



AMERICAN MARINE NEWS

VOL 20 NO 1



AMERICAN MARINE NEWS

VOL 20 NO 1



EASY GOING, 32-700, shows beauty that belies her age while in attendance at the 1992 GB Rendezvous in Newport, Rhode Island. She is owned by Hugh and Sue Evans of Cos Cob, Connecticut U.S.A.

*Photo by
Rick Loh*

CONTENTS

- 1 SPECIAL FEATURE**
Serving a Royal Client
- 4 BEACHCOMBING**
- 6 DESIGN AND CONSTRUCTION**
The Production Line
- 10 RENDEZVOUS NEWS**
An Enduring Tradition
Newport Date
Party Time
- 13 HAPPY CRUISING**
Aboard Horatia – Part II
- 16 PRODUCT UPDATE**
GB46 Motoryacht
- 19 COMMUNIQUE**
Staying in Touch
Seacock Maintenance
Charging up a Battery Charger
- IBC MEANWHILE AT AMERICAN MARINE**
Stopping By
- PROFILE**
Chia Onn Leong

EDITOR'S NOTE

Grand Banks owners throughout the world continue to take pleasure in sharing their Grand Banks experiences. **American Marine News** invites you to submit your articles and photographs 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 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

SERVING A ROYAL CLIENT

Tim J Kimman, the former GB dealer for the Netherlands who fought closely with Prince Bernhard in World War II, chronicles a prince's love of motoryachts.

On the coastline fronting Monte Argentario near Porto Ercole, Italy, and overlooking the Tyrrhenian Sea, you will find a villa belonging to H.R.H. Prince Bernhard of the Netherlands. It is here that the Royal Family usually spend their summer vacations.

The first motoryacht the Royal Family used in Porto Ercole was a 30 ft Bertram. Not surprisingly, her name was *Jumbo*, as Prince Bernhard's favorite animal is the elephant. When the family outgrew

the boat, I was asked to look for a somewhat larger, yet fast motoryacht which still could be berthed along the small stone quay in front of the villa.

This requirement limited the length overall to about 38 ft and the choice fell on a Laguna, a fast 38' motoryacht built by American Marine Ltd in Singapore in the early 1970s. We took delivery of the yacht, called *Jumbo II*, in the South of England in May in order to meet the prince in Santander, Northern Spain,

for a trip along the Spanish coast.

It nearly was to become *Jumbo II*'s first – and last – trip.

On the first night, near Brest, we met with extremely bad weather and,



May 1973.
H.R.H. Prince
Bernhard
navigating his
Laguna Jumbo II
along the Spanish
coast.



During a stop in
Singapore in
1991, Prince
Bernhard visited
the yard. Mr Bob
Livingston, right,
is looking after
the royal visitor.

SPECIAL FEATURE

to make things really unpleasant, a bypass fuel line and transfer pump, installed by a yard in England, started to leak seriously. Before we could locate the problem, the bilges

May 1973.
On board
Jumbo II, with
huge waves
following us.



were full of diesel fuel and one engine quit. During the night, the other engine quit as well. With winds of about force 7, we were drifting fast towards a hostile and rocky coast when the French lifeboat 'Le Patron Francois Morin' answered our Mayday call and made fast at seven in the morning, barely four miles from the rocks.

Jumbo II arrived in Porto Ercole at the end of June 1973 and served the Royal Family each summer season till September 1980.



May 1981.
Jumbo III, without
her flying bridge,
arriving in the
South of France.

By that time, a larger boat was in demand and the choice fell on a Grand Banks 42 Sedan, to be called *Jumbo III*.

To overcome the long sea journey from Amsterdam to Porto Ercole, and with the flying bridge

having been dismantled already in Singapore, we put Jumbo III on a flatbed trailer and towed her to the South of France.

Although not as hair-raising an experience as the one with Jumbo II, the trip had its moments.

We left for La Napoule, France, on 19 May 1981 and, being too wide for the highways, we could only obtain a licence to use secondary roads. That meant that we were constantly accompanied by police escorts which changed from town

to boot, we finally pulled the trailer through without a scratch. The manoeuvre took us two days!

Jumbo III stayed in service through early 1985 and made many a trip to Elba and some of the other small islands in the area.

In 1984, on a trip to Indonesia, Prince Bernhard stopped in Singapore, using the opportunity to pay a visit to the yard. The Grand Banks GB49 was just being introduced and since the prince needed some more room and an extra cabin, an order



June 1985. The Grand Banks 48 Jumbo IV being lowered from the freighter in Fos, France.

to town and from village to village. The French police was most helpful and efficient – but also knew the local pubs well, and many hours were spent on breakfasts, lunches and dinners washed down with local wines.

In one little village, the street was so narrow that the people living on the first floor had to remove the flower pots hanging from their windows. In another village, a small square simply did not leave enough room for the combination of truck and trailer to pass. With the help of two French farmers and their tractors, and the entire village popula-

was placed. *Jumbo IV* was shipped on board a Scandutch freighter to Fos near Marseille in early June 1985. When the freighter berthed in Fos, an official of the French shipping agent secretly told me to get Jumbo IV off in a hurry as a strike was imminent. It appeared that we had only about half a metre of clearance under the crane and could not lift Jumbo IV from her cradle.

We hurried to a local French contractor in Port Le Bouc, a small town nearby, hired a couple of chain saws, rushed back and made firewood of the cradle. Just in the nick of time! When Jumbo IV was low-



Jumbo V in the harbor of Porto Ercole.

ered over the side, a whistle blew and the workers left the freighter. The strike was to last for nearly six weeks.

We sailed Jumbo IV to Porto Ercole over a beautiful blue sea, but halfway to Corsica, the French weather forecast predicted a storm of windforce 9 'later in the afternoon'. For three hours we battled the storm, with the Grand Banks behaving herself as a good seaboat.

GB49 Jumbo IV was in service until September 1991.

Jumbo V, Prince Bernhard's present motoryacht, is a Grand Banks 58 hull number 6. She was shipped from Singapore aboard Nedlloyd's freighter 'Dejima' to La Spezia, Italy, and arrived safely on June 1, 1992.

