 for departure, but found strong winds and apparent heavy seas offshore, so we elected to stay put. On the 9th, though we got underway at 0745 through the somewhat scary Little Harbour Channel between reefs breaking on both sides. Out in the Atlantic, we found five foot seas and scattered squalls, but it was fun cruising since by now we were so well secured. After 57 nautical miles, we sighted Egg Island off the north coast of Eleuthera. Although we spotted a sailboat passing successfully between Egg and Little Egg, we chose the more conservative route and continued further south to the rusting hull of the 260 foot freighter, *Arimora*, which caught fire in 1970 and ran aground in 15 feet of water. Following instructions in the Bahamas Yachtsmen's Guide, we passed it close aboard to port and entered the shallow protected waters off north Eleuthera. At 1500, we dropped the hook in the superb bay at Royal Island with 11 others.

The following morning, we were quite excited; Governors Harbour our next destination, would be a real homecoming for Nancy and me. We got underway on a perfect warm, sunny day, cruised through narrow Current Cut, and set an easterly course for Gregory Town through the beautiful, clear, aqua waters of the Bight of Eleuthera. We continued southeast along the sheer rocky cliffs of Eleuthera's west coast past Hatchet Bay and anchored in wide open, but beautiful, Governors harbour using a two anchor mooring method on the notably poor holding, grassy bottom there. To our surprise, we found a new government pier had been constructed, so the next day we moved along side and hosted a cocktail party for our good friends

there. We spent five wonderful days visting our old haunts and friends, renting a car to introduce Bob to all of the beautiful 100 mile long island that we know so well and welcoming our daughter, Katie, and her boyfriend from Atlanta when they flew in to join us.



Little Harbour is just beautiful!

On January 16, we were underway again at 0800 on a bright warm still day and set course 187° for the Davis Channel. On arrival at that south western tip of Eleuthera, we had some difficulty identifying the unmarked channel between sand bars and coral heads by eyeball alone, but we finally scoped it out and passed through Davis Channel, avoiding native divers fishing there and set course 201° across wide open Exuma Sound. It was a cloudless, beautiful day, with seas a calm 1-3 feet. The 34 nautical mile passage to Conch Cut in the Exumas was a real pleasure in the deep blue water and we arrived at Conch Cut with great light, which enabled us to safely spot the barely exposed rocks in the center of the cut. At 1540, after a total day's trip of 55 nautical miles, we anchored in company with six others just northwest of Cambridge Cay. Our first impression of the Exumas is that they are excellent; the water is the clearest we have seen and the colors — many shades of blue and green — are simply breathtaking! We were underway at 1000 the following day and meandered slowly south on the banks to Rat Cay, where we cut into the beautiful Pipe Creek area. Going up Pipe Creek, we found our old Abaco friends, *Scaramouche*, at anchor and chose to anchor nearby northwest

of Thomas Cay. In the afternoon, we snorkeled in the small cut open to Exuma Sound just north of Thomas Cay. The current was very strong so we just drifted with it with the dinghy in tow. It was really gorgeous! We saw three huge rays swimming in formation, a very large barracuda, one small shark, beautiful parrot fish and angel fish, and exquisite coral formations covered with all varieties of tropical fish. We speared some grunts and small snappers which were a great pan-fried dinner later.

A rain squall woke us in the morning so we used it to wash down the boat and got under way at 1130 when it cleared for the short six mile trip to Staniel Cay. We anchored amidst many boats there, dinked ashore and toured the charming little settlement until late afternoon, when we moved up to Sampson Cay and tied up at the Club pier there.

The next day, we traveled 20 miles to a pleasant anchorage in Musha Bay, but en route had an exhilarating experience visiting Thunderball Cave, where parts of the James Bond movie were filmed as well as the more recent movie, *Splash*. We anchored just off the small cay near Staniel where the cave is located and snorkeled into it. It's quite high and was a thrilling sight with plenty of fish in the crystal clear water and shafts of sunlight streaming down into it from opening way overhead in the high dome of rock and coral.

