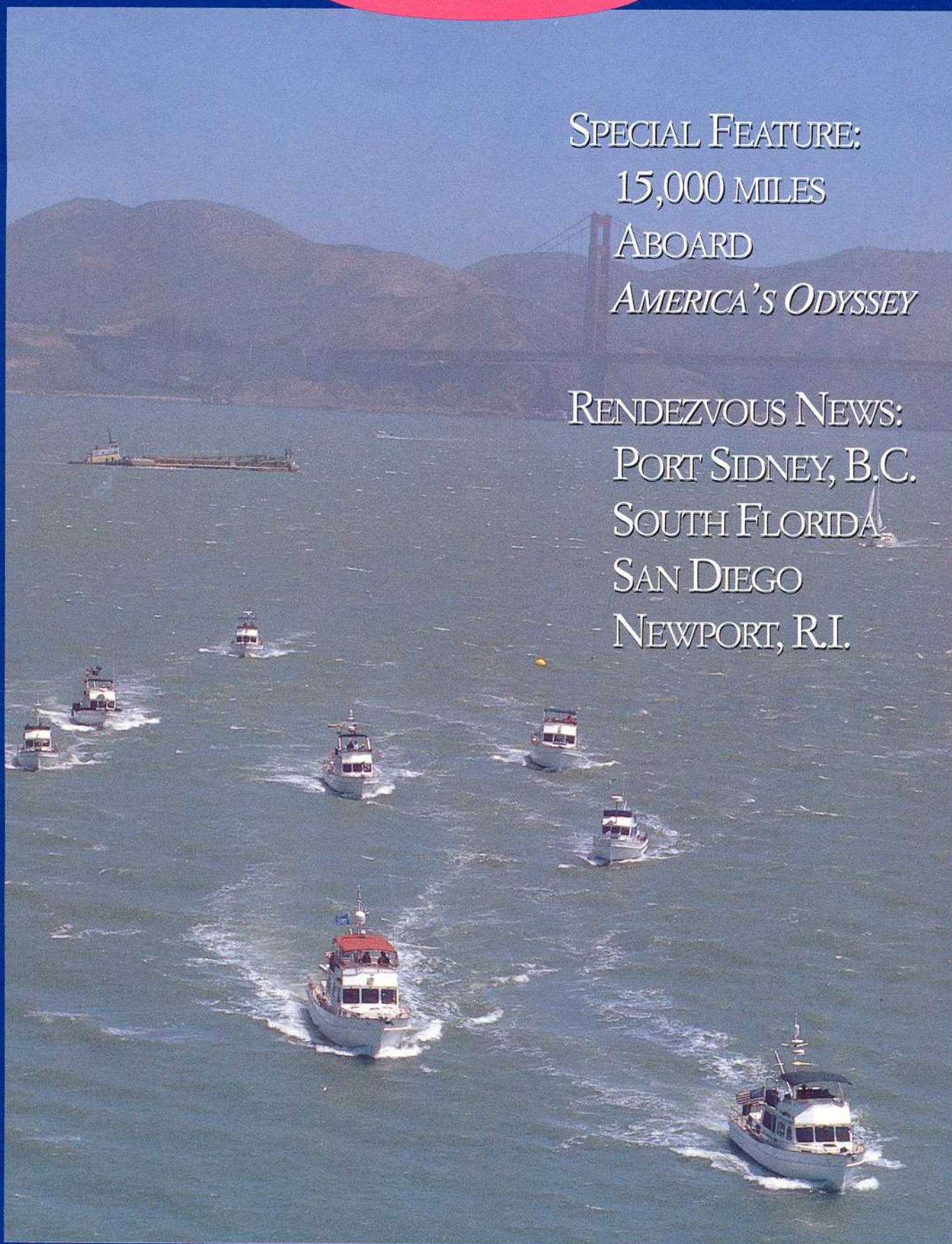


AMERICAN MARINE NEWS

Vol 21 No 2/94

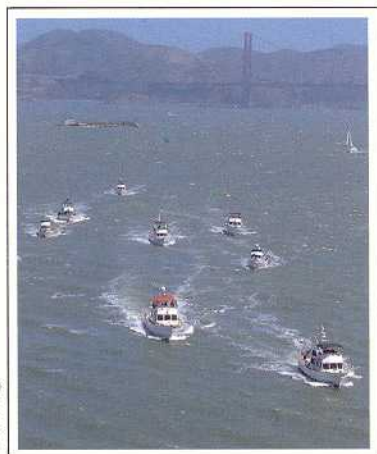
SPECIAL FEATURE:
15,000 MILES
ABOARD
AMERICA'S ODYSSEY

RENDEZVOUS NEWS:
PORT SIDNEY, B.C.
SOUTH FLORIDA
SAN DIEGO
NEWPORT, R.I.



AMERICAN MARINE NEWS

Vol 21 No 2/94



Rick Tang

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a GB escort through San Francisco
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EDITOR'S NOTE

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

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RENDEZVOUS NEWS

1994 Grand Banks Port Sidney Rendezvous

by Ken Watters

May 26 through May 30 were the dates, and Port Sidney was the place - for the largest ever gathering of Grand Banks and American Marine yachts. One hundred and sixty-five boats from the British Columbia and Puget Sound Grand Banks Owners Associations attended the 1994 International Spring Rendezvous at Port Sidney, B.C. Numbers alone did not tell the entire story, however. Practically every type of vessel ever made by American Marine was represented, including Grand Banks, Alaskan, Magellan, Eastbay, and even a Husky 32! There were eight 50 footers, a record turn out for these big beauties. The furthest traveled boat came all the way from Portland, Oregon.

Dick Burke of the Puget Sound Grand Banks Owners Association and Dick Tomlin of the British Columbia Grand Banks Club spent almost a year planning this event, and except for one day of rather violent weather (which kept



another 20 boats away), it was a huge success! Boat owners and crews spent the weekend touring the spectacular Butchart Gardens and Pat Bay Oceanographic Center, and some even managed to sneak in some golf. There were a variety of seminars regarding almost all aspects of boat care. On Saturday night, the crowd packed the largest restaurant in town for a banquet and dance. Numerous prizes were given away including an Icom VHF radio, Trimble handheld GPS, and the grand prize of a week's char-

Above: Entrance to Grand Banks heaven. Proceed with caution!

Below: Impressive aerial view of the Grand Banks family reunion at the Port Sidney rendezvous.



John Lund

ter on a GB42 in the Virgin Islands. Almost 30 marine businesses donated prizes and support to the Rendezvous.

Although this was the first International Grand Banks Rendezvous, all participants vowed it

would not be the last. Port Sidney Marina and Canada Customs teamed up to minimize the formalities and make everyone feel most welcome. Watch out for next year — a similar event is planned for Friday Harbor, Washington!



Above:

Lines of Grand Banks filling every slip.

