

# AMERICAN MARINE NEWS

VOL 21 NO 1

## *HAPPY CRUISING CONTINUED*

Aboard *Tamara To*  
Prince William Sound

## *SPECIAL FEATURE*

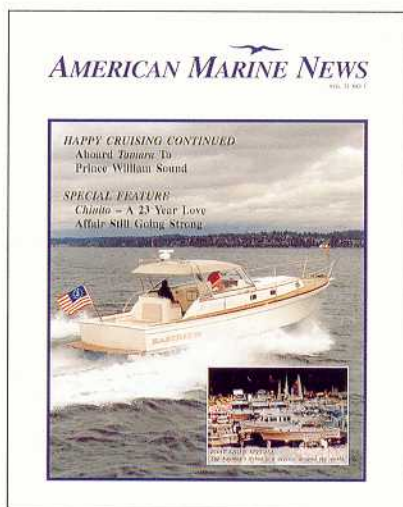
*Chinito* – A 23 Year Love  
Affair Still Going Strong



**BOAT SHOW SPECIAL**  
*The Eastbay's debut is a success around the world.*

# AMERICAN MARINE NEWS

VOL 21 NO 1



*The all new Eastbay  
sets sail.*

*Inset: The Grand Banks  
and Eastbay stand apart  
from the crowd at the  
1994 Seattle Boat Show.*

## CONTENTS

- 1 SPECIAL FEATURE**  
*Chinito - A 23 Year Love Affair Still Going Strong*
- 4 BEACHCOMBING**
- 6 BOAT SHOW SPECIAL**  
*Düsseldorf, Miami, Seattle and Singapore*
- 10 DEALER UPDATE**  
*Suncoast Yachts & Charters*
- 11 HAPPY CRUISING**  
*Aboard Tamara To Prince William Sound*
- 15 RENDEZVOUS NEWS**  
*First Annual Galveston/Houston Rendezvous*
- 17 NEW OPTIONS**  
*Barrett Enclosures*
- 18 COMMUNIQUÉ**  
*The Passing On of a Legacy  
Exterior Teak Varnish and Engine Control  
Mast and Boom Load*
- 20 CUSTOM CORNER**  
*Convertible Top*
- IBC PHOTO CONTEST**
- PROFILE**  
*Ed Roberts — U.S. East Coast Sales Manager*

## ARE WE REACHING YOU?

Please help us make certain you get your copies of *American Marine News* promptly. If the address at which this issue was mailed to you is incorrect or incomplete, please use the American Marine News reply card at the back of this copy to give us your current mailing information.

*Published three times annually by:*

**AMERICAN MARINE (S) PTE. LTD.**

26 Jalan Terusan, Singapore 2261. Tel: 265-0511 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

# CHINITO

A 23 Year Love Affair Still Going Strong.

By Beverly Gonzalez



*Chinito glides through one of her memorable journeys.*

My husband and I purchased a new GB32 in March of 1971 and since that time *Chinito*, which is Spanish for little chinaman, has given many years of pleasurable cruising. Maintaining a wood boat in showroom condition has truly been a labor of love and a family affair, but well worth the effort when the boat receives so many compliments and admiring looks.

Why the purchase of a Grand Banks? Mainly it was the seaworthy structure of the boat plus the long range cruising capacity. Also the way

the Grand Banks held their value, even 20 years ago, and the boat's traditional lines and beauty. Over the years, *Chinito* has proven to be all the above. We had been looking for two years for a used boat, however there were not many available. I remember the first look at a new GB32 on New Year's day and that was the end of our search. Our sea trial with the broker, John Donnell in Miami, dried the ink on the contract. The day was one of those gusty Northeast blows when everyone stays in the marina. There were no boats leaving the cut into the

Atlantic except one, Grand Banks 32 hull #169. She handled the seas like the champion she has proven to be, and that was only the prelude to the many miles and adventures she would carry us through.

Upon delivery, we made a non-stop trip from Miami through the Florida Keys and up the Gulf Coast of Florida to Tampa, our home port. Everything ran perfectly and that began our 23 years of ownership and cruising a Grand Banks. The boat has made numerous trips to the Florida Keys, the Dry Tortugas, both coasts

of Florida and, most of all, the Bahamas. During all those years and the 8,800 hours on the 120 Ford Lehman engine, the boat has never failed to perform our expectations.

The thousands of miles of travel have provided many gifts of beautiful sights at sea. Dolphins running before the bow, seeing the bottom in 40 feet of water, sea spouts, all kinds of marine life, unspoiled beaches, a bright phosphor wake while running at night and a countless number of breath taking sunsets. Of course, there were a few times we endured rough weather.

A couple of testimonials to the boat's seaworthiness was after a 28 hour run from Tampa to the Dry Tortugas. A tropical storm had moved in and 12 foot seas forced everyone, including the commercial fishing boats, to remain in the harbor for shelter. Since the Tortugas offer no provisions and due to the severity of the seas, everyone had to remain longer than they anticipated and supplies had to be flown in by sea plane. Due to various commitments, it was imperative that the crew of *Chinito* make it to Key West. We therefore headed out knowing that the 70 mile trip would be rough as the seas had not calmed. The kids and I stayed below with the Captain on the bridge. The weather eventually got so bad



*The Captain at her helm.*

that the Captain had to join everyone else in the main cabin. Looking out the windows of the main saloon, the sky was not even visible, just mountains of water. That was a long, uncomfortable crossing where even opening of the refrigerator was an impossibility. In all the years and the thousands of miles of travel those were the worst seas *Chinito* has ever encountered.

We made many trips from Tampa to Key West, the Hawks Channel to Miami and then to the Bahamas for three months cruising. Most of the trips had pleasant weather, however one story that I look back on and

laugh about, though it was not funny at the time, was on one particular cruise with my mother-in-law. A hurricane was approaching Cuba and we pulled into Marco Island, about mid way to the Keys, to wait it out. After the high winds passed and a weeks lay, we were anxious to be under way. We left before nightfall, planning to run all night in the Gulf of Mexico and arrive at Key West at daybreak. Unfortunately, the seas had not subsided as much as anticipated and everyone on board, including myself, three children, my mother-in-law and a cat, were seasick. The captain was thankfully fine, but he was very busy cleaning up from all the sick people. As it was dark in the boat, he was just grabbing whatever was available to use for a rag and discarded them off the aft deck. Upon arrival in Key West, we discovered one of the rags was his mother's dress with all of her money inside. We never did find out how much money washed overboard but it was enough for her to say, "that's it, I'm taking a bus back to Tampa." She left and we continued our trip to the Bahamas and wouldn't you know the weather was fantastic the remainder of the cruise.

