



AMERICAN MARINE NEWS

VOL 19 NO 2

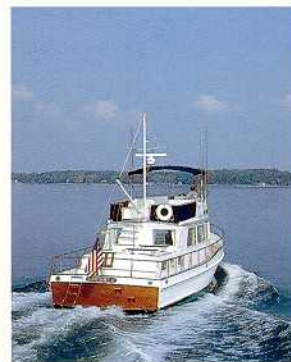


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PROFILE



Cover: GB42-1217 returns after a day on one of America's greatest cruising grounds — the Chesapeake Bay.

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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NEW DEVELOPMENTS

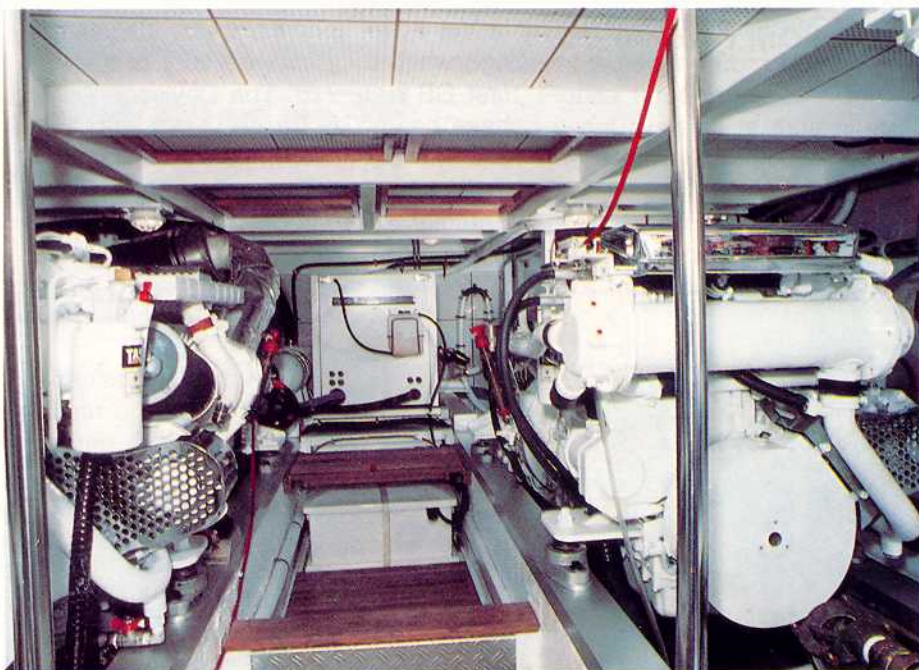
The new GB42's — Bigger and better than ever

After building 352 GB42's out of wood, and building 851 more in fiberglass, the Grand Banks 42 Classic has grown in size. Starting with hull number 1204 the new GB42 measures 8" longer overall, 4" longer at the waterline and 6" broader at the beam.

Over the years there have been some modifications in the GB42's outward appearance. Among those modifications were: a beamier deckhouse, the built-in seat box at the lazarette, built-in steps to the flybridge, a built-in anchor windlass locker, eliminating much of the teak trim and the use of stainless steel in lieu of bronze. However, this is the first change to the actual dimensions of the GB42 hull.

As a result of this enlarged hull form, the new GB42 allows for greater interior space. While the walkways on deck have remained the same size, the beam in the main salon is 6" greater. In addition, the main salon features a galley that is 4" longer, the companionway from the salon to the aft cabin is wider and the forward head has been enlarged. The aft cabin also features more space either around the island bed layout or between the traditional cruising berth arrangement. Other exterior features of the new GB42 Classic include an uninterrupted seat box across the aft cabin at the lazarette and a built-in deck box forward.

The increased size is not limited to the accommodations. Owners of



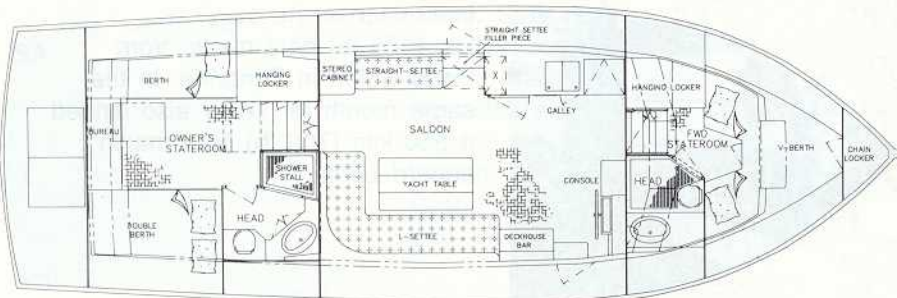
Very spacious engine room on the new 42 Classic.

the new GB42 will be impressed by the difference in the engine room as well. The extra beam is very noticeable in the space available between the engines which will be especially appreciated by those owners choosing twin V-8 engines.

One other important difference between the new GB42 and earlier version is the production-ready availability of a single engine configuration. Whether owners choose a bow thruster or not, the full keel GB hull design, large attached rudder and excellent reliability of modern diesel engines make a single engine GB42 a sensible and practical approach to economical cruising.

Although the GB42 Europa and GB42 Sedan will continue to be built in the traditional size (42'7" L.O.A. x 13'7" Beam) the GB42 Motoryacht is now being built in the new larger size. Owners of the new GB42 Motoryacht along with the GB42 Classic will enjoy the benefits of more spacious interior accommodations, a larger engine room and a forward built-in deck box as well. The Motoryacht however will also feature improvements in the aft cabin window area and a more accommodating transom boarding ladder.

The new GB42's will be on display at major boat shows around the world.



SPECIFICATIONS

LOA	43'-3"	13.18 m
LWL	41'-1 1/2"	12.5 m
Beam	14'-1"	4.3 m
Draft	4'-2"	1.2 m
Estimated Displacement	34,914 lbs.	15,870 kg
Water	265 gal.	1,003 litres
Fuel	600 gal.	2,271 litres

BEACHCOMBING

GB36-956

Kompira

Redwood City, California
USA

Laurie and Betty Davison are pictured aboard their new GB36 *Kompira*. The Davisons were featured in Vol 5 No. 2 of the News 19 years ago when they took delivery of their first GB a 32-210. The Davisons have been "GB Cruise Directors" in the San Francisco area for all those years planning annual Spring, Summer and Fall outings.



GB46-59

Piandelle II

Stockholm
Sweden



Last fall former GB36-477 owner Mr Paul Lederhausen and friends took a cruise along the Swedish coast to Norway and Denmark aboard his new GB46.

Their itinerary included a layover to the small Danish island of Christians, established in 1864 as the world's first naval base.