On January 20, we left Musha Bay, exiting the banks through Cave Cay Cut back out in Exuma Sound for the 35 nautical mile trip down to the capital of the Exumas, Georgetown. Loran was no longer accurate this far south, so we depended on visual fixes from the cays we were passing two miles off. At 1430, we arrived off Conch Cay, the entrance to Georgetown's Elizabeth Harbour. We had some difficulty identifying Simon's Point, a key to navigating through the reefs, so we laid to offshore until absolutely sure and then proceeded into the beautiful Elizabeth harbour and the zig-zag course through it to Georgetown, where we tied up at Exuma

Docks. We spent a fun-filled week in Georgetown with many interesting experiences — a visit to the spectacular Tropic of Cancer Beach on Little Exuma, a meeting with Gloria Patience, the Shark Lady, a 60+ year old grandmother who has killed over 500 sharks to fashion jewelry from their teeth; outstanding Bahamian



Sandy with Grouper.



Tropic of Cancer beach, Little Exuma.

food at the native Edgewater Club; outstanding shelling on the lovely Stocking Island beach; Saturday night dinner dance at the Club Peace & Plenty with a live calypso band; and a driving tour of the island with the remarkable, unforgettable Christine, Taxi #25.

As new boaters, we had learned some valuable lessons through our Exuma experiences. (1) Because of the strong tidal currents, we always use two anchors for insurance and to limit our swinging radius in the usually tight quarters. I always dove on the anchors to set them by hand and Bob would get up 3-4 times during the night to check our pre-selected bearings. (2) Navigation is difficult because all the islands look alike and there are few prominent landmarks and no aids to navigation. Loran is useless, and satnav, although it gives good fixes, only serves as a general position confirmation, since many of the obstacles may only be a few yards apart. Therefore, we rarely moved until 0930 when the sun was high and stopped by 1500 when it was getting too low. We needed the sun high above in order to see reefs, sandbars, coral heads, etc., down in the water. We never headed into the sun on a dangerous passage, but rather

timed them for the sun to be behind us. Reading the water by eyeball is something we worked at constantly. It is exhilarating to always be able to see the bottom, but a bit frightening at times, too. (3) At docks, there is always a strong tidal current surge, so securing and fendering the boat are essential. (4) Weather reports are a problem since in the southern Exumas we could no longer get Florida or Nassau AM stations or the Bahamas Air Sea Rescue (BASRA) morning report on VHF. However, we found self-appointed weather reporters among the boaters in most places. I must say that we also learned to rely on our own observation of wind direction, speed and trend to predict sea conditions for the day.

On January 28, after waiting out a norther, we left Georgetown in a stiff easterly breeze which produced some rolling out in Exuma Sound and cruised 40 nautical miles north to Little Farmers Cay, anchoring off the small (50 people) settlement at 1500 in company with 12 boats, who were already assembling there for the annual Farmers Cay Festival the following weekend; 100 boats were expected. At 0930, the following day we got

underway again and headed north on the banks. As we passed Staniel, we heard our old friends, *Sand Dollar* and *Scaramouche*, on the radio and said our goodbyes. We had planned to stop at Hawksbill Cay, but counted 25 boats in the anchorage there, so we pushed on to Normans Cay and anchored there with two other boats at 1600 after 40 nautical miles. Normans Cay used to be an infamous drug lord's domain, but the drug king is in jail now and three policeman patrol the island to prevent any return of undersirables. It's fascinating to tour the deteriorating buildings that were clearly imposing at one time, and another remnant of the sordid past is a ditched 707 drug running plane that we anchored right beside.

Underway at 1115, January 30, we cruised slowly north 200 yards off the western coast of Normans Cay in 8-10 ft. of water over a clear, sandy bottom on a beautiful day. We anchored off the northern tip of Normans for me to try out my scuba gear for the first time on this trip and then proceeded eight miles further to join 12 boats in a cozy anchorage between Allans and Leaf Cays.



George Town Exuma.

We dinked ashore to see all the ugly, prehistoric Iguanas on the beaches of Leaf Cay and Southwest Allans. Got some good pictures of the little monsters. The next morning, we left at 0910 in order to reach the Yellow Bank with the sun high overhead. It was an absolutely still, bright, hot, perfect cruising day, the sea as flat and calm as anything we had ever experienced. We set course 316° for Nassau. At 1040, we were hailed and stopped by USCG Cutter *Cape Current*,



Prehistoric iguanas on the beaches of Leaf Cay.

asked a few questions and told to continue. At 1105, the water began to shallow from a consistent 20 ft. to 13 ft. and we were on the Yellow Bank dodging big black coral heads just below the surface, but easy to spot against the white sand bottom. At 1130 we cleared the Bank and had Nassau in sight 11 miles off. By radio, we checked in with Nassau Harbor Control and secured a slip at Nassau Yacht Haven. It was quite exciting entering busy Nassau harbor via Porgee Rock on the eastern entrance, real civilization for the first time in two months. Nassau is beautiful from the sea. By 1400, we were tied up at the marina. That evening, we taxied at our favorite restaurant in Nassau, Sun and . . . , and found it as charming, romantic and elegant as we remembered.