Leaving the weather stories behind, another exciting time of our adventures aboard *Chinito* was when our



*Still ship-shape after all these years.*

family of five, yes 5, cruised for a year. The long range dependability and storage capacity that the boat provides was certainly placed to the test. This ability allowed us to cruise in considerable comfort through all of Florida and the Bahama Islands. Planning for such an extended cruise with spare parts, meals and all other necessities required considerable organization. We have always been amazed at how much we have been able to store on the boat. I wish I could organize my house that well. Most of our supplies were purchased in bulk. Substitutions needed to be made, powdered milk instead of fresh, canned bacon, canned butter, scrub boards instead of washing machines and sunshine in place of a dryer. Along the journey, fresh baked bread was always a big hit and I learned to be a creative gourmet with canned goods. The addition of a freezer, however, was a necessity as I could prepare meals in advance. The freezer also allowed us to do some bartering in the more remote islands, such as trading ice for a freshly caught lobster.

Through all the years of travel the family met many interesting people, some had been cruising for years around the world and others were just enjoying life. We experienced many new things to eat while I learned new ways of cooking from the Bahamians. Some of the best include drinking and using coconut milk while it's green, a special conch salad that will melt your taste buds and grilled freshly caught fish with hot peppers and palm leaves. The trips we made to the Bahama "Outer Islands" always seemed the best. Whereas nowadays it is just another place to go, there were very few boaters fifteen or twenty years ago.

Items were added to make cruising more comfortable. An 8 kW Westerbeke generator provided us many comforts. We also added a larger electric refrigerator with an ice maker, which was great for making frozen piña coladas in the hot Bahamian sun.



*Standing proudly after 23 years.*

Due to the amount of time we spent in remote areas, the best addition was a Village Marine water maker providing 20 gallons of fresh water per hour. Foul water in the tanks can really ruin a cruise while offering a variety of ills. *Chinito* is also equipped with radar, loran, auto pilot, air-conditioning, the standard VHF radios, depth sounders and an Avon dinghy with outboard. One fellow boater told us we are a floating condo. We were able to be very self sufficient.

We never felt we made a mistake by purchasing a Grand Banks. *Chinito* has provided many years of memorable times. Today the children are all grown and they still come back to take short trips bringing the grandchildren. Two years ago the Captain,

my husband, passed away and now the boat and the tradition continue through me. During the past years I have always been a good first mate and I am hoping those skills will help me to be a good Captain.

We have recently repainted the boat from the fly bridge to the worm shoe and redone all the bright work with ten coats of #96 Schooner varnish. She looks better now than the day we purchased her new and I am very proud to say that she's mine. I hope to continue to have many more years of pleasurable cruising and I always look forward to meeting other owners with whom to exchange stories and ideas.

Grand Banks — A great cruising boat, each and every one.

## GB46-123 *Evergreen*

Seattle  
Washington  
USA

Hank and Barbara Snider took delivery of *Evergreen* in May 1992. It is their third Grand Banks, upgrading from a GB36 and a GB42. *Evergreen* is a highly customized GB46, one of two made with flush decks (no cockpit). The Sniders visited Singapore in March 1992 to see the boat in final assembly. Since delivery in May, they have cruised the San Juan Islands, Puget Sound and Canada to Johnston Strait. This year they are planning a cruise to Southeast Alaska.



## GB50-21 *La Grande Dame*

West Hempstead  
New York  
USA



Mr. & Mrs. Marvin Wiener purchased *La Grande Dame* three years ago. They use her extensively in New England waters and along the Eastern seaboard. Mr. Wiener notes, "the boat cruises so well that you don't even realize that you're moving." He has also added all of the latest available equipment on board to assist in his travels.

## GB42-1245 *Mari-El*

Buxtehude  
Germany

After several years of planning to buy a Grand Banks, Marion and Helmut Pallussek recently purchased a GB42. Shown here cruising in the Norwegian water, the couple came to Singapore in January to visit the factory and see for themselves the quality craftsmanship that goes into building every Grand Banks.



## GB32-291 *Recess*

Lake Arrowhead  
California  
USA



Larry Walker recently purchased *Recess*, a GB32, in San Diego, California. Mr. Walker is a United Air Lines pilot and frequently lives aboard his boat prior to and following long flights. His co-captain, "Brandy", is a 75 lb. golden retriever and can be seen here checking for any problems which may interfere with their smooth sailing.

## GB32-562 *Windfall*

Newport Beach  
California  
USA



Stanley Cochran went to great lengths to dress up his GB32, *Windfall*, for the annual Newport Beach Parade of Lights. This is a water parade where boats of all sizes and shapes cruise around the harbor displaying their Christmas spirit. We are not sure which boat won the best dressed contest, but you can be sure that our vote would go to *Windfall*!

## GB42-857 *Southern Star*

Boca Raton  
Florida  
USA

Mr. & Mrs. Steve Bruckner docking their GB42 Motoryacht for the first time at their house. This is the Bruckners' first venture in a boat of this size but they are doing very well! The Bruckners' purchased their *Southern Star* from Hal Jones & Co.



## GB42-1055 *Wings*

Indianapolis  
Indiana  
USA



Berkley and Nancy Duck recently purchased their used GB42 from Eldean Yacht Sales of Macatawa, Michigan. Eldean acquired the boat as a trade-in on the sale of a used GB46, which was in turn taken in trade on a new GB49. After spending their boating life aboard sailboats, *Wings* marks the Duck's inauguration into power boats. Shortly after taking delivery, the Ducks took *Wings* up to the Les Cheneaux Islands in Lake Huron.

## GB49-82 *Rover*

Phuket  
Thailand

Kanit Yongsakul of Phuket, Thailand recently took his GB49 Motoryacht, *Rover*, across the open sea for some 500 nautical miles to Port-Blair in the Andaman Islands of India. The non-stop journey lasted 50 hours as the boat and its crew constantly battled 6 foot waves both day and night. Following this harrowing adventure, Mr. Yongsakul said he was very impressed with both the range and durability of the boat.