When the Prince and his party arrived, we left from La Spezia for a trip to Corsica and then on to Porto Ercole. The weather was not good and the state of the sea was terrible. The French weather forecast called for windforce 7-8 and a state of sea *très agité*. Not yet halfway and making slow progress, we went to Livorno for shelter and left the day after for Porto Ercole.

Prince Bernhard is a wonderful man to work for. He knows exactly

what he wants, is knowledgeable and, come hail or storm, remains the same and is in every way the captain on board. We, who have

had the honor and pleasure to serve him, wish him and his family many happy days on board his Grand Banks Jumbo V.



September 1991. Prince Bernhard visiting the yard. He is in discussion with Mr Bob Livingston, the Dutch Ambassador and Mr E Vernede.



June 1992 Punta Ala, Italy. Prince Bernhard and the writer enjoying a break in the weather during the maiden trip of Jumbo V.

GB58-001

Legacy

Walnut Creek
California
USA



Legacy on her maiden voyage at Chubb Cay Marina in the Berry Islands, Bahamas. Shown on board are Richard, Sue and Stephanie Meldgaard, former owners of *Voyageur*, a 49' Grand Banks. The Meldgaards plan to maintain *Legacy* in the Southern waters until 1994, then cruise in the Mediterranean for one summer before bringing the boat home to San Francisco.

GB36-868

Singapore Fling

St Paul
Minnesota
USA

Boris and Olga Miksic, the proud owners of *Singapore Fling*, posed for this photograph at the South Seas Plantation Marina on Captive Island, Florida. The boat has been extensively customized for offshore fishing and long distance cruising.



GB62

Land's End

Gstaad
Switzerland



Land's End, owned by Mario T Innecco, was built in Hong Kong and is now moored in Antibes. On a recent trip there, Bob Livingston, CEO of American Marine, couldn't help but admire the yacht's traditional Grand Banks lines.

GB32-845

Leguaan

Naarden
The Netherlands

After 20 years of coastal/offshore sailing, Astrid and Wim Baan switched from their Fisher motorsailor to a Grand Banks with the help of Jean Colin from North Sea Marine. The boat was officially transferred to Mr Baan aboard *Leguaan* during the HISWA boatshow in Amsterdam.



GB46-17 *Seafari*

Portland
Oregon
USA

This is the third Grand Banks for Reg and Sue Hearn, shown here with their newest granddaughter, Amanda. The couple previously cruised aboard a 36 and a 42 Europa Suite E which were featured in earlier editions of the American Marine News. *Seafari* is now being outfitted for extensive cruising in Mexico, Canada and Alaska.



GB42-879 *Kona*

Ocean City
New Jersey
USA



Jack and Dot Plasket purchased *Kona* in 1985, then left the boat in the VIP Yacht Charter fleet in St Thomas until June last year. Since then, the Plaskets have been cruising the US and British Islands. In addition, Jack has been installing a complete electronics package in anticipation of their return trip to the West Coast of Florida.

GB36-287 *Tidewater*

Vero Beach
Florida
USA

During the past couple of years, Theresa and Vince Palermo have travelled through the Abaco Islands in the Bahamas, anchoring off one of the many beautiful islands. "*Tidewater* has been a great cruising boat and virtually problem free. Each year, we put about 100 hours on the twin Lehmans, and since we bought the boat in July 1989, we have put over 700 hours on the engines," writes Vince.



GB42-1262E *Ping*

Singapore
Republic of Singapore



Mr and Mrs K S Lim and their three children pose for a photograph at the recent launching of *Ping* at the American Marine boatyard. The Lim's owned a GB32 but decided to upgrade to a GB42 as they need the extra room for the children. They are planning an extensive cruise around the southern islands of Singapore and to Peninsular Malaysia.

THE PRODUCTION LINE

In this segment, *Derik Lye*, Production Manager at American Marine, explains the different stages a Grand Banks undergoes in the assembly process.

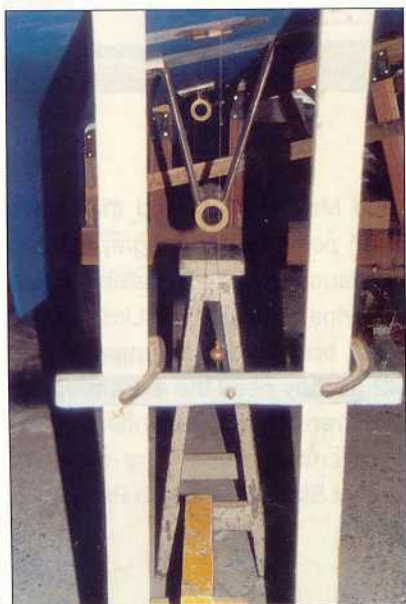
The assembly of a Grand Banks is divided into sub-assembly, pre-deckhouse assembly to hull, post-deckhouse assembly to hull, launching and completion.

Sub-Assembly

The sub-assembly process involves the forward module, aft module, salon sole, deckhouse and flying bridge.



Checking alignment of the shaft.



Shaft alignment jig.

Both the forward and aft modules are built on jigs. The process begins with the laying of parquet on a pre-cut plywood sole. After sanding and pre-varnishing, the intermediate bulkheads and semi-finished furniture are put together and secured onto it. This is followed by the installation of the main bulkheads. The entire module is then moved to the main assembly line where undercoat and paint filler are applied to the painted surfaces.

The salon sole is also built on a

jig onto which balau beams are notched and laid out. The plywood sole is nailed to the beams. On completion, the sole is turned over and fitted with sound insulation tiles. The sole is then turned right side up again so that the parquet can be laid down. Once the glue has cured, the sole, on its jig, is transported to the sanding area for sanding and pre-varnishing before it proceeds to the main assembly line.

The deckhouse, housetop and flying bridge are made in the fiberglass shop as separate parts. In sub-assembly, the flying bridge is put onto the housetop, and teak mouldings are installed over the joints. The plexiglass windshields and teak decking are pre-fitted at the same time. The teak decking is pre-fitted, removed for primer application, bedded and fastened with screws



Laying of teak decking on flybridge to check for fit.

before the seams are caulked.

The deckhouse process starts with the installation of teak decking on curved sidedecks near the bow. The pre-primed deck planks are bent into position, bedded and secured with screws without pre-fitting. While this is in progress, meranti beams are fitted onto the insides of the deckhouse sides and laminated. These beams double as deckhouse stiffeners as well as backings for ply-panelling.

