



# AMERICAN MARINE NEWS

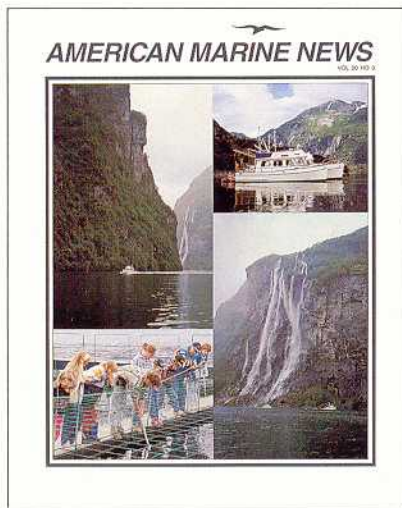
VOL 20 NO 3





# AMERICAN MARINE NEWS

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*Mementos of the  
West Norway Fjord  
Cruise 1993.*

*Clockwise from left top:  
A Grand Banks looking  
like a modest toy in the  
overwhelming nature; at  
anchor in the Geiranger  
fjord; waterfalls  
pondering into the sea;  
youngsters inspecting a  
salmon farm en route to  
Geiranger.*

*Photos courtesy West  
Marine, Bergen, Norway.*

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Matilda Wu

## 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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# EASTBAY 38 EXPRESS

American Marine recently introduced a cruiser for those requesting a quality product for day and weekend cruising rather than extended cruising.

The changing lifestyles of the '90s have affected boat owners as well. Professionals are generally short on time and seasoned boaters who have enjoyed extended cruising may now wish to boat closer to home. In addition, the wide variety of leisure activities available to today's consumer has cut into the amount of time people choose to spend on cruising. And while they still enjoy boating, they may opt for day and weekend cruising rather than ex-

tended cruising. The *Eastbay 38 Express* has been designed to fill this need.

The Eastbay is not a Grand Banks Eastbay model but a completely new brand embodying the quality of each of the 3000 Grand Banks produced by American Marine. It was designed in conjunction with C Raymond Hunt and Associates and built upon the legendary Hunt modified deep-vee hull. Diesel power options will allow cruising speeds of between 15 to 25

knots and top speeds of up to 30 knots. In addition, this seaworthy hull easily handles a variety of sea conditions and provides a dry and comfortable ride.

Boats used for this purpose must meet other criteria as well. Besides providing reasonable cruising speeds, they must provide comfort. A smooth, quiet ride is important as is a comfortable interior should those on board decide to relax below. The boat must further allow



Full  
speed  
ahead



## NEW DEVELOPMENTS

for safe movement both at the dock and along the way, offer a galley which is as functional as that on larger yachts, and provide a cockpit and swim platform for the enjoyment of water related activities. Furthermore, the engine room must be easily accessible for the necessary inspections and the layout should enable those on board to stay within easy view of the skipper.

The Eastbay provides all this — and more. It is truly a cruiser designed for today's quality and time conscious boat owner.

### Specifications

LOA	: 37'11½"	11.57m
LWL	: 34'4½"	10.48m
Draft	: 3'10½"	1.18m
Beam	: 13'4"	4.06m
Displacement	: 22,000 lbs	10,000 kg
(Est.)		
Fuel	: 330 gallons	1249 litres
Water	: 90 gallons	340 litres
Top Speed	: up to 30 knots	
Cruise Speed	: up to 24 knots	
Exterior Finish	: Gel Coat	



Charting new waters



Eating corner during the day converts into sleeping area once the table has been lowered.



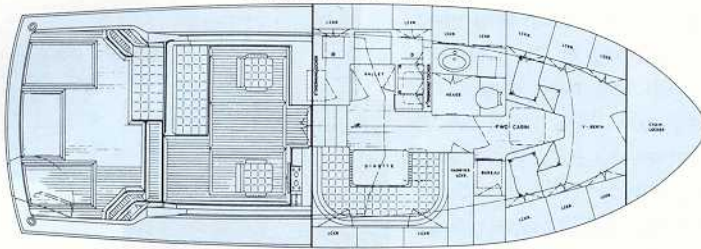
No need to go hungry



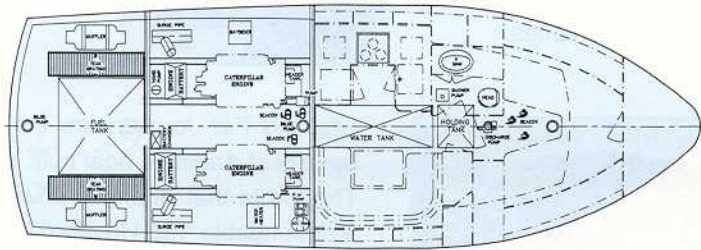
Cozy and comfortable



STANDARD LAYOUT



ENGINE ROOM LAYOUT

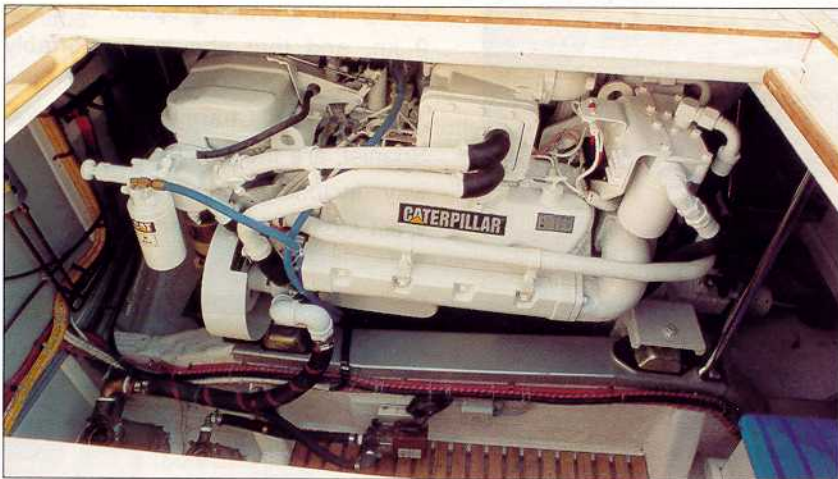


**C Raymond Hunt Associates**, Boston, Massachusetts, provided the basic design for the Eastbay 38 Express.

The Hunt firm has a long history of successful and varied designs to its credit. Most of the company's recent design work centers on the deep-vee hull, but Mr. Hunt also designed the first Concordia Yawl, the 13 and 16 foot Boston Whaler, and the 110 and 210 daysailers.