# 1994 BOAT SHOWS AROUND THE WORLD



*Entrance to  
"Das Boot",  
Düsseldorf's  
boat show.*

## DÜSSELDORF BOAT SHOW

This year's Düsseldorf Boat Show was held from January 22nd to 30th. It was the show's 25th anniversary and it was an impressive display of the newest items available from the boating and marine equipment industries. The nine day show was attended by 409,000 visitors, an increase of three percent over the prior year. In total, the show spanned 15 huge halls,

easily making it the largest and most comprehensive out of the water boat show in the world. There were 1,541 exhibitors as virtually every name in the industry was well represented, including American Marine.

Rick Loh came from our Connecticut office and Yeow Kok Hoong and Rob Livingston arrived from Singapore. They were on hand to meet with dealers and other industry personnel as well as to provide any assistance

to current and prospective owners. Almost every European dealer was in attendance, and YachtHanse, our German dealer, was responsible for our stand. They displayed two of their boats, a Grand Banks 36 Classic and a member of the newest addition to the American Marine family, an Eastbay 38 Express.

The Grand Banks, as expected, drew a steady stream of people to admire the craftsmanship and detail built into every boat. The Eastbay hull was painted navy by YachtHanse and looked every bit the elegant and classic yacht it was designed to be. It was greeted with unanimous acceptance and received a constant flow of compliments. Although the boats were located in Hall 13, a number traditionally associated with bad luck, American Marine and YachtHanse managed to prove it can be a number full of good fortune as both boats were sold by the middle of the show. Overall, it was an extremely productive show and considered a success by everyone involved.



*Eastbay's first navy hull.*



*The crowds gathered at the GB36 Classic.*

## 1994 MIAMI INTERNATIONAL BOAT SHOW

The 1994 Miami International Boat Show was held from February 17th to 23rd. The huge convention center featured hundreds of yachts from every major U.S. builder and many other major builders around the world. The show attracts boating enthusiasts from all over the U.S., Europe, Latin America, South America and Asia. It remains one of the industry's largest and most prestigious events of the year.

American Marine's entries into this year's show included a Grand Banks 42 Classic and the introduction of the new Eastbay 38 Express cruiser. Judging by the lines to board each boat, the Grand Banks 42 Classic remains the cruising couple's first love. The new Eastbay received rave reviews from the press, other builders and, most importantly, boat show visitors.

The boat show offers a unique opportunity to highlight the many standard and special factory options available at American Marine. The GB42, for instance, was equipped with a hydraulic bow thruster for ease of han-



*The ever popular GB42 Classic.*

dling. The interior featured a spacious and efficient L-galley with freezer, Hunter Green Ultrasuede upholstery, custom enlarged bar cabinet and an island berth aft. The boat also featured an upgrade to a Northern Lights 8 kW generator and a full compliment of state-of-the-art electronics. Hull GB42-1290 now resides with its new owner on the west coast of Florida.

The Eastbay 38 was making its U.S. east coast debut. Hull 38-01 was fitted with custom canvas and stain-

less steel work on deck. Below deck featured V-berths forward and an Ultrasuede upholstered dinette that converts to a double berth. The spacious engine room, with its hydraulically operated deck hatch, was a surprise to many express cruiser enthusiasts. Boaters new to Grand Banks and GB owners alike found American Marine's blend of traditional craftsmanship and classic design in a modern express cruiser a winning combination. Eastbay 38-01 is now moored at the dock of its new owner on the east coast of Florida.

The 1994 Miami Show was the first since the repeal of the 10% luxury tax. Industry experts were watching the show carefully to gauge the current state of business since the repeal. There seems to be unanimous opinion that the repeal of the tax has made a substantial difference in the volume of serious inquiries and in the number of actual sales. The interest in this year's show by industry observers, as well as continued interest in the Miami Show on the part of builders and buyers alike, suggests the show will remain one of the industry's most important events for years to come.



*The GB42 Classic and EB38 were both on display at Miami.*

## SEATTLE BOAT SHOW

In January of this year, American Marine's newest boat, the Eastbay 38 Express, had it's "World Premier Showing" at the Seattle Kingdom Boat Show. The boat, 38-003, was equipped with Caterpillar 3116 300HP engines and a radar arch. The Eastbay was complemented by a custom canvas enclosure by Barrett Enclosures (see New Options - page 17) and its interior was designed by Bell Design Group, both prominent names in the Pacific Northwest boating industry.

The Eastbay's appealing design combined with the efforts of Barrett and Bell made the Eastbay one of the main attractions at the boat show. An estimated 25,000 plus people came aboard the display, which was manned by Ameri-



*The two boats are prominently displayed side by side.*

can Marine dealers from the Pacific Northwest.

The Seattle Boatshow was considered a success, with the Eastbay display boat selling to the prior owners of

three Grand Banks. The show also generated a great deal of additional interest, making the Eastbay's Worldwide Premier one which will always be remembered.



*The GB and Eastbay are the center of attention at the Seattle show.*

## BOAT ASIA '94

Boat Asia is an annual boat show held in Singapore. It is the premier show in Southeast Asia and showcases boats and marine equipment from around the world. Held at the World Trade Center, Boat Asia is both an in and out of the water show. This year's show was held over Easter weekend, from March 31st to April 3rd.

This year marked the fourth annual Boat Asia show and also the Asian debut of our Eastbay 38 Express. After initial consideration, we decided to show the Eastbay inside instead of out. This turned out to be an inspired choice, as the weather was generally uncooperative and rained everyday during the four day show.

The Eastbay was a hit, as evidenced by the continuous line of people waiting to board. The many comments received were overwhelmingly positive and enthusiastic. The only negative comment we received was that



*The all new Eastbay was the most popular boat at Boat Asia.*

we did not have a Grand Banks in the show. Our reply was both enjoyable and sincere, explaining that we did not have any available as we are sold out trying to meet the high demand.

Although the show cannot compare to Düsseldorf, Miami or Seattle on crowd and exhibitor size, it is an important showcase for American Marine as a Singapore based com-

pany. It is also important because the Asian pleasure boating market is constantly growing and will someday become a major player in the industry. When that day comes, we hope to take full advantage of the opportunity by making quality boats such as Grand Banks and Eastbays available and well known to local boaters.