1994 South Florida Grand Banks Rendezvous

Complete Yachts Services of Vero Beach, Florida and Hal Jones and Co. of Ft. Lauderdale, Florida collaborated this year to host a rendezvous together at Grand Harbor in Vero Beach, Florida from April 8 to April 10. Grand Harbor is a luxury, waterfront golf community. The following is an account of the weekend by the men primarily responsible for it, with the story by Hal Jones and the photos by Doug Hillman of Complete Yacht Services...

Thursday morning dawned bright and beautiful as I boarded Ned and Susie Allen's GB46, *Terrific*, for our trip to Vero Beach for the South Florida Rendezvous. We were all excited, even Buddy, the Allen's dog, who was standing at the gangway wailing for permission to board!

It was a great looking day as we headed out of the Ft. Lauderdale inlet at approximately 7:30am. Our destination was the Fort Pierce inlet, where we planned to spend Thursday night. Ralph Mongeau, aboard his GB42, *Southern Nights*, spent the night on Hal Jones & Co.'s docks and got a very early start for the rendezvous. He reported a strong Gulf Stream current which we also took advantage of, making up to 12 knots over the bottom. We arrived at Fort Pierce early enough to continue to Vero Beach and enjoy a quiet night at Complete Yacht Services and dinner next door at the Vero Beach Yacht Club.

Friday morning found us eager to move on to Grand Harbor to join the other Grand Banks for the Rendezvous. We arrived to the sight of around twenty GB's already at the docks.

Below: All 48

Grand Banks and one Eastbay (at bottom) making for a beautiful sight.



Beautifully planned Grand Harbor and the sight of that many Grand Banks there at 10:30am led me to believe we were going to have a very well attended get together. I was correct in my thinking, for before the sun had set, we had 48 of the best looking GBs in the world. What an impressive view, to see this long, long dock with nothing but Grand Banks, Grand Banks, Grand Banks, in all sizes from 32' to 58', and even an Eastbay 38.

Then the fun began! Cocktails and hors d'oeuvres under the big white tent while we waited for the bus to take us to the Club House for dinner. I use the word 'dinner,' but truly it was a feast, well prepared and delicious. We then went back to the boats by bus and early to bed.

Come Saturday morning we were all on the docks well before breakfast and eager to start the day. The bell rang and we were back in the big, white tent for a hearty breakfast.

About 10:30am, the tent was set up for electronics, stabilizers and engine displays, including the famous Bob Smith, holding classes for us keen mechanics to learn more about those machines under our teak cabin soles. There were very informative talks and discussions about new equipment and, before we knew it, it was time for lunch.

The afternoon was spent happily looking at each other's boats. Everyone had "open house" and we picked up lots of ideas, learned a lot and met many new faces while being reunited with old friends.

1994 San Diego Grand Banks Rendezvous

Grand Banks owners gathered in San Diego the weekend of May 20 to May 22 to meet, share stories, participate in seminars and display their boats.

The inaugural San Diego Grand Banks Rendezvous, hosted by Suncoast Yachts & Charters, drew 18 Grand Banks motoryachts and nearly 80 owners and admirers to the San Diego Marriott Hotel & Marina.

Several seminars were presented during the day and were quite well attended. "Grand Banks Service" presented by Grand Banks' Bob Phillips and Suncoast's Gary Mitros featured many answers to owners' questions about specific items on their boats. Medical Emergencies at Sea, Cruising Mexico, Electronics — What's New for '94, and Caterpillar, Cummins and Ford seminars were also thoroughly enjoyed by Grand Banks owners.

Very special guests to the rendezvous were Sid and Anne Stapleton of the Grand Banks 49, *America's Odyssey*, in the process of the 15,000 mile cruise from Maine to Alaska (see page 8). Sid and Anne hosted an Open House aboard



Above: John Allen of QME (Naiad Stabilizers) making a presentation.

By early evening, we were wandering up to the big white tent again for tasty drinks, excellent hors d'oeuvres and a splendid buffet, followed by an evening of prizes for all. I received the 1st prize for Worst Crew Member, which we all knew could not possibly be true. The owners of *Terrific*, however, when asked to confirm or deny, simply replied "no comment."

Sunday morning found the early risers preparing for departure, but first came a Champagne Brunch in the big tent which was, yet again, delicious. Everyone remarked what a great time they had had and "let's do it again next year." I know a good time was had by all. With a farewell thanks to Complete Yachts Services and Hal Jones & Co. for a job well done, we all departed, happy that we came and looking forward to the 1995 South Florida Grand Banks Rendezvous.

Below: Suncoast Yachts & Charters "Cocktail hour."



America's Odyssey in the afternoon. They graciously gave tours, answered questions and allowed the Grand Banks owners to become acquainted with them.

A catered dinner was held in the evening, with food and drinks for the attendees. Sid Stapleton presented a narrated slide show with a behind the scenes look at his experiences during the journey of the *America's Odyssey*. More than a few Grand Banks owners were noted to be literally on the edge of their seats while listening to the sea stories. After Sid's presentation, lucky draws were held for the more than

30 door prizes that were given away. The grand prize was a handheld VHF, won by Martin & Brita Goldsmith, owners of GB36, *Brita K.*

A good time was had by all who attended, and any Grand Banks owner who did not receive information on the 1994 rendezvous is requested to call (619) 297-1900 to be placed on the list for an invitation to the 1995 rendezvous!

1994 Grand Banks Newport Rendezvous

This year's Newport Rendezvous was held July 15 to July 17 at the Newport Yacht Club. There were 52 Grand Banks which registered for this year's rendezvous. On Friday, the first day of the rendezvous, there was a steady stream of rain which we believed would force a few boats to stay away. However, due to the seaworthiness of the boats and their owners, we actually ended up with 53 Grand Banks.

Once all the boats were safely tucked into their slips, everyone met under the big tent for a cocktail party. The rain stopped and was not to be seen the rest of the weekend. The food and drink kept coming in a steady stream as old acquaintances were reunited and new ones were made. One of the evening's highlights was the two fortune tellers on hand to read palms and tarot cards. The two ladies were busy throughout the night as everyone wanted to see what their future had in store for them. We do not know what their long term futures will yield, but we could guarantee that everyone's weekend would be one filled with good times with good people.

The morning started with a nice breakfast followed by a product information session featuring several aftermarket suppliers. Representative from Alaska Diesel, American Diesel, Caterpillar, Cummins, Grunert, Magellan, Marine Air, Naiad Stabilizers, Onan, Sealand, Spurs and Westerbeke were kept busy answering owners' questions and presenting their products.

During Saturday afternoon, while the men explored each other's Grand Banks, the ladies were treated to a luncheon aboard the *Star Clipper*. The *Star Clipper* is a train which tours along the eastern shore of the beautiful Narragansett Bay, a popular boating area. The three hour trip was enjoyed by all who attended and it helped many of the rendezvous participants become better acquainted.

Saturday night featured a surf and turf dinner, a raffle and dancing to the big band sounds of the Nightlife Orchestra. The raffle included a few free haul outs and bottom jobs among other prizes, with the grand prize being a free Grand



Above: A view down the dock of some of the Grand Banks attending the Suncoast Spring Rendezvous.