GB36-945

Pipedream

Orcas Island, Washington
USA

After a lifetime of offshore and coastal sailing, Scotty and Emery Emmes recently switched to a GB36 Europa with the help of Carl French at Western Yacht Sales in Seattle. The Emmes reported that "the transition to power has been extremely easy and most pleasant for us". *Pipedream* is pictured with a 10-foot sailing dinghy "which keeps the sailor in me happy".



GB36-905

Lema III

Playa de Las Americas
Teneriffe



Mr Lew Leroy is pictured here displaying the results of his favorite GB pastime — fishing. In this instance the catch was a 200 kilo (405 lb) blue marlin from Porto Colon in Teneriffe. In the same month Mr Leroy also landed a 350 kilo (709 lb) blue marlin aboard *Lema III*.

GB46-70 ***Xanadu***

Fairview, Pennsylvania
USA



George and Beverly Metcalf purchased GB46-70 in the fall of 1989 from Inland Yachts. Since then, they have cruised up and down the intracoastal waterway from Hobe Sound, Florida through the Erie & Oswego canal systems to their home port of Erie, Pennsylvania.

Xanadu is pictured here en route on one of its entertainment cruises, which the Metcalf's have often.

GB36-973 ***Dragon Lady***

Champaign, Illinois
USA

Mr Earl Shapland is pictured steering south on Indian River Lagoon aboard *Dragon Lady*.

GB36-973 was the first Grand Banks sale for the recently appointed Complete Yacht Sales of Vero Beach, Florida.



GB46-18 ***Loca***

San Marino, California
USA



Owner Richard Miller was caught posing in a "Buddha-like figure" by a cruising companion. The two owners were taking pictures of each other. At the time, *Loca* was en route from San Diego to Los Angeles with co-owner Joan Miller also aboard.

GB32-773 ***Poquito***

Daly City, California
USA

Who says that "Grand Banks aren't fast"? At the conclusion of the annual Fourth of July Grand Banks California Delta Cruise Brian Gross, 15, water skied behind Marty and Bette Rosenthal's GB32-773, *Poquito*, running with a 185 HP turbo Lehman engine. Several other Grand Banks owners watched and cheered from their aft decks.



THE DESIGN AND CONSTRUCTION OF A GRAND BANKS

Part II: Engineering — Where it all begins

In the earlier days of designing and building a Grand Banks, Engineering predominantly meant dealing with the many structural aspects of wood boat construction — it meant things such as lofting and checking the fit of complicated joints from the keel to the flybridge. While today most engineering time and attention is focused within the interior setting created by the fiberglass hull and deckhouse, the role of engineering is not simply to develop various accommodation plans. Rather, engineering plays a role in virtually every aspect of the boat building process — from basic design to sea trial testing.



The American Marine Engineering Department.

Today's Engineering Department has a direct involvement in the design of new models, the redesign of various fiberglass parts, the basic fiberglass structure and its chemistry, equipment specification, materials testing, the design and specification of mechanical and electrical systems as well as the design of the boat's general accommodations and furniture.

Basic Boat Design

Just as in wooden boat days, the construction of a fiberglass GB or part of one begins on the drawing board. The hull for instance is

drawn to precisely match the appearance of their wood boat counterparts. However, the 49, modified 36, 46 and modified 42, have all been drawn from scratch by American Marine's staff as adaptations of Mr Smith's original work.

Once the drawings are completed, the information is extrapolated from say 3/4" — 1'0" scale to full size scale. This process known as lofting is virtually the same as it was in the wooden boat days. It involves laying out the lines of the hull in a large open area so that a full size part can be made. This part or plug as it is called is typically a plywood structure which is then covered with fiberglass and must



Much of the drafting work today is handled using modern Computer Aided Design.

drawn in every detail down to the very last planking line. Earlier these hull drawings would have simply been re-drawings of Naval Architect Kenneth Smith's original drawings. In fact, the first fiberglass hull drawings were

match the shape of the boat as originally drawn. The plug will look exactly like the finished product. In fact, the plug actually becomes the pattern from which to construct one of the most demanding and critical parts of the boat building process, the fiberglass mold.

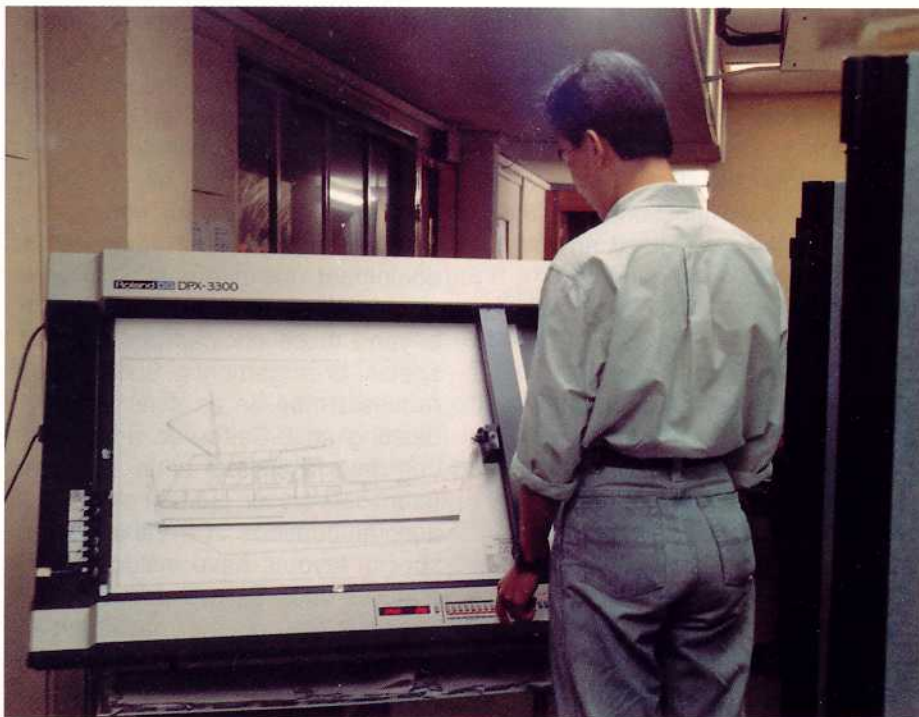
While we will explore more about the plug, mold making and the making of the fiberglass parts in the Part III of this series, it is important to see that the role engineering plays in the basic boat design is the foundation for the remaining process.

Fiberglass Structure

One of the simplest but most significant differences between today's fiberglass boats and their wood counterparts is the type and amount of engineering attention paid to the basic structure and to the materials that make up that structure.