At 0930 on February 2, we cruised slowly past cruise ships, Bay Street, the straw market, the imposing British Colonial Hotel, casinos on Paradise Island and Coral World as we headed out the western entrance to Nassau, evading a Chalk's seaplane taking off right down the middle of the channel. At 1000 we cleared the harbor and set course 307° for Chub Cay, 38 miles away. We had a sunny, warm day with calm seas in the 10,000 ft. Northeast Providence Channel and passed quite a few boats headed for Nassau on a reciprocal course and the big cruise ship, *Rotterdam*. At 1400, we anchored with ten sailboats in a superb spot between Chub Cay Light and the marina Channel entrance off a gorgeous beach. On the beach later, we shelled for awhile and

met the only other person on the beach. She turned out to be a college friend of our daughter. What a coincidence!

We left at first light for the 76 nautical mile trip to Cat Cay, 290°. At 0815 we passed Northwest Channel Light abeam to port; depth went from 4000 ft. to 14 ft. in moments and we were on the vast Great Bahama Bank. It was simply great cruising weather over a clear, sandy bottom over a route called Larks Two Fathom Bridge, 11-14 depths. It was beautiful, crystal clear, green water as far as the eye could see. At 1500 I called Cat Cay to request Bahamian customs/immigration inspection and clearance, and was told just to proceed on back to the U.S. and mail in my cruising permit and immigration cards. We passed through Gun Cay Cut and anchored in a neat little cove on the north end of Gun Cay in perfectly settled conditions with seven other boats.

At 0845, February 4, we began the last leg of our memorable trip, a 52 nautical mile crossing to Ft. Lauderdale and what a day it was! We set course 295° to make good 310° over ground due to the Gulf Stream on a warm, clear day with seas so flat there was virtually no motion to the boat. It was an unbelievable contrast to the outbound crossing! At 1130 we sighted Miami Beach from 27 miles out and at 1415 arrived at the Ft. Lauderdale entrance channel amid a bedlam of boating traffic. It was not fun to return to all the South Florida traffic after our peaceful, idyllic Bahamian cruising. We cleared U.S. Customs by phone from the Bahia Mar fuel dock and tied up in our slip at 1530.

It had been a wonderful three months! We covered 2,339 statute miles, put 315 hours on the engines, 142 hours on the 20kw generator, 409 hours on the 8kw, and used 2050 gallons of fuel, but these bare statistics cannot begin to reveal the thrills and pleasures we experienced, nor our pride in *Nepenthe's* faultless performance. It was our first major cruise in her. It will certainly not be our last!

Waterloo to Wilderness

by Fabian B. Dixon



View from the top of Mt. Nares with Schooner Cove in foreground and Payne Bay in the distance.

The island state of Tasmania is the Southern-most State of the continent of Australia. It lies between 41° and 44° of latitude South. The South-West corner of this Island State is perhaps one of the last true wilderness areas left in Australia.

This is the journey of the *Adios of Huon* a 42 foot Grand Banks Europa Hull No. 816 from the hamlet of Waterloo on the Huon River to Bathurst Harbour in South-West Tasmania.

Adios of Huon is owned by one of Australia's well-known international yachtsmen, Hedley Calvert and his wife Judy. Hedley is an off-shore sailor who has represented Australia in international yachting both in Australia and overseas. He left behind the rigours of off-shore racing and purchased the *Adios of Huon* in 1987.

Day One

At approximately 10:05 on the 27th December, 1988, the *Adios* left Waterloo en route for Recherche Bay. Waterloo, on the *Adios* left with a backdrop of the Wellington Ranges obtained its name apparently because of the "battle" that the early settlers had to cut down the huge eucalyptus trees in the area. It is now lush farmland and is the hub of one of the Tasmania's major exports, namely, apples.