Banks charter in the Virgin Islands. The charter was won by Roberta Riordan, who coincidentally just arranged to charter that exact boat a month earlier. The cost of their trip will now be significantly less than originally budgeted!

Sunday morning was greeted with a lovely Champagne Brunch. The rendezvous participants said their farewells and prepared to depart. The dock lines were untied and one by one the Grand Banks sailed off to their next adventure. The general consensus was that this year's Newport Rendezvous was yet another success in a long line of Grand Banks rendezvous. And with the participation and enthusiasm displayed this year, our fortune tells us that there will be many more successful GB rendezvous in everyone's future.



Left: A steady stream of interested GB owners kept aftermarket product participants busy.

Below top: Rick Robinson, right, of GB49 Wenka is congratulated for winning one of the night's many prizes.

Below bottom: GBs of all shapes docked for a week-end of fun, friends and food.



Mark Warner

DEALER UPDATE

Jay Bettis & Company Yacht Sales

American Marine has recently appointed Jay Bettis & Company Yacht Sales in Seabrook, Texas as a Grand Banks Dealer. Seabrook is located in Southeast Texas between Houston and Galveston on Galveston Bay and is considered a center for yachtsmen on the Gulf Coast. Jay Bettis & Company has been at the same location in Seabrook for the last 21 years.

The Bettis family is no stranger to cruising. Jay grew up spending his summers on his father's Matthews power boat and has since made ten crossings of the Gulf of Mexico, to the Bahamas and Mexico. Jay's Sales Manager, Jim Nightingale, also has plenty of boating experience. Jim was formerly a Grand Banks dealer in Galveston and has been with Jay Bettis & Company for almost seven years.

Jay is a member of several yachting organizations including Lakewood Yacht Club, Galveston Bay Yacht Brokers Association and Boating Trades Association of Texas. Jay Bettis & Company has complete Service and Make



Left: From left to right: Jay Bettis, Rosemary Bettis and Jim Nightingale.

Ready Departments to help GB owners with a variety of needs. Jay's wife Rosemary, who works with him, has had vast experience in helping owners with interior decor. The entire staff of Jay Bettis & Company welcome you to stop in anytime for a friendly visit at:

Jay Bettis & Company Yacht Sales
P.O. Box 643
2509 Nasa Road 1
Seabrook, TX 77586
Phone: (713) 474-4101

Below: Jay Bettis & Co. offices located in Seabrook, Texas.



BEACH

GB42-1287 *Gittan*

Marina del Rey
California
USA

Ed and Gita Kessler of Marina del Rey, California are pictured aboard their new Grand Banks 42 Classic hull #1287, *Gittan*, purchased from Darrell Allen at Suncoast Yachts & Charters. The Kesslers previously owned a Norseman 40 sailboat. In making the transition to a powerboat, quality, comfort and dependability were extremely important. Look for the Kesslers and *Gittan* on their mooring at Cherry Cove on Catalina Island.



GB42-1101 *Lady Evelyn*

North Palm Beach
Florida
USA



Norm and Evelyn Caplan aboard their Grand Banks 42 named *Lady Evelyn*. Based in North Palm Beach, the Caplans cruise the U.S. East Coast and the Bahamas. *Lady Evelyn* was purchased through Larry Delamater at Hal Jones & Co.

GB32-644 *Baby Grand*

Jacksonville Beach
Florida
USA

Margaret and Palmer Derby, pictured with their Grand Banks 32, *Baby Grand*, recently attended the South Florida Grand Banks rendezvous. Since purchasing their boat from Hal Jones & Co., they have been enjoying the cruising and the camaraderie with the other GB owners they encounter.



GB36-903 *Douce France*

Le Touquet
France



Marcel and Yvette Cuvelier aboard *Douce France*, their GB36 Classic. They recently returned from a very successful cruise in Italy, traveling to the island of Elbe and Capraia. The Cuveliers purchased *Douce France* in April 1993 from our French dealer, Nautica S.A., in Antibes, France and have been enjoying it ever since.

OMBINING

GB42-1022

Tabasco

Newport Beach
California
USA



Bill and Debbie Frederickson recently moved up from a GB36 Classic to *Tabasco*, a GB42 Classic. They enjoyed their 36 for nine years and when they decided to purchase a bigger boat, they knew it would be a Grand Banks. The Fredericksons plan to cruise *Tabasco* throughout Mexico and the California coast.

GB42-1275

Merry Kate

Stonington
Connecticut
USA

Last year John and Mary Snore made the jump from sailboats to power boats when they purchased their new GB42, *Merry Kate*, from East Coast Yacht sales in Maine. The Snores take *Mary Kate* south for the winters and cruise in the Northeast during the summers. One of their first trips was an extensive cruise throughout Maine.



Alaskan 46-18

Seastar

Redwood City
California
USA



Louis and Lynette Brydon aboard *Seastar*, their Alaskan 46 built at American Marine's Hong Kong yard in 1970. They took delivery of her in 1993 and made her ready for cruising for the summer of 1994. The Brydon's are very interested in cruising, classic yachts and boating in general. Hopefully *Seastar* will fuel these interests and take them on many memorable journeys.