A 23' prototype built in Rhode Island is viewed as Mr. Hunt's first deep-vee design. This boat, after being observed by several prominent people in the boating industry, led to further designs, one of which was a 31' ocean racer for Dick Bertram. This design was put into production in 1961 and the rest, as they say, is history. Powerboat design over the following 30 plus years has, for the most part, followed the lead of Mr. Hunt's deep-vee.

Since Mr. Hunt's passing in 1978, Hunt Associates have been involved in a variety of designs, most centered on the deep-vee hull design. Their commercial division has been successful in their work with pilot vessels, police and harbor patrol boats and a number of off-shore patrol vessels. A good percentage of their business comes from the custom cruising powerboat market. Three of the six people on their design team joined the firm under Mr. Hunt in the '60s and early '70s and carry on the legacy of his work today.



Engine room



Jazzy set-up



## GB46-141

### *Terrific*

Fort Lauderdale  
Florida  
USA

Ned and Suzie Allen took delivery of *Terrific* on March 31, and arranged the boat's christening at the Lauderdale Yacht Club the next day. The Allens immediately left on a short shakedown cruise to Key West and were planning a two-month trip to the Abacos. Hal Jones, CEO of Hal Jones and Company, the selling dealer, was going to join the couple on the first leg of their trip to the Bahamas.



## GB36-725

### *Anette*

Drammen  
Norway



Lita and Per Joransen are the happy owners of *Anette*, a boat built in 1985. They write that *Anette* is powered by a dependable 135 HP Ford Lehman, giving her a cruising speed of about 9 kn, and that she is comfortably outfitted. Cruising grounds for the Joransens and Charmy, their Cocker Spaniel, are the South Coast of Norway, including Oslo, Fjord, and the West Coast of Sweden.

## GB32-748

### *Stephanie*

East Quogue  
New York  
USA

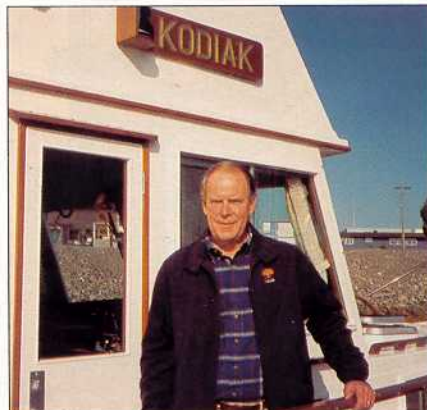
To make their cruising throughout New England and down the coast to Florida this winter more comfortable, Jeff and Karen Shayne installed a new aft deck canopy. "We tried to maintain the character of the boat by designing and installing the aft side supports for the awning ... and we found that it is also very nice to eat outside, so we recessed mounting plates on the deck to move the dining table outside."



## GB36-1055SE

### *Kodiak*

West Vancouver, BC  
Canada



He couldn't be happier! Walter Nelson is about to take delivery of his brand-new 36' Grand Banks Sedan *Kodiak*. Walter, who lives in West Vancouver, plans to do extensive cruising and to entertain friends and family in and around Vancouver. The boat, which was sold and outfitted by the Bellingham office of Intrepid Yacht Sales and Charters, will be berthed at Thunderbird Marina.



## GB42-402

### *Norista*

Vancouver, BC  
Canada



*Norista*, the first fiberglass hull sent to Canada, belongs to Norbert and Krista Holm. The couple came to Vancouver in 1956 from Hamburg, Germany. They are experienced cruisers who bought their first boat, the GB32-181, in 1970, followed by *Norista* in 1974. The boat has since logged in excess of 6,000 hours, has been to the West Coast of Vancouver Island 14 times, and has circumnavigated Vancouver Island five times.

## GB42-739

### *Pomona*

Tsawwassen, BC  
Canada

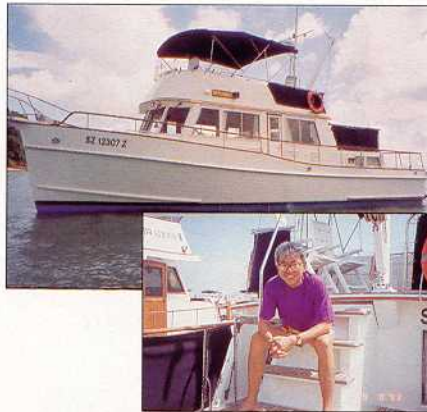
Tom Buell, Commodore of the Cruising Club of B.C., and wife Phyllis aboard *Pomona*, a boat they have owned for about two years. This is their second GB42. The Buells have extensive cruising experience in local waters. They have been to the Queen Charlotte Islands and are planning a trip to Alaska next year.



## GB42-1257

### *Nathanael*

Singapore  
Rep. of Singapore



To Mr. Ng Peck Ho and family, *Nathanael* is a dream come true. It provides an escape from hectic city life, a way to experience nature, and an opportunity to 'feel the wind in the face'. Mr. Ng says that the sea fulfils a desire for space and solitude. He had his first encounter with a Grand Banks back in the '70s when he noticed 'a stately vessel, with a stature I have never seen in other boats'. The boat turned out to be a Grand Banks Classic.