## 1994 EURONAUTICS BOAT SHOW

The 1994 Euronautics Boatshow was held this year in Ghent, Belgium from February 12th to 20th. The show welcomed upwards of 78,000 visitors, coming mainly from Belgium, France and Denmark. North Sea Marine, our Belgium dealer, displayed a GB42 Classic and reported that she received, as usual, a great deal of attention.

# SUNCOAST YACHTS & CHARTERS



*The crew of Suncoast Yachts & Charters. From left to right: Darrell Allen, Denise and John Crofton.*

Suncoast Yachts & Charters is the San Diego, California Grand Banks dealer. Darrell Allen began his relationship with Grand Banks Yachts in 1981 when he began managing Lone Star Yachts Sales in Clear Lake, Texas. When Darrell relocated to San Diego in August 1990, he joined an existing business and began representing Grand Banks again. In 1993, because Darrell felt as though the clients buying Grand Banks deserved a more specialized and professional service, he founded Suncoast Yachts & Charters with his wife, Dorothy, and GB36 owners, John and Denise Crofton.

Sunroad Resort Marina was chosen as the location for the dealership. Conveniently located within walking distance of the San Diego Airport, Sunroad is one of the newest and nicest marinas in San Diego. The resort offers both slips in the water and a display area on land as well as professional office spaces with a view of San Diego Bay.

Suncoast Yachts & Charters is a full service new boat dealer for Grand Banks Yachts. They offer sales with an emphasis placed on individual service and convenience to the buyer. They also provide a full Service Department with Gary Mitros as Service Technician. Gary began commissioning Grand Banks at Lone Star

Yacht Sales back in Clear Lake and has relocated to San Diego to head Suncoast's service department. More of a "commissioning artist" than the typical "boat rigger", Gary spends his days planning and installing equipment on boats to the owner's specifications. Parts for Grand Banks are available through their service department as well. Suncoast Yachts & Charters is also a full service brokerage specializing in pre-owned Grand Banks. Sales of pre-owned boats are brisk, and any owner thinking of selling is urged to call for more details. For new and pre-owned purchases, Suncoast offers financing, slips, insurance and instructions in boat operation.

Plans are in effect to broaden the



*Their first stock boat is displayed on the lawn in front of their office.*

local Grand Banks Owner's Association to include regularly scheduled social gatherings at Sunroad Marina. Interested owners are invited to call John Crofton at Suncoast.

In September of 1993, Suncoast held a "Grand Banks Open House" and invited brokerage boats as well as a few privately owned, "show boats" to their docks. This was a unique opportunity for the public to view Grand Banks of different sizes, styles and vintages side by side. Over 250 Grand Banks enthusiasts visited their office and toured the boats available over the weekend. Suncoast took over 100 people on demo cruises in San Diego Bay on five different sizes and styles of Grand Banks at three different times of the day. The excitement gathered was tremendous and this event will be repeated next fall.

If GB owners are looking to buy, sell, trade, or just need GB advice in the San Diego area, please feel free to contact:

**Suncoast Yachts & Charters**  
955 Harbor Island Dr. #140  
San Diego, CA 92101  
Tel: (619) 297-1900.



*A fleet of GBs with a backdrop of downtown San Diego.*

# ABOARD TAMARA TO PRINCE WILLIAM SOUND

*by Burt Snyder*

*Continued from previous American Marine News, Vol. 20 No 3 ...*

During the period that we cruised Prince William Sound, we visited 116 different coves and actually anchored in 62 of them. To the best of our recollection, there were only two occasions where there was another boat anchored in the cove with us for the night.

Commercial fishing in the Sound is allowed only during a brief time and only in specific areas. If there is going to be an opening in a given

area, all the fishing boats congregate in that area in advance of the scheduled opening. At the close of the period, which probably is only 12 to 18 hours, all the boats disappear. We frequently went 2 to 3 days without seeing another boat, and saw only one other yacht from the "lower 48" in the five weeks that we were in the Sound.

There are really only three towns in Prince William Sound, namely Whittier, Valdez and Cordova. There are also several fish hatcheries and

oyster farms, a few lumbering operations, and two or three very small villages, but otherwise the Sound is completely unspoiled.

Whittier, which did not exist prior to World War II, is a very interesting town. When the Japanese landed in the Aleutian Islands, the American government apparently felt the need for a port which could be used on a year-round basis, and one without extreme tides. While Anchorage has tides of up to 40 feet, Whittier has a maximum tidal range of only about



*A glorious view of the Fairweather Mountain Range, located in the Gulf of Alaska.*

## HAPPY CRUISING

16 feet. The government therefore built the town of Whittier, which consisted primarily of two tremendous multiple storied concrete buildings, one of which was a town in itself. That building has now been abandoned and the other building has been converted to condominiums. There are no private homes in Whittier and approximately 80% of the 200 or so citizens live in the condominium building. The other 20% live in another, smaller building. Whittier is connected by a 10-mile rail line with what used to be the town of Portage. Portage sank in the 1964 earthquake, and all that remains now are a few abandoned buildings and many square miles of dead trees. The only way to reach Whittier by road from Anchorage is to drive the 40 miles from Anchorage to Portage, drive your vehicle on to a flatbed railroad car, sit in your vehicle while the train pulls you into Whittier, and then drive off at the other end. There is no other way to reach Whittier other than by boat or light plane.

Valdez is a modern town and is very accessible by road. We were surprised when we pulled into the modern marina to find dozens of RV's parked in the numerous RV parks. The town of Valdez is on one side of the bay and the Alaska Pipeline Terminal is on the other. A bus tour of the terminal is available at no charge, but for security reasons you are not allowed to leave the bus while in the terminal area other than at a viewing platform on a hill above the entire operation. It is a very impressive sight.

