



# ***AMERICAN MARINE NEWS***

VOL 20 NO 2



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GB32 - Hull No 1  
MRS MALLOY

Photograph taken at  
Rio Vista, California  
Spring 1992

Photo by Denver  
Marquis McCracken

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## 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.

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# GETTING TO KNOW YOU

We launch a new series in which we hope to introduce in more detail some of the Grand Banks and their owners. For a start, we feature the GB32 – Hull No 1, *Mrs Malloy*, owned by Jack and Marcia Hicks.

It seems that *Mrs Malloy* looks back on quite a colorful history... Built in Hong Kong in 1965 by Robert Newton and Sons (forerunner to American Marine), the boat was bought the same year for \$15,000 by James W Parker who named her 'Krishna'. Two years later, Arthur J Hughes Jr replaced that name with 'Bonnie II'. The third owner, Donald J Lee acquired her in early 1975 but sold her to Ken Fairbrother half a year later. In 1978, owners Mervin

and Elnora Douma renamed her 'Joel IV' and berthed her at Delta Marina in Rio Vista, California, where she continues to be kept since Jack and Marcia Hicks bought her 12 years later.

Writes Jack: "We purchased her in July 1990 and have been working to bring her up to modern safety and cosmetic standards ever since... the hull and engine were sound but while maintained adequately over the years, no major improvements or

corrections were made, leaving a less than new or modern impression....

"At first blush, it seemed she only needed to be thoroughly cleaned and the instruments and home-grown wiring replaced. In the end, however, we rewired the entire boat and installed a new electric panel and circuit breakers...."

Improvements too numerous to list then followed. What survived the thorough overhaul were the anchor







*Ship that never  
goes to sea.*

*Funny name.*

*Yes. Comes from John  
Steinbecks' 'Cannery Row'.  
In 1934, Mr and Mrs  
Sam Malloy took up light  
housekeeping in an  
abandoned boiler  
in the vacant lot  
next to the cannery.  
We relate to that.*

windlass, the spotlight, the stove and sinks, helms and name plate and anchor light as well as the bilge blower as they required routine maintenance.

"She's now good for another 25 years," note the delighted owners.

***Jack Hicks was recently interviewed by the Diablo Power Squadron newsletter, the 'Meridian'. We reprint the article courtesy of Tom and Sue Brown, editors and publishers.***

Q: How did you find the boat?

A: I didn't, she found us.

Q: Why did you buy her?

A: I'd like to tell you it was a primal urge to respond to that which draws our spirit down to the sea. But, I really didn't know what I was doing. Have always been a sailor, but Marcia doesn't like sailboats. But she will putter about on the Delta on a houseboat with recognizable features of a bathroom, kitchen and not tilting at 45 degrees. Hoped a trawler, like the Grand Banks, would be a good compromise. Stable on the Delta and still able to cruise the offshore coast.

Q: Why did you buy an old wooden boat?

A: Desire of a dream, backed by the ignorance of reality, is a powerful motive.

Q: What have you done to it?

A: Restored it to present day safety and seaworthiness standards and changed the cosmetic appearance and comfort. I figured that would take 60 days. Ho-Ho-Ho. Am now into my 875th day, with some work yet to go. A mere 1358 percent overrun. Let's say it keeps me off the streets.

Q: What has it done to you?

A: Every day on the boat adds a day to my life. After years of desk work,



spotting marks on the horizon has restored my eyesight. Boat ownership has given a new stature and air about me. Basically, crouched over and reeking of diesel.

Q: What mechanical skills did you have?

A: Hum... not too many really. If pressed, I'd have to say the banjo. Yes, definitely, had a very refined touch with that instrument.

Q: What skills has boat ownership helped you acquire?

A: Two key ones. First, my carpentry skills have actually progressed faster than my piloting, as I keep replacing the end of my dock. (Do you know how hard it is to make sparks with a wooden hull?) And, second, I no longer cry when the (you name it)





*Cruising on the Sacramento River at Rio Vista.*

doesn't work, start, flush, drain, stop, or makes queer noises, seeps, weeps, drips or gives off funny smells.

Q: What fundamental truths have you discovered?

A: Stainless steel isn't. Presented with any combination of screws, all but one will come out.

Q: Any unrequited dreams for the boat?

A: I want to take her around the Intercoastal Waterway from New Orleans, to the Great Lakes, down the Ohio and the Mississippi. Marcia calculates there is enough wood for a picket fence around a small cottage by a waterfall. But that's the spur of dreams."

An update in April showed that the Hicks were still varnishing the main salon and will need to redo the transom. In the meantime, they are active in the Predicted Log Racing Association of Northern California. "We have been able to use the boat and have become true river rats," they said. "Over Easter, we joined the GB Cruising group for a trip up the Napa River for a fun weekend at the Napa Valley Yacht Club." At the time they were also looking forward to the Diablo Power Squadron Joint Rendezvous with the Coast Guard Auxiliary Flotilla 57 at the Oxbow Marina, hosted by Tom and Sue Brown, owners of the GB32-283, Tomkat III.

"We intend to have some fun with the *Mrs Malloy*. She gets great comments wherever we go."

*The dinghy moored in the living room, waiting to be fitted to swim platform on*

*Mrs Malloy.*

*"With no room left in the garage to store it, beaching on the hearth seemed the only thing to do. My bride, however, with some wit, decorated it and then sweetly told me that in five days, the dinghy and I could both be*

*out of her house.... My suggestion that we leave it, filling one half with clam dip and the other half with chips, for light entertaining, drew no repeatable response.... So I made a shelter in the backyard to keep it safe...."*





## GB32-619 *On Leave*

Toronto, Ontario  
Canada



A year ago, Paul and Eugenia Bedford bought their first Grand Banks, though third boat, in Cape Cod. "The shake down cruise was excellent and gave us a taste of our current trip," they observed, referring to the ICW for which they are both 'on leave' for 6 months, realizing a dream. "It's been a fabulous trip that will total about 4500 miles. The boat has performed 100 percent under every type of situation."