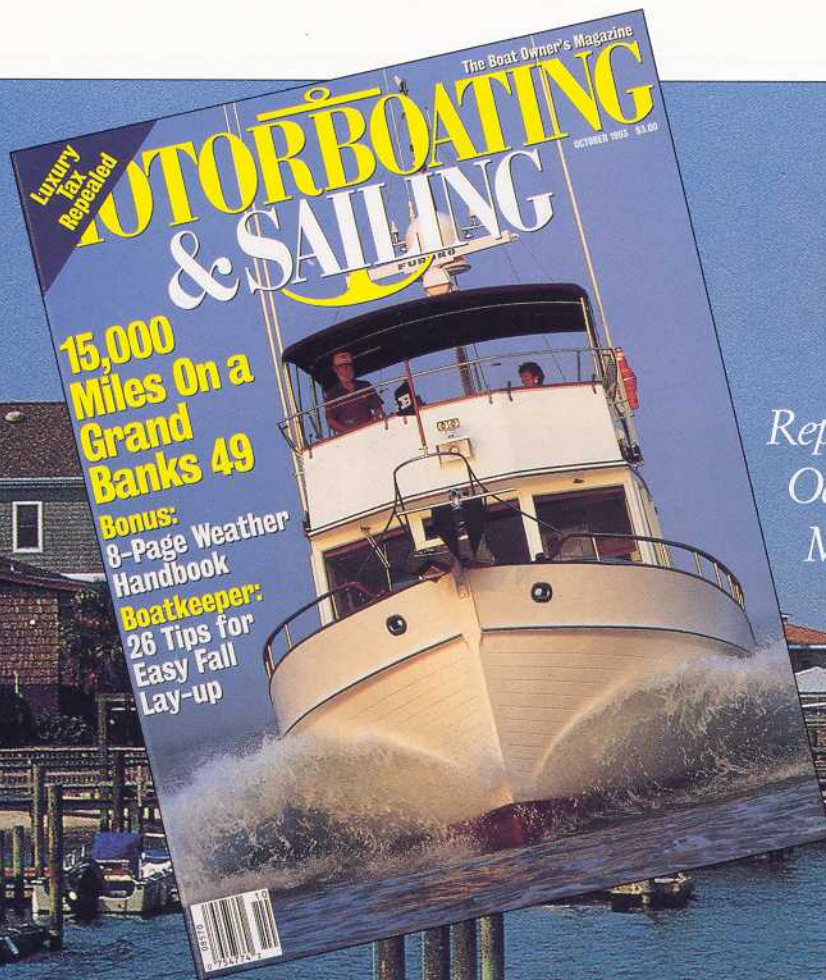
GB36-799

Opportunity

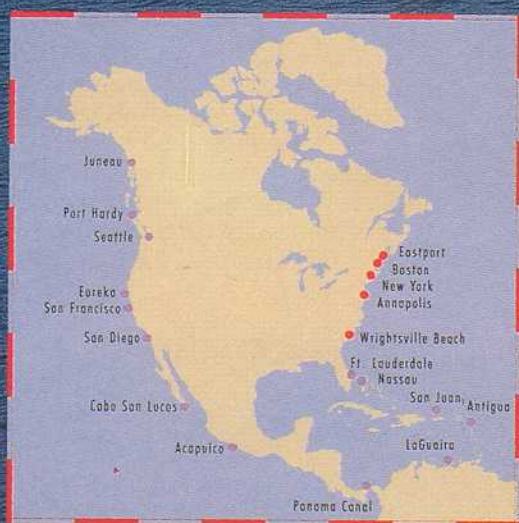
Eau Gallie
Florida
USA

Sue and John Kreutzberg aboard their Grand Banks 36 called *Opportunity*. Sue and John enjoy cruising with Sue's mother, Marion Ackley. The Kreutzbergs keep their boat in Eau Gallie, Florida, but have cruised extensively in the Chesapeake Bay and the Bahamas. They purchased *Opportunity* through Larry Delameter at Hal Jones & Co.





*Reprinted from
October 1993
Motorboating & Sailing*



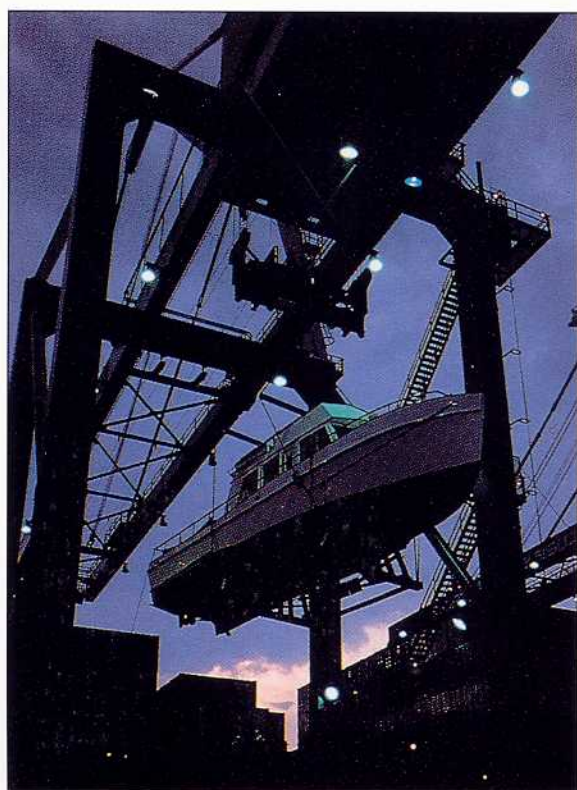
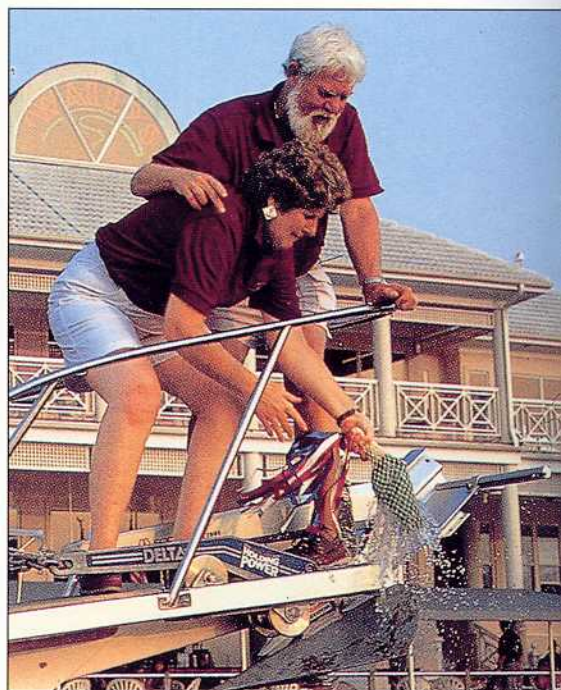
**MOTORBOATING
& SAILING**

America's Odyssey

*Sid Stapleton starts a 15,000-mile cruise—from
Maine to Alaska—on a new Grand Banks 49.*

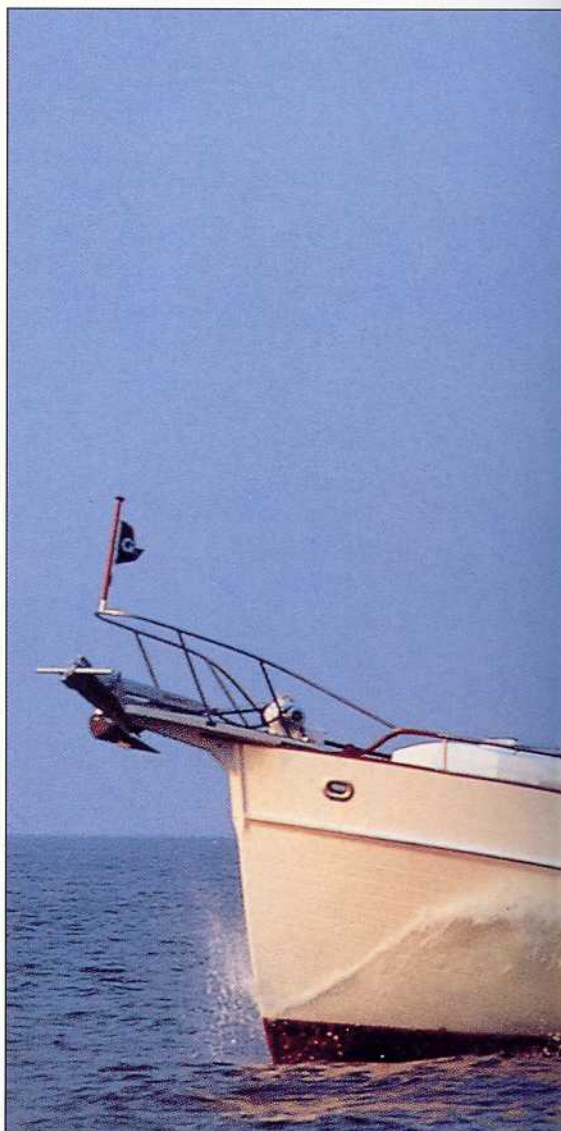
Story by SID STAPLETON Photos by GUY GURNEY





SID STAPLETON

Starting out: The Grand Banks 49 streams out of Wrightsville Beach, N.C. (opening spread), beginning its 15,000-mile voyage from Eastport, Maine, to Glacier Bay, Alaska. The map on this page shows the first leg, which is a shakedown cruise to Eastport. Earlier, the boat was unloaded off a freighter in Charleston, S.C., then Sid and Anne Stapleton christened her with champagne (above). The running shot (right) shows some of the gear on board, from the sat com dome to the inflatable on davits to the two motorbikes mounted on the stern.