Fiberglass construction, or more accurately Fiber Reinforced Plastic (FRP) construction requires a wide range of scientific knowledge — chemistry, physics, mechanical engineering as well as basic science. Analysis must be made of the various design characteristics of a part such as how much it will bend, or deflect, what it will weigh, how much damage it should be able to withstand, where the stresses and load points will be, how strong overall it will be as well as what the cost of the materials will be. Factors most of us remain ignorant of such as comprehensive strength, interlaminar shear strength and tensile strength are an integral part of the basic design of fiberglass components.

Once the design characteristics of the part or structure are analyzed the design parameters of the materials that will suit those characteristics must be determined. Grand Banks are built with solid hand laid fiberglass but the amount and type of materials is not and should not be the same on every fiberglass part American Marine builds. A battery box for instance does not undergo the same stress as a hull pushing through choppy seas so they of course are not built the same way. Determining how much of what material in what



Computer plotters print fast clean drawings.

order and with what method requires a thorough knowledge of today's materials and their properties.

Equipment Specification

Much of the equipment aboard a Grand Banks is of course not made by American Marine. But helping to determine which equipment, where the equipment will go and how it is to be installed keeps the engineering department busy. The decisions required range from seemingly simple issues such as determining which bilge pump to use to what type and brand of propeller shafts to use.

There are many variables that affect the choice of equipment. Among the factors to consider are whether a piece of gear is durable, practical and reliable in a cruising marine environment, is repairable and backed by good customer service as well as can be purchased in or economically shipped to Singapore.

All of these factors are also influenced by one other important factor, that is GB's are sold worldwide. Owner's in one part of

the world may sometimes wonder why a well respected piece of gear readily available to them is not used on a GB. When considering that owners around the world must be able to either find service or parts for that equipment it is easy to understand why the best choice for some regions may not be the best for others. Choosing economical equipment that passes all of these tests is no small undertaking. That is also why we offer customers the flexibility of installing equipment of their choice.

Mechanical and Electrical Design

Like many other boat builders the building process at American Marine involves assembling other manufacturers parts. But American Marine is somewhat unique in the range of products that we actually build or have built exclusively for our use. Not only are these products built locally but they are typically designed and engineered by American Marine as well.

The deck hardware such as cleats, chocks, stanchions, mooring hardware and underwater hardware such as struts and stuffing boxes have all been engineered in-house.

One facet of the Grand Banks that always receives high praise is the neatness and simplicity of the electrical wiring and the ease of fault tracing. The numbering of the wiring circuits, the design of cabinet enclosed junctions and the circuit breaker panel itself are designed by the engineering department.

Because owners' selections of options and special equipment varies so much from boat to boat, the layout and specification of each electrical system varies as well. In addition, the electrical system is one area where worldwide standardization cannot apply. The shore power and generator based electricity in most part of the world is different from that used in North America. So electrical engineering responsibilities vary not only based on owners equipment and options selection but by basic electrical system requirements as well.

Accommodations Planning

There are currently 14 different Grand Banks models in production. Each model is offered with a variety of layouts ranging from limited choices in the GB32 to nearly unlimited choices in the GB58. As a result, the engineering department is responsible for maintaining hundreds of alternate accommodations plans for prospective owners consideration. Each layout plan is the result of an attempt to find the best fit of a certain set of amenities or features but with practical cruising in mind. What to many may look like a simple plan of berths and lockers in a cabin is often the result of a very complex and time consuming process. Consideration must be given to factors such as the location of the chine, space for exhaust systems, wiring, plumbing, steering cables, the location of windows, hatches and doorways as well as the importance of major bulkhead locations.

The practical constraints of these factors and the time it takes to successfully address them is especially evident in the accommodations planning for special requests. We have noted how one GB may vary from another based on the variety of equipment and alternate arrangements, but many owners go beyond those choices and request special arrangements. Such requests may be as simple as deleting an L-Settee so an owner can have a custom settee installed upon delivery or custom accommodations in a cabin. Such special layouts have included features such as two equal aft cabins in lieu of one master aft cabin on a GB49MY, a complete laundry center in the port cabin of an up galley 42MY, a full size washer and dryer in the head of a three cabin GB46 or an office in the starboard cabin of a GB49CL. In any case, the number of custom layouts that have been built into GB's over the years means that practically no two GB's are exactly alike and that when it comes time to planning your own layout there is often previous engineering knowledge to draw from.

Keeping up with the amount of original drawing necessary for all of these plans is no small undertaking. While much of the drawing that takes place at American Marine is done by hand, the advent of computer based drafting has helped change the look of the engineering department. (Please see *THE DRAWING PROCESS*).

Furniture Design

Probably no other feature of the Grand Banks receives as many compliments as the interior furniture. The joiner in the GB is a time honored combination of function, simplicity and craftsmanship. Getting it that way and keeping it that way happens most often on the drawing board in the engineering department. Like

the accommodations planning, furniture design responsibilities include the thousands of standard pieces of furniture as well as the hundreds if not thousands of custom designed pieces.

Especially in the case of furniture design, one of the most important ingredients over the years has been the GB owner. Many of today's features were once the suggestion of an owner or a custom order. Features such as the flip-down compartment at the galley sink, the pull-out counter above the typical GB icebox or the full size chart stowage under the berths all originated from GB owners.

These ideas often begin as no more than a simple owner's sketch or verbal request. Once the idea is discussed a preliminary sketch or drawing is prepared for the owner's review. From the point of an owner's approval construction drawings are then prepared and reviewed with the furniture shop.

In Conclusion

In taking a closer look at the role of the engineering department at American Marine, it is easy to see the multitude of changes that must have been made to the boats over time and the hundreds of thousands of hours it has taken to effect those changes. Even in the light of those changes, the Grand Banks of today is, thankfully, essentially the same as when Kenneth Smith drew the first GB36. It follows that the single most important job the engineering department has had in the face of all of those changes was and continues to be, above all else, to maintain the integrity of the Grand Banks design.

In the next issue of the **American Marine News** we will look at fiberglass construction and start to see how the rest of the production process works.