After the curve deckings are in place, the straight deckings are pre-fitted to match, removed for primer application, bedded and secured onto the side and aft decks. While all deck seams are caulked, ply-panels are fitted on the insides over the meranti stiffeners. The flying bridge assembly is then installed onto the deckhouse and the joints are covered with teak mouldings while cleats are installed on the inside of the bulwarks. The complete assembly is put onto a deckhouse transporting jig, ready to go into the main assembly line.

Pre-Deckhouse Installations

Once the hull has been transported from the fiberglass shop to the main assembly line, two layers of epoxy undercoat and one coat of anti-fouling are applied to the hull bottom. The boat's waterline is marked and the hull levelled. Aluminium cappings are installed onto the engine bearing stringers with polyester putty. The engines are



Installing of teak parquet on saloon sole.



Dressing up the teak transom.

placed on the stringer cappings at a pre-determined location in accordance with the shaft length requirement. The main and intermediate struts are then located with steel piano strings aligned to the engine gearbox flange and fastened through the hull with silicon bronze bolts. A dummy shaft is used to align the shaft log tube to the engine and struts. The tube and its supports are then laminated. When the ac-

tual shafts are ready, they are pushed through the struts and shaft log. The final engine location is marked and mounting holes are drilled and tapped. After pre-fitting, the engines are removed to ease installation of other equipment.

The completed forward module can be fitted before or after the strut/shaft log/engine alignment. The forward module stringers are levelled by meranti beams placed on top

of them. The module is then trimmed to fit the hull profile. Wiring and plumbing are pre-run into the forward module before it is installed into the hull and laminated.

The aft module must be installed after the strut/shaft log/engine alignment. The stringers are levelled similarly and the module is trimmed. Again, wiring/plumbing/exhaust hose are pre-run before the final assembly and lamination. The fuel tanks, water tanks, engine(s) and generator installations come next.

Whenever possible, other engine room equipment will also be put in place before the salon sole is installed. The more installations that can be done before the top is fitted, the better. The deckhouse and fly-

equipment installations are carried out at the same time. Exterior hardware, such as chocks, teak cappings/rails, bowsprit and deck lockers will be installed simultaneously. When all seacox, thru-hulls, window glass, headlining and exterior railings are in place, the boat is ready for launching.

Launching and Inspection

At this stage, the boat is hauled up from its cradle with the Marine travel lift and launched into the sea. Finishing works, including painting, varnishing and fiberglass touch-up will continue. The engines and generator are started up and checked by their respective representative to validate the warranty. As soon

as our quality control inspectors are satisfied with the running condition, the boat will be brought out into the open sea for a trial. On its

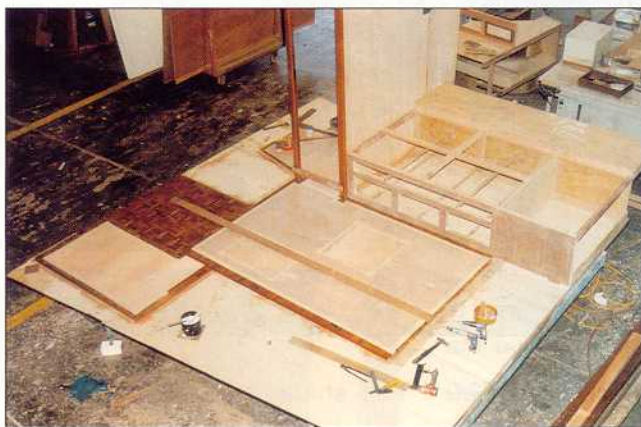


Post deckhouse installation.

return and once all equipment on board is checked and in good running order, the boat will be put back onto its cradle on land.

After some final touch ups and finishing works, the boat is set for management inspection. Mr Bob Livingston, our CEO, is on each of the two management teams. Other than Bob, Team One includes Mr Y.P. Wong – Senior Engineering Manager, Mr Derik Lye – Production Manager, Mr Robert Lim – Sales Manager and Mr Mohamed Rashid – Industrial Engineer. Team Two includes Mr A.Y. Lin – Manufacturing Director, Mr K.H. Yeow – Senior

Assembly of a cabin module on the shop floor.



ing bridge assembly is then fitted onto the hull.

Post-Deckhouse Installations

After the deckhouse and flying bridge have been installed, salon furniture such as the galley, console, L-settee and bar cabinet will be positioned. Final wiring, plumbing connections and engine room



A completed cabin module ready to be installed into the hull.



Coiling the wire neatly into place.



Fitting of furniture in the main saloon.

Marketing Manager, Mr Gerald Loy – Production Manager and Mr Martin Ye – Evaluation/Safety Officer.

After the management inspection, there is another important test called the function check. This check is performed by the manufacturing director and production manager, the engineering manager and the quality control supervisor and QC foreman. The function checks will include the DC and AC electrical system, airconditioner, locks, refrigeration, windlass and other items in the engine room. In the process of quality control checks, the function of each piece of equipment has already been tested. The function check by departmental managers serves as an audit that every unit of electrical and mechanical equipment has been correctly installed and is in proper functioning order. Any failure recorded during function checks will be analyzed quarterly to determine if there is a trend in the



Cleaning of boat for final inspection.

failure mode. Corrective action will be taken to prevent recurrence of defects.

Defects found during inspections are then rectified. With all ship on board items properly stored on board, the boat is locked and covered with canvas, awaiting to be relaunched for shipping.



A typically clean interior of a GB after final inspection.

AN ENDURING TRADITION

Brad Buettner reports on an activity pursued regularly by Grand Banks owners.

Welcome to the Southern California Rendezvous on Catalina Island.



The concept of a yacht owners rendezvous is an enjoyable tradition among cruisers. Stan Miller Yachts, Inc., organized and sponsored the Southern California Rendezvous and invited all Grand Banks and American

weekend last September at the Isthmus Cove, Santa Catalina Island. The event, which has become the largest rendezvous in the world of American Marine manufactured Grand Banks yachts, featured speakers from the yachting industry. Also scheduled were a dinghy race, hors d'oeuvres contest and show and tell time for owners.