The plan was to travel to Recherche Bay on the first day, approximately five hours steaming to the South. It was then planned to overnight there and provided the weather was suitable commence in the early hours of the morning the long journey to Port Davey. However, because of impending bad weather, it was decided to put in to the small

fishing port of Dover which is only some two hours to the south of Waterloo. It is from this small fishing port that numerous South Coast crayfishermen have their home base. The weather outlook for the day of the 28th was not good. However early on the morning of the 28th the crew awoke and found calm conditions and it was decided to make the journey at least as far south as South-East Cape and if conditions were suitable then to continue on to Port Davey. South-East Cape is one of the three major Capes that has to be rounded on this journey.

The journey between South-East Cape and South-West Cape causes vessels of all sizes to be exposed to one of the most inhospitable coastlines in the world. It is a coastline that is notorious for the huge Southern Ocean swells and changeable

weather conditions. The coastline and ocean environment is considered by many to be similar to the Cape of Good Hope and Cape Horn and this exemplifies the type of weather that can be experienced.

Day Two

Anchor was weighed at Dover at 7:00am and by 10:15am the *Adios* was abeam of South-East Cape. At that time the conditions were smooth and the *Adios* was averaging 8½ knots with the wind being a slight South-Westerly at 5-10 knots.

By 11:20am we were abeam of South Cape, the second of the three major Capes, and by 13:30 abeam of De Witt Island which was the half-way mark between South-East Cape and South-West Cape. The islands of De Witt and Maatsuyker are uninhabited with the exception of a Lighthouse Keeper who maintains a lonely vigil for vessels venturing in these waters. By the time *Adios* was abeam of De Witt the swells were increasing and the wind was freshening from the South-West.

By 15:30 we were abeam of the South-West Cape. This is a mammoth rock formation which resembles a finger pointing to the nearest landmass to the South, that being Antarctica, and is a formidable sight even in normal conditions. After rounding the Cape we were then faced with the 2½ hour run up the West Coast to Port Davey. At approximately 18:15 the *Adios* entered behind what is aptly known as Breaksea Island. This island marks the entrance to Bathurst Harbour.

Bathurst Harbour is an inland harbour which is as large, if not larger, than the famous Sydney Harbour and one gains access to the harbour by a channel which commences from Breaksea Island. When sighted by the early explorer John Oxley in 1850 his comment in relation to the harbour was:

"The whole navy of Europe might ride safely in every wind in this harbour".

By 18:45 the *Adios* was safely at anchor in Bramble Cover and we were celebrating with the



Owners Hedley and Judy Calvert with some of the "catch"

appropriate liquid refreshments our safe arrival in the "Wilderness".

The climate in this area of Tasmania is that it rains for approximately 240 days per year and has an average rainfall of 2,381 millimetres per year. The highest wind recording in this part of Tasmania has been 192 kilometres per hour. Thus we were expecting at least 2-3 days of cold, wet and windy condition during our stay in the area. The only person who lives in this part of Tasmania is a self-supporting tinminer, naturalist, painter named Mr Dennis King, who has resided in the area since 1935. In recent

times another family has joined him at his wilderness home known as Melaleuca. Apart from these two families, the only regular inhabitants are fishermen who use the harbour as a shelter from the stormy seas of the Southern Ocean.

Our first anchorage was near what is known as "The Waterfall". This allows visiting vessels from near and far to collect fresh mountain water directly from the cliffs. It allows vessels of at least 60-80 feet to moor alongside such cliffs. One is able to fill water tanks at the rate of 120 gallons per hour from this sources.

Day Three

Day 3 dawned a beautiful day and it was decided that the craypots which had been put on board would be set around Breaksea Island. A fishing net had been set the night before and the fish that were caught in the net were used as bait to catch the crayfish. In the early morning, the *Adios* weighed anchor and travelled to Breaksea Island and the two craypots were set at either end of the Island. After a wait of approximately four hours they were checked and much to the delight of the crew, eight good sized crayfish were found in the pots. After pulling the pots and commencing to cook the crayfish it was decided to head up the Nathurst Channel to Schooner Cove. Upon arrival at Schooner Cove the crew climbed Mt. Nares which offered panoramic 360° view of Port Davey and Bathurst Harbour. This "exercise" by the crew took most of the day and the evening was spent in the

sheltered water of Schooner Cove. Dinner consisted of freshly cooked crayfish and some excellent Tasmanian produced fine wine.

Day Four

On this day the *Adios of Huon* headed further down the Bathurst Channel through "the Narrows" into Bathurst Harbour proper. Our destination was to be what is known as "Claytons". This is a small but now abandoned house that was once occupied by a fisherman, Mr Clyde Clayton, and his wife. As the *Adios* moved down the Bathurst Channel, it was dwarfed by the huge size of the mountains, particularly Mt. Rugby. The crew were in awe of the scenery which is unchanged since first sighted by the early explorers in the 1830's.