The Drawing Process

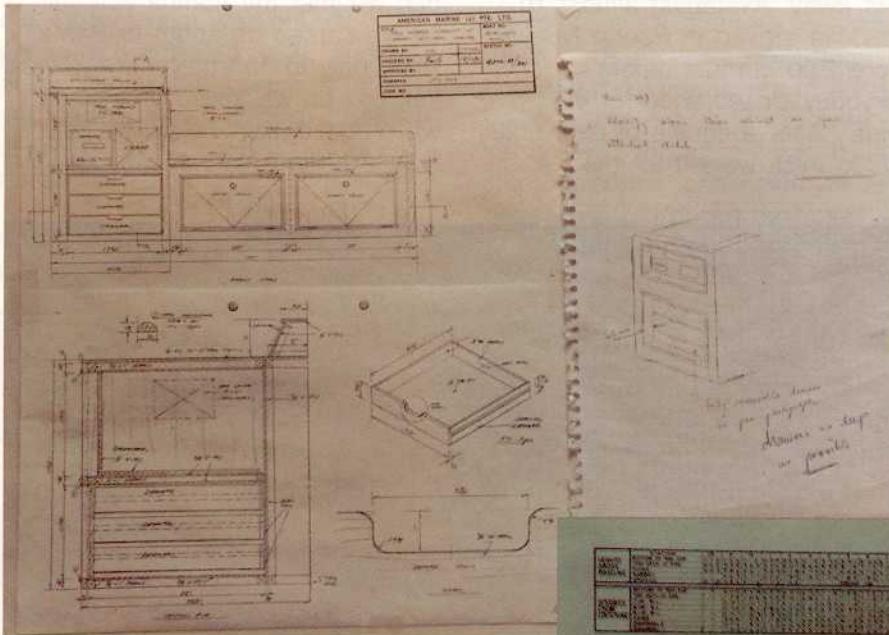
While much of the drawing that takes place at American Marine is done by hand, the advent of computer based drafting has helped change the look of the engineering department.

Today more often than not you will find the drafting work for accommodations planning, engine room planning, and furniture design being produced with the aid of computers. The speed and accuracy with which these electronic drafting systems operate makes basic and custom layout work much less of a burden. The benefit to this technology is especially important to a builder like American Marine because we accept many more custom changes to our plans and furniture design than the average boat builder does. In fact it is largely the CAD system that allows engineering to accept the volume of accommodation changes they do. With a matter of several steps at the keyboard it is possible to generate completely revised drawings

that would have taken days to produce not long ago.

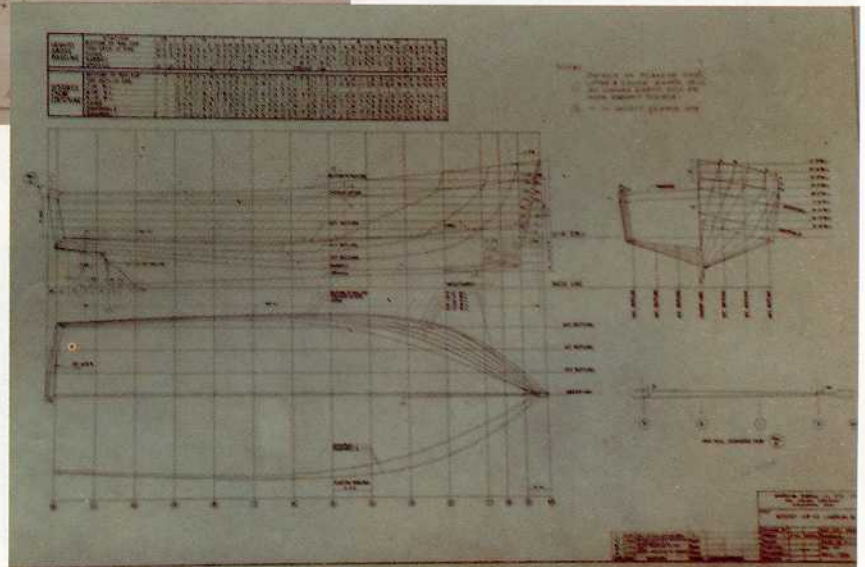
However, even with all of the advantages today's computers offer, it is unlikely that they will ever completely replace the time honored traditional way of careful drafting by hand. Not only does it take quite some time and great expense before an average draftsman is as efficient on the computer as by hand, but many teachers in the field insist students begin drawing by hand and maintain those skills. When practiced with care the SE skills are valued not simply as an art form. Rather, many believe the hand method offers the advantage of actually forcing the designer to think through the design problem more thoroughly.

Regardless of the method preferred, it is this combination of traditional and modern skills that makes American Marine's Engineering Department capable of meeting today's wide range of drafting tasks.



Many custom options begin with an owner's idea that is transformed into a workable plan.

From lines plan a new model evolves.



PALMA TO IBIZA

A 2000 mile Mediterranean Cruise

By Jeremy Macnish-Porter

As this year was 'Balmerino's' 11th birthday the Insurance Company requested an out-of-the-water survey on the boat. When the Yacht Surveyor wrote in his report "Had I been asked to guess her age, I should have said five or six years at most" we were both delighted and not a little proud!

The inspection was carried out when the boat was out for her annual 'scrape' and bottom painting in Palma Mallorca. After three days of really hard work we were back in the water and all set for our trip. This year we planned to sail, via Ibiza, down the Spanish coast to Gibraltar, on through the Straights passing Cape Trafalgar,

through the Gulf of Cadiz and arrive at Lagos at the west end of the Algarve not far from Cape St. Vicente. We then planned to return later in the summer to Ibiza; a round trip of over 2,000 miles.

It's always a thrill setting off on a planned voyage, especially when the weather is fair and the sun has just risen. This was so when we sailed out of Palma and headed west towards the smallest of the Balearic islands, Ibiza, 75 miles away. Averaging almost 10 knots, we arrived in Puerto Nueva before 2:00 pm just before everybody closed shop for the 'siesta'. After a couple of enjoyable days in Ibiza we left for the

mainland heading for Calpe, a distance of some 80 miles. The eight and a half hour voyage was quite rough and we were very happy to reach the calm of the small and well run marina with excellent facilities and pleasant staff. The mooring fees were also a lot less than Ibiza (half), namely 2,200 pesetas a day.

Our next port of call was to have been Alicante, the first major port on our southward leg. But due to bad weather the marina was full so we carried on south to Santa Pula, only to find that that too was 'full up'; on we sailed; eventually we reached Torrevieja. This is a truly excellent marina, with an



42-614 Balmerino celebrates her 11th birthday.



A couple of enjoyable days in Ibiza.

attractive town, good shops and at least one first class restaurant. There is a daily street market, and the Club Nautico is well run and very useful. The daily mooring for our 42 foot boat was only 1500 pts., which included water and electricity. As the marina is large, you can count on finding a berth at all times. A useful place to remember!

Two days later we left for Cartagena, 45 miles to our south. After a stop in a cove for lunch and a swim we arrived at this large naval port. The 'marina' is tiny with no real facilities but with the help of a local rowing boat we managed to pass a rope through a

buoy on to our bow and tied up "stern-to" the small jetty. This was not easy as there was a strong wind and swell coming in from the sea which made things a bit bumpy. Since Cartagena is a naval base there were the usual morning and evening ceremonies of firing the gun and only a few hundred yards away there were two Italian ships, a cruiser and destroyer and opposite a Moroccan destroyer. We felt very small but well protected!