## GB42-911 *Finesse*

Goldsboro  
North Carolina  
USA

A beaming Bill and Linda Taylor on board *Finesse*. Having previously owned a GB36-688, the Taylors used the services of Hal Jones and Co in Ft Lauderdale to upgrade to a GB42. The boat will be kept in the New Bern-Beaufort area of North Carolina.



## GB32-358 *Mahogany Lady*

Glendale  
California  
USA



Bruce and Rosemarie Maine proudly point out that 20-year old *Mahogany Lady* – alias Michael 'J' – is in bristol condition. "She is in original state including the upholstery." Purchased through Lemest Yacht Sales at Dana Point Marina in California, the boat is now berthed in San Diego.

## GB42-874 *Cantor*

Vormedal  
Norway

*Cantor* is owned by Odd Kjell and Kari Helgeland and is their second Grand Banks bought from West Marine, Bergen. The boat is shown here at the end of the Nordfjord. In the background is Alexandria, one of the well-known tourist resorts of the fjordlands of Norway.



GB46-14  
*Le Voyageur*

Washburn  
Wisconsin  
USA

"The boat is a continual source of pride," says John Smoot of *Le Voyageur*, a boat he has owned for nine years. "I keep it in good condition with yearly up-grades of electronic equipment." John sails the boat primarily on Western Lake Superior except for a yearly trip to Lakes Superior and Huron.



GB32-318  
*Idle Ham*

Beaumont  
Texas  
USA



Roger and Faye Heath purchased *Idle Ham* in January last year and love their boat. "She gets much admiration from onlookers," they said proudly. "We are doing mostly day trips but hope to expand into the weekend cruise business – work permitting."

GB36-833  
*Slow n Easy*

Phoenix  
Arizona  
USA

This is Mr & Mrs Steve Hamilton's first boat of their own. Although their parents are sailboat owners, the couple has found their Grand Banks to provide the ideal life style for them.



GB36-873  
*Alexa*

San Diego  
California  
USA



*Alexa* is John and Denise Crofton's first boat. John did some thorough research prior to purchasing as he wanted to invest in the best yacht on the market. Now retired, the Croftons expect to do a lot of cruising.



# THE FINISHING TOUCH

*L.H. Teo, Senior Production Supervisor at American Marine, takes us through the various finishing phases in the construction of a Grand Banks and highlights the craftsman's skill.*



*Stacks of first quality teak wood.*

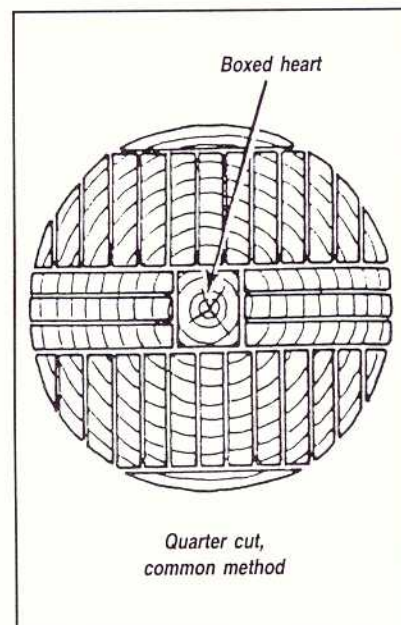
Wood is a major component in the building of Grand Banks. Only quality tropical hardwood such as balau, meranti and teak is used. All timber comes from regions in

Southeast Asia, among them Malaysia and Indonesia. Teak arrives in the form of logs and squares which have been graded to be of First European Quality (FEQ).

In the sawmill, teak squares are pre-selected and sawn into various sizes and thicknesses for the different parts of the boat. Each square is sawn with care to prevent any possible wastage and to get the best yield. A typical example is the decking plank which must be quarter cut – Fig 1. Although this method generates high wastage, it will prevent shrinkage and cracks when exposed to high temperatures.

Before any plank is sent into the milling shop, it is carefully stacked up between stickers for natural

seasoning (air drying). This process will reduce the moisture content in the wood. A time consuming process, it takes about two to five months. During this period, the moisture content is closely monitored with the moisture content



*Figure 1*

meter. Only planks with 10 to 14 percent moisture content are accepted by our quality control inspector. Air dried wood will maintain its beautiful texture better than wood exposed to artificial seasoning.

## Milling Shop

The planks are transported by forklift from the drying yard to the



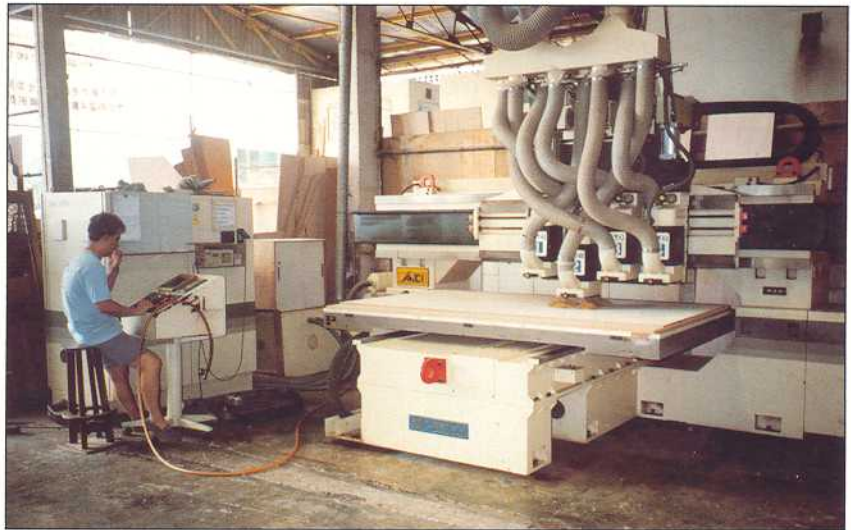
*Teak squares are sawn into various sizes and thicknesses.*



