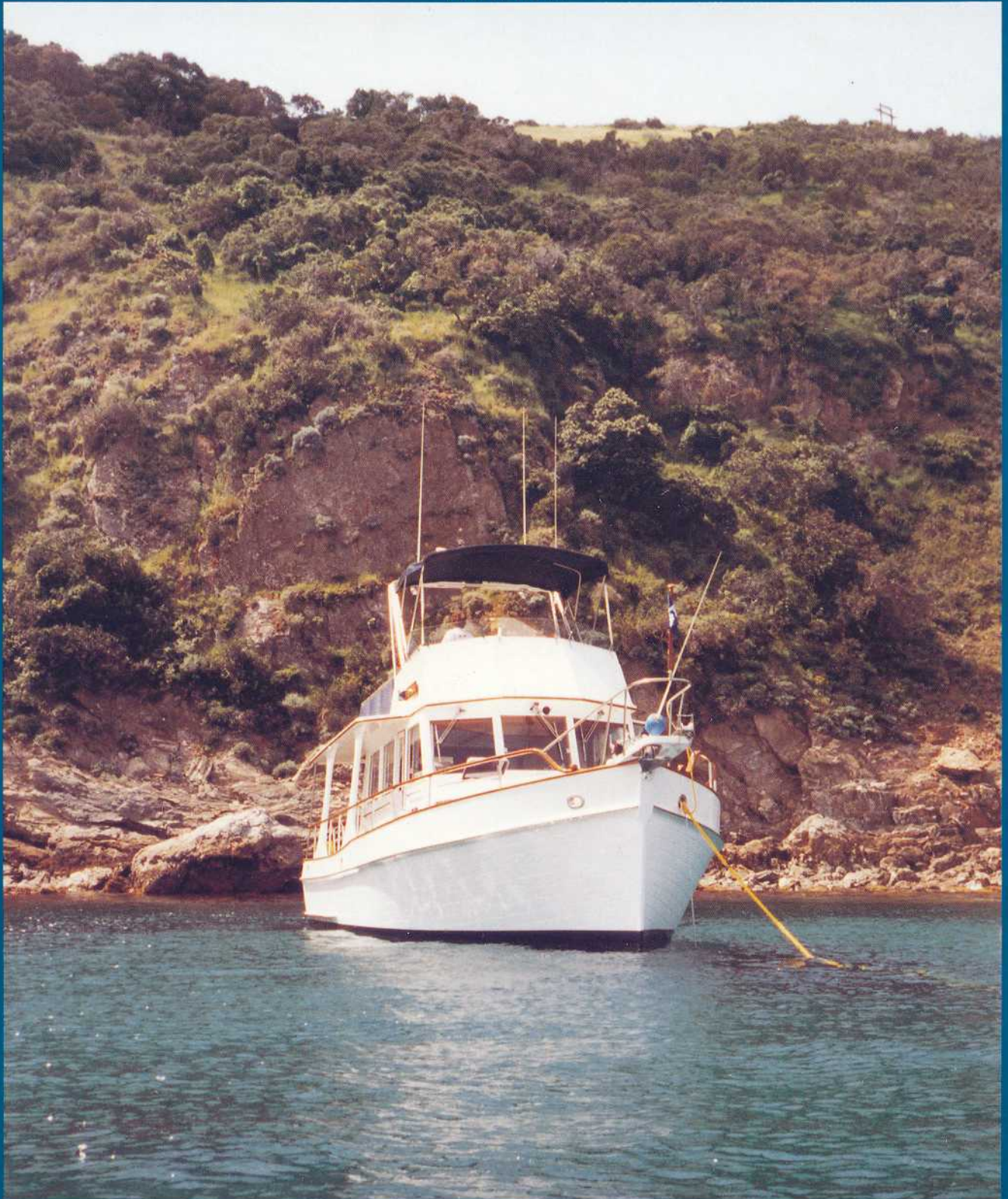




AMERICAN MARINE NEWS

VOL 19 NO 3



AMERICAN MARINE NEWS

VOL 19 NO 3



Grand Banks
36-1021 Europa
at Cherry Cove
on Catalina
Island.

CONTENTS

- 1 **NEW DEVELOPMENTS**
Grand Banks 46 Europa
- 4 **BEACHCOMBING**
- 6 **DESIGN AND CONSTRUCTION, PART III**
Fiberglass Fabrication
- 10 **RENDEZVOUS NEWS**
Off to the Bahamas
Amicale – West Europe
What a Weekend!
- 16 **HAPPY CRUISING**
Doings Aboard Horatia
Dreaming of a Boat
- 20 **COMMUNIQUE**
Grand Banks Legend
GB42-836 in Gulf of Mexico
- IBC **CUSTOM CORNER**
Chart Space
- PROFILE**
Mohidin Pitchai

EDITOR'S NOTE

Grand Banks owners throughout the world take pleasure in sharing their Grand Banks experiences. *American Marine News* invites you to send in your stories for publication. Let us know of a recent cruise, share the details of a passage to an exotic port, jot down some technical questions or a tip on a custom feature. We appreciate your support and look forward to your exciting feedback.

Published three times annually by:

AMERICAN MARINE (S) PTE. LTD.

26 Jalan Terusan, Singapore 2261. Tel: 2650511 Fax: 265-2537

U.S. Editorial Offices:

GRAND BANKS YACHTS LTD.

563 Steamboat Road, Greenwich, Connecticut 06830.

Tel: 203-869-9274 Fax: 203-869-1808

GRAND BANKS YACHTS LTD.

3355 Via Lido, Suite 225, Newport Beach, California 92663.

Tel: 714-675-5846 Fax: 714-675-2133

GRAND BANKS 46 EUROPA

Safety and strength, coupled with traditional quality design, are the keynotes of the new Grand Banks 46 Europa which made its debut at the recent Singapore Boat Show.

Grand Banks 46 Europa joins the ranks of two existing marques in the 46 foot range – the Classic and the Motoryacht – and is an example of the continuous evolvement of the highly successful sea-going motor yacht range from American Marine. Over three decades, Grand Banks has established a worldwide reputation for its sturdy fiberglass construction, traditional conservative design, quality engineering, and

longevity.

Hallmarks of the 46 Europa include a spacious and well protected deck space. The flying bridge extends over the side decks and cockpit, providing shade and all-weather protection as well as an unobstructed view for both skipper and crew. The boat's high rails ensure that those aboard will feel secure even in rough conditions. The forward deck box is molded in and has become a stand-





Spacious and well protected flybridge also providing excellent visibility.

ard feature and an integral part of the deckhouse.