## GB32-675

### *Chardonnay*

Nanaimo, BC  
Canada

*Chardonnay* is Don and Wendy Shea's first Grand Banks. They have however considerable cruising experience in local B.C. waters. When the Sheas were in Singapore some months ago, Don visited the yard, then proudly showed off his photographs to boat enthusiasts at the B.C. Grand Banks Cruising Club Rendezvous on Thetis Island.





# OFF THEY GO!

In the past five issues we have described, in as much detail as possible, the many steps necessary in the building of a Grand Banks. Part One took a brief look at the history of American Marine; followed by Engineering — Where it all Begins; Fiberglass Fabrication; The Production Line; and The Finishing Touch. In this issue, we look at the documents needed for the journey, take a peek at what's in store at the warehouse, and accompany the boats to the wharf area for shipping.



*Beginning of the journey.*

The sale, construction and delivery of a Grand Banks involves several complex steps. When a sale is concluded, the Production Planning and Control department receives a copy of the customer's purchase order so that job cards can be issued to the store,

engineering, Quality Control, purchasing department and the shop floor.

About a month prior to shipment, a proforma invoice will be sent to the dealer who will on receipt make arrangements for payment. The shipping officer will apply for a



*Stores Department*



custom export permit and shipping date.

Meanwhile, the accounts department assembles the necessary shipping documents. These documents include the final invoice; dealer's boat report; packing list; builder's certificate attesting that American Marine did indeed build the boat at their yard to the order of said customer; shipping check lists for appliances, plumbing, mechanical, electrical, general, and 'loose' items; as well as boat keys.

Depending on the boat's destination, a general system of preference form will be needed for boats going to Europe, a foreign assembler's declaration for those going to the USA, and a beneficiary certificate as well as a weight and measurement certificate for shipment to Canada. Other documents may include a manufacturer's statement of origin, an engine warranty certificate, and an insurance certificate. If payment is to be made by letter of credit, the accounts department will forward the documents to the respective bank for negotiation including the bills of lading which are usually collected from the shipping company after shipment has been effected.

### The Warehouse

The staff at the warehouse plans for, as well as receives and issues all materials needed during the production process. This department also handles 'ship-loose' items for each Grand Banks and, as part of the company's after sales service, is in charge of selling spare parts to GB owners through the dealer network or to walk-in customers directly.

To ensure that the parts arrive at

a customer's destination in good order, they are packed and placed aboard a Grand Banks with extreme care or sent by post.

Efficiency in the processing of orders, the tracking of items and the final invoicing will be enhanced even further once the MINX computer system comes on line by the end of the year.

### Down by the Dock

The shipping of a boat is different from the shipping of containerized cargo. For one, a boat is not the most popular item to be hauled



*Ship-loose items are being put aboard.*

aboard. Also, low freight rates for yachts will hardly induce a container carrier to displace container space for a boat, therefore boats are often only considered after all other suitable cargo has been accommodated. American Marine has throughout the years maintained an excellent business relationship with its carriers and feels confident that space acceptance will continue in the future.

Reservation of space begins once the empty hull moves into the production line. As soon as space is secured, the shipping department will advise the production and marketing departments of the planned date of departure. Upon arrival of the scheduled vessel, an export declaration will need to be approved by the Trade Development Board and a port declaration by the Port of Singapore Authority.

The shipping crew meanwhile will spring into action, equipping the boat with shipping gear such as spreaders, slings, canvas and cradle. The shipping department will at the same time liaise with the agent's personnel for the most expedient loading time. The boat will then sail under her own power from the yard to the



*Production docks.*



wharf area for loading. Since the boat has been strapped to a cradle, the journey is slow, at about four knots, and takes about five hours.

Once the boat arrives at the wharf and the authority has given the green light for lifting, the boat will be directly loaded onto the deck of the vessel. In case of limited space

or blockage, the boat may be lifted to the wharf area first and transferred to the vessel later. When the boat is properly sited on deck, the agent's stevedores will move in to lash up the boat. Our own shipping crew will disconnect the batteries and open up the seacock for drainage of water collected during the

journey. The boat will also be protected with a canvas cover and secured with netting. The loading operation takes about two hours.

Each time the American Marine crew bids good-bye to another Grand Banks, they know that at the other end a happy customer will be waiting.



Loading  
of the  
boat onto  
container  
ship.

### San Diego Rendezvous

Suncoast Yachts & Charters, the San Diego Grand Banks dealer, is pleased to announce that the first annual Spring Grand Banks Rendezvous will be held on May 14, 1994 at the San Diego Marriott Hotel and Marina. Slips will be available for up to 80 Grand Banks. Speakers, activities and dinner will highlight the Rendezvous. Please call Suncoast Yachts & Charters for further information at (619) 297-1900.



# FALL FROLIC

*Ken Watters recounts the rendezvous held in Seattle.*



*Stately lineup*

The Puget Sound GB Owners Association rendezvous was recently, and for the first time, held at Elliott Bay Marina just across the bay from downtown Seattle.

The September weather was perfect; the recently completed new marina sparkled; and the owners of more than 53 Grand Banks who participated in the event could not have been more pleased.

The rendezvous kicked off Friday evening with a potluck cocktail party and hospitality hour on the docks overlooking the Seattle skyline. On Saturday morning, the crowd gathered for the traditional question and answer session followed by a door prize drawing. Prizes were donated by Grand Boatique, the area's new Grand Banks logo giftware supplier, and Intrepid Yacht Sales and Char-

ters, the GB dealer in Bellingham and Seattle.