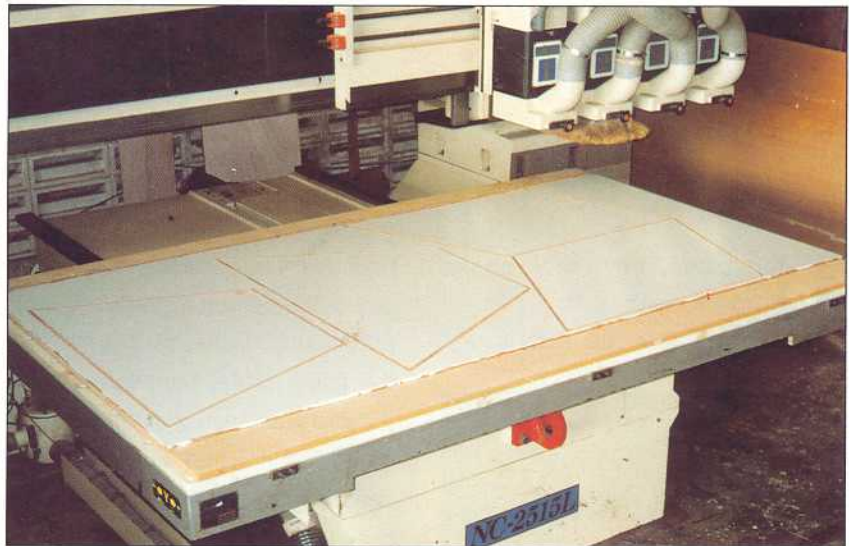
milling shop. Here, all operation is done by machine except for the selection of planks, which is done manually by the operator. The planks are sawn slightly larger in size all around, then cut to length. During this procedure, the operator will remove defects such as knots, pin holes, cracks, surface checks, resin pockets and so on. The wood is then transferred to the molding machine.

The molding machine consists of six units of revolving cutter heads, complete with tungsten carbide tip (TCT) and planing knives, to provide better finishing. The machine is pre-set to the required profile. The machine, manned by two operators, is able to produce items in large quantities, among them window frames, moldings, water guards, engine room slats, parquet edging, drawer runners and so on. The molded wood is then transferred to the finishing section for sanding and finishing.

For furniture parts, stanchion/bulwark capping, transom planks



*State-of-the-art operation.*



*Computerized precision.*



*Computerized planer.*

and so on, detailed drawings and templates are required. All parts pass through various machines such as the surface planer, thicknesser, spindle molder, mortiser, tenoner, router and so on. The parts are then sanded, color matched and tied into kits or sets before they are ready for assembly in the furniture assembly shop.

## Furniture Assembly Shop

The most highly skilled carpenters at American Marine are found in the furniture assembly shop. Their average age and years of service



are 40 and 15, respectively. The carpenters are well equipped not only with all the relevant power tools, but also with the traditional Chinese woodworking hand tools (ie the

with drawings or sketches and furniture parts. Before the assembly work begins, these artisans will check all dimensions and again ensure that the color of the parts

### The Varnishing Section

Two groups work out of the varnishing section. One, installed in the workshop, pre-varnishes all parts required by the carpenters for installation onto the boats as well as parts that do not require to be refit onto the boat during the production process. Among them are items such as navigation and

*Sanding of teak parts.*



wooden plane, bow saw, spoke shave and so on).

The carpenters are first issued

matches. The parts are then skilfully glued or screwed together. Special attention and care is taken during the fitting of the hardware so that the joints are flush, leaving no visible gaps. The finished furniture is then checked by the foreman and the quality control inspectors. The surfaces are finally protected with plastic sheets before being sent for finishing.

### Finishing Department

The department consists of the varnishing and painting sections. Most of the employees engaged here have excellent skills in brush work. The workmanship is demanding as no dripping and running of varnish or paint can be tolerated especially along the vertical surfaces with slow drying material. This task is extra challenging since working conditions are not always ideal with so much woodwork going on.



*Putting the finishing touches on a yacht table.*



*One of the highly skilled carpenters absorbed in his work.*



*The painstaking task of assembling louvre doors.*

name boards, steering wheels, yacht tables, flag poles, and so on. The varnished items are then returned to the store department to



be issued as and when required.

The other group of varnishers works closely with the line carpenters. They varnish parts that are

Interior painting is another area where finishing is most crucial. All surfaces to be painted are first sanded so that they are free of oil,

surfaces are then patched up with a polyester putty mixed with hardener. Once dry, the surfaces are sanded with 180 grit sandpaper, covered with two coats of glazing semi-paste putty, and smoothed down with 180 grit sandpaper.

After a coat of GB Beige has been applied and allowed to dry overnight, the surfaces are wet-sanded with 240 grit sandpaper and covered with another coat of GB Beige mixed with a flattening solution. The procedure is repeated twice again. Needless to say, interior finishing requires good brush work in order to reduce possible brush marks. Now you also know why bulkheads on other boats are wallpapered.

Deck sanding is done by the painters as well.