Prince William Sound is bordered on the north and west by an almost endless string of high mountains which contain numerous glaciers. The



*Scenic entrance to Hidey-Hole.*



*A picturesque view and its reflection.*



*Tamara hiding out in Hidey-Hole.*

overall chart of Prince William Sound, which is obviously designed to give navigational information rather than glacial information, shows 59 separate glaciers. There are, however, probably twice that many in the immediate area. Many of the glaciers are rather small and are known as "hanging glaciers" because they start way up in the mountains somewhere and stop well short of the sea. There are also, of course, many tidewater glaciers which terminate at water level and cave into the sea. We actually went to the face of Harriman, Cata-ract, Roaring, Cascade, Barry, Coxe, Yale and Meares Glaciers. When we say to the face of the glacier, that means anywhere from 500 to 1,000 yards away, which is about as close as you can get depending on the amount of ice in the water. The big icebergs, and by that we mean bigger than our boat, are no problem because you can just go around them. The little chunks of ice, three to five feet across and only sticking out of the water a few inches or a foot, present more of a problem. Frequently what we did was to throttle the en-



*Tamara  
nestled at  
the head of  
Eagle Bay.*

gine way back to dead idle, put them in gear for a few seconds, and then take them out of gear again, more or less shoving our way through the broken ice. The biggest glacier, Columbia Glacier, is a little over two miles wide. When we visited Columbia Glacier we worked our way into the ice as far as we could in the company of four tour boats. By radar, we were six miles from the face of the glacier when we hit a solid wall of ice, probably 20 feet high. In other words, there were about 12

square miles of solid ice between us and the face of Columbia Glacier. As we pulled away from the "wall", the glacier itself disappeared off into the far distance.

The east side of Prince William Sound, east of the ship channel into Valdez, is somewhat different from what we found to the west. Although the mountains were just as high as they were in the western portion of the Sound, namely from 1,500 to 3,000 feet, with Copper Mountain at 3,895 feet, they were different. They were almost entirely green with virtually no snow, and in many cases with very few trees, and were covered with a solid bright green undergrowth. The mountains did not drop straight off into the water as they did in the west, but rather leveled off well back from the water, resulting in large semi-flat green areas which looked like beautiful parks. We also found one very large area which was actively being logged, the only area in Prince William Sound where we saw active logging taking place. The coves we went into were beautiful, but they were not the tight little holes that we had gone into on the western side of



*East Bight - Lower Herring Bay (Knight Island).*

## HAPPY CRUISING

the Sound, but rather large open bays surrounded by the low-lying green "parks".

Having made only one trip to Prince William Sound, and having spent only five weeks, we certainly do not claim to be experts on the area. However, based on our experience, we do have some suggestions for anyone planning on cruising there. Be aware of the inaccuracy of the charts. Before making the trip, we installed a forward looking sonar, the value of which we really cannot describe. There is no way we could have done the things that we did, such



*The first mate explores Disk Island while Tamara keeps watch.*



*Unspoiled nature at the entrance to Disk Island.*

as going into little coves and through the narrow passages, without our sonar. Our GPS has a chart drive which displays charts of the area. Obviously we had every chart available, but that is not saying too much. There are large scale charts of the Cape Spencer area, Lituya, Yakutat, Icy Bay, and the Kayak Island/Cape St. Elias area. There is one overall chart of Prince William Sound and nine individual area charts. To get from Cape Spencer to Hinchinbrook

entrance, however, you have to rely on two small scale charts. *Coast Pilot* Vol. 9 was also very helpful. About a year before we started the trip, we learned about a two-volume set of books called *Cruising Guide To Prince William Sound*, written by Jim and Nancy Lethcoe who run a charter service in the Sound. If we had not had these two books we would have just been flying blind around the Sound, not having any idea where to go or what to do. In our opinion,

there is just no way that you could have a meaningful cruise in the Sound without these books.

We feel that making a trip to Prince William Sound is something which should not be done unless you have almost unlimited time. It is a long way to get there and a long way back, a total of about 6,400 miles the way we did it. We pretty well covered the Sound, but it took us five weeks to do so, without staying in any anchorage for more than one night, and an overall time of a little over five months. The actual trip to the Sound is not very difficult, but, as we hope you have been able to gather from our journal, it is quite an adventure.

*The AMN committee would like to thank the Snyders for sharing their journey through the Sound with us and the rest of the AMN readers. The Snyders have been consistent contributors to the magazine for over twenty years and we continue to enjoy and appreciate every one of their articles.*

# FIRST ANNUAL GALVESTON/ HOUSTON RENDEZVOUS

by Larry and Lucy Lee

*Contributing Editor: Spike, trusted cocker spaniel of the Lee's GB32, Grand Tyme.*



*Rendezvous participants moored at Lakewood Yacht Club.*

The first annual Grand Banks Rendezvous for the Texas area was held during the weekend of April 15, 16 and 17 at Lakewood Yacht Club in Seabrook, Texas. There were a total of 22 Grand Banks, including everything from a 32-foot wooden trawler to two 46 footers and a 49 footer. Information packets with a teak and brass engraved plaque greeted each owner.

The event started early with *Salty* and *Miss Joyce*, both 42-foot Classics, moving in Thursday night to get a jump start on the hospitality. Incidentally, both had been on an extended cruise to various islands for several months prior to the rendezvous. This group has had several cruising captains with ample yachting experience. This is definitely not a group to venture out to the first channel marker and then turn around and head for home. The other rendezvous participants began arriving early Friday morning and



*New friends pose with each other and their GBs.*

finished in a steady rain Friday evening. The rain meant that the hot dogs and hamburgers had to be enjoyed inside, but everyone was treated to a spectacular thunder and lightning display outside.

Saturday morning dawned cool and cloudy with fresh sweet buns, juice

and hot tea and coffee at the poolside. More visiting, picture taking and exchanging of sea stories continued until a light buffet at noon. In total, the number of people in attendance was 63 owners and guests, who ranged in age from one year to whatever they would admit.

*The strong GB turnout made for many good cruising stories.*



After lunch, Bob Phillips, Grand Banks West Coast Sales Manager, presented a superb slide show describing the Singapore facility, its history, equipment, workers, offices, current production and other interesting facts. Many of the owners later told me that they wished that Bob had continued with many more slides. The descriptions of the craftsmanship, stability of the work force, talent and dedication were totally fascinating. It was a treat which many owners have looked forward to since purchasing their boats.

After Bob's excellent presentation, we were treated to other presentations by Mr. Joe Gray of The Marine Connection on generator sets, Ms. Lisa Herrin of Naiad Marine on Naiad stabilizers and Mr. Dennis Osborne of Lakewood Yacht Service on engines. The presenters fielded many interest-

ing questions and Bob Phillips would often describe the interface between suppliers and Grand Banks. Saturday cleared to a cool sunset with an enjoyable poolside buffet. After a delicious strawberry torte, several door prizes were presented to owners as Bob Phillips drew from a container of boat names. Jay Bettis, the new Texas Grand Banks dealer, and Bob Phillips made for helpful and lively conversation with all of the owners and their guests. Lakewood Yacht Club, under the able leadership of Commodore Larry Dailey, had cleared the entire yacht basin for a truly Grand Banks weekend. It was a breathtaking view to see a beautiful sunset with 22 Grand Banks Yachts of all sizes at the base of a wonderfully manicured green lawn with a clear lake in the distance. It was the prefect end to a perfect day.