Interior comfort has been further enhanced as well. The engineers at American Marine have seen to it that the additional usable volume and storage space are used to the maximum. The standard layout comprises a forward cabin with island berth and ensuite head and a second cabin to port with two single bunks. A guest head with shower lies to starboard. Boaters can choose from many layout options including a utility area with washer and dryer, a three cabin, two head layout or two cabins with

the galley down. The spacious storage area under the cockpit can be converted into a crew or children's cabin.

The multi-purpose saloon features a lower helmstation with overhead electronics display facilities. The L-shaped galley and L-settee with solid teak yacht table are located to port. To starboard, the entertainment centre with two barrel chairs, a bar and fixed helmseat are standard features.

While the whole boat is obviously well-crafted, it shows up most in the living areas. All of the teak has been matched for color and grain and finished in a satin varnish with a hand-rubbed appearance. The joinery is what you find on the best of furniture — tight mitres, carefully plugged screw holes, and a finely sanded surface.

Drawers are all wood with dovetailed corners which are rarely found on boats today. Cabin soles are teak parquet also finished with a satin varnish.

While there is a lot of teak in the boat, it is not dark in any of the cabins. The large windows tend to offset this but, in addition, generous use is made of beige paneling in the

The cockpit, with the hatch providing access to the engine room and the ladder leading to the flybridge.





Neat, well appointed galley.

staterooms and heads plus a white perforated headliner throughout.

Another important difference between the new 46 Europa and the earlier Classic and Motoryacht versions is that access to the engine room is via an entrance located at the aft engine room bulkhead instead of at the forward companionway. This allows for quick checks on equipment and engines without having to disturb those gathered in the saloon. The engine room is spacious even when twin V8 engines

are installed. All equipment is easily accessible for regular maintenance. An 8KW generator with soundshield is standard.

The deep forefoot and keel make the new Grand Banks 46 Europa a directionally stable and sea kindly yacht, while its hard chine construction offers a performance range, dependent on engine size, of between 10-19 knots.

For further details please contact the dealer nearest you.



Comfortable forward walk around island bed.



Utmost boating comfort — L-settee with solid teak yacht table, corner entertainment center and two barrel chairs.

GB36-1024

Lady Di

Bellingham
Washington
USA



Rick and Diane Dalgarno are the happy owners of *Lady Di*.

They plan to cruise and enjoy their new boat in Puget Sound and beyond. Rick and Diane live in Eastsound on Orcas Island in the heart of Washington's San Juan Islands.

GB42-747

Whimbrel

Berwyn
Pennsylvania
USA

Burgess and Ginny Pilling waving good-bye to Great American Boat Yards as they depart Longboat Key, Florida. It is here that they purchased *Whimbrel*, and started out on their 1400 mile trip home to Pennsylvania. The Pillings look back on a safe, problem free, fun filled voyage and forward to many more such trips to come.



GB32-282

Segue

Santa Barbara
California
USA



William and Karen H Lenvik recently purchased *Segue* from the original owner. They are delighted with the condition of this well-kept old girl. William is pictured on board just outside the Santa Barbara Yacht Club.

GB42-329

Destination

Palm City
Florida
USA

Destination is proudly owned by Harry and Ellen Wright whose first boat was a 36' Grand Banks. The couple has nothing but praise for these "sound, well built seaworthy vessels". Cruising will take them to the Keys and, one day in the future, to Chesapeake Bay.



GB36-958 *Dua Mani*

Williamstown
Massachusetts
USA

Pictured here are Carol and John Repsher with son Grant, Jamie White, and oldest son Ethan on board *Dua Mani*. The Repshers, former sailboat owners, are preparing for their maiden voyage through Lakes Erie, Ontario, and Champlain.



GB46-86 *Vaya Con Dios*

Monchengladbach
Germany



The proud owners, Mr and Mrs Bommers, take delivery of their new GB46 at North Sea Marine in Ostend, Belgium. Cruising grounds for them are the waters around Holland and the North Sea.

GB32-682 *Sofus*

Bellevue
Washington
USA

Richard and Jeanne Burke wrote to say that owning *Sofus* is a "dream come true". After their last boat, and 15 years of boating in the Pacific Northwest, they considered the GB32 'the only acceptable replacement and the logical step up.' *Sofus*, formerly Irene-C, is pictured here on the new owners' maiden voyage from Olympia to Seattle, Washington.



GB42-093 *Golden Girl*

Belhaven
North Carolina
USA



This grand old lady was built in 1969. Ted and Dorothy Litwin discovered her in the Chesapeake and brought her home to Belhaven, North Carolina. The Litwins are proud to share this photo.

FIBERGLASS FABRICATION

When fiberglass came on the market some 30 years ago, it left a profound mark on the boat building industry. Here was a product requiring not only less maintenance but offering more versatility than the wood used in traditional boat construction. The early Grand Banks builders were quick to assimilate this versatile material into their boat building process.

Mohidin Pitchai, supervisor of the fiberglass workshop at American Marine, explains the procedure.



*Ready for demolding.
Note the A-brackets
through which the
hull will be lifted.*

Prior to any fabrication of Fiberglass-Reinforced Plastic (FRP) boats, samples of the raw materials are checked by the quality control department for conformance to American Marine's specifications. Products which pass the Quality Control (QC) checks are then released for production.

Fiberglass or FRP fabrication usually requires a mold. This can be made from various materials such as metal, plywood, or FRP. All molds used at American Marine are made of a grade of FRP suited for mold-making. The mold-making section builds a full-sized replica of the GB from engineering drawings using plywood/FRP. This is called a plug. The plug is then polished to a high gloss and used to fabricate the mold.

Once the mold is ready, the fabrication of FRP parts can begin. The mold is thoroughly cleaned of dust and foreign matter, then waxed, with the wax acting as a release agent, thus enabling the completed FRP part to be easily demolded. The white glossy exterior surface of the GB hull, deck, flying bridge, etc. is called gelcoat. It is the first layer sprayed onto the waxed mold. Approximately 200 kilograms of gelcoat are used on an average 42' boat, requiring around 16 man hours to apply. As dust particles can get onto the mold during gelcoat spraying – showing up as defects – the spraying operation is done in the early hours of the morning before anyone else is at work. The gelcoat is sprayed uniformly to the desired thickness which



*Waxing
of the
mold before
gelcoating.*



*Spraying of
resin for
lamination.*



*Removing of
micro voids.*

is thicker below the water line to enhance blister protection and thinner above water line to prevent uneven yellowing of gelcoat.