On Saturday afternoon, boat owners relaxed. They took short cruises, chatted with old friends or met new ones and generally kicked

back and enjoyed the ambiance of Elliott Bay.

Before departure on Sunday, Elliott Bay Marina treated everyone to brunch, giving participants another opportunity to enjoy its many fine amenities. Among them the fine dining facilities, the well-equipped chandlery, retail stores, locked docks and wide, spacious berths on concrete floats with good power, and telephone and cable TV hookups.

The Puget Sound G.B. Owners Association in conjunction with the British Columbia G.B. Owners Association have planned an "International Grand Banks Rendezvous"! The dates are May 26th through 30th at Port of Sidney Marina, B.C. Canada.

*For further information, please contact Ken Watters, 5483 Pleasure Point Lane, Bellevue, WA 98006 (or) Dick Tomlin, 8570 Sentinel Place, Sidney B.C., Canada V8L4Z7.*



*Ambiance  
at sunset*



# CORSICA, HERE WE COME!

The 1993 Rendezvous of the Amicale GB Méditerranée took place in Bonifacio, Corsica, during the last weekend in June.

*Dr Soots has the details.*

When Edmond Moreau, leader of the Amicale since 1992, and some members suggested Bonifacio as the destination of this year's rendezvous, they met some initial hesitation. Bonifacio was, after all, located some 180 nautical miles from the Riviera, and the crossing

to Corsica meant that 100 nautical miles had to be navigated in open seas. In addition, weather conditions could be difficult even in summer because of 'Le Mistral', the north-west wind that can reach 60 knots or more.

In the end, a strong majority of



*Flag of the Amicale Grand Banks Méditerranée on top of Bonifacio's Citadel.*

*View of the old city built on top of a high white cliff. This site has not changed since it was described by Homer when Odysseus said: "We enter a harbor well known from mariners, a double high cliff is standing all around and two long promontories facing each other make a narrow mouth."*



enthusiastic sailors voted in favor of the trip. It turned out to be a complete success.

Twenty-five Grand Banks and 80 people attended the rendezvous. Most yachts left the continent in advance and joined Bonifacio one week before the meeting. Although the weather conditions were not the best, with several gale warnings and a strong northwest wind and swell, the reliability of the boats and the skills of the crews assured a problem-free passage.

In Bonifacio, Dr. Lantieri, mayor of the



city, Max Celestin and Mr. Poggi, director and captain of the marine, extended a friendly welcome. Flowers, courtesy of the marina, were presented to the ladies and Mr. Dewez, president of the yacht club, offered a welcome cocktail. The flag of the Amicale was proudly hoisted on top of Bonifacio's Citadel.

During a visit of the old city, which is completely enclosed in the Citadel and built on top of a high white cliff, we ambled through the narrow streets flanked by tall Genovese houses. Far below, the Grand Banks were sheltered along a long, narrow fjord.

On Friday, a trip was organized to the mountain resort of 'les aiguilles de Bavella'. Situated at an altitude of 1243 meters, it opened up breathtaking views of both the east and west coasts of the island

tion to obtain their licence as radio communications operators required of those using a radio communication system in France.

The General Assembly on Saturday morning was followed by an open discussion on the technical aspects of maintaining the GBs. Two members of the Amicale, Rolf Becker of Nautic Contact System S.L., exclusive American Marine importer for Spain, and Jean Colin of North Sea Marine N.V., importer for Belgium, answered questions and gave valuable advice.

Then, during a sampling of Corsican wines, some of Corsica's most delicious red, white and rosé wines could be tasted.

The Soirée de Gala took place on Saturday evening at restaurant La Caravelle where a tasty treat of 'denti' fish was served, and where

out on Sunday by the Catholic priest of Bonifacio, the local newspaper had this to say: "The Grand Banks were placed under the protection of the sea goddess Tin-Hau, but will now also be under God's protection... which is not bad after all."

To reach the lovely, pinewood-shaded lunch destination of U Ceppu in the bay of Santa Manza on the east coast, some Grand Banks navigated through the rocks of the Straits of Bonifacio and the delicate pass of La Piantarella. Mr. Dewez, also president of the golf club of Sperone, then invited us to a party in the golf club house. The view of the extreme south of the island and the small isles of Cavallo and Lavezzi in the Straits of Bonifacio between Corsica and Sardinia was simply breathtaking.

Many Grand Banks remained for days, even weeks, in the Bonifacio area and in Corsica as well as in the Archipelago of the Maddalena and north east Sardinia called La Costa Smeralda (Emerald Coast), visiting the well known marinas of Porto Cervo and Porto Rotondo. Those who had to leave sooner encountered poor weather conditions and frequent bouts of le Mistral, making the return trip to the Riviera generally difficult. However, boats returned without incident.

The trip was certainly testimony of the dynamism of the Amicale Grand Banks Méditerranée and a wonderful occasion to appreciate the legendary hospitality of Corsica.

*Gorgeous  
scenery of  
high mountain  
peaks and  
natural forests*



*Grand Banks sheltered in Bonifacio's marina.*

as well as of high mountain peaks and the wild forest 'de l'Ospedale'.

Lunch of delicious local food and wines was prepared in the village of Zonza. The return trip led along the west coast and the old city of Sartene made famous by the 'Catenacciu', a religious ceremony originating from the XIII century.

In the late evening, several crew members sat through an examina-

musicians entertained with traditional guitar and popular Corsican songs. All participants received commemorative plaques of the meeting courtesy of American Marine. The winner of the honor steering wheel, another traditional donation by AM, turned out to be the Amicale's most recent, and now very enthusiastic, member!

Of the blessing ceremony carried





## SIMPLY SPECTACULAR!

Thousands of islands, and long fjords cutting deep into the massive mountain, make Norway a most interesting area for Grand Banks cruising, writes *Bengt Akselsen* from West Marine in Bergen, Norway.