In the evening, Stan Miller Yachts hosted a cocktail party, followed by a no-host dinner at the bandstand area of Doug's Reef during which numerous door prizes were given away.

For information on this year's rendezvous, please contact Brad Buettner at Tel 310-598-9433 or Fax 310-598-5349.

GB42-1260 Motoryacht on display — viewed by 60 or so Grand Banks owners.



Marine owners and crews from all ports in the Western United States to join others in this wonderful celebration.

The 11th annual Grand Banks Rendezvous was held during a

Dinghy race ... what fun!



NEWPORT DATE

This brief account of the rendezvous in Newport, Rhode Island, comes from *Rick Loh*.



Tied up at
Newport
Harbor.



Perfectly
lined up.



GPS seminar by Spencer Lee of
Magellan Systems.



Bob Smith of American Diesel always
draws a crowd.

The 1992 Grand Banks Rendezvous in Newport, held under beautiful, sunny skies, attracted 59 Grand Banks. Although some uncertain weather conditions prior to the weekend had caused some late arrivals on opening day, all boats had joined the group by sundown.

Saturday morning seminars added to the boating education of those attending the event. The afternoon however was spent wandering around Newport and its numerous attractions, and ambling among the main attractions – the Grand Banks.

An evening dinner dance capped the affair and, following Sunday morning breakfast, the rendezvous came to an end as the GBs headed to new ports of call.



Tight maneuvering is sometimes
necessary during the docking and
undocking phase of the rendezvous.

Getting to know
other GB owners
is a highlight of
any Rendezvous.



PARTY TIME

Ken Watters details the GB rendezvous held at scenic Roche Harbor Resort.

During a weekend last September, more than 50 Grand Banks gathered at Roche Harbor Resort on San Juan Island. Fortunately, the weather cooperated nicely for what many people called "One of the best parties ever."

Things started off with an impromptu dock cocktail party with potluck hors d'oeuvres Friday evening followed by a well-attended question and answer session on Saturday morning. A great cocktail party and potluck dinner on Saturday night were the perfect finale to a great weekend.

At least half a dozen Canadian boats rounded out the crowd. Among them was a real rarity: a



What a setting!

American Marine, and bears many common characteristics with its later cousin: GB beige interior, full walk-around decks with solid mahogany bulwarks, heavy bronze fittings, and a Ford Lehman engine!

Intrepid Yacht Sales, Washington's Grand Banks dealer, and several other industry representatives were in attendance to answer questions.

Intrepid also showed off the beautiful new expanded 42 Motoryacht. Visiting other boats was clearly the order of the day whereby ideas on all kinds of subjects were ex-

changed. Several first-timers at the rendezvous insisted that it would definitely not be their last!

This year's rendezvous will be held from June 4-6. For more information, please contact Ken Watters, 5483 Pleasure Point Lane, Bellevue, WA 98006 or Intrepid Yacht Sales & Charters, Inc., Number 14, Harbor Mall, Bellingham, WA 98225. Tel 206-676-1248.



A bird's eye view of the Grand Banks.

Magellan sailboat! What does a sailboat have to do with Grand Banks? This beautiful wooden 35-footer was one of a few of its kind built in Hong Kong in 1965 by



Grand Banks coming together for 'one of the best parties ever'.

ABOARD HORATIA — PART II

We follow *Peter W Allport's* journeys with more excerpts from his logbook.

The passage from Castine to Rogue Island, via Northeast Harbor where we lost the companionship of June and Herb, was of many stripes. Our first anchorage was at Mackerel Cove on Swans Island. I had promised that there would be seals by the score – but failed to deliver. However, the cove's resident osprey family was conspicuously at home, and so was a fine display of lightening and thunder during the night.

A light but dry northeast wind made the next day as pretty as any we had had. You could see 'forever'

but the light was soft, even gentle and not sharp and hard as in winter. Our destination was Northeast Harbor, but our course was round about. It took us first to Frenchboro for a look at an off-shore Maine island town and then some miles into the Atlantic to where Mount Cadillac and its adjoining mounts can be seen together, as the panopoly which is Mount Desert.

In Northeast Harbor, the 'weather breeder' bred to give us wind and rain. The day, too, was a scurry. Herb had 'back home' arrangements to make and a full duffel of laundry.

Margaret and I needed food, fuel and clean clothes as well. But we had fun at dinner at the fine but old line Asiticou Inn where jacket and tie are required. This was to be our 'so-long' party because June and Herb had to be off early the next day while Margaret and I hoped to drop down to Clifton's Dock for fuel and to be on course for Rogue Island by 9 am.

The passage to Rogue will stay in memory. You leave Northeast Harbor and swing, almost due east, with Mount Desert to port, while Sutton Island and the Cranberrys



Scenic
beauty

lie to starboard. An early marker is the white spindle on East Bunker Ledge. This, in a calm, is a kitten. When the big swells run, the spray climbs skyward.

From East Bunker Ledge, it sometimes seems that Schodic Point (across the mouth of Frenchman Bay, and for Horatia about an hour's run away) could easily be touched or, when fading in and out of a summer fog, would seem more distant than all of time allows. At

north/south vertical axis and a mile long cross arm. Thus the island, with its granite cliffs and untamed fir forest and one small 18th century single family village, provides Shorey Cove on top, and Rogue Harbor below. You can choose between the wilderness of the untamed Rogue Harbor and the slightly more gentle Shorey Cove where the village is. Both are beautiful, provide good shelter and good holding ground. Seals visit equally and the 'big blues'

and the other herons fish on each shore. Tempting? You bet!

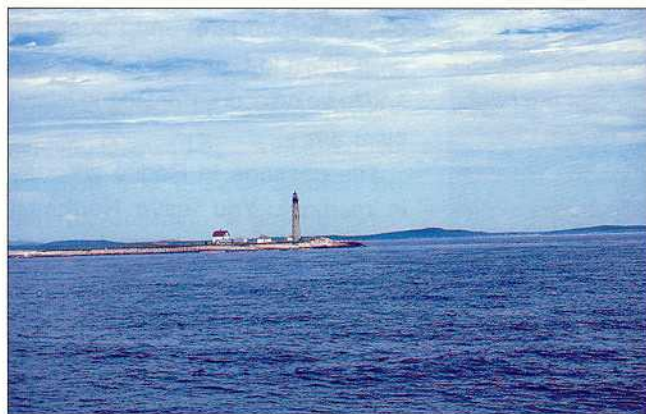
We chose to up-anchor the next day and work west in small steps and slow stages. Perhaps just three miles to Lakeman Har-

steered Horatia to The Cows Yard, to Mistake Harbor, to Split Harbor, to the bight on the north side of Trafton Island and, finally, to Flanders Bay.