When the laminating crew swings into action, the gelcoat will have gelled to an appropriate stage for lamination. It is at this point that the fiberglass element of composite comes into the picture.

Two fiberglass materials are used at American Marine: Chopped Strand Mat (CSM) and Combomat. CSM consists of fiberglass strands 2" in length held in place by a powder binder. Combomat is a combination of CSM and woven-roving which refers to strands of fiberglass that have been woven together.

Polyester resin is used in the lamination process. This slightly viscous liquid turns, upon addition of a catalyst, into a solid which is strong but brittle. Because of its brittleness, polyester resin is by itself unsuitable for boat building. The addition of fiberglass (CSM or Combomat) reinforcement however ensures a product that is strong and tough enough to be used in boat building.

Two polyester resins are used in the manufacture of a GB: a general purpose grade for all FRP parts except the hull where a special grade of polyester resin – noted for its superior resistance to blistering – is used in conjunction with the general purpose grade. When the gelcoat is ready for lamination, the crew places the fiberglass reinforcement – CSM for the first layer – onto the gelcoat and wets the fiberglass reinforcement thoroughly with just the right amount of catalyzed polyester resin. This is a delicate operation as too much or too little resin could result in structurally defective products. Because of the viscous nature of the polyester resin, it tends to form micro voids during the lamination stage, something the laminating crew later removes with special brushes and rollers. The QC inspectors inspect each lamination to ensure that it is done to specifications.

When the polyester resin hardens in about two hours' time, subsequent layers of fiberglass reinforcements are laminated on. Depending on the strength requirements of each

part, several layers of CSM or Combomat are laminated on as specified by the engineering department. For example, a typical GB hull would have one layer of CSM and four layers of Combomat with additional lamination at chine and keel which conforms to requirement of the classification societies. At American Marine, each lamination is hand-laid

*Demolding of
the house top.*



such as plywood, polyurethane foam etc, to stiffen the parts as well as to serve as platforms for the engines, and the fuel or water tanks etc.

The FRP parts are then removed from the mold. All hand-laid FRP products have some flash which must be trimmed prior to assembly. At American Marine, the trimming is done by specialised equipment in a separate building outfitted with special ventilation and air-filtration systems.

The FRP parts are finally checked by QC inspectors for conformance to AM standards. The quality checked parts are then released to the assembly workshop for fitting of engines, tank, and interior.

to the highest standard, thus ensuring quality products.

After the lamination, the FRP parts are reinforced with stiffeners

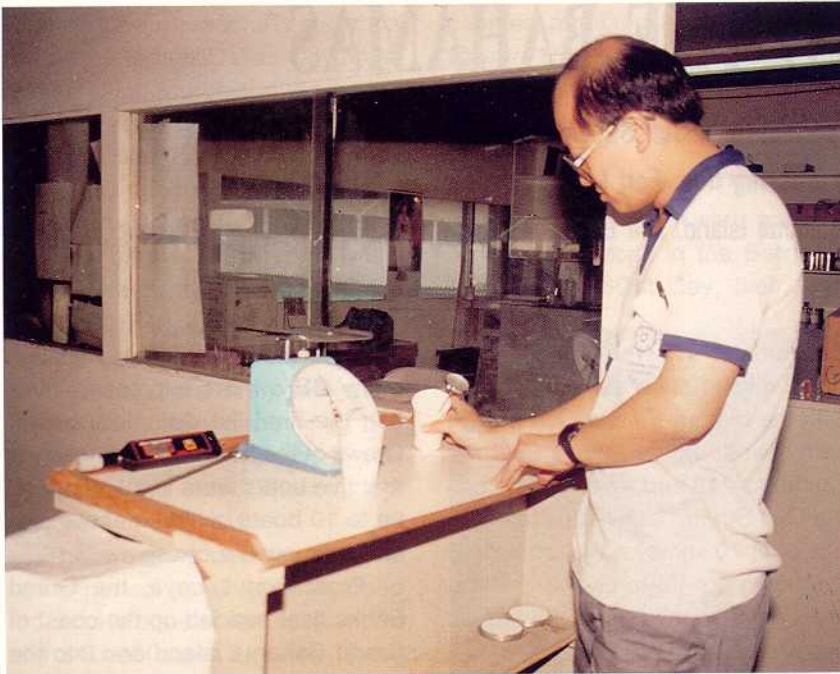


*Deckhouse
being lifted
from the mold.*



Rotation of deckhouse.

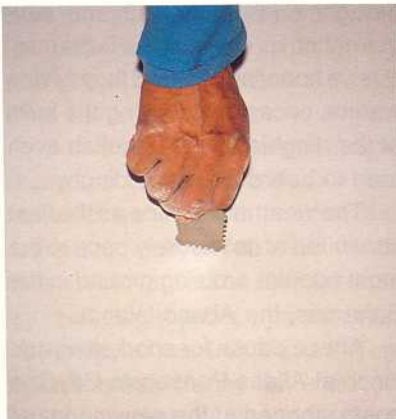




Testing of the time it takes for the gelcoat to gel.



Hardness test of the gelcoat with the aid of the Barcol tester.



Wet film thickness gauge used to check the gelcoat.

PLEDGE FOR QUALITY

Some years ago, FRP fabricators relied entirely on their suppliers for quality products. Today, American Marine has its own quality inspector to check on incoming raw materials.

At the quality control department for fiberglass, Albert Lim has been in charge of quality control for the past four years. "My job is to ensure that there are no defects along the way," he explains. "Priority is given to testing of the gelcoat and resin so that they conform to company requirements." The QC inspector also monitors the proper mixing of catalyst to resin, and cut-outs taken from various parts are used to check the fiberglass to resin ratio of the laminate.

After demolding, the cosmetic appearance is checked for minor hiccups such as voids, wrinkles, or scratches. These, if any, will then be brought to the attention of the fiberglass repair crew who will rectify the matter.

To carry out his work, the QC inspector uses the Barcol hardness tester, the Brookfield viscometer with which he inspects the viscosity of the resin and gelcoat, and a special high temperature furnace to check the fiberglass to resin ratio of the laminate, and other instruments.

OFF TO THE BAHAMAS

The weather was nearly perfect for a Gulf Stream crossing when five Grand Banks set out for the 84-mile crossing from Fort Lauderdale, Florida, to Port Lucaya, Grand Bahama Island. *Milt Baker* has the details.

Experienced Bahamas cruisers know that the Gulf Stream can dish out some of the nastiest seas around, so the intrepid Grand Banks skippers and crew were delighted to see flat seas and calm winds.