One of the delights of the trip was this visit to Claytons to see the still flourishing and once well-kept garden that had been maintained

by Mrs. Clayton. Rhododendrons, hydrangeas, and forget-me-nots abound in and around the house and continue to grow amongst the stand of Huon Pine trees and offer a complete contrast in colour to the stark and rugged colours of natural wilderness. Claytons is a well-known stopping point for around the world yachts and a quick glance at the Visitors Book saw that recent visitors had come from West Germany, South Africa and France. One of the disappointments was, however, to see the state of repair of the old homestead and more importantly for yachters and bushwalkers the fact that the water storage which is available to all free of charge had fallen into a state of disrepair. Thankfully however, after a letter to the Minister for Lands, Parks and Wildlife, the Honourable John Bennett, pointing out the plight, and with the co-operation of local fishermen the Government agreed without hesitation to provide funds



for the water supply to be renewed, thus offering a vital and much needed amenity to all persons in the area. It was indeed pleasing to see that the Government recognized the importance of the resource and obliged so quickly with assistance.

The crew were wondering what had happened to the much talked about wind and rain of the Port Davey environment. Since arriving the days had been clear and there had been little wind. It was during this day that the *Adios* explored the Melaleuca River in order to take one of its crew to a small airstrip near the residence of Mr. Dennis King. This airstrip had been carved out of the wilderness by Mr. Dennis King and allows bushwalkers and other persons ingress and egress out of the South West wilderness area by way of small plane. The trip of some 120 kilometres in a direct line to the capital of Tasmania, Hobart, takes approximately 3/4 of an hour and in itself is a worthy trip for lovers

of wilderness. It was on this day our apple-growing skipper issued the crew their daily ration of fresh Tasmanian apples. The basis of the distribution was to allegedly stop "skurvy" but the writer thinks there might have been a slight over-supply. However whatever the reason they were much appreciated by all the crew. After one of our crew departed for Hobart we returned to Claytons for the night.

Day Five

This day we spent exploring the vast waterways of Bathurst Harbour and once again were treated to windless and clear skies. Dixon Island was visited by the author but it was decided not to build any "ancestral" home on the same although many members of the crew thought it would be just the spot for me to reside for a minimum period of 12 months

After finishing the journey around Bathurst Harbour, we returned through the "Narrows" and back

up Bathurst Channel to Schooner Cove where the *Adios* was joined by a number of fishing vessels and other cruising vessels. The reason for such a gathering was it was New Year's Eve and all were ready to celebrate. This was a new Year's Even party that will be well and long remembered by all the crew. The evenings meal consisted of crayfish cocktail, roast pork with "apple sauce", roast potatoes, fresh peas, plum pudding and various Tasmanian wines.

Hedley had thought of everything and during the evening a portable organ was brought out and many old and popular songs could be heard throughout the valleys and hills of Port Davey being sung with great gusto but little tune.

Day Six

January 1st, 1989. On this day the crew of the *Adios* reluctantly rose a little later than was normal. Headache tablets, Alkaseltzer and black coffee were the only orders for breakfast and everyone was speaking to each other in hushed voices. The log of the day reads:

"Weather magnificent, boat perfect, crew poorly."

Once again the weather had not let us down and the "experts" advice about the weather we would encounter had proven incorrect. After breakfast we were joined by a number of fishermen who have also celebrated and who asked us to join them for the annual game of "beach cricket" at a nearby cove. Thus the afternoon was spent playing beach cricket beneath what is known as the aptly named Mr. Misery (as it more than described how some of the crew felt), with the fishermen demonstrating their well-known and typical hospitality by offering food and drink to all who participated.

The fishermen who work the rugged South and South-West Coast have little time for relaxation and this was one of their few days that work was completely forgotten and the new year was welcomed in the appropriate and typical seafaring manner.



Adios of Huon at "Claytons".

Day Seven

An early rise on Day 8 saw all the crew of the *Adios* up at 7:00am with the *Adios* leaving the fishermen (who were sleeping soundly) and heading out of Bathurst Harbour across Port Davey into Payne Bay. There the *Adios* was moored and the dinghy was taken up the Davey River, one of the truly wild rivers in this part of the wilderness. It is from this river that a large quantity of Huon Pine was cut by early treefellers. The journey up the Davey River ended at The Gorge

following morning back to Recherche Bay, weather permitting.