A few days before Management Inspection, the boat is readied for a final and thorough check by the Quality Control team. At this time, possible problems are identified and corrected.



*Spray varnishing.*

fitted and installed as the boat progresses in the assembly line. Among them are items such as transom planks, flybridge moldings, bulwark capping, stanchion rails, and so on.

wax and other matter. Two undercoats are then applied, with two hours of drying time allowed in-between coats. Rough and uneven

## The Painting Section

Like the varnishing section, the painting section also has two groups of painters. Their duties and responsibilities are similar to those described in the varnishing section except that they work on surfaces requiring painting. Special attention is given to areas where timing is critical to ensure that the best results are obtained. This is especially crucial whenever sophisticated two part paints are used such as in bootstripe painting, mast spraying, on window frames etc.



*A peek into the varnishing section.*



# HIGHLIGHTS FROM DOWN UNDER

*Lee Dillon shares some impressions of the inaugural Grand Banks Rendezvous at Akuna Bay, Sydney, Australia.*

*Grand Banks making their way up river in descending order of footage.*



After intensive preparations, Lee Dillon Marine and Grand Banks Yachts Australia proudly hosted the inaugural rendezvous at d'Albora Marinas Akuna Bay in Sydney in early February.

An entire arm of the magnificent floating marina could not have looked more impressive, with a welcome banner overhanging the walkway and 14 Singapore and Australian Grand Banks from 32' to 46' gracing the berths. What a perfect opportunity for Grand Banks owners and crew to introduce themselves and show off their well maintained vessels!

The weekend activities included informative seminars covering subjects of engine and boat maintenance, marine electronics and general boating methods. Two hours of concentration were amply rewarded by cocktails followed by dinner at

a local restaurant.

Presentation of awards were conducted by American Marine representative, KH Yeow, who presented the 'Most Travelled Vessel' award to Geoff and Shirley Sanderson and their Grand Banks 42 motoryacht. The 'Best Presented Vessel for its Age' award went to Richard Beck and his 1980 model Grand Banks 42 Classic while the 'Furthest Distance Travelled to the Rendezvous' award went to Jim Patrick and his 1989 model Australian Grand Banks 42 Sedan.

Sunday dawned bright and sunny, making it a perfect day for a barbecue. After Grand Banks owners and crew were mustered and organized, the teams were led from Akuna Bay by the in October 1992 delivered Grand Banks 42 Classic to Halletts Beach. It was a wonderful sight to view the flotilla of Grand

Banks cruisers making their way up river in descending order of footage.

Both participants and hosts agreed that the 1993 Australian Grand Banks Rendezvous had been an enormous success. With continued effort, this get-together will no doubt become a major annual event.

*For more information, please contact Lee Dillon Marine, P.O. Box 171, Collaroy, NSW 2097, Australia. Telephone: 02-363-0000. Fax: 02-327-5368.*



*What a way to go!*



# A GATHERING OF FRIENDS

The following are excerpts from a report by *Louis G Cotte*, Founder and Honorary President of Amicale Grand Banks Mediterranee.

The Mediterranean Grand Banks Friendly Society summer meeting took place in June last year at the port of Hyères, France. The three-day festivities brought together 21 Grand Banks, ranging in size from 32' to 48'.

On Friday evening, the participants gathered for a cocktail given in their honor by the Harbormaster, with a welcome by the Deputy Mayor and a word of thanks by the Society President.

executed spectacle by a Naval helicopter that included winching exercises with a launch at sea: lowering and lifting-off of men on deck; life-saving of a man overboard; dropping of frogmen.

In the evening, the splendid setting at the Casino des Palmiers was enhanced by the charm of our ladies who dazzle us year after year with their elegance. A glass of champagne in hand, we listened to and learnt from the conversations



A  
superb  
trophy!

going to draw lots for the superb wheel which American Marine offers us each year, President Moreau informed me that the committee had decided to award me the trophy. I do not know if I am worthy of the gift, but it has given me more pleasure than you might imagine. Once again, thank you for the souvenir which now has pride of place in the cabin of the *Alamak*, and which reminds me of the happy moments spent together.

In  
high  
spirits



Grand  
Banks  
berthed  
along  
the Quai  
d'Honneur.

Part of the following day was devoted to the annual general assembly and the election of the new committee, followed by a lovely luncheon set out in the shade of pine trees overlooking the sea at Hostellerie Provençale. Entertainment came in the form of a superbly

on subjects centering around our boats, sailing experiences and the navigational qualities of our lady crew-members!

An excellent dinner preceded the traditional distribution of the brass plaques donated by American Marine, and other gifts. As I was





# AS POPULAR AS EVER

*Bob Smith filed the following report on the GB Chesapeake Bay Rendezvous.*

*Some of the boats snuggled in the wooded cove.*



All seemed to enjoy the program which included a class on engines. Also taught was fire fighting done with bare hands or with men and women learning how to use the relevant equipment. CPR certification training was again well attended, with 32 people being certified this year. Fire, Engine and CPR courses have become staples on the program by now.

Also well received by the group of cruising GB owners was a talk by Sid Stapleton, cruise editor of the Motor Boating and Sailing magazine, who shared his plans for the cruise of GB49 American Odyssey from Maine to Alaska.

*The 9th annual GB Chesapeake Bay Rendezvous will be held from September 27 to October 1 at the Tides Lodge. For further information, please contact Bob Smith at 431 Kenmore Avenue, Kilmarnock, Virginia, 22482. Telephone: 804-435-3107 (O) or 804-435-3224 (H).*

*A hands-on experience.*



Forty-five Grand Banks and approximately 125 people gathered for the 8th GB Chesapeake Bay Rendezvous last September in Irvington, Virginia. Located on Cartes's Creek off of the Rappahannock River, the facilities offered two swimming pools, a deluxe lodge, an 18 hole golf course, tennis, and two restaurants.