*The fleet getting on its way from Kristiansand to Bergen.*



visit the Geiranger fjord, also known as the jewel among the fjords.

Where exactly did the convoy start? Difficult to say as GBs joined at various points along the coast from Kristiansand on the southernmost tip of the country. West Marine was especially pleased to welcome participants from far-away: GB42 Sedan *Kira* from Cologne/Koln and GB46CL *Chiviva* from Gothenburg.

The fleet sailed north on a 10-day trip that included visits to the picturesque towns of Florø, Maløy and Alesund. Here, the people were

1993 was an important year for West Marine. The company moved into new locations, organized their first rendezvous in mid-July and sailed their first convoy of customers and friends into the fjords.

The idea behind organizing a Grand Banks convoy is really simple. Let Grand Banks owners learn about the magnificent coast and spectacular fjords from people knowing them by heart from long years of experience. Let those who know share their secrets with owners with less hours behind the wheel when navigating through narrow sounds, behind idyllic islands and around terrifying bends in fjords where rocks loom overhead.

The first West Marine rendezvous brought together 11 boats, among them seven Grand Banks. Thirty-five people enjoyed the seafood dinner courtesy of the Norwegian coast. The gathering ended in the wee hours of a bright summer night before it set forth, the next day, to



*Waterfalls cascading into the sea from dizzying heights.*





At anchor in the Geiranger fjord.

dependant on what the ocean can give: fish or oil and gas from the drilling fields off the coast — a true blend of oldtime lifestyle and modern technology. Most impressive, however, were the thousands of islands and the mountains framing the fjords with heights of 1,700 meters — especially when you knew that you also had 700 meters of green saltwater under your keel!

The program included visits to a salmon farm, a salmon and trout

processing factory, car excursions to some mountain peaks, and fishing competitions. The best fishing crew was aboard GB32 *Meto*. It always lagged behind to find the best fishing grounds in order to haul onboard dinners for a day or two. With seven youngsters, fishing and dinghy speed competitions were also welcome. Who got the biggest crabs? The *Vilos* crew!

The Geiranger fjord is one of Norway's most popular tourist areas. Tourists visit either in big cruise ships or arrive in buses. Few have a chance to sail the 80-mile fjord in their own boats and experience the thrill of observing, at close range, waterfalls pounding into the sea from high altitudes, being awed by the glaciers covering the mountain tops, or marvelling at two old, small farms clinging precariously to the steep fjord shores. It is nothing short of breathtaking and even the proud cruise ships of the Atlantic look like modest toys in the overwhelming nature. And should the 'silver of the fjords', the salmon, not bite your hook, as the owner of GB42 Sedan *Okarina*

experienced, you can hire a sea-plane to study things from above. The Alverborn family did just that. They left their *Chiviva* at anchor, took to the sky and returned with countless photos showing their Grand Banks far below in the deep fjord.

Inspired by the success of this first venture, West Marine plans to organize an even more spectacular convoy next year. It will lead to the northern part of Norway — above the Arctic Circle — where the sun shines for 24 hours during part of the summer. See separate announcement.

Ready to fly  
across the  
glaciers  
around  
Geiranger.



## GB Midnight-Sun Cruise 94



West Marine and several members of the Fjord Cruise '93 are already preparing for the GB Midnight-Sun Cruise '94. Leading to the northern part of Norway, above the Arctic Circle, it promises to be another breathtaking experience because:

- Norway's waters are clean, its sea is full of fish and, hopefully, the sun will be shining day and night.
- The coast is very well protected with thousands of islands; no open ocean crossings — a scenery never to be forgotten.

July 1994 has been earmarked for the adventure which will require 8 to 10 sailing days north, and the same south, leaving 10 days to cruise the spectacular Lofoten Islands. The distance from Bergen to Bodo, the first city north of the Arctic Circle, is 540 miles.

It will again be a family cruise, with onshore programs for all, and navigation by ex-navy officers.

For more information, please contact West Marine, Sandviksveien 160, 5035 Bergen, Norway. Tel: 47-5525 8060, Fax: 47 5525 8490.



# ABOARD *TAMARA* TO PRINCE WILLIAM SOUND

*Bert and Marilyn Snyder share their experiences and stunning photographs of their third voyage to Alaska.*



*Encounter at  
Icy Bay.*



*Exploring  
Harriman  
Fjord.*

On two prior trips to Alaska—aboard GB36-204 in 1980 and GB42-753 in 1983 (see AMN Vol 13 No 1) — we went as far north as Glacier Bay. This time, our goal was Prince William Sound. To highlight this destination, rather than Southeastern Alaska, we will start and end the account of our trip at Elfin Cove, a delightful little town on the south side of Cross Sound, just south of Cape Spencer. Here, the inland passage and the Gulf of Alaska meet, and you head out through 375 miles of the Gulf of Alaska to Prince William Sound.



Keep in mind that if you are starting in the San Francisco Bay area or in Santa Cruz, as we did, it is about 800 miles to Neah Bay, which is the first available anchorage inside the Strait of Juan de Fuca, and another 1000 miles from Neah Bay to Elfin Cove.

Palma Bay, with its numerous anchorages, is only about 25 miles from Elfin Cove. Lituya is another

St. Elias to Hinchinbrook entrance, which is the main entrance into Prince William Sound, is another 70 miles, making for a total run of 375 miles from Elvin Cove. We enjoyed beautiful weather and made the entire run nonstop in 39 hours. According to many stories, the beautiful conditions we found during the crossing were rather unusual.

States Coast Pilot describes Prince William Sound as "... an extensive body of water within an area of about 2500 square miles. It is irregular in outline with great arms spreading in all directions. The entrance from Cape Hinchinbrook to Cape Puget is 58 miles across, but almost closed off by islands. The largest is Montigue Island which extends well out into the ocean. Many of the islands and peninsulas in Prince William Sound are low and tree covered, but behind these rise eternal barriers of ice and snow..."