Day Eight

At 4:15am the vessel was prepared and we weighed anchor and left Spain Bay for what was to be an 8¾ hour journey back around the Southern coast to Recherche Bay. The sea early in the morning was smooth and there was little if any wind. South-West Cape was abeam at approximately 7:00am, De Witt Island at 9:15am and South-East

near De Witt Island. The *Adios* had been away from Waterloo for ten days and it was only once we returned to Recherche Bay that we received our first wet day. The following day we left Recherche and motored the 5½ hours back to Waterloo, arriving back there on Friday the 6th January 1989.

All in all the *Adios of Huon* had steamed approximately 350 sea miles and we had had a total of 42½ engine hours. The fuel consumption was 400 litres and our average speed for the journey was approximately 8-8½ knots. It



commonly known as "Hells Gates". This is a part of the river which is enclosed by sheer and towering cliffs that rise some 300-400 feet directly above the River. At times the river has a width of no more than 15-20 feet with a depth of over 100 feet. The trip up the Davey River to this part of it, made the journey from Waterloo worthwhile in itself.

The return journey downstream took us back to Payne Bay and from there the *Adios* went across Port Davey to Spain Bay to be prepared for its return trip the

Cap by 12:00 noon. Upon the return journey none of the dreaded "Bucketitis" was experienced by any of the crew and those who suffered it on the way to Port Davey were able to marvel at the grandeur of the rugged coastline that they had unfortunately missed. By 13:15 *Adios of Huon* was safely in the confines of Recherche Bay with its anchor down, and the crew were catching up on sleep that had been foregone that morning.

The journey around the South-West coast was marked by sightings of whales and seals

was with a great deal of nostalgia that the crew left the *Adios of Huon* which had taken us across one of the most notorious coastlines around Australia safely and with the reliability for which Grand Banks are known around the world. All members of the crew reflected on what was truly a most memorable trip and we wondered how many other Grand Banks had been this far South in the world. Indeed our trip from Waterloo to wilderness and return was one which will not be forgotten by the crew.

RENDEZVOUS NEWS *The 19th San Francisco Bay Area "Delta Cruise"*

Nineteen years ago the first San Francisco Bay Area Grand Band 4th of July Delta Cruise was initiated by the local Grand Banks dealer with a total of eighteen boats participating. From the third year on the boat owners took over the organization of the cruises.

In addition to the 4th of July cruise, we have weekend mini-cruises. A minimum of four cruises a year. We also hold an annual "Grand" Opening Day celebration on San Francisco Bay, complete with Dixieland band. Our 4th of July cruise is the most popular and extensive. Due to space restrictions, the cruises have become limited to 35 boats and their crews.

The 4th of July cruise commences with the boats rendezvousing at Brothers Lighthouse in San Pablo Bay where we receive a foghorn send-off for the approximately six-hour cruise to the inland water-ways of the Delta — destination Disappointment Slough. The boats raft up for several days of relaxation and socializing.

We have over eighteen games and contests spread over a three-day period, including: "Most

People In a Dinghy Race", "Bass-Ackwards Race" (tenders with small outboards race backward through a course), "Blindfold Dinghy Race", "Tug-of-War" and kite flying.

The cruise culminates in a dinner party aboard chartered barges and the presentation of prizes and awards ending in a "Grand" fireworks display.

Many of the participants sign-up for the annual mini-cruise immediately following the raft-up. This year's destinations included a stop at the Sacramento Railroad Museum, a dinghy voyage up the American River and a tie-up at a secret destination we refuse to divulge!!

The success of the cruises has been largely due to the active participation and cooperation of the Grand Banks owners. For further information regarding the San Francisco Bay and Delta cruise, write to:

Grand Banks Cruise
519 Edgecliff Way
Redwood City, CA 94062



The "raft-up." Thirty-five boats at Disappointment Slough ready for the activities.



The "Most People in a Dinghy" race. They did manage to propel the overloaded vessel around the course successfully!



The beautiful Grand Banks fleet cruising up the Sacramento river to Sacramento.