Many of the participants stayed at the lodge, others preferred the bed and breakfast places nearby.

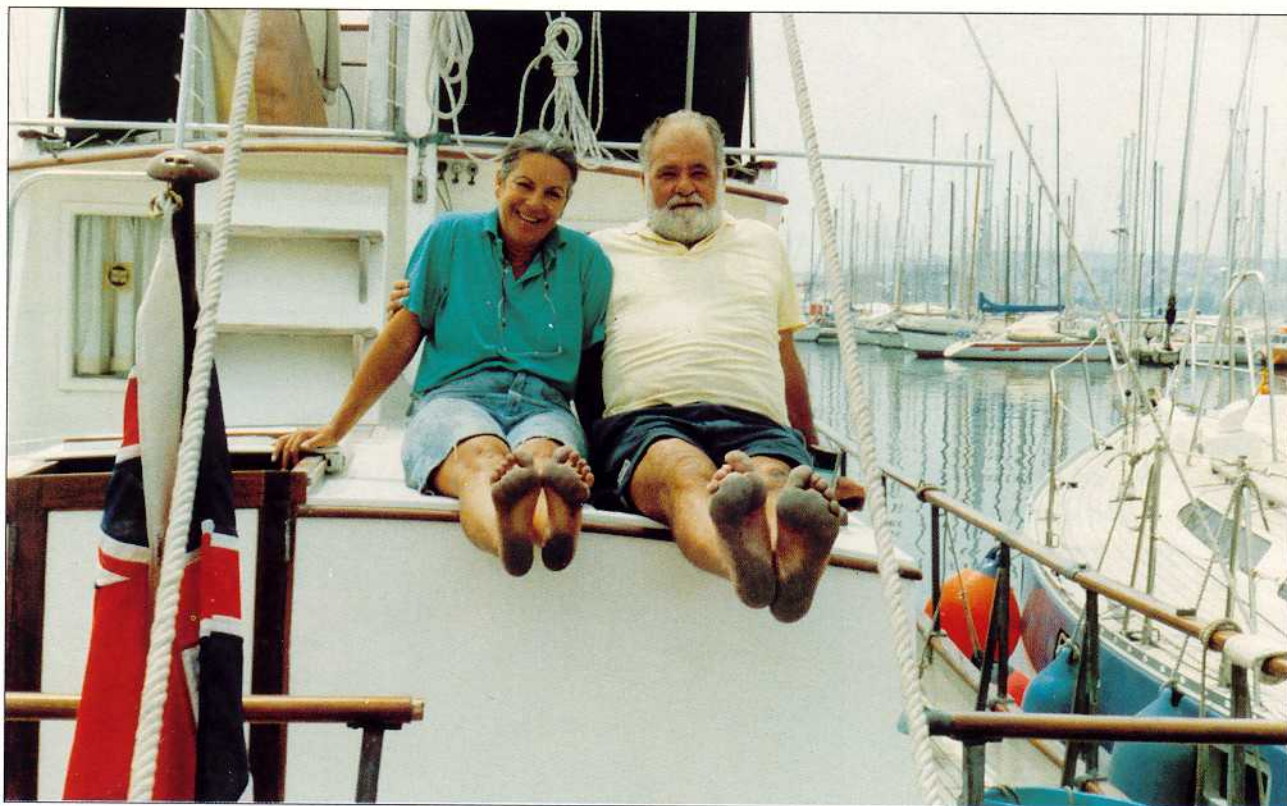


*The hunt for the elusive HIN (Hull Identification Number).*



# MULUBINBA'S BACK HOME!

*G Geoff Sanderson reminisces about some special wanderings.*



*After being laid up in Turkey for six months, the work was dirty ... just look at those feet!*

When I visited the Sydney Boat Show in August 1974, I saw a GB36 and although I had never owned a boat, I knew it was 'love at first sight'. Later that year I was in Singapore and heard that a GB36, Hull 430, was for sale. After three months of telexes, *Mulubinba* – an aboriginal name for Newcastle N.S.W. where I live – became mine and a long association with American Marine began. In fact, I believe that I was the original customer for their maintenance and marina department which used to be known as Ammarine Yacht Service.

After cruising Malaysia and Singapore waters at various times

over the next two years, *Mulubinba* embarked on the first of her wanderings when in company with three crew I sailed her to Fremantle in Western Australia via Banka Straits, Sunda Strait, Christmas Islands and Carnavon W.A. The longest hop without stopping turned out to be 993 miles from Christmas Islands to Carnavon. For the trip we carried extra fuel in containers on board.

When people ask me for details, I tell them that when we struck the S.E. trade winds after Christmas Islands, two of the crew could not stay on their bunks in the forward cabin because of the up and down motion. We had to take turns

sleeping aft! The boat behaved magnificently but the fuel purchased at Christmas Islands had phosphate dust in it. Luckily we found a party-hose on board with which we strained the fuel into the tanks.

*Mulubinba* was later shipped to Lisbon on the Norwegian Ro-Ro ship 'Tombarra' to begin her 12 years of wanderings through the Mediterranean. There were winters in Majorca (three), Corfu (one), Dubrovnik (one), and Kusadasi in Turkey (seven).

My life style changed as I retired and began chasing the sun – six months in the Northern Hemisphere and six months in the South of





*The captain in a pensive mood at Pulau Rawa, East Coast Malaysia.*

Australia – a life which became more satisfying with the purchase of the GB42, hull 783, *Mulubinba II* in Singapore in 1982.