"It's my wife Rita's first Gulf Stream crossing, but I think she would do it again," said Grand Banks fleet leader Jim Gourd, skipper of

Lauderdale. "We were afraid our little 32 might not be able to keep up with the big guys, so we left early," said owner Milt Baker. "But our Cummins 210 and a nice push from the Gulf Stream allowed us to average over 10 knots on the crossing." Rounding out the crew were Milt's wife Judy and their new Schipperke pup Dory.

GB Rendezvous earlier on. Although many GB owners expressed interest, the final list dwindled to five. Crews of the boats agreed however that five boats were ideal, although up to 10 boats could be accommodated on such a cruise.

From Port Lucaya, the Grand Banks fleet headed up the coast of Grand Bahama island and into the 7½ mile Grand Lucaya Canal that bisects the island. Until the Bahamian government dredged it to a controlling depth of about 5½ feet, the canal was used mainly by small craft.

All Grand Banks made it through the desolate canal without incident, though *Skipper* – taller and deeper than the rest – tapped an antenna on the 27½ foot bridge and turned up a little sand on approaching the outer marker on the Little Bahama Bank side of the canal.

In a loose formation, the boats averaged slightly over nine knots as they proceeded around Mangrove Cay and on to Great Sale Cay, where dinghies were launched. After dark, gunkholing along the shallow banks brought cries of delight and consternation as some of the Bahamas' illusive bonefish charged through the waters, occasionally biting the hulls of the dinghies. One bonefish even tried to board *Restless*' dinghy....

The weather was fine as the fleet continued at its leisurely pace to the most popular cruising ground in the Bahamas, the Abaco Islands.

After a pause for snorkelling and lunch at Allans-Pensacola Cay, the boats stopped at the new marina at



The GB Fleet in the Bahamas.

Restless (GB42-981). Joining the Gourds aboard were Bob and Kris Hersey.

"The biggest problem we had were the mosquitoes," noted Penny Farrel, wife of skipper Malcolm Farrel of *Ocean Butterfly* (GB42-583).

First to arrive at Port Lucaya Marina was *Bluewater* (GB32-791), which departed from Key Biscayne ahead of the main group from Fort

Completing the small fleet were *Skipper* (GB49-52), with owners Bob and 'Sis' Kipp and adult son Bobby, and owners Rutt and Doris Crouse aboard *Daddy Ira* (GB42), all of whom had cruised the Bahamas before.

The GB Summer Bahamas cruise had its beginnings when Hal Jones & Co., Fort Lauderdale's Grand Banks dealer, sponsored a

Spanish Cay, a beautiful island once owned by former Dallas Cowboys' owner Clint Murchison and now being developed as an exclusive club. At Spanish Cay two crews snorkelled in gin-clear water over a recently wrecked twin-engine aircraft just off the coast.

Next day was 'on your own', but most of the fleet anchored off the pristine beach at Powell Cay and dove an offshore reef, with Judy Baker accidentally discovering two ancient 3000-pound anchors embedded in the coral. The anchors may date to the 1800s.

The weather continued to be nearly perfect as all boats stopped to snorkel a popular reef off the north end of Great Guana Cay. From there it was on to the more inhabited settlements of the Abacos: Green Turtle Cay, Man O War Cay, Hope Town on Elbow Cay, and Marsh Harbor.

At Hope Town, the crews from *Ocean Butterfly* and *Bluewater* climbed to the top of the candy-striped lighthouse. Originally built in 1832, it is still tended by two keepers who light its kerosene burners and then wind its movement every two hours throughout the night.

At the Boat Harbor Marina, renowned hostess Penny Turtle put on her own cocktail party for the Grand Banks fleet and members tried Marsh Harbor's top restaurants: Wally's and Mangoes.

On the last day in Boat Harbor, leader Jim Gourd received a plaque from the GBers, expressing thanks for "arranging, leading, navigating and baby-sitting" the Grand Banks Fleet Bahamas Cruise.

Crews from *Ocean Butterfly* and *Bluewater* visited Little Harbor and received an in-depth tour of the Johnston family's foundry, which continues to turn out beautiful bronze figures using the lost wax process.

Anchored behind Linyard Cay that afternoon, Penny Farrel adopted a five-foot barracuda which

seemed attracted to the sound of *Ocean Butterfly's* generator. He stayed under the boat until dinner and enjoyed some of Penny's chicken.

From Little Harbor, *Ocean Butterfly* and *Bluewater* went back to Florida with stops in the Berry Islands and at Cat Cay, their logs

bottom in 10 feet of water by moonlight takes some getting used to!"

"I sure do like that new GPS (Global Positioning System) navigator we installed right before the trip," said Milt Baker. "I've travelled more than a few miles in the Bahamas using Loran, but comparing Loran in the Bahamas to GPS is like com-



A pristine beach, Bahamas style.

showing over 550 miles of almost ideal cruising. *Skipper*, *Restless* and *Daddy Ira* remained in the Bahamas for independent cruising.

Boat problems aboard the Grand Banks were virtually non-existent, and the GB owners were uniform in their praise for their boats.

LESSONS LEARNED?

Everybody learned from Doris Crouse of *Daddy Ira*, who brought her new video camera along and captured many memorable scenes. A happy hour was made even happier when all the GBers watched themselves on video.

Eyeball navigation is the order of the day in the Bahamas. "Navigating in the Abacos is far different from the New England coast," observed Malcolm Farrel. "No fog, but very few buoys and other navigation markers. And seeing shells on the

paring a Greyhound bus to an F-15 – they'll both get you there, but not exactly the same way!" Milt owns and operates Fort Lauderdale's Bluewater Books & Charts and admits to being a navigation freak.

Bob Kipp has the location all picked out and definitely plans to install a second generator in his immaculate engine room.

GB owners who would like to be informed of possible plans for another Bahamas cruise may contact Hal Jones & Co., 1990 SE 15th Street, Fort Lauderdale, FL 33316.



"LITTLEBIT", waits for owner, Hal Jones, host of the Rendezvous.

AMICALE GRAND BANKS WEST-EUROPE

A more fitting site to moor than along the quay of the harbor entrance in Hellevoetsluis, Holland, could not have been picked for our 47 strong fleet of Grand Banks, writes *Queenie Jones*.

Hellevoetsluis, with its natural harbor and proximity to the North Sea has, since the 17th century, played an important role in history as Naval base of the Dutch fleet and Admiralty.