The next morning we left and during the next four days called at the new marina in Garrucha which was half built; Agua Dulce, also new with lots of noisy bars; Motril, a small marina

in a large and dirty port, full of tankers and cargo boats, but possessing a quaint old-fashioned Club Nautico. The next day and a half we were fog-bound but got away by mid-day on the second day when we sailed to Benalmadena, a large well run and well protected port. The average price for these four marinas was 2000 pts. and the average distance we travelled daily was 57 miles.

Our next stop was Gibraltar where the reception, customs and general organization is tip top. The daily mooring cost £5.68 with a £10 deposit for water, which is metered. The Marina Bay is in a pleasant setting but next to the runway of quite a busy airport. Apart of the obvious advantages of a duty-free port and fuel 2/3 cheaper than in Spain, we wanted to carry on with our voyage as soon as possible. But the weather was not on our side. With force ten winds blowing at Tarifa we were held up for a number of days before eventually heading West, past Cape Trafalgar and into the Atlantic. I should mention that we sailed a bit too close to Cape Trafalgar and got into a nasty rough bit going over the race by Trafalgar Bank.

We stopped next at the small fishing port and marina at Barbate de Franco, a useful half-way house



We arrived the next day ... in Lagos.

between Gibraltar and Cadiz. For only 1000 pts. we had a pleasant break from the rough weather, and the little holiday town with almost 100% Spaniards there made the two day stop most enjoyable. On July 11th the wind dropped and we left for Puerto Sherry, north of Cadiz. This is a new development as yet unfinished, but is already superb, if not a little expensive (2800 pts. a day). It was here on our return journey a month later that we experienced a 'Levante' wind. This blows from inland, is hot and strong with humidity down from the normal 85% plus to just over 40%. With temperatures over 30 degrees (C) it is most unpleasant and very tiring.

July 12th saw us sailing up the Rio Guadiana which is the border between Spain and Portugal. We tied up on the West bank (which is Portugal) and two hours later had completed customs and entry formalities! Here there is no real marina so you help yourself to a space and hope for the best in amongst the fishing boats. The next day we sailed to Vilamora some 46 miles along the coast; here too it took hours to clear customs, police etc. so it was with great relief that we arrived the next day at our destination, on time, in Lagos. This is a beautiful town, once a slave trading port, and as there is no marina you drop anchor in the 'lagoon' about a mile up river from the coast and opposite the town itself. A small boat comes to visit you eventually and for £8 we paid the man for a five-day stay!

The total distance between Mallorca and Lagos was 770 miles and we had been on board for 28 days. The boat had behaved very well indeed with no problems whatsoever.

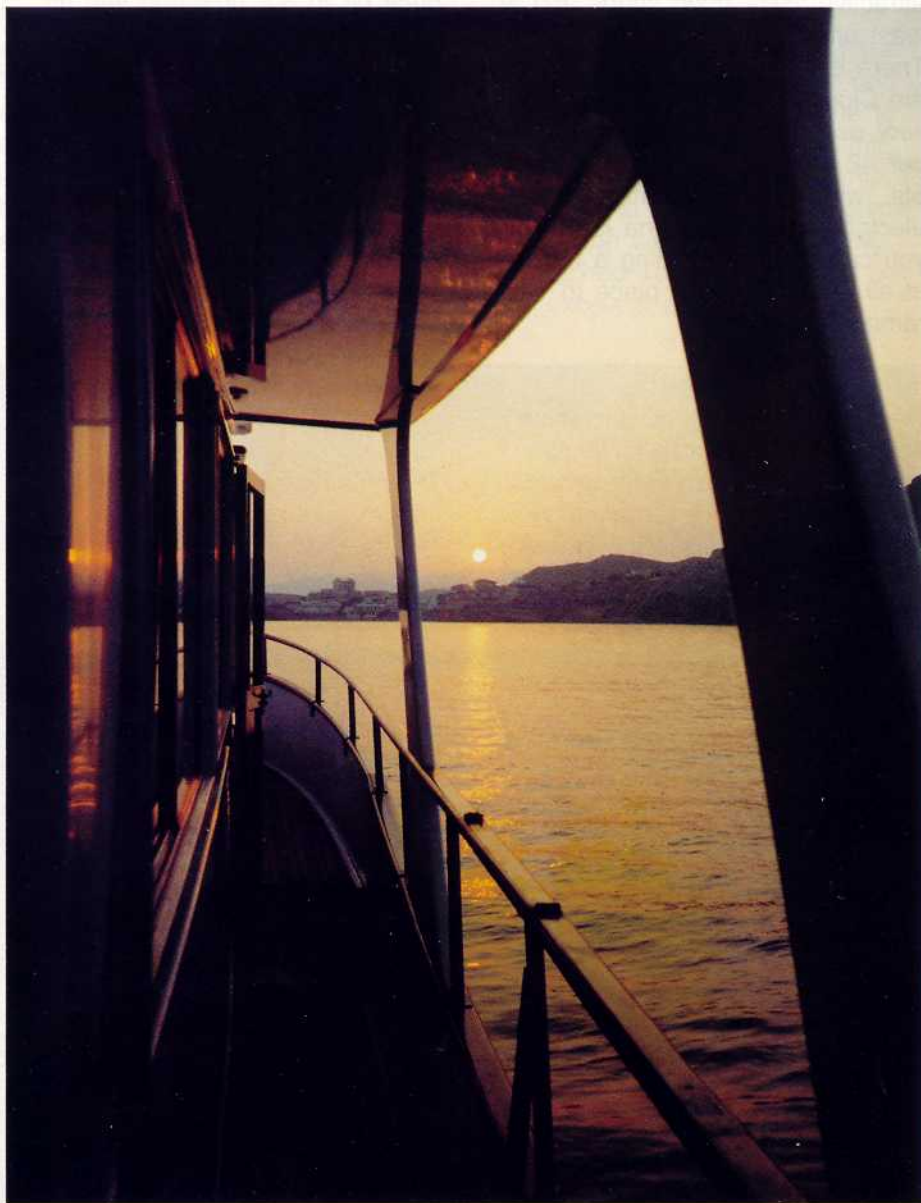
Our return voyage after nearly a week in Lagos was also without problems. The most interesting bit

was the 60 odd mile journey up the Rio Guadalquivir to Sevilla. You must enter the river at low water for the upward trip to the lock. On the other side of the lock is a further few miles of non-tidal water before Sevilla. There are no marina facilities so you either drop anchor or tie up beside a dirty commercial quay, where you then have to climb up a long metal ladder to reach the top. Not at all safe especially at night! Leaving Sevilla on the high tide, you reach the sea more quickly than the upward journey.