We took delivery of *Mulubinba II* in Singapore and ventured to Bali. From there, an Australian crew joined the journey to Newcastle in 1984. The longest hop without stopping was from Bali to Thursday Islands. We crossed the 1633 miles which, at the time, American Marine thought was a record non-stop trip for a Grand Banks. I couldn't help thinking: "We have the ideal life of having lived on two boats and no lawns to mow!"

After 15 years of strenuous life, *Mulubinba* was ready for a major refit. We decided to ship the yacht back to Singapore in an effort to try and bring her back to her original condition. The cost of shipping a boat half way round the world and perhaps back again is prohibitive. My friends thought that we were crazy to do it. What they didn't realize was that *Mulubinba* was my second love and deserved the best after having given us so many years of enjoyment.

*Mulubinba* is back in commission and after two months of cruising in



*Peaceful setting 20 miles up river from Sedili Besar on the East Coast of Malaysia.*



*Shirley taking a well-deserved break after sanding the aft-cabin.*





*The captain with  
new dinghy  
oars.*

the waters of East and West Malaysia, is again on land waiting for a decision as to her future. The alternatives? Further adventures in Malaysia and Indonesia. Limited canal trips in Europe where we think a ton of sand ballast should give us an air draft of 3.50 meters which would enable us to navigate the majority of the European canals. Having a flying bridge that allows you to see over the banks is an advantage. Mulubinba might look strange without her mast but that's a price you might have to pay for that kind of cruising. Sell her? The thought has crossed our minds, but after all her faithful service it is one option that I cannot bear to think about.

Whatever we decide to do, we



*Singapore  
1989. Cheers  
to Shirley and  
the captain.*

know that Mulubinba will be faithful to us in the years to come. As I say to my friends: "One cannot afford to own a boat, but then one cannot afford to let the experience of owning a boat go by."

## WEST NORWAY FJORD CRUISE 1993

Here's some interesting cruise news for Grand Banks owners  
in Northern Europe and Scandinavia.



West Marine International, the Norwegian Grand Banks dealer, will be organizing a western Norway Fjord Cruise from 17 July 1993. GBs joining the cruise will rendezvous and start at Kristiansand which is the southernmost town in Norway, sail to Alesund via Bergen and then to Geiranger which is commonly known as the 'Jewel in the Crown' among the Norwegian fjords. The entire trip will take 14 days and cover a distance of 850 miles from Kris-

tiansand to Geiranger and back.

The Grand Banks convoy will be one of the few pleasure boats sailing into this fjord. Great scenery and a picturesque landscape with mountain peaks up to 1700 meters vouch for a breathtaking experience.

*For more information, or to participate, please contact Bengt Akselsen or Bjorn Mellingen at West Marine International, Sandviksveien 160, 5035 Bergen, Norway.*

*Tel: 475 158 060, Fax: 475 258 490.*



# ACCIDENTS

The American Marine News has, and will continue to, cover the latest in boating accidents.

However, *Dr Ethan Welch*, an avid sailor and physician, offers lessons to all boaters.

being prepared for

I am a firm believer that life is nothing if it is not a learning experience. With that in mind, I would like to pass on some tips, thoughts and observations about first aid at sea that I have accumulated over the years. But first some background.

It was early June, 1971. A group of us were chartering for six days, off the always glorious rock-bound coast of Maine. We were on our third day out and secure in our anchorage for the night — or so we thought. A dramatic wind shift moved Phil, one of our shipmates, to go out in the dinghy to set another anchor.

I awoke from a sound sleep. "Get him into the boat," yelled one of my crew. "He's bleeding," called another as they scrambled to haul Phil aboard. He had lost his footing coming over the transom, fell and split his chin to the bone. I located the first aid kit which proved woefully inadequate, leaving me helpless to administer to Phil's needs. As a result, and to everyone's dismay, we spent a long morning at the local emergency room. Phil, who was a major league lawyer from New York, jokingly promised not to sue me for "non-practice".

After that first charter voyage, the original crew formed an international

sailing organization known as the La Trappe Creek Society for an estuary on the eastern shore of Maryland. Each year a group of us have chartered and cruised in a different part of the world. I used these trips to experiment with custom first aid kits, and came up with a slightly better model every year. After a while, word got out and I began building kits for Bermuda racers and international racers on the Great Lakes.

Following a seminar at my own Rochester Yacht Club, one of my friends said, "Why don't you market this kit, everyone needs one." I took his advice — and Medical Sea Pak was born.

## So, on to the lessons learned

Accidents happen. It is just a matter of time. Someone on your boat or a nearby boat is going to get hurt or become ill. You need to be prepared. One year we were at anchor enjoying the sunset in Admiralty Bay, Beguia, when the accident happened. A young kid on a neighboring boat severely cut the palm of his hand and several fingers on an anchor. The local physician had gone fishing for the day. We were prepared. Our first aid kit was



assembled and easy to use. My young patient was in luck. I sewed him up and felt quite gratified that he would be ok.

## Another lesson

The 'designated' care giver gets hurt. Then what? We chartered a couple of 47' sloops in St Martins a few years ago. It was a blustery week with winds in the thirties most of the time. Bob, another physician in our group, was untangling a running backstay that was jammed.



# HAPPEN

to refrain from endorsing any particular product.  
 developer of the Medical Sea Pak First Aid Kit,  
 enthusiasts on the importance of  
 medical emergencies.



The line ripped through his hands, leaving him with a severe rope burn on his palm. The way that our first aid kit was designed — with the equipment for each type of problem put in separate containers — made it possible for a crew member with no prior knowledge of first aid to clean and bandage Bob's hand quickly and correctly.