In 1629, it was to Hellevoetsluis that Admiral Piet Heijn brought the fleet of ships laden with silver (worth 11.5 million florins) captured from the Spaniards. And it was from Hellevoetsluis that the Dutch Prince William III of Orange sailed for England with his fleet in 1688. He was married to his cousin, Mary II, who was the eldest child of King James II of England. William and Mary were invited to take the throne of England and Scotland after James II was deposed.

Three hundred years later, a fleet of some 250 pleasure crafts sailed across from Hellevoetsluis to England to re-enact and commemorate this historic fact. Queen Elizabeth II of England on board the Royal Yacht 'Britannia' and Crown Prince Willem-Alexander of the Netherlands on board the frigate 'Tromp' watched a sail-past.

FRIDAY, AUGUST 28

As the Amicale Grand Banks arrived one by one, they were hailed by our Commodore and committee members and by those of us who had arrived earlier.

Our blue tent – faithfully provided once again by our member Tonny Leynse – had been set up on the town's old fortifications. By 7 pm, we had made our way there in anticipation of our traditional herring and genever (Dutch gin) party. A variety of cheeses and pâtés was also

available and appreciated by those who cannot stomach raw fish and onions.

Our chairman introduced Bob Livingston, President of American Marine, who had come all the way from Singapore, and whom we were very honored to welcome.



Fleet of Grand Banks moored along the quay of the harbor entrance.



Cityhall at
Hellevoetsluis.



The evening was jovial and, as usual, a roaring success.

SATURDAY, AUGUST 29

The morning was taken up with shopping, sightseeing and visiting aboard. In 1985 our club was made up of some 25 GBers. Now we have 102 registered members from seven European countries.

Last year the first two GB49 motoryachts in Holland were delivered to members of our Amicale. Now an order has been placed by one of our members for the first GB46 Europa in Europe.

With almost half the membership present in Hellevoetsluis, all the GB dealers were kept busy not only by owners of new boats but also by prospective owners of boats on order who had many questions. Dealers Jean Colin, North Sea Marine, Belgium, Netherlands, and Luxembourg; Anne Wever, Netherlands; and Arne Schmidt, Germany, were run off their feet.

Not forgetting Bob Livingston

who was in great demand and was seen hopping from one boat to another.

By three o'clock, we were all assembled at the Town Hall for the official reception by the Burgermeester of Hellevoetsluis. He welcomed our international group in four languages and proudly told us some of the town's history.

After his speech, our Commodore presented the Mayor with the customary Amicale club tie and burgee and on behalf of American Marine, a beautiful teak plaque of a GB engraved on brass.

After the reception in the modern section of the Town Hall, we had the privilege of being led through the original part of the building dating to 1650. The sober outer appearance of the façade had not prepared us for the magnificence of the rooms, and especially the delicate and unique wood carvings.

The fun part – barbecue and prize giving – was set for seven o'clock in the evening.

Mr and Mrs
André Neele,
winners of
airline ticket
to Singapore,
aboard Zephyr.



LEHMAN PROPELLER TROPHY

This trophy, awarded for the longest trip from home port to Rendezvous, went to Mr and Mrs Peter Habig of Germany. The couple had come all the way from Cologne aboard their GB42 *Kira*.

AMERICAN MARINE TROPHY

This coveted teak steering wheel was presented by Bob Livingston to the French couple Antoine and Jacqueline Philippon (well known interior designers) for the longest vacation trip.

The trip, in their 1991 GB42 Classic *Vaujours IV*, took them from their home port in St Malo, France,



Mr Bob Livingston, second from right, presenting the American Marine Trophy to Mr & Mrs Antoine Philippon, far left and right. Also pictured is Mr Van der Willik.



Mr Jean Colin, center, of North Sea Marine, enjoying the occasion.

to Cornwall and the South Coast of England and on to Kenmare, County Kerry, on the West Coast of Ireland. From there they went to the Scilly Isles, the South of England, Newport in Belgium and on to the Rendezvous in Hellevoetsluis. Their return trip was to take them to St Malo via Ostend in Belgium and Jersey in the Channel Islands – altogether about 1600 nautical miles. A very commendable achievement in these rough waters!

The greatest surprise and excitement of the evening came when Bob Livingston announced the raffle of an airline ticket to Singapore, offered by American Marine.

The names of all the ships present were put into a basket and a little Belgium girl was called upon to draw the winning prize. A hush fell upon the crowd of some 150 people who, moments before, had been creating a din comparable to that of a monkey house in the zoo.

The lucky winner: *Zephyr*, owned by Mr and Mrs Neele of Holland.

SUNDAY, AUGUST 30

Instead of enjoying a quiet farewell drink before departure, all crews had to attend to their ships as all hell let loose in Hellevoetsluis (literal translation "the lock at the foot of Hell").

A force 9 gale was blowing straight up the channel, tossing the boats up and down and backwards and forwards against the quay and each other. Luckily, our dauntless Grand Banks are built to withstand such storms and the ones who had to leave departed cheered by those who decided to wait for more clement weather.

Anyone wishing to join our Rendezvous, please apply to Amicale Grand Banks West Europe, Meir 26/9, 2000 Antwerp, Belgium. Fax: 03-225-3025.

WHAT A WEEKEND!

The Puget Sound Grand Banks Owners Rendezvous, held in early June at the Oak Harbor Marina, Washington, was a great success, writes *Ken Watters*.



On the way to Oak Harbor.

Forty-two Grand Banks of all sizes, and their owners and crews came together to enjoy a weekend of great weather and friendship. The theme was casual, with few structured activities. During a question and answer session, owners exchanged 'how-to' ideas and Bob Phillips of American Marine dealt with subjects ranging from company history to new boats. Ted Linhan and his staff from Intrepid Yacht Sales & Charters in Bellingham were on hand to show off a lovely new



Part of the Grand Banks fleet.



Master of Ceremonies, Ken Watters.

GB42 Motoryacht. Ted also put on a great dinner at the Oak Harbor Yacht Club which was attended by 100 skippers and their crews.

If you own a Grand Banks in the Northwest and did not receive an invitation to the Rendezvous, send your name, address, phone number, boat name, length, year, and hull number to Ken Watters, c/o Puget Sound Grand Banks Owners, 5483 Pleasure Point Lane, Bellevue, WA 98006.



Ready to enjoy a weekend of great weather and friendship.

ABOARD HORATIA

The hooks were down, and all was well. Cuttyhunk and its little companion, Penikese, sparkled and seemed to reflect the rainbow which, as we came in, broke an afternoon shower.

The following are excerpts from
Peter W Allport's logbook.