The voyage up the Spanish coast to Ibiza was enjoyable and we

called in at a few different places that we had missed on our southward leg. The nicest of these was Puerto Punta de la Mona, (Marina del Este). This is difficult to find as it is hidden behind a small island. But it is well worth searching for; very attractive and handy for visiting Granada and the Alhambra.

We finally left the mainland for Ibiza from Altea and sailed the 75 miles back through choppy seas. After a further three weeks cruising in and around Ibiza we ended the season, having proved to ourselves and our friends that Grand Banks are truly second to none.



Three weeks cruising in and around Ibiza.

RENDEZVOUS NEWS

Sixth Annual Chesapeake Bay Grand Banks Rendezvous

By Joyce Cantrell

WHAT IF ...

What if your engine stopped?
What if a fire broke out in the galley? **What if** someone on board fell to the deck unconscious? **What if** someone fell overboard? **What if** you got a bad burn? **What if** something happened and you are miles from the nearest help!!!

Those questions and more were answered at the Sixth Annual Chesapeake Bay Grand Banks Rendezvous held at Tides Lodge, Irvington, Virginia, in late September, 1990. Bob Smith, of American Diesel Corp., sponsor of the increasingly popular Chesapeake Bay Grand Banks Rendezvous, feel that, just like the Boy Scouts, we should be prepared. "You've always relied on calling someone to fix it. But, **what if** you're out there on the water by yourself?", Bob said as part of his introductory remarks at the Rendezvous. "You've got to know what to do." We've all learned to dial 911 or the local emergency access number on land. We've all learned to depend on the Coast Guard for help in life threatening situations on the water. And, of course, we've all learned that we can depend on Bob to help with any mechanical problems on the boat. But what do we do in the meantime? And, worst of all, **what if** we can't make those calls? There are lots of things that can be done to avoid and/or prevent those calls.

Robert E. Hoyt, M.D., F.A.C.P., from Bay Internists of Rappahanock, gave a detailed slide presentation on various medical **what if's** that could arise on board the boat or as a result of being in the water, and how to handle them. He covered symptoms, causes, and treatment of such emergencies as heat stroke, hypothermia, and drowning.



He even advised on how to temporarily handle broken bones with ad hoc splints. Dr Hoyt also included an extensive list of medical supplies to have on hand, from bandages and gauze to Dramamine, Benadryl, antibiotics, and pain pills. His presentation covered what to do if you are ten minutes from help or ten days from help. It was a comprehensive program to help us deal with medical emergencies afloat.

Additional medical **what if's** were covered by Craig Rice, from Rappahanock General Hospital. Craig was on hand to conduct CPR training, certification, and re-certification.

An informal fire safety presentation was put on by Dave Hundley from Virginia Fire Safety, Inc. People were encouraged to bring their fire extinguishers with them for use in demonstrations on how to use them properly. Dave also provided a number of different types and sizes of extinguishers, such as Halon, CO₂, dry chemical and

water, to be used also. Dave and Bob Smith set various **what if** fire scenarios, demonstrated proper fire fighting techniques, then welcomed the audience to participate in fighting those same scenarios. Refills, inspections of on board extinguishers, and advice on location of extinguishers were provided throughout the rest of the day.

Mechanical **what if's** were covered in the Basic Engine Class, geared toward "beginners" with Lehman Ford or Leyland engines. Over 20 attendees enjoyed the slide presentation by Bob Smith and short presentation by Dave Hensley, from Warner Gear. They covered the basics from additives to zincs, answering questions as they came up. The class was generic enough that even those without Lehman or Leyland diesels learned a lot.

There was a much larger turn out for the evening Engine Class, where Bob Smith and Dave Hensley were joined by Rick Loh

from American Marine. This session was more of an open question and answer forum covering such topics as engine and transmission oil analysis, battery management, and fuel filter systems. Various problems were discussed along with alternative solutions from the presenters and the audience based on their personal **what if** experiences. Bob ended the evening suggesting that we look at what others have and what they have done. We may not always agree with what we see, but we may get some ideas for our own applications and cruising situations. This first-hand information could then be filed away in our mental **what if** library.

What if you are out on the water and need to call for help? Birch Vickery of Marine Electronics, and a factory representative from Robertson and North Star were on hand to give demonstrations of the latest VHF radio equipment for making these calls, as well as state of the art radar, loran, and other electronic gadgetry to enable us to give our present locations faster and easier. They were also available after the presentation to look over present electronics and discuss anything that could be done to upgrade or enhance them.

What if your boat started sinking? **What if** a Coast Guard launch came along side to board you for a routine inspection? Chief Midgett from the US Coast Guard Station at Milford Haven came by to provide guidance with these and

other on the water **what if**'s. He also answered questions on the latest Coast Guard regulations and their enforcement.

Since GB owners are as anxious to invite others on board to show what they've done to "personalize" their boats as they are to look at other GB's, the Rendezvous provided the ultimate opportunity between scheduled activities to do just that. The variety of boats that attended, 43 in all, the close proximity provided by the docking facilities at Tides Lodge, and the openness of the GB owners made it possible to view almost every type of engine room configuration, safety equipment location, and marine electronics equipment discussed during the week.

To answer such questions as, **what if** I want to customize a new GB?, Rick Loh, from Grand Banks Yachts of Connecticut, presented a slide tour of the American Marine plant in Singapore, showing new state of the art fabrication machines used in building the Grand Banks boats and the people there who still put that hands-on, old fashioned tender loving care into each of the boats they build. "Come visit the plant to see for yourself," he urged. "It will answer questions you didn't even know you had."

Now, **what if** you saw something while cruising along the Bay that you just

couldn't identify? Dick and Dixie Goertemiller, from Chesapeake Bay Magazine, gave a light-hearted slide presentation pointing out some of the oddities seen on the Bay, from unusual housing to unique boat designs, as well as some of the more common landmarks of the Bay, including panoramic views and breathtaking sunsets. They all showed that there are many different views of boating and life on the Chesapeake Bay.

And what if you just wanted to have fun for a week with old friends and have the opportunity to meet new friends? Whether you came by boat or were among the many who came by land, there were plenty of scheduled and unscheduled recreational activities. The half-day tour of restored Williamsburg, the golf tournament, and various tennis matches were just a few of the scheduled leisure activities. Between rain showers, still others were seen swimming in the pool or paddling in canoes or putting around in their dinghies taking pictures of the panoramic view of all the GBs. Of course, there were cocktail parties, cookouts, and spur of the moment dinner parties as well.



The biggest **what if** of all is, **what if** Bob didn't have another Chesapeake Bay Grand Banks Rendezvous!?! Well, we can rest our fears for another year. If you would like additional information on the Rendezvous scheduled for the next Fall, you can contact Bob Smith at American Diesel Corp., in Kilmarnock, VA.