COMMUNIQUE

Winterizing fresh and sea water systems

Many GB owners store their boats in cold weather climates. Lincoln W. North of Ontario, Canada, recently wrote to submit the following guide for winterizing the fresh and sea water systems aboard Bora Bora (GB42-995). The procedures and opinions expressed in Mr. North's guide represent his personal viewpoint. GB owners may wish to review these or any other recommendations with their boatyard before undertaking any winterizing or spring launching procedures.

Introduction

The water system on the vessel can either be winterized before the boat is hauled out for winter storage or after the boat has been placed in its cradle. The author prefers to winterize the water systems after hauling, for the following reasons.

- a) The boat will be in its final resting position for the winter which permits a more efficient and complete draining of the water tanks.
- b) Part of the winterizing process involves ensuring that all water is purged from overboard discharge lines. Visual verification can best be done after the vessel is hauled.
- c) Water could accumulate in the bilge prior to haul out due to condensation on the inside surface of the hull or resulting from water spillage during winterizing of the engines. Consequently, one might forget to re-winterize the automatic (electric) bilge pump.

Whichever procedure of winterizing the water systems is preferred, the following checklist should serve as a guide towards ensuring a complete purging of the entire water system. Please be advised, however, that you should augment these guidelines to account for any peculiarities or special systems which may be unique to your vessel.

The winterizing process will undoubtedly require at least eight gallons of Non-Toxic Antifreeze (NTA). Do not cut corners. While NTA may be expensive in your region, it is a lot less costly than replacing broken water lines. When in doubt, use more.

Procedures for Winterizing

1. Drain water tanks into the bilge by removing the drain plug from the main supply line located at the base

of the centre tank in the lazarette. (GB42CL) Note that the bronze housing for this plug will accommodate a standard one-half inch garden hose connection.

2. If compressed air is available and you elect to pressure purge the system, connect a hose to the plug housing, of sufficient length to reach the compressor. Carefully pressurize the system and proceed to open all water taps individually and separately. Repeat the process two or more time if necessary, to ensure that all water has been completely purged from the system.

Compressed air may also be used to purge the refrigeration sea water cooling system and the sea water washdown system. Air is usually injected into the system intake hose, inboard of the sea water strainers.

Don't forget the windshield washer system.

The only perceived risk in using compressed air to purge the fresh water system is that water might remain trapped in the water lines in certain places. The circumstance should be borne in mind and your marina personnel should be consulted accordingly.

There is also a danger of over-pressurization which could pressure-disconnect fittings or clamps, resulting in leaks the following spring.

Even if you elect to use the air-purge method, non-toxi antifreeze will still be required to purge the heads, the shower sumps pumps, the sinks and the bilge pumps.

3. If compressed air is not available or if you elect to purge the fresh water system with non-toxic antifreeze, proceed as follows:
 - a) After draining the water tanks into the bilge, replace the drain plug and use the pressure pump to purge as much residual water out of the tanks and water system as possible, especially the hot water tank and the hoses leading to the main water tanks. (Insure electric power to the hot water heater is turned off as the elements will burn out without water in the tank.)
 - b) Close the valves leading to the main water tanks (to prevent siphoning of air during the following purging process),

remove the drain plug from the main water line and connect a short length of garden hose, the other end of which can be put into a container of NTA. One person should attend to ensuring the hose continues to draw NTA while the other person purges the systems.

- c) Temporarily close the valve leading to the hot water tank. The hot water system should be purged as the final step, as the hot water tank will demand a considerable amount of NTA (perhaps three to five gallons).
Note: Some owners prefer to disconnect the inlet lines to the hot water tank and rig a temporary bypass hose (to bypass the tank itself) during the process of purging the hot water lines, especially if the manufacturer of the NTA recommends not allowing NTA into the hot water tank. This bypass process reduces the required amount of NTA and also permits an opportunity to drain the hot water tank almost completely, although no damage will be done if some water is left in the tank. (If a bypass hose is rigged up, both the hot and cold water systems can be purged together.)
- d) Pressurize the system with NTA and open each tap individually and separately until the NTA flows through all cold water taps. Don't forget the showers, the windshield washers, the shower connections on the aft deck and water taps in the engine room.
- e) Open the valve leading to the hot water tank and purge the hot water system as described above for the cold water system.
- f) When you feel assured the entire system is completely purged with NTA, remove the hose from the main intake line and relieve the pressure in the system by opening a faucet. Reinstall the drain plug, but only after the boat is in its final resting position for the winter.
- g) Place additional NTA to the sink drains if you suspect any fresh water remains in the drain traps.
- h) Run NTA through the shower sumps until you are satisfied the sum pumps and discharge hoses have been purged of all fresh water.