In the Outer Harbor at Cuttyhunk, Massachusetts (east-bound, the first of the Elizabeth Islands), we were almost on our own. The view and solitude were ever so tempting, so Margaret and I decided to stay and savor the glorious evening and to tell each other once again that nothing commonplace can thrill as does the swift swoop and glide, along with the little mid-air stutter-step and curtsy, of the common tern when searching for a last minute fishy supper.

Commissioning, and the rush to finally get underway, were a wonderful change from winter and early spring. What nicer place to commission than at the lovely town of Stonington, Connecticut.

Stonington is also the home of the Dodson Boatyard. Thanks to its experts, Horatia's topsides shone, the teak decks blushed and the bright work of the railings would have made the Steinway people smile.

All the machinery (with one nagging doubt), appeared to be in order. Our twin diesels rumbled pleasingly at an easy 1800 RPM as they moved Horatia along at around eight knots. The electronics seemed to be doing their thing. The fridge and freezer were cold and at supper the generator 'lit-up' the microwave. And just as Margaret reached for a heavier sweater, the cabin heater cut in.

The 40 or so miles from Stonington to Cuttyhunk were easy going: a

fair current and good visibility through Watch Hill Passage, no swell or sea to speak of off Point Judith, the usual collection of lobster pots along the remaining length of the Rhode Island coast, and only a brief shower when the Buzzards Bay Tower lay abeam.

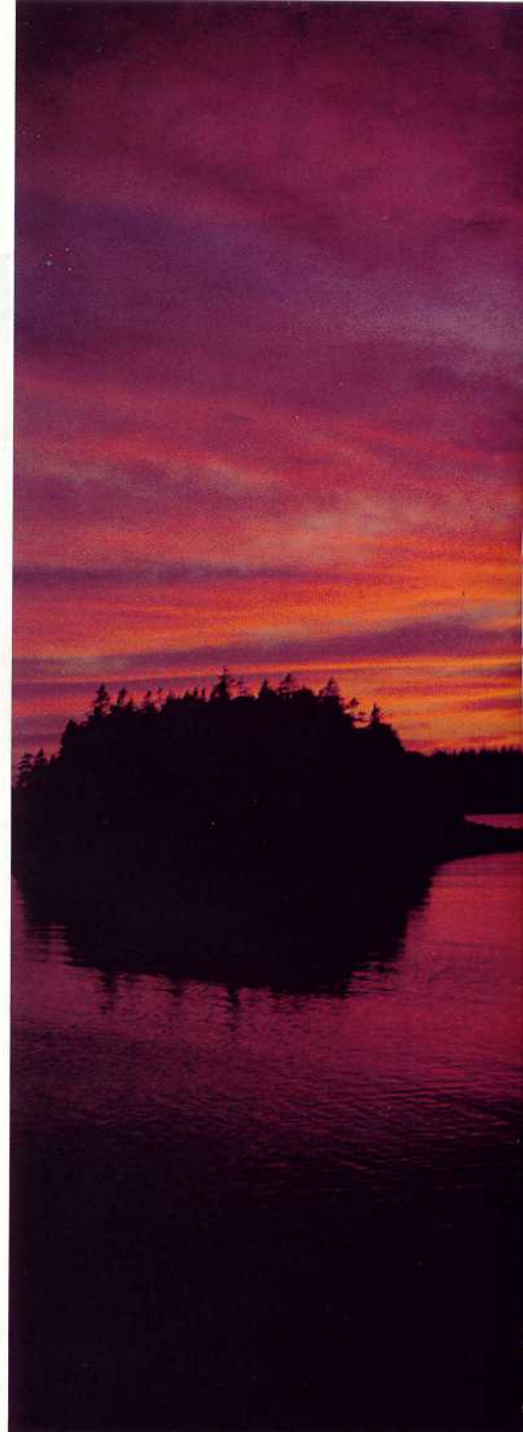
The next day we headed for Nantucket. The weather reports were good although some north-east wind was predicted. Thereafter it would be Chatham's Stage Harbor and then, through a round about route, back to Stonington.

On a Rental Mooring, Dutch Harbor, Narragansett Bay, Rhode Island

We usually anchor in Dutch Harbor some four miles up the West



The author, savoring a glorious day aboard Horatia.



Breathtaking sunset!

Passage of Rhode Island's Narragansett Bay, sheltered by little Dutch Island and the indentation at the waist of Conanicut Island. This time, however, we picked up a mooring when the Dutch Harbor Marina responded to our hail and had an open mooring.

We like Dutch Harbor. It is uncrowded, easy to enter and gives adequate shelter. It is also 'swimmable' after the middle of July and has swinging room sufficient for a fleet. Its location, some 25 miles east of Stonington, also pleases.

minding each other how much better off we are at Dutch....

The run that day proved uneventful even though it started with a stomach flip-flop and the tide, running with us through Woods Hole, as usual had the channel buoys (and me) lying on our sides. We went along Cape Cod's upper arm while picking up the outer buoys for Harwich, Yarmouth, Hynnis, and Falmouth, on through Wood's Hole and ending at the ever popular Hadley Harbor at Nashaun Island.

A return to base was in order.

The run from Hadley to Dutch Harbor was a bit dusty, but the wind cleared the air. The moon, a glistening and ascending sliver, had trapped two planets in the embrace of its lower limb. It was a glorious sight, and a memorable and fitting end to Horatia's shake down cruise.

On our Home Mooring, Dodson Boatyard's #F-7, Stonington

Back aboard after a trip to Bermuda to be with family, we restocked



In fine shape.

Dutch Harbor, shoulder to shoulder with the town of Jamestown, also plucks at nostalgia and provokes a pleasant ritual. It calls for an almost obligatory circuit of Conanicut Island, first to check for progress in the rebuilding of the Jamestown/North Kingston bridge; then to examine the shore line and to spot new houses. At the north end of the island, we look for Providence's two skyscrapers and recall the four years at Brown University and, finally, we look in at the bumper to bumper boating in Newport's harbor, re-

Hadley Harbor – pretty, almost landlocked – was new to us and there was room to anchor. Hadley is the home of geese, ducks and herons by the score. It is also the ideal setting for the Forbes family's 19th century, neo-baronial manor. At twilight, the big stone house high up on the hill gives contrast to the afterglow of the setting sun.

With regret, we had to cut the cruise short when the main batteries, not having tested 'perfect' when we left Stonington, had been needed to start the engines the day before.

the larder, topped off the fuel tanks to 600 gallons and filled the fresh water tanks to full capacity.