At Lakeman we saw our first mature bald eagle. The crows, in full agitation, made the introductions while the eagle, flying as with measured tread, rounded the point of Lakeman Harbor, swung low to choose a tree, and then – augustly and as if sitting for the Presidential Seal – posed for the remainder of the daylight hours.

The next morning we moved to Head Harbor Island and the little sanctuary, way up inside the safe, if stony, The Cows Yard. In thin haze that night, the pink, sand-like granite ledges, along with the black and green of the spruce which grasp to each shelving rock, gave the full moon a chance to create magic.

The next morning was perfect, with unlimited ceiling and visibility and north winds at about five knots.



'Tit Manan' with its tall light.

Schodic Point, the next potential for excitement is Petit Manan Island ('tit Manan'in Maine) with its tall light, its current and tide rips, its thundering horn, and its well documented standing as being among the foggiest of them all.

When headed for Rogue, you may run outside to pass Fishermans, Great Wass, Steele, and Head Harbor Islands to port. If your mast is short enough for the bridge spanning Moosabec Reach, you can nip inside, pass through the Tibbet Narrows, along with the Reach itself, to see the town of Jonesport on your way. We chose the latter, and the rough log suggests that the choice was good.

Rogue Island is shaped somewhat like a capital 'H' with a roughly

bor for the first night, then maybe to Pleasant Bay.

At Anchor, Under the Lee of Treasure Isle, in Flanders Bay

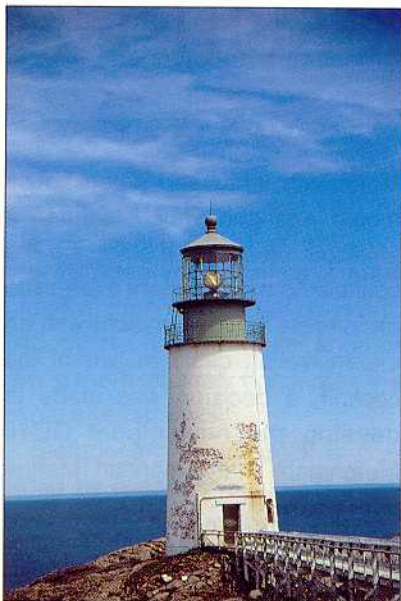
This is a wonderfully attractive anchorage at the north end of Frenchman Bay but way out of the way if the intent is to steer from the outer islands of Maine's 'down east' back to Northeast Harbor.

From Rogue our passages were short. The first, maybe five miles counting a bypass to look for the way into Little Kennebec Bay, brought us to Lakeman Harbor. Tight and tucked in between one shore of Rogue and the cluster formed by Lakeman, Marsh, and Bar Islands, it is a forested hurricane hole. Thereafter, for successive nights, we



Attractive 'out of the way' anchorage at the north end of Frenchman Bay.

Our run was to be our shortest, taking us around the corner of Steele Harbor Island and into the shelter formed, on one side, by Knight and Mistake Islands, and by a group of ledges – awash at high water, but



Moose Peak Light.

forming a 12-foot sea wall at low tide – on the other.

On our return we spotted a clump of big, powerful and outrageously handsome Great Black-backed Gulls. They clustered closely. They were agitated and skittered from one place to another on the water.

We speculated – a hurt seal or its equivalent, perhaps? – and moved closer. It was then that the gulls' anticipated cormorant, clasping a herring in its bill (crosswise as is its practice), surfaced from its hunt. The Black-backs' raucous robbery was instantaneous and within moments, the gulls were fighting among each other for bits of the cormorant's herring.

There is little mercy in nature, nor rules to govern fairness. But what of evolution? Why is it that cormorants, in all else so well adapted to their niche, have not evolved to swallow quickly?

After anchoring, we dinghied to inspect Moose Peak Light from ashore and to look around on Mistake Island. Of it, Hank and Jane

Taft, in their *A Cruising Guide to the Maine Coast*, caution: "Avoid damage to the rare and delicate plants... They include lush blueberry, crowberry, leatherleaf, lambkill, and Labrador tea... You will also find abundant raspberries and the beautiful beachhead iris." Lovely... cruising at its best – on a lovely gentle day.

At a Slip, The Town Marina, Northeast Harbor, Maine

Just now, Mr Haynes, of Haynes Garage – and Northeast Harbor's preeminent marine mechanic – is in Horatia's engine compartment, bringing the port side cooling system back to life. It has been a busy week, but not as planned.

On our return from our home in Bronxville, and with The Mudhole in mind, we cast off. Chagrin occurred an hour later. After we had cleared East Bunker Ledge, the 'over-heat' warning light flashed and the accompanying buzzer buzzed. I will skip the details, except... a flange supporting the engine safety guard cracked, and this led to... In any event, and through the wonders of 'overnight air-express', Mr Haynes now has a new drive wheel for the raw water pump.

But there is more.

Between the first flash of the over-heat light and the eventual arrival of the pump's drive wheel, Hurricane 'Bob' intervened. I will dispense with suspense: luck was with us! While 'Bob' caused extra work and unsettled our schedule, neither danger, fear, damage, nor cause for glory raised their ugly heads. In fact it was fun – at least in retrospect.

When the port engine overheated, we shut it down and reversed course to regain the hospitality and shelter

of Northeast Harbor. What better place! It has among its attributes a good harbor, sheltered from all directions; Eric Roos, the Harbor Master, along with Aaron and Rob, his star team. I tip my hat in admiration and thanks. Further help for the helpless comes from Mr Haynes and, should radar, VHF, auto-pilot, loran or even a prosaic macerator pump go out of kilter, Bill Hodgkins, the master of electronics, at Curved Tree Communications.

Also noteworthy is the Asiticou, The Colonel's Restaurant (with bar), The Main Sail (with bar), and The Dockside (beer and wine only).