First ever South Florida GB Rendezvous

By Fred Castonguay



A portion of the participants ready for visitations.

Friday, March 1st, dawned bright, clear and sunny as Grand Banks owners from all over the southern United States and from as far away as Texas, Ohio, and Connecticut all joined forces to kick off the first South Florida Grand Banks Rendezvous. Beginning as early as Thursday evening, when host Hal Jones of Hal Jones & Co, braved foul weather, high seas and strong winds to arrive early to begin preparations starting early Friday morning and continuing into the afternoon hours, twenty-seven Grand Banks of all shapes and sizes arrived at a private resort in North Key Largo, Florida, the site of the Rendezvous.

A total complement of 125 guests (including three couples who arrived by car and stayed in resort guestrooms) joined our hosts for a welcoming Friday evening cocktail party and semi-formal dinner in the Clubhouse.

Following the continental breakfast on Saturday morning, a question-and-answer session and display of nautical ware, electronics, stabilizers and engine paraphernalia was held adjacent to the swimming pool. On hand to share his knowledge with the Rendezvous participants, was Bob Smith of American Diesel of Kilmarnock, Virginia. As usual, Bob captivated the group of GB owners



Bob and Carol Hamilton of Jacksonville walking back to their GB36 *Great Idea*, with Bob Smith of American Diesel.

with his thorough but common sense approach to diesel engines. The seminar time period was also the occasion for distributing the much cherished Hal Jones & Co Grand Banks Rendezvous caps to all the guests.

Following lunch, it was open house time aboard the entire fleet and everyone took the opportunity to make new friends and renew old acquaintances, to review the latest in gadgetry and refinements and to share sea stories and camaraderie.

Saturday evening found all of the skippers and their guests back at the Clubhouse for an informal get-together over cocktails before a sumptuous Cuban luau and pig roast at which most everyone overate!

The highlight of the evening was the presentation of an engraved bowl, silver tray and ice bucket. Receiving the award for oldest boat in continuous ownership by its current owner were Julie and George Rawak of Greenwich, Ct. Their yacht, *Old Queen*, is 1974 GB42-425. Bob and Carol Hamilton of Jacksonville, Florida, brought their GB36-850 *Great Idea*, the furthest distance specifically to attend the gathering. The award presented to the newest Grand Banks owner in the fleet, went to Mr & Mrs Robert Kipp of Gulfstream, Florida, who participated aboard their GB49, *Skipper*.

A good time was had by all and dinner was followed by singing at the Club Lounge.

Sunday morning, the official end of the Rendezvous, dawned blustery with winds building during the day to 40 knots. Most of the guests, with an eye to the weather, took an early departure, with the promise to meet again next year for South Florida's second Rendezvous.

We look forward to seeing them all again.

1992 Rendezvous Calendar

Plantation Key, Florida (May 8 - 10)

Contact: Hal Jones & Co.
1900 S.E. 15th Street, Ft. Lauderdale, Fl. 33316
Tel: (305) 527-1778

San Diego, California (May 9 - 10)

Contact: H & S Yacht Sales
955 Harbor Island Drive, Suite 110
San Diego, CA. 92101. Tel: (619) 291-2600

San Francisco, California (May 1 - 10)

Contact: Oceanic Yacht Sales, Inc.
308 Harbor Drive, Sausalito, CA. 94965
Tel: (415) 331-0533

Oak Harbor, Washington (June 5 - 7)

Contact: Intrepid Yacht Sales & Charters
14 Harbor Mall, Bellingham, WA. 98225
Tel: (206) 676-1248

Newport, Rhode Island (July 24 - 26)

Contact: Grand Banks Yachts
563 Steamboat Road, Greenwich, CT. 06830
Tel: (203) 869-9274

CUSTOM CORNER



The remainder of the salon features end table, built-in bookshelf storage at dining/chart counter, custom speaker enclosures, helmseat with icemaker and more.

GB49-94 owners Harry and Laurien Van Elten of Strijensas, Holland are veterans of owning four previous boats. So when it came time to plan their new GB49 Motoryacht they had a wealth of experience to draw upon. In this case their experience led them to a number of custom features in the main salon of their new GB. After a month of commissioning and outfitting, the Van Elten's took delivery of "Lady L" in June, 1991.



The owners designed this special settee, sitting chair and coffee table. The table tops are lacquered walnut veneer.

We have installed a microwave oven in 'Our Destiny', GB42-969. It has worked out well since it does not take any room in the galley and yet is most convenient to it.

It is located above the locker in the forward stateroom on a swinging platform constructed of



Microwave secured for use.



Microwave secured when not in use.

stainless steel tubing and teak. When not in use it is held in place with a hook. It can also be swung out 90 degrees and hooked in-place for use as shown.

Ken and Betty Wilson
Huntsville, Alabama

CHARTER NEWS

New GB's in the Caribbean

The Caribbean Islands have long earned a reputation for offering charter guests some of the finest cruising found anywhere in the world. The region offers crystal clear blue water, beautiful sand beaches, year round picture perfect weather and international hospitality. Some would even call it paradise.

Now to host charter guests Grand Banks style is the newly formed TIP charters. Appropriately named Trawlers In Paradise, TIP charters will be located in the heart of the U.S. Virgin Islands, St. Thomas.

TIP charters will be receiving three new GB42 Motoryachts (Hull 1238, 1239 and 1240) in the early Spring of 1992. The TIP charter fleet also already includes other Grand

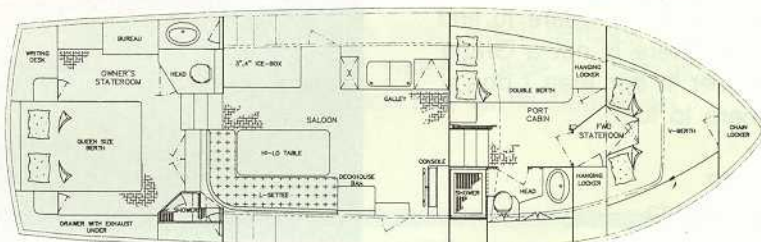
Banks ranging in size from 36 to 49 feet.

Whether it is advice on air transportation, favorite snorkeling areas, the location of a secluded beach, or providing just the right provisions, bareboat chartering veteran Tom McCoy and his staff are committed to providing first class service.

Anyone interested in Caribbean chartering or purchasing a new Grand Banks for charter service or use in the Caribbean should contact:

Trawlers In Paradise
86 Estate Frydenhoj
St. Thomas, USVI 00802
Tel: (809) 775-6901
Fax: (809) 774-4886.