The weather reports were fine, the new main batteries resembled the Con-Edison Power Company on its better days and the currents were meant to be fair. Our crew included June, restful, relaxed and smiling; and Herb, a skipper of sea-going 'amphibs' in World War II and now an expert lobster boatman who could stand my watch with ease.

Our course from West Harbor, Fishers Island, was to be east at

first, then north and east again. The schedule, contingent on the weather – and assuming that the Caterpillars would be willing – called for Cuttyhunk on the first night. This would be followed by the run up Buzzards Bay to the Cape Cod Canal and, through the canal, on to Provincetown.

To reach Maine's western boundary, the course was to take us past Plymouth, Boston, Salem, Gloucester, Cape Anne, Newburyport, the Isles of Shoals, and to the mouth of the fast flowing Piscataqua River where it separates Portsmouth, New Hampshire, from Kittery, Maine. This run, though long, is often exciting because it is on this stretch that you may come within nodding distance to pods of whales.

From Portsmouth's spiffy Wentworth Marina, our target was Northeast Harbor, tucked into the south side of Mount Desert Island.

On an Eaton's Boatyard Rental Mooring, Castine, Maine

The whales did come or, more likely, we came to them. It happened midway between Cape Anne and the Isles of Shoals when seven or so humpbacks – spouting, and feeding peacefully – had us scrambling wildly from port to starboard and back to port, sharing three sets of binoculars among the four of us.

In flat seas, with good visibility and without another boat in sight, we let Horatia drift. One big humpback, just inside long camera range, raised its tail fins high, then slapped it back down, making the ocean surface echo. I kept my fingers crossed!

After a surprising passage – some haze but not even a wisp of fog nor a solitary white cap since our departure from Stonington – Horatia was now in Castine Harbor, on a mooring some 50 yards off Ken Eaton's boatyard.

The daily runs were as planned:

Cuttyhunk, Provincetown and then to the Wentworth Marina in Portsmouth's Little Harbor. There we fueled (150 gallons for 22 hours of running time), took on water, washed the boat down, and added extras to the larder.

After our overnight stop in Little Harbor, and now on the edge of



Beautiful scenery.

Maine's waters, we got underway with no more than the 'P' buoy (the big one well off Cape Elizabeth, anchored where the Portland Light Ship was once stationed) as our immediate target. From there we had several options.

Quahog turned out to be our choice. On the way, Herb – an experienced Fishers Island lobsterman – had to blink. As seen from Horatia's bridge, the lobster pot floats appeared impenetrable. My first thought was of poppy fields in the late spring, as you find them in the South of France. But there were also blue, yellow and purple floats, and stripes of black and brown, orange and white, and even mauve and green, almost screening from view the deep blue-green of the underlying ocean background.

Inside Quahog Bay are a fishing village and some summer houses.

There is no rafting, water skiing, or beer party jubilation. The sense rather is that of being alone, in a forest which borders the sometimes steeply tumbling, sometimes pink, and gently curved to grandly rounded granite edge of the shore.

From Quahog Bay we pushed on to Tenants Harbor, another favorite. The run down, not up – down east – down, as from the old days, down the prevailing south west wind from Quahog to Tenants Harbor, gives options and alternatives. We steered outside of Sequin, but inside Damariscove, and pushed the bow up a bit for a short detour into Muscongus Bay.

Tenants Harbor is a delight. There is a nice inn, the East Wind Hotel; a lobster pound called the 'Cod End' which has lobsters cooked or raw; a grocery store with an adjoining public phone; a town dock; a dinghy float; and trash cans.

Because we were right on schedule, we agreed to detour to Castine: French twice, English thrice, Dutch once, and Yankee twice. It drew its name from Jean-Vincent d'Abbadie, the Baron de Saint-Castin. Here Paul Revere earned a court-martial, and from here American loyalists/royalists – floating their houses on barges – sailed to New Brunswick to found the town of St Andrews.

Samuel de Champlain saw the site of what was to become Castine and found it "pleasant and agreeable." The Michelin Guide suggests: "One is struck by its calm beauty..." Don Johnson, in his Cruising Guide to Maine, reports: "Castine has unrivalled appeal... the feel of a bit of Scotland." And I say: "Go soon! If nothing else, see the First Unitarian Church and its Bulfinch tower. It is the quintessence of colonial New England."

(To be continued in the next issue.)

DREAMING OF A BOAT

Bill Fink recalls a recent outing to Northern Green Bay's Washington Island on board a Grand Banks.

I have always been crazy about boats and, fortunately, my family shares this enthusiasm. Much of our recreational time has been spent on boats of one sort or another. Since living in Singapore, and through our friends, Bob and Mary Livingston, we have become aware of, and most

the Curtins in Escanaba and returned for a pre-departure overnight in their home. Early the next day, we boarded the *Hypnos* – a wonderfully equipped and warmly furnished member of the Curtin family. Their cruising log photo album chronicles 13 years of happy outings.

where we enjoyed the massive Thordarson Estate Buildings and rugged shoreline hikes.

The next morning, we manoeuvred out of the harbor while taking on the added challenge of a single screw, on-jetty winds, and narrow harbor channel widths. The trip north into the wind was exciting and safe in the seaworthy *Hypnos*. After a brief stop in Escanaba harbor for some diesel, the *Hypnos* and the happy Finks returned to the picturesque Gladstone Marina. There, we greeted the owner of *Jolly Sixpence*, another GB 36, who is also a Gladstone resident.

Though we were limited on time and buffeted by cold winds and waves, we look back on a wonderful experience. Someday we hope to join the ranks of the lucky people who regularly enjoy the satisfaction of cruising and living with such wonderful trawlers.



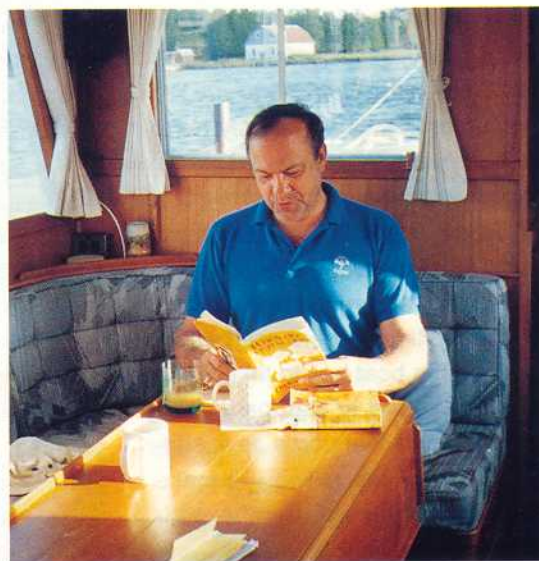
The Hypnos, a wonderfully equipped and warmly furnished boat.

impressed with, the Grand Banks.