Within walking distance of the dinghy float – for sustenance: The Pine Tree Market and The Colonel's Bakery; for lobster: Beal's Fish Market; for wine and spirits: Provisions is the nearest; for chandlery supplies: Hinckley's Ship's Store; and for clean clothes: that prince of laundries, 'The Shirt Off Your Back'.

Horatia is again ready for sea – but our time has run out. We can no longer 'muck about', but must leave the Coast of Maine and head back to Stonington, Connecticut. This is sad, and hard to believe. While weeks of cruising lie ahead, it's too much like 'the end'.

*Horatia
heading
'home'.*



GRAND BANKS 46 MOTORYACHT

Ed Roberts traces the evolution of a Grand Banks.



Comfortable seating arrangement on the flybridge.

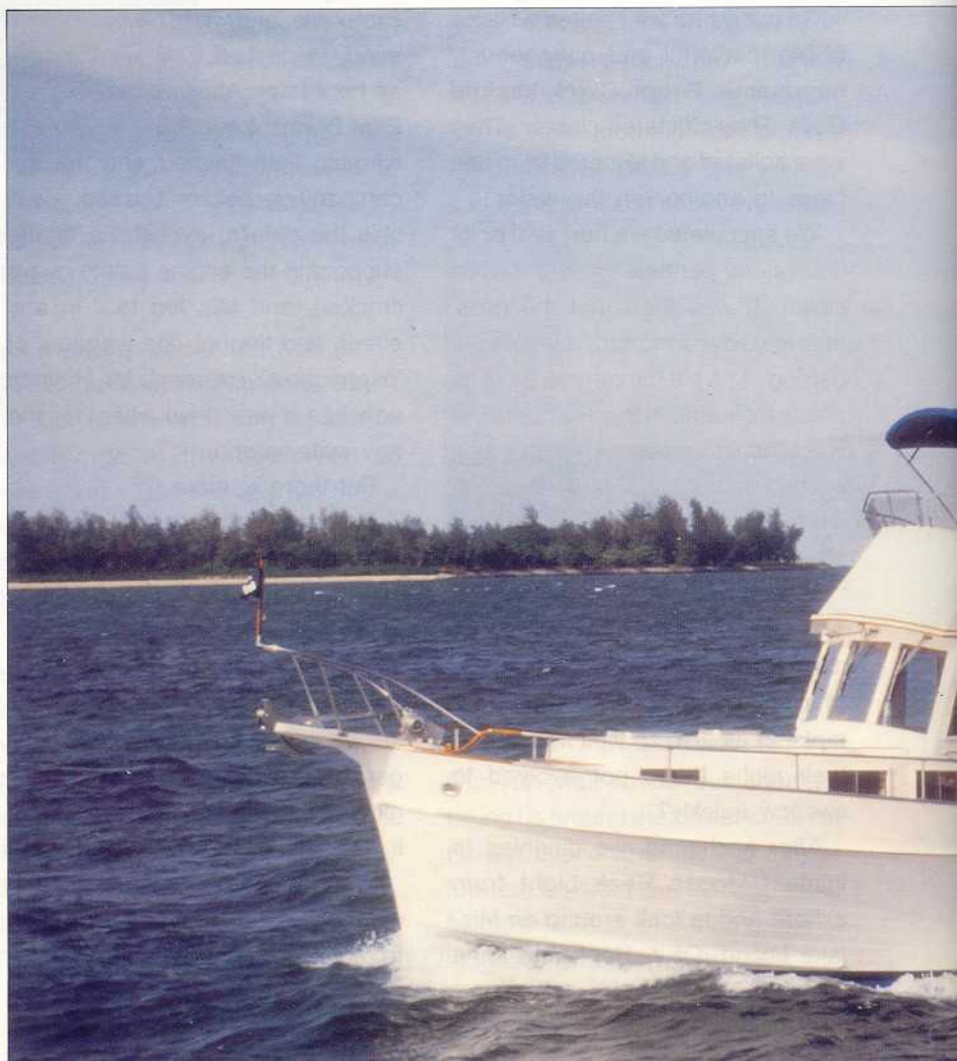


Overview of the forward with down galley setting.

Since the introduction of the first Grand Banks 46, the design of the deckhouse has undergone a number of evolutionary changes. The early GB46 was described as a Cockpit Motoryacht. It featured a sidedeck that narrowed at the aft cabin, a cockpit with transom door a few steps down from the side deck and a safety rail enclosed aft cabin top. Later, the GB46 became known as the Classic when the sidedecks were made to be of uniform width, the safety rail enclosed aft cabin top was exchanged for that of a typical GB Classic allowing ample room for proper dinghy stowage. As demand for a bona-fide GB46

Motoryacht increased, a deckhouse mould was built which featured a full-width cabin but maintained the cockpit. As more owners expressed an interest in a Motoryacht with an expansive aft cabin in lieu of the cockpit, a decision was made to develop the new model GB46 Motoryacht that American Marine offers today.

One of the single most attractive features of the new model is the large outdoor living space created by a safety rail enclosed aft cabin top. Although this design does not readily accommodate a dinghy on



deck, the arrangement does nearly double the outdoor sunbathing, lounging and entertaining area aboard. As often happens on board, while underway, not everyone is occupied with the duties of piloting. The availability of the aft deck on the 46 Motoryacht makes it quite practical for one group of guests to occupy the bridge while another group more leisurely dominates the expansive aft deck.

Storage on the aft deck is provided by a pair of fiberglass deck boxes. When combined with the ample storage provided by the built-in seats on the flybridge, the 46 Motoryacht affords ample on-deck stowage. The optionally available flybridge L-settee affords even more



Nicely appointed saloon.

on deck stowage and seating as well.

Below deck the 46 Motoryacht, like the Classic, is available as a



A cook's delight.



Stack-up laundry with washer and dryer.



three cabin up-galley layout or an optional two cabin down-galley arrangement. The down galley arrangement has been attractive to many GB46 owners over the years because the galley is separated from

PRODUCT UPDATE

the main salon yet feels spacious and open. In addition, the optional layout easily accommodates a stacked washer and dryer forward.