We would describe Prince William Sound as a bay approximately 85 miles square, lying on an axis of about 315 degrees to true north. It is separated from the Gulf of Alaska on the southeast by Montigue Island, which is 40 miles long, and by Hinchinbrook and Hawkins Islands, which are almost one and extend for 30 miles. In the southeast corner of the Sound is the town of Cordova, in the northeast corner,



25 miles away, with an entrance resembling those to the rivers along the Oregon coast which should not be entered on an ebb tide. Although we did not go there because the weather was too good to stop, we noticed that the entrance is marked with a range and local fishermen apparently use Lituya regularly.

Yakutat Bay, 95 miles from Lituya, has a protected harbor, with slips, electricity, water and so on, and a town, of sorts. The next available anchorage is Icy Bay, 60 miles to the northwest. After that you have to navigate 100 miles of open ocean to Cape St. Elias and Kayak Island, where the Coast Pilot indicates that it is safe to anchor but which, on our trip south, we found not to be the case. The distance from Cape



Anchored at  
Roaring Glacier,  
Harriman Fjord.

How does one accurately or adequately describe the beauty of Prince William Sound? You simply have to see it, to experience it!

The 15th Edition of Vol 9 United

Valdez. Whittier is on the west side of the Sound, and situated about 40 miles south of the southwest corner is Seward.

Prince William Sound is made up



## HAPPY CRUISING

of numerous islands, peninsulas and bays, the latter being referred to on the charts as fjords, ports, bays, passages, inlets, straits and arms, without, as far as we can see, any special reason for the particular designations. Across the northern side of Prince William Sound are numerous glaciers. From our anchorage in a little cove on the southeast side of College Fjord, one evening, we were able to count nine glaciers without leaving our seats... or cocktails.

The principal arms, bays and passages are made up of many little bays, any one of which can easily accommodate a 100-foot vessel with 10-foot draft. Each of these bays in turn is indented with smaller bays which could easily accommodate our 50-foot boat with 5.5-foot draft. Those bays in turn branch into smaller bays ideal for a boat of 20 or 25 feet... and so it goes, down to unlimited numbers of coves which could be explored by skiff or kayak.

The scene changes completely between high and low tide. The average tide runs about 10 feet with extreme tides of 16 or 17 feet. At high tide, the trees are almost touching the water and the grass fre-



*Trees growing out of rocks at Northwest Bay, South Arm, Eleanor Island.*



*The beauty of  
Prince William  
Sound. Shoestring  
Cove off Esther  
Passage.*

quently is under water. In areas where the surrounding landscape is reasonably flat, it looks much like a well maintained park, or even a golf course. Everything is lush green and you will be walking on about six inches of spongy green moss-type undergrowth called peatland bog. At low tide the colorful yellowish-orange growth below the high tide line comes into view. There is no dirt, only rock, mostly black lava rock, and greenery. Trees often grow out of the rocks and on the



face of vertical rock cliffs.

When we first arrived in the Sound in early June, the mountains were covered with snow and we could often see at least 10 waterfalls. If we did not see them, anchored as we were in beautiful little coves, we could always hear their roar.

We saw only a few bears apparently because we had arrived early in the season. However, we spotted many eagles, hundreds, if not thousands, of otters, many seals, quite a few whales, and numerous sea birds. It seemed to be the season for young otters as many mother otters were floating around with babies on their bellies. Often they did not mind when we passed them at close range. However, when some mothers decided to dive, the little ones were most vocal and obviously upset about suddenly being shoved under water.

In cruising the Sound, we looked for signs of the Exxon Valdez oil spill which had distressed the world community several years ago. At high tide, no evidence was noticeable. At low tide, a black stripe was faintly visible above the yellow-orange plant life in certain areas. So much of the rock is naturally black that it is hard to tell whether or not there is oil on it. We make this observation four years after the accident and are sure that at the time it was a disaster. It also does not mean that there was no permanent damage to wildlife, fishing and so on, but virtually nothing visually would indicate that the accident ever happened.

What is obvious, however, is that considerable thought has been given to avoiding another accident and how to best handle the problem in case of a spill. In two loca-



*Lake and snow covered mountains above Solf Cove, Herring Bay, Knight Island.*



*Gorgeous landscape at Hidey-Hole.*

tions, we ran across tremendous barges loaded with gear, and with what appeared to be a fully manned tug alongside. They were moored to permanent buoys. In Sawmill Bay we watched a drill whereby oil-containing booms were being hauled out of containers on shore and stretched between buoys. Navigation of all ships within the Sound is controlled.

Considerably more noticeable than the oil spill is the damage caused by the 1964 earthquake which registered 8.5 on the Richter scale. The entire western edge of

the Sound sank about six feet, submerging many trees along the shoreline in salt water or subjecting them to salt water intrusion. Many references in our cruising guide pointed to changes made as a result of the earthquake. Rocks and islands have risen or sank depending on location. Cordova came up 6.2 feet. Whittier went down 5.3 feet. Macleod Harbor on Montigue Island came up 31.5 feet. The charts have not yet been corrected, which makes navigation interesting.

*To be continued in our next issue.*



## NOT SO LITTLE!

When Ted Hood founded Little Harbor Yacht Sales in 1974, he was selling new Little Harbor and Wauquiez sailboats, Ocean Alexander powerboats, and brokerage yachts of all types. The company operated out of Little Harbor in Marblehead, Massachusetts, where its parent company, Hood Enterprises, Inc., had its headquarters.

In 1986 the firm moved to a new facility in Portsmouth, Rhode Island,



*Welcome to  
Little Harbor  
Yacht Sales*



*Grand Banks  
under storage*

several storage buildings.