Since all of our cruising experience has been on sailboats, we wanted to see whether a Grand Banks was really for us. During our annual home leave this summer, this was made possible thanks to Mike and Sharon Curtin of Gladstone, Michigan, who graciously made the *Hypnos*, their 36' Grand Banks Classic, available to us for a short cruise.

On August 25, Gerda and I left our rustic log cabin on Black Lake near Cheboygan, Michigan, and drove to Gladstone. We enjoyed dinner with

Our early morning departure was greeted by 220 knots of chilly wind and 3-5' seas in Northwestern Lake Michigan. The single Ford Lehman moved us nicely down the lake to Washington Island's cozy harbor. I was grateful for the autopilot tending the helm in the swells. We berthed for the night and took the Boston whaler dinghy across to Wisconsin's Rock Island State Park



Relaxing aboard.

GRAND BANKS LEGEND

Several years ago you published a picture of *Spray* which first appeared in the June 1963 issue of *Yachting*. You then identified her as the first Grand Banks.

We have owned *Spray* since 1970 when we bought her from Robert Adams, her original owner. We have cruised her on the Great Lakes for the last 22 years. She is now 30 years old and like all wooden boats, has needed a lot of TLC. However, she has all good, sound planking and her Caterpillar engine had a complete overhaul last year.

We usually spend July and early August in Lake Superior, mainly along the Canadian shore as far west as Thunder Bay and Isle Royale, and during the remainder of August and early September we cruise the North Channel area of Lake Huron.

The photo was taken last sum-

mer at Richards Landing, Ontario. Ken Smith designed a darn good boat and, as you can see, we have changed her very little.

We used to keep *Spray* in Holland, Michigan, fairly close to home, but because we spent our summers

in northern waters, we moved her to the Anchor-In Marina at Cheboygan, Michigan, about 12 years ago.

Philip F Faustman
146 South Arlington
Kalamazoo, Michigan 49006



Spray, forerunner of the Grand Banks Line

GB42-836 IN GULF OF MEXICO

American Marine recently received a letter in which Mr Bill Fullen of Galveston, Texas, related his trips on Tejano in the Gulf of Mexico. We reprint our answer, as it may be of interest to other readers.

"All boats will roll in heavy seas, albeit in varying degrees, and the Grand Banks is no exception. The worst conditions experienced would be when the boat has to take these seas off her port or starboard quarter. We agree that some device fitted to control the rolling will make trips such as the ones you experienced more tolerable.

Robert Bebe's flopper stoppers have been known to work, but in these contemporary times, flopper stoppers, though practical, will look ugly even on a traditional boat such as the Grand Banks. You will have two massive outriggers on each side with bulbous weights attached. Securing the outriggers is also crucial as these have to take a lot of counter force to keep the boat in a more or less upright position. This is the reason why we have never recommended flopper stoppers to GB owners and have never fitted one ourselves. What we would suggest instead is for you to install hydraulic

stabilizers such as the ones marketed by Naiad in the US. Their address is:

Van Dusen and Meyer Inc
Parrott Drive
Shelton, CT 06484

The model for your GB42 is No 170 with the 3 sq ft fins. We have fitted these stabilizers on our new GB58 and have found that they help to cut off 80 percent of the roll. The only disadvantage is that hydraulic stabilizers will only work when the boat is underway. Flopper stoppers work even when the engines are idle."

CHART SPACE

If you need chart space – a place to chart your trip or store your charts – here is an idea designed by Ken Watters, owner of GB36-240. The chart table is curved to fit the overhead line of the boat, and covered with headliner material to match. A 12-volt chartlight can slide into a receptacle on the overhead for night use. A small tray holds a pencil, eraser, divider etc. When not in use, the table is secured to the overhead by small brass pins inserted through holes in the front edge, and through teak blocks fastened to the overhead.



Chart table is curved to fit overhead.

PROFILE

MOHIDIN PITCHAI

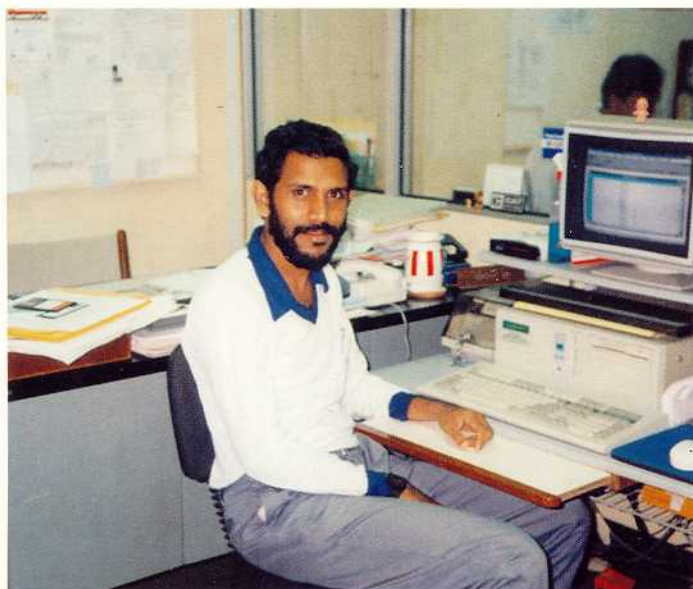
To complement our feature on Fiberglass Fabrication, we are pleased to introduce Mr Mohidin Pitchai, supervisor of the fiberglass workshop at American Marine.

Mohidin started his career as a

data evaluator at a petrol engineering company. Well qualified and armed with a diploma in chemical process technology and an advanced diploma in plastics technology and production management, he found his challenge at American Marine in 1986. Here, the fiberglass mold shop was to provide him with the environment in which he could apply his knowledge to the fullest.

Ably assisted by two foremen, Mohidin runs the entire fiberglass lamination operation today. This includes the testing of new materials, research and development as well as the production of all GRP parts. As expected, quality requirements are most demanding, a challenge Mohidin thrives on.

An avid jogger, Mohidin is currently also pursuing a course in business administration.



Mohidin at work in his office.



Clockwise from top left:

*A completed forward cabin,
ready for installation,*

*Lowering of
module to hull,*

*Installation of wiring
for engine room.*

Design and Construction of a Grand Banks will continue in our next issue with The Production Line.