Heading aft, the absence of a

shoulder level and contribute to the sense that this owner's cabin is enormous. Even with a queen sized walk-around berth, GB46 Motoryacht owners will especially enjoy

Motoryacht are built on the same legendary Grand Banks semi-displacement hull design. The engine room of the Motoryacht comfortably accommodates today's typical demand for the optional larger horsepower engines while providing room for and access to a wide array of mechanical systems.

GB enthusiasts with an interest in the GB46 Motoryacht should contact their nearest Grand Banks dealer to learn more about this spacious new addition to the Grand Banks line.

*Stateroom —
hard to believe
it's on a boat!*



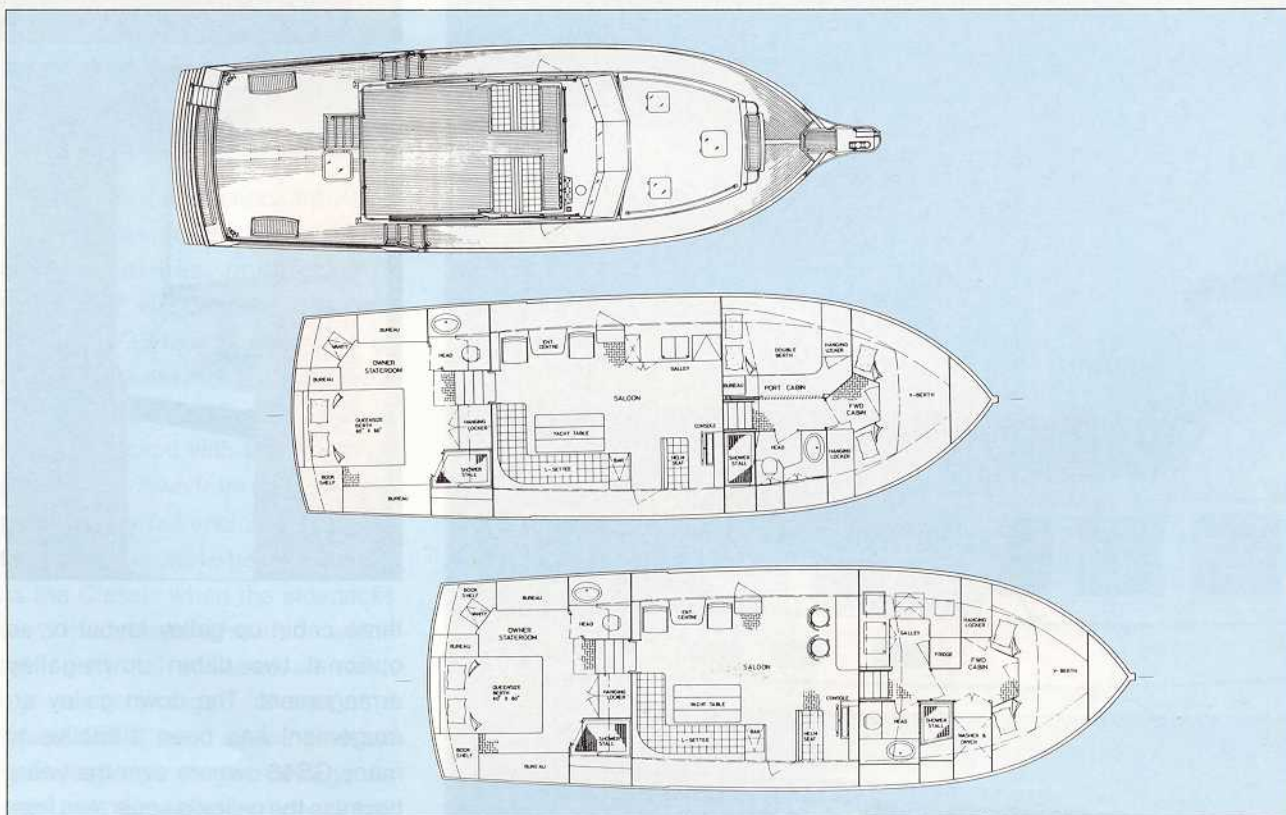
cockpit has enabled the master stateroom to be built larger than in the Classic. The full width cabin sides also provide more space at

the near cavernous hanging locker and very large head with linen locker.

All three current models of the GB46 — the Classic, Europa and



Engine room.



STAYING IN TOUCH

Our president, Mr Bob Livingston, recently noted an article about Mr Richard D Hill in the Dartmouth College magazine. He then wrote to Mr Hill who in the following letter shares some information on the upkeep of his Grand Banks 42-422. A lifelong New Englander, Dick and his wife Polly are equally at home in Bermuda or cruising the coast of Maine in their trawler appropriately named the Polly B.

"Our GB42 is powered by John Deere diesel engines. It was one of the early fiberglass hulls and therefore rather heavy which, of course, we like.

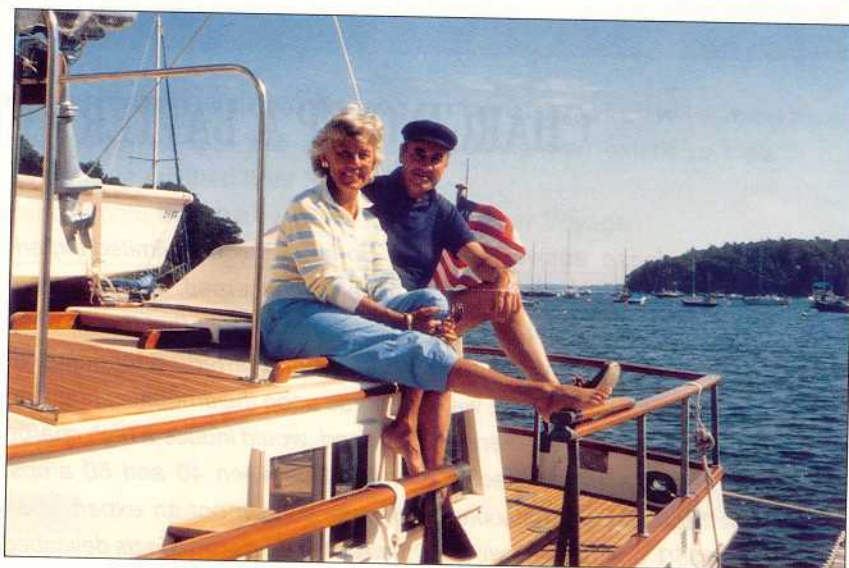
We bought our boat nine years ago from good friends who treated it with extreme care and we have had it maintained by a fastidious yacht yard with special attention paid to the brightwork, the decks and the engines. We have replaced most of the window frames, the fuel tank and anything else which showed any sign of deterioration.