The sales staff includes four full-time, experienced brokers. Chet Hartshorn joined the firm in 1983, followed by Jim Wetherald in 1985, brokerage director John Perkins in 1989, and Bruce Leffers in 1991. Ellie Hibbert and Laura Daniel provide sales support and handle all administrative duties.

Founder Ted Hood remains active in the privately owned operation as does son Ted (F. G.) Hood, who is managing the Little Harbor Yachts division.

and became an integrated part of the Ted Hood Marine Complex. At this unique waterfront facility, around 20 companies provide services such as electronic sales and services, custom yacht interiors, and safety equipment. Little Harbor Marine, a sister company, employs more than 70 people who are entrusted with the storage, repair and service of all types of yachts.

With the appointment as dealers for Grand Banks in May 1992, the company has become active in both sales and service. It has since serviced eight Grand Banks which were stored under cover in one of



*Ted Hood  
Marine  
Complex*



# AT THE GATEWAY TO THE FJORDS



A busy trio, l to r: Bjorn Mellingen, daughter Anita, and Bengt Akselsen.

In Bergen, on the western coast of Norway, you will find West Marine, the Grand Banks dealer for Norway since 1981.

West Marine is a small family company that is run by two cousins: Bjorn Mellingen and Bengt Akselsen. The secretary of the company is another family member, and when it comes to cleaning and polishing the boats before delivery and boatshows, some youngsters of the families are mobilized as well. The idea seems quite logical to Bengt who says that "within a family structure you can keep the enthusiasm and motivation for Grand Banks at a high level!"

Some months ago, the company moved to new facilities just outside the center of Bergen, naming it Elsesro, meaning 'Else's Haven', adopted from an old and romantic name from the surrounding area.

The location provides West Marine and some neighboring companies with an exhibition area for boats and marine equipment of 3,500 square meters. An indoor dock measuring 15 x 35 meters can keep

several Grand Banks afloat behind closed doors. West Marine also has access to new workshops and landing facilities for Grand Banks of up to 50 tons, providing a truly complete service center.

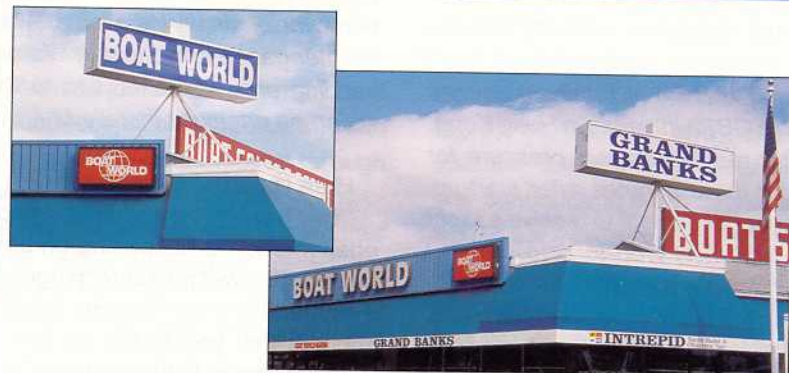
Norway is a seagoing nation. With 60 percent of the four million strong population living within one hour's drive from the coast, boating seems to be a way of life for the Norwegians. Bearing this out are statistics which show that every second household in Norway is equipped with a pleasure boat. What a way to go!



Youngsters are mobilized as well... front to back: Christine, 17; Anne-Linn, 12; and Susanne, 7.



In Norway, boating seems to be a way of life.



Intrepid Yacht Sales & Charters, Inc., our Washington Grand Banks dealer, proudly shares some photos of the 5' by 20' sign displaying the words 'Boat World' on one side and 'Grand Banks' on the other. The sign rotates and is lit up at night. What better way to get the Grand Banks out in the open!



## GRAND BANKS ON DUTY

At our request, Roger A. Heath, owner of GB32-318, *Idle Hour*, describes a special mission:  
the Coast Guard Auxiliary.

"*Idle Hour* serves as a US Coast Guard Operational Auxiliary Facility in support of the US Coast Guard boating safety mission. It is a volunteer component of the Coast Guard to promote boating safety, efficiency and knowledge through public education classes and Courtesy Marine Examinations (CME) of boats, and operational water safety missions. Operational activities include safety and regatta patrols, chart and aids to navigation updates and verification, operational support missions and search and rescue support. The Auxiliary also promotes fellowship among members.

"While serving as an Operational Facility, *Idle Hour* is actually a US Government vessel under official Coast Guard orders. To become an Operational Facility, a vessel must meet all Federal and State require-

ments as well as the special guidelines of the Coast Guard. During service, *Idle Hour* displays the Auxiliary Patrol Ensign and safety patrol sign and her crew is in uniform. If a Coast Guard boarding officer is aboard, the Coast Guard Ensign may be flown. Regardless of the type of mission, Auxiliary personnel have no law enforcement authority. This is held by members of the Coast Guard only who may exercise this authority from an Auxiliary Operational Facility. Auxiliary skippers and crew members must pass rigorous tests to be qualified to operate an Operational Facility under orders – even if they own the boat.

"Membership in the Auxiliary is voluntary, with-

out pay, and requires many long and sometimes frustrating hours. The rewards? The satisfaction of promoting boating enjoyment, helping those in need and doing something you enjoy while supporting the Coast Guard in their important public service work."

Those interested in more information can contact the local Auxiliary flotilla or Coast Guard office.