Sunday began early with more visiting, boat tours and great sea stories. At 10.30 am the Rendezvous Committee began their now familiar herding operation of "head 'em up and move 'em out" to yet another glorious meal. Lakewood Yacht Club is known not only for their beautiful facilities, but also for their Sunday Champagne Brunch. Visualize if you dare a table about as long as a GB58 with everything we want but definitely do not need. This was an experience to remember.

Sunday afternoon saw lines loosened and sad farewells. Many of the participants returned home, *Java* left eastward for extended cruising, some left for Galveston, and many went out into the gorgeous sunny and cool afternoon for a relaxed trip around Clear Lake or out into Galveston Bay. The skippers of *No Regrets* and *Talisman* left at once for business trips. Lakewood, with 24-hour security, would look after the remaining boats until they could start for home.

After all of the photo sessions, questions and answers, one point emerged. Everyone wants to remain in contact with each other for cruising, visits and just plain good old Southern hospitality. We would have to go a long way before we could find a more congenial group in such lovely surroundings on some of the finest yachts in the world.



*Russ Huson uses his lasso throwing ability to corral another GB.*



*Larry and Lucy Lee aboard Grand Tyme.*

# BARRETT ENCLOSURES

## Quality You Can See – And See Through!



*A Barrett bimini is a handsome addition to the Eastbay.*

Barrett Enclosures is a two division company located in Seattle, Washington. Specializing in marine products, Barrett occupies a 31,000 square foot facility at the south end of Lake Union.

Division I is a 5,200 sq. ft. custom shop specializing in everything from custom antique speed boat interiors to full upper and lower large yacht enclosures. The custom shop does Research and Development work on enclosure kits designed for O.E.M. manufacture and other canvas shops across the nation.

Division II manufactures windows used in marine enclosures. These windows are bonded G.E.XL-1 Lexan®, a U.V. stable product with great clarity and impact resistance. The windows are used with bimini tops as windshields and off stern hard tops for clear, weather tight enclosures. The windows swing in and attach to the hard top or bimini to allow fresh air in warm weather. Barrett Enclo-

ures has designed and now has available a complete enclosure for the new Eastbay 38. Preliminary preparations are currently being made to offer full enclosure systems for the complete Grand Banks line.

Barrett has a main manufacturing floor capable of producing their Lexan® window product at very high

volume while maintaining world class quality standards. The facility includes a five station sewing room, stainless steel bending area, adjustable bimini jig table section and has a boat yard capable of handling up to fifteen trailered boats for canvas and interior work.

Also housed in the main building are the corporate offices and interior showroom. Customers may view over ninety yacht enclosures and custom interiors on a 100" CD ROM video screen. This high tech system allows clients to see many options and styles available for their craft.

Pictured in this article is the new Eastbay by American Marine. If you would like more information on Barrett Enclosures or a color brochure, please write to:

**Barrett Enclosures, Inc.**

808 Aloha Street  
Seattle, Wa 98109

or call: (800) 282-5740  
(206) 282-2800 (Local)



*Back and side windows fold up into bimini to allow fresh air into the helm area.*

## The Passing On of a Legacy

My wife and I are the original, and still proud, owners of GB32-429, *Catnip*. It has given us 21 wonderful seasons of cruising and is still as sound as the day it was launched. At the close of this season we are going to transfer the title to *Catnip*, and the responsibility therefore, to our son, Dr. Mark Robinson, who has shared it with us for many years. Would you please add him to your mailing list?

I was interested in your recent article about the chronology of the building of the GB36. I would be interested in knowing where GB32-429 stands in the chronology of the fibreglass 32's. I know that when we took delivery of it in July 1973 it was the first fibreglass 32 to come in to the Detroit area.

Loren T. Robinson, Jr.  
Birmingham, Michigan  
U.S.A.

Dear Mr Robinson

*Thank you very much for your lovely letter. It always gives us great pleasure to hear from owners such as yourself who have enjoyed their Grand Banks for several years. One of the more satisfying aspects of our job is that we are making a product that has the ability to bring family and friends together and create wonderful memories that will last a lifetime.*

*In response to your question concerning the chronology of the fibreglass GB32's, the first hull built in fibreglass was 32-427. That boat was shipped to Hong Kong and then the next two hulls, 428 and 429, were shipped to Michigan. Therefore, Catnip was the third GB 32 ever built in fibreglass.*

*Thank you again for your letter and we hope that your son will let you go cruising with him from time to time.*

## Exterior Teak Varnish and Engine Control

I own GB36-521 with real pleasure and enthusiasm, and would like to have your answers to the following questions.

Varnishes: The only real problem I have to face concerns varnishes. The cost of maintenance by professionals is high because of the large quantity involved. Doing it by myself, despite the large amount of time I devote, does not give satisfactory results. In other words, I work like hell, without begin satisfied. This is why I intend to take away exterior varnishes.

Before doing it, I would like to have your advice, such as products to apply on teak to protect it, frequency of applications, etc. Please also give negative points such as what would happen to the teak without exterior varnishes.



*Catnip in Long Point Cove in the North Channel of Lake Huron near Blind River, Ontario.*

I hope to get a satisfactory answer, because all the time I spend on varnishes might make me forget the essential, that is to say: all the rest.

**Running On One Engine:** I mostly fish tuna, trawling at a speed of 4 to 5 knots for 10 to 20 hours. Can I run on one engine with any risk of damaging the non-running gearbox or any other part?

**Connecting All Batteries When Starting Engine:** My GB is equipped with four 220 amperes batteries. In case of discharged service batteries, I would like to start the engine using only the starting batteries set. Is there any possibility to bypass the corresponding solenoid? As an example, by turning off the proper disconnect switch located on the forward engine room? Or by any other means? Since the situation is possible, but highly improbable, I would not mind doing a few operations like disconnecting a battery, etc.

I hope to receive your interesting answers at your earliest convenience, and remain, dear sirs, yours, very truly.

Mr. Georges Garchon  
Nice, France

Dear Mr Garchon,

Thank you for your recent letter. We are pleased to learn that you own your boat with real pleasure and enthusiasm.