## Lesson three

Beware of the home grown first aid kit put together by the well

meaning physician or nursing friend. I am sure you have seen them — the big flashing tackle boxes filled to the brim with various dressings, ointments, medications, even antibiotics, with no one on board knowing which items to use for what problem or when. Panic still sets in the moment someone opens the box. I recall going aboard a lovely Swan 78 in Newport harbor several years ago. It had just returned from cruising eight countries and a tour of the Black Sea. The captain, while giving me the ten cent tour of his fine yacht, showed me, somewhat hesitantly, his first aid kit which a doctor friend of his had put together. Lots of 'stuff' in no order — a real mess. There were even medications with labels in several languages, none of which he knew.

## Lesson four

Know-how without the proper supplies is useless, as useless as having the proper supplies without the instructions. It seems as more and more people are cruising to remote areas of the world, they will prepare themselves with a CPR or first aid course. But then they fail to adequately equip their kit. On our 20th anniversary trip to the Society Islands of French Polynesia, we

were sailing just off Bora Bora when a crew member developed a severe and painful reaction in his eye. We suspected the sunblock he was using. Medical help was not readily available and could not be relied on. No matter. Our kit was stocked. It could have been much worse, but we were prepared and as self-sufficient as possible.

An adequate amount of state-of-the-art supplies, an easy to understand instruction manual combine in a cross reference by the numbers system to give you Medical Sea Pak and peace of mind. It was long in coming but if this system helps to prepare you, then my 22 years of learning at sea were worth the effort.

*Ethan Welch, MD, FACS, is Associate Professor of Surgery, University of Rochester, and a practising vascular surgeon in Rochester, New York. He has extensive experience in trauma and emergency care as well as extensive boating experience.*

*The Medical Sea Pak Kit is offered in three levels, from excursion to off-shore. For more information, please contact Medical Sea Pak Co, 1945 Ridge Road East, Suite 105, Rochester, N.Y. 14622.*

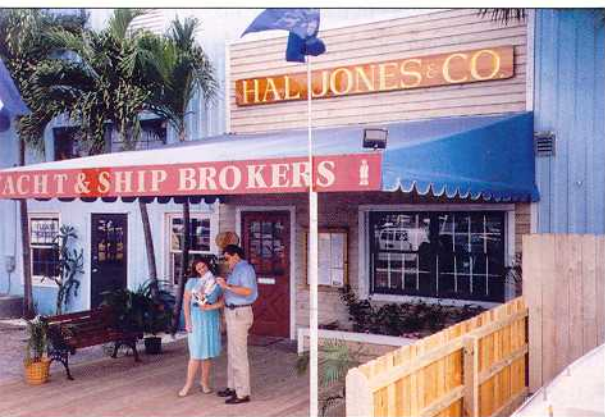


# SPOTLIGHT ON HAL JONES & CO

Starting with this issue, we plan to portray our dealers — that most valuable link between GB builder and customer. Join us as we pay a visit to West Palm Beach, Florida.

Organized in 1966 and headquartered in West Palm Beach, Florida — with offices in Melbourne, St Petersburg and Ft Lauderdale, Florida — Hal Jones & Co initially sold new Columbia, Irwin and Morgan sailboats as well as a range of brokerage yachts.

In 1976, the company established headquarters in Ft Lauderdale and, three years later, sold all of its branches in order to concentrate on sales in the area.



"We were appointed Florida's Grand Banks dealer at the 1977 Miami Boat Show and took delivery of our first boats in the fall of the same year, which now makes us one of the most experienced Grand Banks dealers," notes Jay Jones. "We can help you with any of your service problems as well as with GB parts, electronics experts, skilled woodworkers, and so on."

Jay Jones, son of founder Hal Jones, joined the company in 1979 and worked with the commissioning department for three years before entering the sales force. He became President and CEO in 1987. Under

Jay's leadership, Hal Jones & Co sponsors the popular South Florida Grand Banks Rendezvous and has just completed the most successful and well attended Third Annual Rendezvous.

Besides the sales staff, members of the Hal Jones & Co family include Jane Ackling, Office Manager since 1982, and Andre St Fleur who has been detailing the boats since 1980.

Hal Jones, the senior statesman of the company, has lived aboard his own wooden and fiberglass Grand Banks on and off for the past 15 years. He has been cruising to the Bahamas every year since 1965 and is always ready to help a GB owner plan a trip to the Keys or the Bahamas.



Boats arriving at the Third Annual Hal Jones & Co. Grand Banks Rendezvous.

The company is conveniently located near Lauderdale Marina with its large ship's store and excellent dockage facilities, with the Intra-coastal Waterway being just across the famous Pier 66 Marina and Resort Hotel.

*Hal Jones & Co, 1900 SE 15th Street, Fort Lauderdale, Florida 33316. Phone 305-527-1778. Fax 305-523-5153.*

## CONGRATULATIONS!



*Complete Yacht Services of Vero Beach, Florida, won the number one Grand Banks sales dealership in the United States in 1992. Mr Bob Livingston, Chairman and CEO, American Marine Pte Ltd, is pictured handing over the trophy to Complete Yacht Services salesman Mr Steve Lazarus. Shown in the center is Mr Doug Hillman, owner and operator of the company.*



## COME RAIN OR SHINE ...



By changing the cockpit on his GB32-846, Manfred Ritter of Bad Lippspringe, Germany, managed to shelter it from wind and sun, rain

and hail ... As the photos show, the ship is still aesthetically pleasing while benefitting from added coziness.

## TABLE OPTION

The popular yacht table (standard equipment on all new GBs) takes on a new look that goes to new 'highs' — and — 'lows'!