*Idle Hour* in her 'work uniform'

## A LOOK AT OIL PRESSURE GAUGES

*Mr Ernest V. Siracusa, San Clemente, California, recently pointed out some technical problems he is having with the oil pressure gauges on his GB32-II9 made in Hong Kong. "After reading normal pressure for about three minutes after start-up, the gauges appear to receive a slight jolt and then drop to zero. When I shut down the engine after this happens, the alarm bell sounds as usual. If I restart immediately, there will be no pressure reading; however, if I wait a few minutes and then restart, it will show normal pressure and then fail as before ... electricians have checked all connections, wires and voltage readings at all points*

*with no problem evident ... the system is the originally installed Stewart Warner gauge and Stewart Warner sending unit... no alteration to the wiring as originally installed."*

Here is part of our answer:

"You have not mentioned if such phenomenon is happening on both upper and lower pressure gauges. If it happened on both gauges, I would suggest that you check the wiring from the sensor to the meters. Since the pressure gauge registers pressure by reading resistance through the sensor, the gauge will register infinite pressure in case of an open circuit and read zero if there is a

short circuit to the ground.

"I suspect that through the years the insulation of the cable may have gone bad especially at places where it is clamped to the engine block it may cut through the insulation and cause a partial short circuit. This may not happen when the engine is not running. After the engine has been running for a short while, however, vibrations of the engine may complete the partial short circuit, thus resulting in zero reading of the meters. If this happened on one gauge only, it may be likely that the meter needle is loose on the shaft. In this case, you can simply replace the meters."



## INNOVATIVE ADDITIONS

*Jean Colin of North Sea Marine NV shares some changes he made to his GB32-567.*

"I have built a chart table above the horizontal formica panel. Due to the available space under the window frames, I was obliged to do it at two levels. In front of the compass there is still a small locker which can hold several small objects.

"In the salon on the port side, I have redone the straight settee to install a teak bar. I dismantled the original table and built a bigger upper part in teak plywood so that four or five persons can sit around the table.

"Under the teak mouldings of the



*Chart table set on formica panel.*

*Allowing for more persons to fit around the table.*

windows, I covered the walls with teak plywood of 2.5 mm thickness, using Sikaflex 221."



## PROFILE — MATILDA WU



With eyes sparkling and a ready smile, Matilda describes herself as a 'happy go lucky person'. She is contented with her life, her family including husband Fred, son Zhiwei, 12, and daughter Meiyi, 6, as well as her job at American Marine.

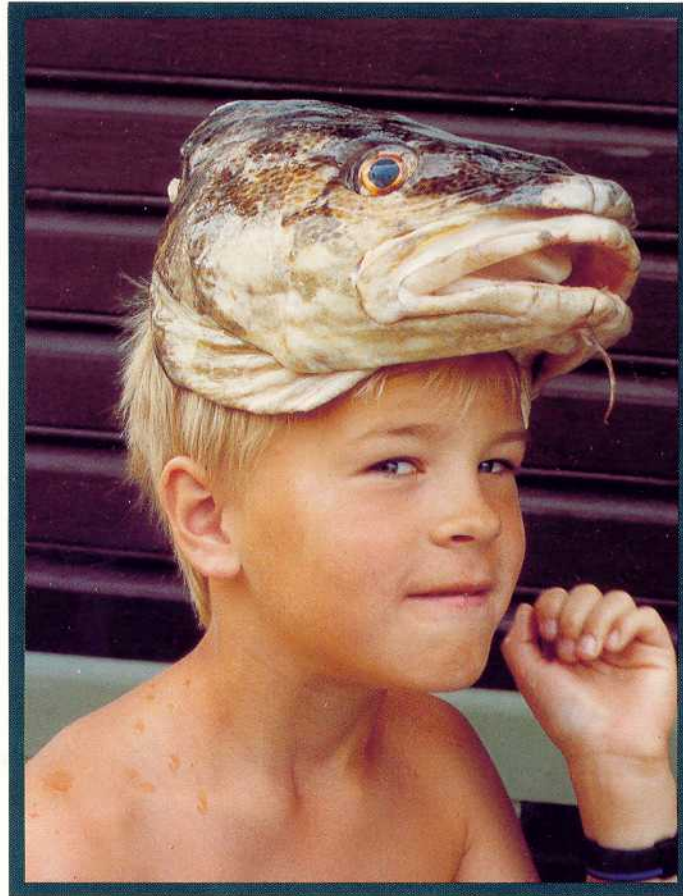
For one born in the Year of the Tiger, Matilda shows none of the traits attributed to the beast. Gentle, soft spoken and genuinely caring, she is anything but fierce. "Maybe it is because I was born in the morning when the tiger was sleeping," she reasons ... Maybe, just maybe.

Matilda joined the company as a young receptionist 23 years ago and has over the years moved through several departments. She was secretary to the engineering manager and, eight years ago, joined the marketing division where she is in charge of the newsletter and looks after other marketing aspects. Utilizing her people skills and easy going manner, management has also entrusted her with the care of visitors. "I enjoy meeting people from different countries because I get

feedback and gain experience from those who come," she explains. Visitors are equally charmed and always impressed by Matilda's solid grasp of the boat building operation.

Ever since she went to the Tokyo Boat Show two years ago, Matilda has been dreaming about going back to Japan. She has been reading up on Sapporo and hopes to visit the city one day. Meanwhile, she continues to enjoy working for a company where "management cares about the employees." In her spare time, Matilda relaxes with her family, goes to the occasional movie, plays a game of badminton, and, work permitting, sticks to her weekly jogging routine. Oh yes, she even sneaks in an occasional boating trip with her family on the company's *Jade Banks*, a GB42.





American Marine recently received a delightful letter from Erik Tschudi Madsen, a young GB enthusiast in Flisa, Norway. He asked for some brochures and enclosed the above photo with the following explanation: "Since the GB design is based on codfishing boats on Newfoundland, I send you a picture of me and my biggest cod ever."

Needless to say, the young man received his package of GB brochures by return mail.