The dream has burned bright for over a quarter of a century: to captain a fully found power cruiser of moderate size on a voyage from the U.S./Canadian border in Maine to Glacier Bay, Alaska, by way of the islands of the Caribbean and the Panama Canal.

Exactly when the dream was born I can't say. Over the years—as a boating writer researching materials for books and magazine articles—I've made much of the voyage I yearned to undertake in bits and pieces on other people's boats. But on each brief cruise there was always that one intriguing creek that my host didn't have time to explore or that one lovely anchorage that his schedule dictated had to be bypassed. One day I would make the entire cruise on a proper vessel under my own command and meander up those missed creeks and spend a day or two in those lovely anchorages I earlier had to sail by.

The pressures of raising and educating three daughters and pursuing a career

made it unlikely my dream would come true any time soon. It was the kind of hope you tuck away for the dim years of the future. But in the meantime, you doodle for hours on plans for the vessel that would be perfect for the trip and make—then endlessly revise—myriad lists of all the equipment she would need and how it should be organized.

Then, at the Miami International Boat Show in February of 1992, I had an idea. Given the anemic state of the U.S. economy and the luxury tax on boats (since repealed), most segments of the U.S. recreational boating industry had been becalmed in the doldrums for a year-and-a-half. What the industry needed, I decided, was some sort of exciting promotion that would attract a lot of attention and get people excited about boating again.

One key to the whole idea was my wife Anne. We had been married just three years and I wouldn't make the trip without her, but it would mean she would have to take a leave of absence from the ad-

ministrative position she had worked hard to earn during a 25-year career in nursing, and she'd have to leave the house she had worked hard for years to make into a comfortable home. I called her and hastily outlined the idea. Her simple reaction reminded me that her willingness to try something new was a major reason I'd asked her to marry me in the first place. Her answer was: "Go for it!" (Months later, over dinner with friends, I told that part of the story and Anne dryly added: "Of course the only reason I said 'Go for it' was that I didn't think he had a chance in the world of pulling it off.")

I outlined my idea to Rick Loh, who heads Grand Banks Yachts, Ltd. in the U.S. Rick said he'd discuss it with Bob Livingston, president of American Marine, which builds the Grand Banks yachts in Singapore. Ten days later, Rick called to say the two companies would provide a Grand Banks 49 built to my specifications for the voyage.

My dream was really going to become





reality, and years sooner than I had ever dared hope. Not only would I be able to explore all those missed creeks and anchorages, I would also have an opportunity to put to use whatever boating knowledge I had managed to gather in a quarter of a century and prove—or disprove—all the ideas I had about how a boat should be equipped and organized for serious and extended cruising.

The venture needed a name that quickly summarized what it was all about. Since we would be cruising the coasts of North, Central and South America, I settled on

The Cruise of the Americas. As a name for the 49, I felt *Americas Odyssey* had a satisfying ring to it. Over the next several months, I enlisted over 60 of the leading companies in the pleasure marine field to participate in the project (see box).

The Grand Banks 49 fit very nicely with my idea of a proper vessel for the voyage. Its heavily built, full-keel, semidisplacement hull should let it handle the seas we were likely to encounter with comfort and safety. Equipped with a pair of Caterpillar 3208TA diesels rated at 375 horsepower each, it would have a top speed of around

16 knots, yet could be throttled back to a relaxed cruising speed of about 10 knots while burning only about 10 gallons of fuel per hour or just a shade over a gallon per nautical mile. Its 1,000-gallon fuel capacity would give it quite adequate range for cruising parts of Central America and Mexico where fuel pumps are few and far between.

Its basic arrangement includes a large owner's stateroom and head aft, a combined salon, galley and lower steering station in the middle part of the vessel, and two guest staterooms and a guest head forward. Among the custom features Anne and I specified for what would be our home for 15 months were a substantial helm seat at the lower steering station; a layout of the smaller of the two guest staterooms forward which would provide a two-berth stateroom when we have company and a working office for me and my computer equipment when just Anne and I are aboard; a



Well-equipped: It would be hard to find a 49-foot boat with more electronics than exist on *Americas Odyssey*. To house all the navigation gear in the pilothouse, a special panel was built up in front of the lower helm station (above). The main salon on the Grand Banks 49 is elegant, spacious and comfortable. The twin Cat 3208TA diesel engines can push the boat to a powerful cruising speed of 16 knots (right). But dialing back to a more semidisplacement hull speed extends the cruising range, a major advantage on a 15,000-mile voyage of this kind.

small layatory and head in the forward stateroom; a wet locker with a drain into the bilge just aft of the starboard salon door; a pass-through from the galley to the flying bridge; and a whirlpool tub in the master head.

We needed a fairly significant dinghy for exploring the watery byways we'd encounter and wanted it to be extremely easy for the two of us to launch. That called for installing backing plates in the transom to mount the dinghy on davits. I also wanted us to carry our own ground transportation for exploring ashore. Moving the dinghy to the transom left room to install racks for two small motorbikes on the aft cabin top. Since Anne and I are both avid scuba divers and our voyage would take us through some of the most beautiful diving areas in the world, I wanted us to be self-sufficient for diving operations. The lazarette of the 49 was more than adequate to house a compressor and our dive gear plus extra tanks and snorkeling equipment.

Grand plan

While American Marine was building the 49 in Singapore, I plunged into planning our itinerary around the key dates that would dictate our schedule. The boat would be delivered to Charleston, S.C., in mid-May and would require about six weeks commissioning in North Carolina. That gave us a departure date from Wrightsville Beach, N.C., in early July. To avoid the worst of the fog that moves into the Northeast in fall, we would need to cruise as far north as Maine, then head south by early September. We wouldn't want to leave Florida for the Bahamas until after the hurricane season ended in late October. We would need to reach Southern California by about June 1 in order to have most of the summer for the run north to Alaska. To avoid the worst of the Northwest's fall weather, we'd need to be out of Glacier Bay and headed back south by mid-August. Under my agree-

ment with Grand Banks, we would turn the boat back over to them in Seattle. In all we were looking at a 15-month window from early July of 1993 to the end of September, 1994, during which we could cover some 15,000 nautical miles.