After many requests from owners wanting a table that not only serves as a place for dining plus the many other uses — from reading charts to playing a game of cards — we have been asked: "Wouldn't it be nice to have the same style of table go down to a lower level cocktail table?"

Well, with the help of a gas pneumatic cylinder, our furniture department came up with a clever design. As you can see from the photo, the table is in its up position.



position. The top is approximately the same height as the top of the settee cushions.

Then, with a slight touch of the



foot peddle, the table top automatically comes back up aided by the gas cylinder inside the center of the pedestal.

Be sure to ask your dealer about this feature when you order your new Grand Banks!



## ADAPTING TO NEW CONDITIONS

*American Marine recently received a letter from Mr Rene Sans, Dolina Yachting Ltd, Malaga, Spain, in which he relayed some ideas concerning the electrical circuits aboard the GB46-40 Revival. We reprint part of our answer. Note that all electrical works should be done by a qualified electrician only.*

"If you change over from 110V 60 Hz to 220 V 50 Hz and, at the same time, keep some of the 110V equipment operating through a transformer, please check carefully on the microwave and ice maker.

Certain microwaves only work on 60 Hz and will malfunction when subjected to 50 Hz. The ice maker's automatic ice ejection motor is also frequency sensitive. It may burn if the supply is changed. A common refrigerator with Hermetic compressor, or a Grunert holding plate system, is usually operable on either a 50 Hz or 60 Hz supply. Note, however, that the Norcold or Engel models with swing motor are also frequency sensitive.

"Your comment that batteries should never be connected in parallel is true if they are of a different brand, design or capacity. However, if the

batteries are of the same design, brand and capacity, the variation in internal resistance is usually small, with the charge and discharge cycle being more or less equal. A write-up by Professional Mariner — the leading manufacturers of marine battery chargers — on charger selection describes a group of batteries harnessed and treated as if they were a single, larger battery.

"Your proposal to hook up part of the lighting system via a 220/12V transformer and an automatic change-over device is acceptable provided that the system is sufficiently protected in case of fault."

## UPDATE ON STEEL FUEL TANKS

*A recent letter from Mr Michael E. Negley, Tampa, Florida, brought into focus the use of flat topped steel fuel tanks which may accumulate rust deposits on top as a result of water leaking in around the fill pipe (or possibly condensation). In our answer, we shed some light on some of the improvements made over the years to correct the situation.*

"While we still use mild steel fuel tanks, their tops are now sloped so that water accumulated on top will run off. Further steps include the use of epoxy-based primer when painting the tanks and moving of the fuel fill inlet on the tank to the top of the side of the tank on some models. Moving the fill location means that water which used to find its way around the deck fitting and down the outside of the hose will no longer

collect on top of the tank.

"The choices available in the construction of diesel fuel tanks are aluminum, fiberglass and mild steel. While aluminum will not rust, it will corrode at a fast rate when exposed to constant moisture. Fiberglass has many positive qualities but the baffle system must be strong and is difficult to construct in fiberglass. Also, the long term effects of diesel on fiberglass are not really known. American Marine thus continues to use mild steel. The steps taken over the past several years have greatly reduced the chance of rust developing.

"The rust problem has shown up most often on boats that are left unattended and unused for some time. Owners may not notice the early signs of brown rust stains in the bilge, and the engine room does not get the drying benefit of an engine room warming up when the boat is

being used. Florida's mild climate also enables the boats to be left in the water and makes it easy for condensation to develop.

"As you will know, rust expands greatly once it forms and the problem may appear much worse than it actually is. In other words, the amount of visible rust exceeds the actual damage to the metal. Seldom does the top of the tank actually rust right through.

"As to your suggestion of caulking the fill pipe with 5200, we agree that 5200 is a great product but because it is basically a permanent adhesive, it should not be used on fittings that may need to be removed at some point. While bedding compounds have come a long way over the past 10-15 years, most (even 5200) will dry out and crack over time. Boat owners need to check their bedded fittings periodically for water integrity."



## A PROUD MOMENT

After two years of hard work, involving a most committed effort by management and staff, American Marine was awarded the prestigious ISO 9001 certification. Established in 1987 by the International Organization for Standardization (ISO), it is now an international benchmark of any company's ability to supply quality goods and services.

The ISO 9001 has been adopted in more than 53 countries and is arguably one of the world's most recognized and influential standards. As such it has become a major market requirement by buyers in the European Community, and is fast

being taken on board in the USA and in Japan.

The ISO 9001 certificate is awarded by the Lloyd's Register Quality Assurance (LRQA), renowned around the world for impartiality, integrity and high standards.

The certification recognizes the quality process in which Grand Banks are manufactured and where, at every stage of the production, great emphasis is placed on testing and quality assurance. Not to forget

Certificate No. 910954



reliable customer service in after-sales service and support.

No doubt the ISO 9001 will enhance American Marine's international image and product marketability even further.

## PROFILE



Mr Yap Wai is one of our pioneer carpenters. He joined the carpentry section at American Marine in 1969, working on wooden boats. In recognition of his unique craftsmanship and joinery work, the

company decided in 1975 to put him in charge of constructing the solid teak steering wheels. With 18 years of experience in making the wheels, Mr Yap says, "I am very proud of my work as I have received feedback from owners complimenting on how well the wheels are put together."

Now 58, Mr Yap is married, has five children who are already married and live on their own. During the weekend, he loves nothing better than to entertain his grandchildren or to play some Chinese majong.





In the last part of Design and Construction, we accompany the boat to the wharf area for shipping. We also look at the procedures and documentation necessary to send yet another Grand Banks on her way.