Regarding your question on exterior teak, varnish is still the most common method of protection. Other than varnish, people have used teak wood oil or they merely leave their teak in its natural state.

Gloss varnish will give teak a special lustre and richness. For exterior application we would recommend a two part polyurethane varnish formulated to resist ultra violet radiation from the sun. For extra protection, especially on the railings, you

can make canvas covers which would further protect the varnish from ultra violet attack. With exterior covers the two part polyurethane varnish can last more than two years. There are, however, some teak mouldings which you may not be able to cover with canvas. For such mouldings, you may have to check and take care of the varnish every six months.

Leaving teak in its natural state, like your teak deck, will not look as nice as varnished teak. Also the exposed teak grains may become deeper and deeper over time, which may not be acceptable to private boat owners.

Teak oil formulated with ultra violet protection will give teak a natural look but will not give the glossy effect like varnish. The advantage of teak oil is that it will be absorbed into the teak. If you use good quality teak oil plus canvas protection, it may last longer than varnish. Another advantage is that the application procedure is easier than varnish.

Concerning your question about running on one engine, our recommendation is that the shaft for the engine which you are not running should be locked to prevent it from turning. If the shaft is not locked, it may turn due to water current passing through the propeller. Since the engine which is not running will not have any cooling water passing through its system, there will not be any water available for cooling and lubricating the shaft log tube. This will cause the shaft log to seize up and may result in severe damage. Secondly, the gear box which is oil lubricated and the oil pumps are normally engine driven will not have any lubrication oil available. We recommend that you lock the shaft of the engine which you are not using at the engine coupling.

Thirdly, about engine starting, you mentioned that you have four 220 amp

hour batteries. I would presume that you have two engine batteries and two service batteries and that the service batteries will automatically parallel with the engine batteries to assist starting. You will have four battery switches located on the forward room bulkhead. If you have a discharged service battery and you do not want it to be paralleled with the engine battery whilst starting, you can simply turn off the battery switch for the run down battery.

Hope the above answers your questions. Please do not hesitate to contact us again if you have further questions.

## Mast and Boom Load

I am the proud owner of GB42-970. Would you please inform me what is the maximum safe load (i.e. dinghy plus outboard motor) that can be lifted with the mast and boom on my 1987 GB42 Classic?

I would much appreciate hearing your answer.

Joe Vintcent  
Ketchum, Idaho  
U.S.A.

Dear Mr. Vintcent,

Thank you for your recent inquiry regarding the maximum load the mast and boom can lift.

Our mast and boom is designed to lift a maximum weight of approximately 100 kg (220 lbs). Our GB42 Classic model is designed to be able to accommodate quite comfortably a 4 man dinghy installed with an outboard motor with a maximum of 8 hp. Of course, you may use the mast and boom to lift things other than a dinghy and motor, but it should not exceed 100 kg.

I hope I have answered your question. Please do not hesitate to contact us again if we can be of any further assistance.

## CONVERTIBLE TOP



*The "Convertible Top" is disconnected from the boat.*



*The top is easier to handle with the mast and boom.*



*The top is easily transported.*



*GB42-335 is now ready to cruise the canals.*

GB42-335 owner Bob Picardat recently wrote to show us the "convertible top" he created for his GB42 Classic, *Osprey*.

Last year Mr. Picardat bought the late model wood 42 in Ft. Lauderdale, Florida (the last wooden 42 was hull 352). He shipped the boat to Toulon, France and then motored to Macon where he proceeded to have the flybridge modified.

The original air draft of the 42 was too much for the 3.8 meter clearance of the canal system Mr. Picardat was about to cruise. The top two feet, including seat backs, were modified to be easily removed, transported and re-installed. The GB mast and boom come in handy for the task!

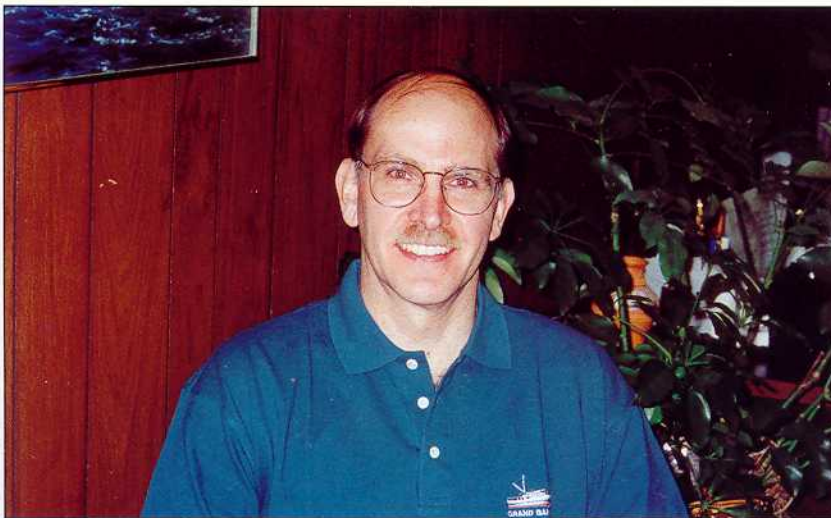
Mr. Picardat plans to cruise the canal system further before returning to the Mediterranean Sea.

Beginning with our next issue, *American Marine News* will begin a photo contest. Please send to one of our addresses printed on the inside cover of this issue. Include your favorite Grand Banks photo name (both your's and the boat's), hull number (just the boat's!) and a description of where the picture was taken. A secret committee of individuals above reproach will select the best picture. The lucky winner, along with enjoying the envy of all his friend and neighbors, will receive a Grand Banks polo shirt ... so get snapping!

Your Favorite Grand  
Banks Photo Here

## PROFILE — ED ROBERTS

*East Coast Sales Manager*



Ed Roberts currently works as East Coast Sales Manager in American Marine's sales and marketing office in Greenwich, Connecticut. Ed left his own charter sailing and yacht brokerage firm in Hilton Head Island, South Carolina to join the company in 1988. Prior to this move, he had been active in selling Grand Banks in conjunction with a former GB dealer in Charleston, South Carolina. By switching jobs, Ed has gone from sailing virtually every day to not

sailing at all, and although he missing the cruising, he "loves being around the Grand Banks."