Americas Odyssey arrived from Singapore as deck cargo aboard the container vessel *Hakon Maru* at Charleston on May 18. I'm not sure it was legal, but I bounded aboard as soon as the freighter was tied to the wharf. She was nestled comfortably in her cradle amid a canyon of containers. I introduced myself and said, "Lady, you and I are going to have some wonderful times together." It was after midnight before enough containers were stripped away to allow her to be offloaded. The Charleston longshoremen were gentle with her, but I didn't really breathe easily until she was safely in the water.

We left Charleston the following morning for the two-day run up the Intracoastal Waterway to Baker Marine, the Grand Banks dealer in Wrightsville Beach, where she would be commissioned.

In addition to general commissioning, the craftsmen at Baker's service center in Wilmington, N.C., added another round of custom touches that would prepare *Americas Odyssey* for her voyage and make her even more distinctive. To house the extensive array of navigation electronics I had lined up, Baker's lead carpenter, James Simmons, cut away the lower steering station's standard chart flat and in its place built an angled teak console which would keep the electronics within easy reach of the helm seat without significantly restricting the helmsperson's visibility. Into the overhead console above the helm station, Baker's personnel installed an expansive list of communications electronics.

I had planned to move *Americas Odyssey* from Wilmington to Wrightsville Beach no later than July 6 so we would have a couple of days to add the finishing touches for her launch party, which was scheduled

to begin at 7 p.m. on July 8. Several television stations wanted to do stories about us. On the morning of July 8, we were still in the yard with one television producer already aboard shooting tape, and we arrived at Wrightsville Beach barely a half-hour before the party began to find two more television crews waiting for us on the dock.

The start of it all

After doing some running photography for *Motor Boating & Sailing* the following morning and finalizing the calibration of the autopilot, Anne and I left Wrightsville Beach late that afternoon for the 60-mile offshore run to Beaufort, N.C., and entered its unlighted channel at 2 a.m. the next morning. Five more days of meandering up the Intracoastal Waterway brought us to Norfolk to begin our cruise of the Chesapeake Bay with stops at several of its most picturesque harbors. Our first port of call in the Bay was at Tangier Island on the Eastern Shore for a dinner of its crab cakes. At St. Michaels, we visited the fascinating Chesapeake Bay Museum and had a feast in which dozens of spicy blue crabs steamed to a bright red were dumped on a harborside picnic table covered with newspapers and we fell to with shell-cracking hammers at the ready.

After a brief stop at bustling Annapolis, we were in need of a couple of restful lay days and found the perfect cove just up the Severn River at Little Round Bay, where *Americas Odyssey* now hangs placidly on the hook.

In the months ahead I'll be sending back reports of our progress as we work our way to Maine, back down the East Coast, out through the Bahamas and the islands of the Caribbean, along the coast of South America, through the Panama Canal, then up the west coast of Central America, Mexico, the U.S. and Canada, and up the Inside Passage to Alaska. I hope you'll read along and enjoy the trip with us. ♫

"As we went to press with this issue, *America's Odyssey* was due to complete her voyage in Seattle, Washington towards the end of September 1994. She will be offered for sale through the Grand Banks dealership network. Please contact your Grand Banks dealer representative for further information."

COMMUNIQUE

Water in the Keel

In October 1993 my wife and I became the proud owners of GB32-810 named *Castor*. The ship is laying in Mallorca, one of the Balearic Islands in the Mediterranean. Her home port right now is Alcudia. We originally intended to bring her all the way home to the Rhine river in Wiesbaden, Germany. However, after we discovered Mallorca we decided to keep her in the Balearics at least for a year or two. As I am retired we are not in a hurry!

We renamed our GB32 *Tin Hau* and from the trips we have taken along the east coast of Mallorca we are very impressed about the seagoing capabilities of this little ship. *Tin Hau* was built in 1988 and was in charter service until 1993 when we bought her. She is in good shape aside from a few scratches which we already repaired. However, there is a crack located about a half meter forward of the prop. We understand one of the charter guests hit a rock and the repair was not properly done. The boat has been out of the water for almost two months now and water is still dripping out of the keel.

Could you please tell me how this area is built and what to do about the water in the keel?

Mr. Alfred Thur
Wiesbaden, Germany

Dear Mr. Thur,

As you know, the hull of a Grand Banks is solid, band laid fiberglass. The keel is formed from one "piece" of fiberglass running from one cap rail to the other. You do not see into the keel from the engine room, for instance, because the keel is covered over with fiberglass to form a relatively flat bilge area. As a result the keel is essentially hollow, although since the early 1980's we have filled the keel with high density polyurethane foam. There are many furniture and equipment variations in each GB model which often requires the addition of a copper slag and resin mixture used as trim ballast.

It is not uncommon for water to end up in the keel, even with the foam inside. Obviously in your case when

damage occurs the source is easy to explain. However, even when the keel is not damaged it is possible for water to enter the keel. Bilge pumps and other devices fastened to the center portion of the bilge can "wick" water along screws if not bedded properly or as bedding erodes over time. Also, in the case of a single engine, bedding compounds can deteriorate over the years around the stern gland assembly where the shaft exits the keel. It is for these reasons that many GB owners in cold climates often have their boat-yards install a bronze drain plug. Usually known as a "garboard drain plug" this will allow you to routinely drain the keel of any unwanted water regardless of the source. Because of the addition of foam and in some cases trim ballast, a plug on each side of the keel may be best to ensure maximum benefit. When installing the garboard drain it is not uncommon to encounter a pocket of trim ballast that may not have been completely mixed with resin. In that case you may find a small quantity of a very darkened substance leaking out which you may disregard.

Deckhouse Door Hinges

I have a 1992 GB42 with stainless steel deckhouse door hinges and three of the six have already broken. We have cruised over 700 hours in our GB and have loved each one, but we are very dismayed that these hinges would break so soon. They seem to be an odd size and no one carries them in stainless steel. Can you help?

Mr. Roger Hamilton
Stuart, Florida

Dear Mr. Hamilton,

The deckhouse door hinges you are referring to are actually chrome plated brass with a brushed finish. They are often confused for stainless steel. They are made in England with a very close tolerance between the non-removable style pin and the hinge itself. Because the hinges are in a salt air (and water) environment they are subject to some corrosion. Even a little corrosion can seriously affect the performance of

hinges with tolerances as close as these.

We strongly suggest you maintain your deckhouse door hinges by frequently rinsing with freshwater and regularly applying a light lubricating or penetrating oil. This maintenance regimen should also apply to other exterior metal fittings such as the cylinder and mortise of the deckhouse door locksets. If you follow this routine we believe your new deckhouse door hinges and other hardware will give you many years of satisfactory service.

Steering Cables

My wife and I recently bought a 1981 GB36 Classic. The former owner bought her new, but regrettably used the boat very little. On our maiden voyage we developed a steering problem. We managed to employ the emergency tiller arm and successfully made our way to a safe harbor. I must say it was much easier steering the boat with the tiller than I imagined it would be and was rather grateful for my many years of sailing (most of which was with a tiller). The problem turned out to be that one of the sheaves came completely free of it's saddle. Once safely moored I determined that the clevis pin had come loose allowing the sheave to fall free. The real problem as it turned out was that the former owner had temporarily held the clevis pin in place with a paper clip and forgot to replace it with a stainless steel cotter pin. Neither we nor our surveyor noted this discrepancy. It served as a very clear reminder to my wife and I on the importance of regularly inspecting our steering system.