- i) Place NTA in each head and pump into the holding tank (after the holding tank has been completely pumped out). If your vessel has a maserator pump, ensure that a sufficient quantity of NTA passes through this system to discharge all residual water from the pump and overboard plumbing.
- j) Purge the sea water washdown system with NTA, by pouring NTA into the water strainer after closing the sea cock. Have the other person operate the pump until NTA exits the exterior faucet.
- k) Pour NTA into the drain holes of the fridge and freezer (holding plate system), to purge any residual water out of the drainage plumbing.
- l) To purge the refrigeration sea water cooling system (if you have a holding plate or similar system) it will be necessary to remove the hose on the inboard side of the water strainer. Lift the hose above the level of the sea water pump, insert a funnel into the end of the hose and pour NTA into the funnel as your shipmate operates the refrigeration power switch. Have someone watch the overboard discharge port. As soon as the NTA appears at the outlet port, turn off the switch. Replace the hose on the water strainer and tighten the hose clamps. This procedure is necessary if the purging process is undertaken after the boat is hauled, as the sea water in the intake hose will drain out (back into the strainer and overboard) after the boat is hauled. The circulating pump will not draw NTA from the strainer, as

a siphon will exist between the strainer and the pump. (Note: If the sea water cooling system on your vessel is not discharging water overboard, it will probably be due to an air lock in the pump intake hose. This is a common occurrence in the spring, after the boat is launched.)

- m) As a final step, purge both the electric and manual bilge pumps with NTA. If the vessel is hauled out of the water for the winter, be sure to disconnect electrical power from the electric pump, as water may end up in the bilge due to condensation during the winter. If condensation is anticipated, it may be wise to add a gallon or two of NTA to the bilge, to prevent condensate from freezing around the base of (and within) the automatic pump.

After the boat is hauled, check to ensure that all sea water cocks are opened to drain off any residual water. Flush a bit of NTA through the strainers and then let air dry. There should be no need to close the sea cocks. However, if you do, LEAVE A NOTE FOR THE SPRING LAUNCH, to ensure they are re-opened before equipment start-up.

Spring Launching

1. Remove the drain plug from the main water line and flush water tanks into the bilge with fresh water.
2. Replace the drain plug, fill water tanks and purge the entire system with fresh water until the water becomes colourless and tasteless. Charge up and heat the hot water tank in the process of doing so.

(Insure all of the air is out of the hot water tank before switching the electric power on.)

3. MAKE SURE ALL SEA WATER COCKS ARE OPEN AND INSPECT ENTIRE SYSTEM FOR LEAKS OR ANY POSSIBLE WINTER DAMAGE.

General Operating Procedures

1. The fresh water system should be de-pressurized when not in use. Turn off the switch and open taps to relieve pressure when unattended. During extended periods of cruising, it is a good idea to de-pressurize the system overnight. Failure to relieve pressure when the system is not in use may result in the collapse or deterioration of the pulsation dampener. Usually, deterioration is gradual and any change in noise goes unnoticed until system failure occurs. One sign of impending failure is a slow down in the pump's rpm's.
2. The sea water washdown system should also be de-pressurized when not in use. To de-pressurize this system, simply turn off the power switch and open the faucet. This system is occasionally temperamental, in that the pump will not necessarily be activated immediately when the faucet is opened. Consequently, you should probably leave the faucet open briefly after turning off the power switch. But do not forget to close it again.

PROFILE

Loh Jek Joong — Supervisor



Mr Loh Jek Joong joined American Marine in June 1969 as an electrician. Through hardwork and dedication, he was promoted to a charge-hand and subsequently to a foreman in 1979. He was again upgraded and promoted to supervisor in 1983. In his present capacity, Jek Joong is in charge of running the painting, plumbing and electrical departments as well as overseeing the GB46 and 49 production lines.

Jek Joong is also actively involved in various productivity programmes implemented in the company. He is glad that his sections have shown remarkable improvement in both the quality and productivity aspects and take pride to ensure that quality is not sacrificed as a result of productivity.

Jek Joong is a family man. During his free time he will help his wife in her daily household chores or coach his two children in their studies. Occasionally, he jogs to keep fit.

Anchored en route from
Singapore to Thailand
GB 49-76 owners Peter
and Bettie Lippitt tell the
story of their Cruise in
the next issue of the
American Marine News.