"I still remember the first time I was on a Grand Banks. I was hired to deliver a GB42 from Annapolis, MD to Charleston, SC. On one of those cold, damp days during that fall trip I went below to put on a fresh pot of coffee. I remember thinking that there's definitely something to be said for this! Ten years later I can still smell the coffee."

Some of Ed's daily responsibilities include helping with the many customer service calls that come into Grand Banks Yachts, working with dealers and potential customers so that each boat we build is just right for each buyer, co-ordinating specifications of boats in production, getting ready for the next boat show and ordering and shipping parts of dealers and owners. Ed notes, "we wear many different hats at GBY, it just depends on who is on the other end of the phone as to what job we will be called upon to do. With the factory so far away, a big part of our job is to have a friendly voice an owner can call."

When Ed is not helping to answer the telephone at Grand Banks, he loves to take long rides on his bicycle, renovate his antique home, go snow skiing and, rumour has it, Ed can whip up some amazing dishes in the kitchen. Lately, however, Ed finds little time to do any of this since his wife Mary Jo gave birth this past new year's day to Emily, their daughter and first child.

# GRAND BANKS® YACHTS, LTD.

## WORLDWIDE DEALER NETWORK

(Effective May 1, 1994)

### NORTH AMERICAN

**Baker Marine**  
6 Marina Street  
Wrightsville Beach, NC 28480  
Tel: (919) 256-8300

**Boatworks Yacht Sales**  
95 Rowayton Road  
Rowayton, CT 06853  
Tel: (203) 866-0882

**C.H.K. Agencia Nautica**  
Apartado 80.175  
Caracas 1080-A  
Venezuela  
Tel: (582) 978-2942

**Complete Yacht Services**  
3599 E. Indian River Drive  
Vero Beach, FL 32963  
Tel: (407) 231-2111

**East Coast Yacht Sales, Inc.**  
38 Lafayette Street, Route 88  
Yarmouth, ME 04096  
Tel: (207) 846-4545

**Eldean Boat Sales, Ltd.**  
2223 South Shore Drive  
Macatawa, MI 49434  
Tel: (616) 335-5843

**Grand Yachts, Inc.**  
No. 4 Coal Harbour Wharf  
566 Cardero Street, Vancouver  
B.C. V6G 2W6, Canada  
Tel: (604) 687-8943

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

**Inland Yachts, Inc.**  
441 Jane Street  
Pittsburgh, PA 15106  
Tel: (412) 279-7090

**Intrepid Yacht Sales**  
#14 Harbor Mall  
Bellingham, WA 98109  
Tel: (206) 676-1248

**Intrepid Yacht Sales**  
2144 Westlake Avenue North  
Seattle, WA 98225  
Tel: (206) 282-0211

**Jay Bettis & Co.**  
P.O. Box 643  
2509 Nasa Road 1  
Seabrook, TX 77586  
Tel: (713) 474-4101

**Little Harbor Yacht Sales**  
One Little Harbor Landing  
Portsmouth, RI 02871  
Tel: (401) 683-5600

**Marlow Marine Sales**  
4204 13th Street Court West  
Snead Island, FL 34221  
Tel: (813) 729-3370

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

**Oxford Yacht Agency, Inc.**  
PO Box 297  
317 S. Morris Street  
Oxford, MD 21654  
Tel: (410) 226-5454

**Stan Miller Yachts**  
245 Marina Drive  
Long Beach, CA 90803  
Tel: (310) 598-9433

**Suncoast Yachts & Charters**  
955 Harbor Island Drive,  
Suite 140  
San Diego, CA 92101  
Tel: (619) 297-1900

**SYS Inc.**  
DBA Seaward Yacht Sales  
0315 S.W. Montgomery St.  
Suite 200 Portland, OR 97201  
Tel: (503) 224-2628

**Trawlers In Paradise**  
6161 Estate Frydenhoj #67  
St. Thomas, USVI 00802-1402  
Tel: (809) 775-9002

### EUROPE • ASIA • AUSTRALIA

**Autolink Asia Limited**  
Lot 229 DD219  
Hing Keng Shek,  
Sai Kung  
Hong Kong  
Tel: 852-719-6443

**Batspecialisten A/B**  
Nysatrauagen B-8  
18161 Lidings  
Sweden  
Tel: 46-87662227

**DBC Marine**  
Skovshoved Havn 18  
DK-2920 Charlottenlund  
Denmark  
Tel: 1-630 800

**Ekka S.A.**  
60 Athenon Av  
Athens 10441  
Greece  
Tel: 301-524-3363/5

**Giaroli S.A.S.**  
13 Corso Italia  
58015 Orbetello  
Italy  
Tel: 564-860-235/6

**Grand Banks Yachts (Aust)**  
D'Albora Marina  
New Beach Road  
Rushcutters Bay  
N.S.W. 2011, Australia  
Tel: 02-363-0000

**Harleyford Marine Ltd**  
Shepperton Marina  
Felix Lane, Shepperton  
Middx TW17 8NJ  
England  
Tel: 932-243-722

**H.B.U. Inc**  
PO Box 1480  
MCC Makati  
Metro Manila  
Philippines  
Tel: 817-4663

**Marina Capricorn**  
204-A Blk K Mk 12  
Batu Maung 11960  
Penang  
Tel: 604-836-676

**Marinus OY**  
Tallberginkatu 1 N Pl 1  
SF-00180 Helsinki  
Finland  
Tel: 358-0-685-1195

**Nautic Contact System S.L.**  
Paseo Maritimo, 44  
07015 Palma De Mallorca  
Spain  
Tel: 34-71-700267

**Nautica S.A.**  
Port Vauban - B.P. 222  
06604 Antibes - Cedex  
France  
Tel: 93-33-81-64

**North Sea Marine**  
Nieuwewerfkaai 5  
8400 Oostende  
Belgium  
Tel: 059-32-06-88

**Peter & Brothers Inc**  
P & B Build. (9th Floor)  
1-9-11, Ninomiya-Cho,  
Chuo-Ku, Kobe-Shi,  
Hyogo-Pref. Post Code 651  
Japan  
Tel: 78-361-7712

**West Marine International A/S**  
Sandviksveien 160  
5035 Bergen  
Norway  
Tel: 47-55-25-80-60

**Yachthanse**  
Yachthandels-gesellschaft MBH  
Deichstrabe 29  
2000 Wedel, Hamburg  
Federal Republic Of Germany  
Tel: 4103-88111