I have two questions. First, what maintenance do you recommend for the steering and, second, where can I purchase the plastic sheaves as several of the ones we have are showing signs of wear?

Mr. Harland Hickson
Hilton Head, South Carolina

Dear Mr. Hickson,

It sounds as though your mechanical steering system did not receive the care it should have. We believe a prudent owner would inspect their steering system frequently. Eyeing the cables and sheaves in the engine room and in the lazarette with each day's use is a good habit to get into. It only takes a minute and will make it easier to notice if anything looks out of place. On most boats it is not too hard to reach the cables running down the side

of the hull to check to ensure the cables are firm but not rigidly tight nor sagging. At least seasonally, and more with frequent use, you should lubricate all bearing surfaces with grease if fitted with a grease nipple or with oil if not, lubricate all cable contact surfaces with grease. It is important not to overlook the upper and lower helm cable drums. They too should be maintained with a light coating of grease.

The plastic sheaves, if well maintained, will give many years of service.

However, you may wish to replace your large diameter plastic sheaves with the brass ones we use today. They are available directly from the supplier listed below. You will need to supply the inside and outside diameter of the sheave you now have.

Edson International
460 Industrial Park Road
New Bedford,
Massachusetts 02745-1292
(508) 995-9711

PHOTO CONTEST

After sifting through several strong entries for the Photo Contest winner, the following picture was voted to be the best. It shows GB49-110, *Good Bud*, running at 19 knots off the Californian coast. She is equipped with twin Luger 460hp engines and is using every available horse. To achieve this angle, the photo was taken from a helicopter and was submitted by its owner, Brad Buettner of Long Beach, California.

We are continuing to receive more wonderful photos for the next issue and we look forward to choosing another worthy winner.

Also, we would like to use some of the runner-up photos in our Beachcombing section. Therefore, when sending in your photo, please include some information about yourself, your cruises and, of course, your boat.



CUSTOM CORNER

My wife and I are the happy owners of a Grand Banks 42, hull number 1042. We are the second owners and acquired *Impulsive* in 1990. When we bought her she had under two hundred engine hours and is now at about one thousand hours. Our longest trip to date is from our home port of Channel Islands to San Francisco and the Sacramento delta.

We have been very pleased at the outstanding quality of construction evidenced throughout the boat and even more pleased with her sea keeping qualities. We have had her in seas of over fifteen feet without any problems.

Our only real complaint was the complete lack of useable book storage. I keep many reference books as well as books for reading during the "quiet times" on board.

This storage problem has been solved by replacing the removable access panels on the starboard side of the aft cabin with book cases. These have been built so that they are easily removed as the original panels for access to the exhaust hose. They have also been built with the shelves angled downward to provide support



against the hull and to prevent the books from falling out when the boat rolls. The design seems thus far to be a complete success.

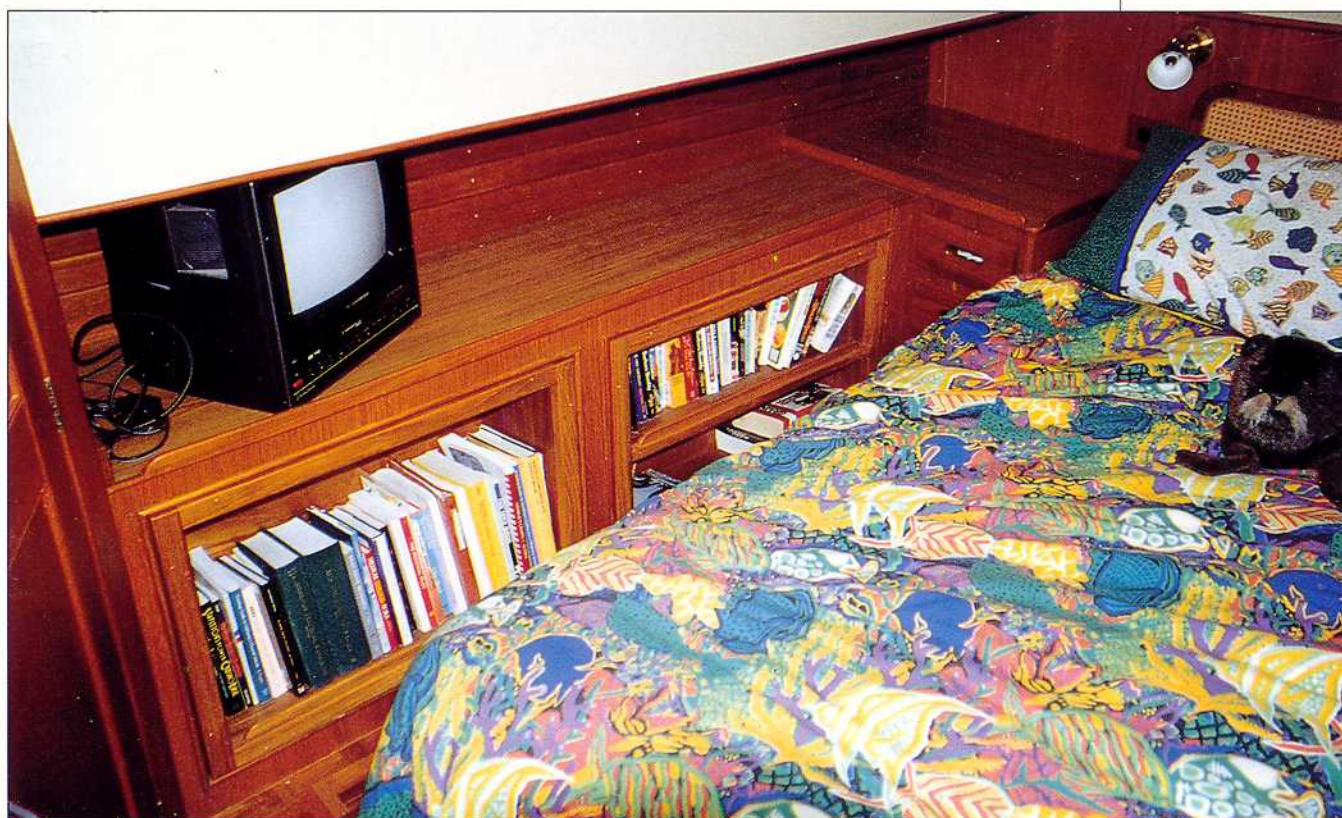
My wife and I intend lengthy cruising to Mexico this fall and hopefully Alaska in 1995 in our "dependable diesel cruiser," GB42, *Impulsive*.

Sincerely,
Dolf and Beverly McCranie
Camarillo, CA

Top:

*The McCranies
aboard Impulsive.*

Below: *The new
bookshelves provide
plenty of storage for all
their reading needs.*



PROFILE

Bob Livingston/President

American Marine News
VOLUME 7 NO. 4

PRESIDENT — AMERICAN MARINE (S) PTE. LTD.