The engines have about 2300 hours as *Polly B* is laid up indoors

from October to late May. Both engine heads have been removed for carbon cleaning. We have installed new risers with water mufflers and, of course, fuel and water pumps are inspected and rebuilt as necessary. We replaced the after cabin hanging locker sliding doors with two louvered doors, making access to the forward section of the locker much easier, and installed electric Raritan toilets in both heads. Also at the lower station instrument panel,

we added a Tank Tenda for the water and fuel tanks and temperature and oil pressure gauges for the generator.

The boat has two Iorans, two VHF radios, a GPS and an auto pilot with controls at both steering stations. We also replaced all the refrigeration and ice maker with 12 and 110 volt systems, enabling them to run off the batteries while underway. New 120 ampere alternators replaced the existing ones."



*Relaxing
aboard
Polly B.*

SEACOCK MAINTENANCE

I recently purchased a 1980 GB42 Classic. During the survey we noticed that several seacocks would not close. What is the cause of this and what do you recommend to prevent it?

*Arnold Weichart
Sea Island
Georgia*

Dear Mr Weichart

If seacocks and other underwater hardware fittings are not cleaned and lubricated regularly, the corrosion caused by contact with salt water can, over time, cause moving parts to become very stiff. In extreme cases, seacocks can become virtually unmovable. Since the sea-

cock is designed to provide watertight integrity to an opening in the hull, properly functioning seacocks are vital to the safety of the boat and its crew. This problem is more prevalent in warm climates where haul-outs are infrequent.

Many hardware manufacturers recommend periodic inspection and

(Cont'd on page 20)

cleaning of all underwater hardware. Prudent owners are well advised to check the operation of every seacock regularly. For most owners that probably means a hands-on inspection once a month or before every cruise.

There is no substitute for periodically disassembling the seacock for a thorough cleaning, inspection and lubrication. Many boatyards call this 'overhauling' the seacocks and recommend the procedure during annual haul-out or spring commission-

ing. Cleaning the dirt and corrosion from the housing and working parts of a seacock should not require much more than soap, fresh water and bronze wool or synthetic scrubbing pads.

Following a good cleaning, all metal parts should be inspected for signs of wear on the effects of electrolysis. Any damaged or defective parts should be replaced and if evidence of electrolysis is suspected, a qualified electrolysis technician should be consulted to remedy the

problem. The moving parts of the seacock should be lubricated to maintain ease of operation. Groco seacocks are lubricated with #4000 Drydene lubricant during initial assembly.

Proper periodic maintenance of the seacocks and all underwater marine hardware should provide you not only with many years of trouble free operation but the confidence that you will be able to depend on them if you need to.

CHARGING UP A BATTERY CHARGER

Would you please answer the following query and inform us if it is correct or incorrect. Apparently when we select the Sentry battery charger in the automatic mode, we cannot get either of the two batteries fitted to the boat to a further specific gravity than 1250. Occasionally one battery is 1250 and the other is 1260.

Should we select the switch to manual, provided we use the battery charger over two days, then we can get the batteries up to 1300 specific gravity in both cases.

The query is: when we start the engines, there is apparently an inordinate amount of charge going from the engine alternators in both cases. We are talking of between 40 and 50 amps for a period of approximately one hour. Do you think this phenomenon is strange or is it normal?

So far as my own limited experience is concerned, I would have said the mere fact that the engines had been started, depending of course upon the amount of cranking utilized, would induce a high charge rate of between 40 and 50 amps. However I am not an expert and I leave the total scenario as described above for you to comment on.

Colins Watts
Harleyford Marine Ltd
Shepperton
U.K.

Dear Mr Watts

The specific gravity of a fully charged battery would vary with the ambient temperature. As a matter of fact, 1.26 is quite close to full charge state. We would not recommend to select the switch to manual

for a prolonged period as there may be a chance of overcharging. The battery charger automatic mode is normally set to cut out at 13.9 volts and cut in at 12.9 volts. There are two Rehostats that can set the cut in voltage and the differential between the cut in and cut out if you want to raise the cut out voltage.

As far as the engine alternator charging rate is concerned, you are right in saying that when the engines have been started, and depending upon the amount of cranking utilized, they would induce a high charge rate of between 40 to 50 amps. However the duration of the high charging rate will usually be shorter than one hour unless you are also using some DC power, for example a water pump, engine room blower etc. at the same time.

STOPPING BY

Mr Walter B O'Meara, publisher of Lakeland Boating magazine, recently stopped by the yard to take another look at his newly acquired GB49-105 before it was being shipped to Charleston, S.C.

Obviously proud of his choice of trawler, Walter recalled how he and his wife arrived at the decision to upgrade their GB46 to a 49. "We decided on the classic because it's a boat that doesn't go out of style. It's a traditional boat, with traditional lines, and it's just about the right size," he enthused.

Hailing from Chicago, the O'Mearas plan to take delivery of the boat in South Carolina in March, then commission up the intercostal waterways, the Hudson river and



A happy man.

Erie Canal to Lake Erie. The two-bedroom, two-bath well appointed and nicely outfitted boat has more elbow room than their former boat,

something which will come in handy during their extensive trips.

Bon Voyage.

PROFILE

CHIA ONN LEONG



After obtaining his trade certificate in air conditioning and refrigeration, Mr Chia first joined the Singapore Defence Ministry where he spent nine years honing his skills.

When the demand for airconditioning and refrigeration systems increased for Grand Banks in the late '70s, a technician was sought and Onn Leong was selected.

A specialist in refrigeration systems, Onn Leong has, since joining us in 1981, improved on the work flow and installation methods and has contributed in no small measure to the success of the plumber and fitter departments which he now heads as supervisor.

His enthusiasm to learn and improve is not limited to work alone. He is also a very good cook and enjoys nothing more than to prepare some delicacies for his wife and two young sons during the weekends.



In Design and Construction, we highlight the craftsmen and their skills.
The issue will also feature the shipping of a Grand Banks ...