GB 42MY ARRANGEMENT PLAN 42#1238



The three new TIP Charter 42 Motoryachts will feature accommodations for eight in three cabins and a pull-out settee in the main salon.

COMMUNIQUE

STEP PLATES

I recently purchased a previously owned Grand Banks 42 Classic. It has stainless steel stanchions and deck hardware but bronze plates that say 'Grand Banks' at the port and starboard boarding gates.

However, the GB42 I went aboard at a boat show had stainless steel name plates. Are these available or were they custom made?

Jonathon Wilson
Dedham, Massachusetts

Dear Mr Wilson

The step plates you probably saw at a recent boat show were chrome plated bronze. The chrome plating is of a very high quality so it is often confused for stainless steel.

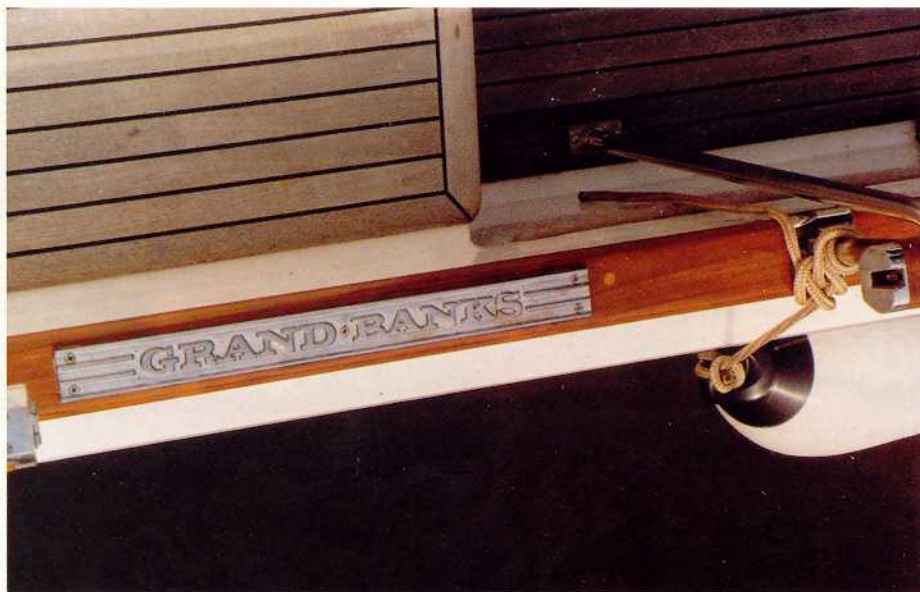
The chrome plated step plates are now supplied with new Grand Banks as part of the stainless steel package as standard equipment.

You may purchase them as spare parts through your local Grand Banks dealer.

TRANSOM ZINCS

The rectangular zinc anodes mounted on the transom of my GB 42 seem to be an unusual variety. None of the boatyards or chandleries in our area seem to carry them or know where to find them. Since there is not a Grand Banks dealer in our area I don't know where to turn.

Don O'Born
Toronto, Canada



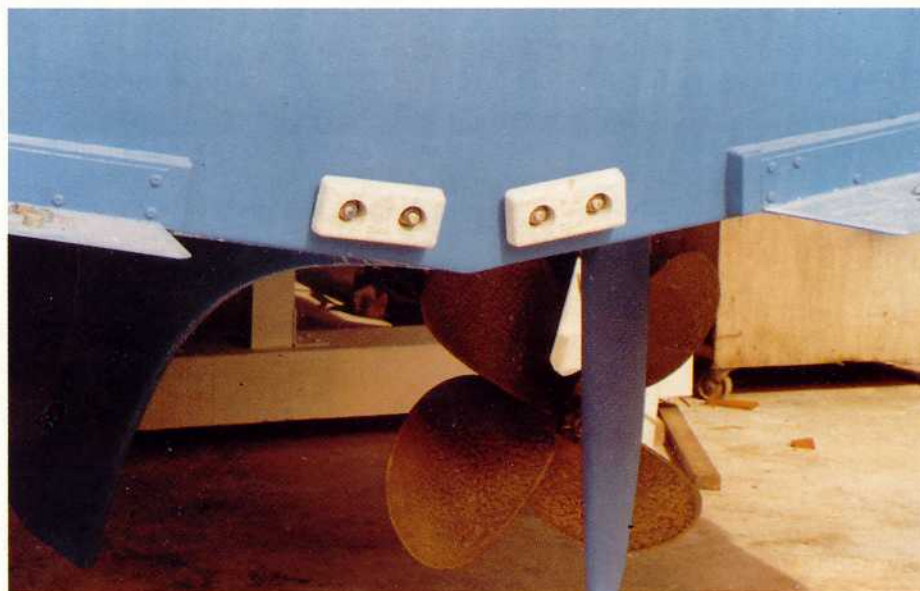
Dear Mr O'Born

Yes, the transom zincs installed as standard equipment on your GB 42 are a little unique but readily available. Since you do not have a Grand Banks dealer nearby, you may wish to buy them directly from the manufacturer. They can either identify a distribution source close to you or will sell them directly to you.

The supplier of the style zinc used on the GB transoms is:

*Camp Company
5300 95th St. North
St. Petersburg, Florida 33708
Tel: (813) 397-6076*

P/N: ZHC-3



Boat Show News: Cleaveland, Ohio

Inland Yachts of Pittsburg, Pennsylvania (USA) displayed a Grand Banks 36 Classic at the 1991 Mid-America Boat Show. The GB drew record numbers at this show which include visitors from the entire greater Lake Erie boating region as well as the Lake Ontario area and nearby Toronto, Canada.

Inland will be displaying a GB36 Europa at the next Mid-America Boat Show to be held on January 17-26 1992. For further information contact:

Inland Yachts
441 Jane Street
Pittsburgh, Pennsylvania, 15106.



PROFILE — Robert Lim



Robert Lim was a Cost Estimator and Project Officer in a local shipyard prior to joining American Marine as an Evaluation Engineer in 1987. With his commercial background and keen interest in sales and

marketing, he was transferred to the marketing department as a Sales Engineer in May 1989.

Though not entirely new to the marketing environment, he still finds the job challenging and the pace demanding. His responsibilities include corresponding with dealers in Europe/Asia, liaison between dealers and the company on boat options, customer services, providing quotations to dealers and handling of sales enquiries.

On the personal front, Robert is happily married and a proud father of a new born son. In his spare time, he enjoys music, reading and is an ardent soccer fan (his playing days are over) which perhaps explains why once every four years in June, he has blood-shot eyes — too much FIFA World Cup fever!



The American Marine News series on the design and construction of a Grand Banks continues next issue with Part III: Fiberglass Fabrication — the most important part of what we do.