After graduation from College in Minnesota in 1965 Mr. Livingston joined the international firm of Certified Public Accountants, Peat Marwick, Mitchell & Co., in their Los Angeles, California office. Mr. Livingston became a Certified Public Accountant in 1967 and continued in Public Accounting until 1972 when he joined American Marine. In American Marine he held various positions and was appointed President and Director in June 1975.

The majority of Mr. Livingston's first year as President was spent ridding the Company of non-profitable operations, increasing labour productivity, introducing certain efficiencies in the production plant and reducing fixed costs. At the same time re-establishing advertising, opening communication lines with Grand Banks owners and dealers and developing an adequate sales backlog on all Grand Banks models.

Mr. Livingston's guiding principle since he became President has been and continues to be "to improve the quality of the boats within a reasonable price structure".

P.S. Mr. Livingston who lives in Singapore with his wife, Mary and three children take delivery of their GB42 in May.



dollar for the only one in stock, Mr. Livingston's GB42.

Not to worry, however, because between management inspections, rounds at the factory, boat shows and the recent launching of the company's new demonstration boat, a GB49 Motor Yacht named *Pacific Breeze*, a day has rarely passed over the past twenty two years where Mr. Livingston has not been aboard a Grand Banks.

The past has been good to American Marine and Grand Banks, and with Mr. Livingston at the helm, the future will be smooth sailing.

Mr. Livingston, who currently serves as American Marine's President, CEO and Chairman, celebrated his 22nd anniversary with the Company during the summer of 1994. Over the past two decades he has guided the company through an oil crisis, severe currency fluctuations, and the dreaded luxury tax, with excellent foresight while being appropriately conservative. When not battling unfair policies of international governments, Mr. Livingston likes to spend his time playing tennis, working out and reading a good book.

The profile above, originally published in 1977, mentions Mr. Livingston's wife, three children and GB42. All are well and still with him except his GB42, which was sold to Coca Cola one month after delivery. Coca Cola wanted a Grand Banks fast and was willing to pay top



SUPPLIER CONTACTS

The following listing provides addresses and contact numbers for the suppliers of selected major components used on a Grand Banks.

Supplier Product

Alaska Diesel Electric, Inc.
Gensets, Engines
P.O. Box 70543
4420 14th Avenue, NW
Seattle, WA 98107
Tel: (206) 789-3880

AM Equipment
Wiper Motor
530 Queen S.W.
Albany, OR 97321
Tel: (503) 928-8371

Aqua Signal
Navigation Lights
1680 East Fabyan Parkway
Batavia, IL 60510
Tel: (708) 232-6425

Boat Leveler Co.
Trim Tabs
7305 Natural Bridge
St. Louis, MO 63121
Tel: (314) 385-7470

Bristol Products Co.
FW Plumbing
Route 15 South
Bristol, IN 46507
Tel: (219) 848-7681

Camp Co.
Zincs
5300 95th St. N.
St. Petersburg, FL 33708
Tel: (813) 397-6076

Caterpillar Inc.
Engines
P.O. Box 610
Mossville, IL 61552-0610
Tel: (309) 578-6369

Cummins Engine Co.
Engines
4500 Leeds Ave.
Charleston, SC 29405
Tel: (803) 745-1171

FIC Corp.
Shore Power Fuses
12216 Parklawn Dr.
Rockville, MD 20852
Tel: (800) 638-6594

Flojet Corp.
FW Pumps
12 Morgan
Irvine, CA 92718
Tel: (800) 235-6538

Gross Mechanical Laboratories
Heads, FW Pumps
7240 Standard Dr.
Hanover, MD 21076
Tel: (410) 712-4242

Heinemann Electric Co.
Circuit Breakers
2300 Northwood Dr.
Salisbury, MD 21801
Tel: (410) 546-9778

Imtra Corp.
Lofrans Windlasses
30 Barnet Blvd.
New Bedford, MA 02745
Tel: (508) 995-7000

ITT Jabsco Products
FW Pumps
P.O. Box 2158
1485 Dale Way
Costa Mesa, CA 92626
Tel: (714) 545-8251

Lewmar Marine
Hatches
New Whitfield Street
Guilford, CT 06437
Tel: (203) 458-6200

Marine Air Systems
Air Con, Refrigeration
2000 N. Andrews Avenue Ext.
Pompano Beach, FL 33069-1497
Tel: (305) 973-2477

Marine Development Corp.
Battery Chargers
P.O. Box 15299
Richmond, VA 23227-0699
Tel: (804) 746-1313

Morse Controls
Engine/Gear Controls
21 Clinton Street
Hudson, OH 44236
Tel: (216) 653-7702

Newmar
Battery Chargers
P.O. Box 1306
Newport Beach, CA 92663-1306
Tel: (714) 751-0488

Onan Corp.
Gensets
1400 73rd Avenue, NE
Minneapolis, MN 55432
Tel: (612) 574-5455

Perko, Inc.
Misc. Hardware
P.O. Box 64000-D
16490 N.W. 13th Ave.
Miami, FL 33164-0510
Tel: (305) 621-7525

Rabud, Inc.
Deck Hatches
110 N. Bryan Rd.
Dania, FL 3300
Tel: (305) 925-4199

Refrigeration Hardware Supply Hardware
9021 Norris Ave.
P.O. Box 1549
Sun Valley, CA 91352
Tel: (800) 423-2446

E.S. Ritchie & Sons, Inc.
Compasses
P.O. Box 548
243 Oak St.
Pembroke, MA 02359
Tel: (617) 826-5131

Rule Industries, Inc.
Compasses, Pumps
70 Blanchard Rd.
Burlington, MA 01803
Tel: (617) 272-7400

Sabre Engines Ltd.
Engines
Wimborne
Dorset England
Tel: (0202) 893-720

Sealand Technology
Vacuflush Heads
P.O. Box 38, 4th St.
Big Prairie, OH 44611
Tel: (216) 496-3211

Seaward Products, Inc.
Stoves, HW Heaters
P.O. Box 91148
City of Industry, CA 91715
Tel: (818) 968-2117

Teak Decking Systems
Deck Caulk
6050 Palmer Blvd.
Sarasota, FL 34232
Tel: (813) 377-4100

Twin Disc, Inc.
Transmissions
1328 Racine Street
Racine, WI 53403
Tel: (414) 638-4000

U-Line Corp.
Ice Makers
8900 N. 55th Street
P.O. Box 23220
Milwaukee, WI 53223
Tel: (414) 354-0300

Vernay Products, Inc.
Mufflers
116 Plantation Oak Drive
Thomasville, GA 31792
Tel: (912) 228-7653

Westerbeke Corp.
Gensets
Avon Industrial Park
Avon, MA 02322
Tel: (508) 588-7700

Western Branch Metals
Propeller Shafts
2401 Wesley St.
Portsmouth, VA 23707
Tel: (804) 399-3015