

AMERICAN MARINE NEWS

Vol 21 No 3/95

SPECIAL FEATURE:

ALL NEW

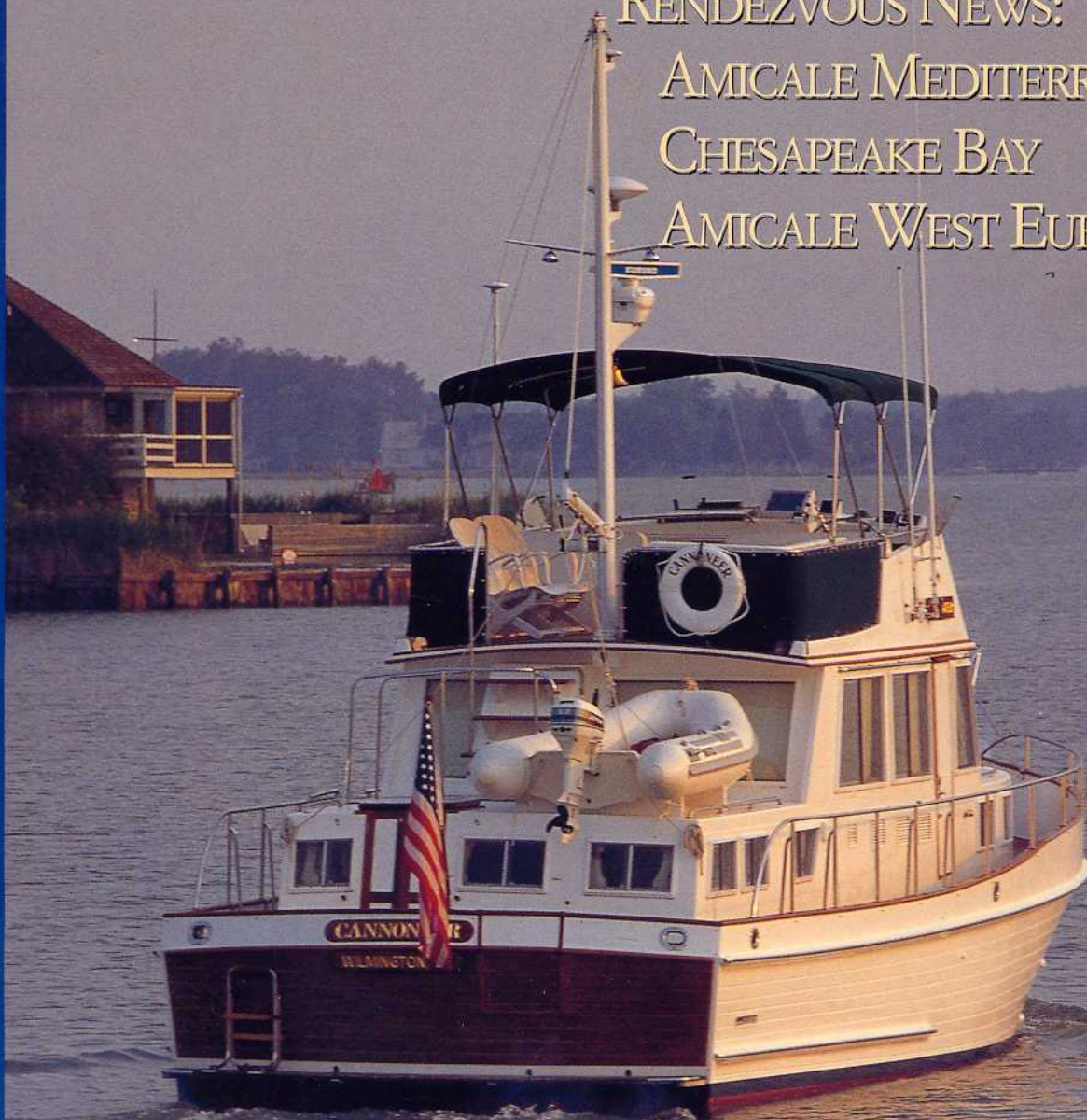
GRAND BANKS 36MY

RENDEZVOUS NEWS:

AMICALE MEDITERRANEAN

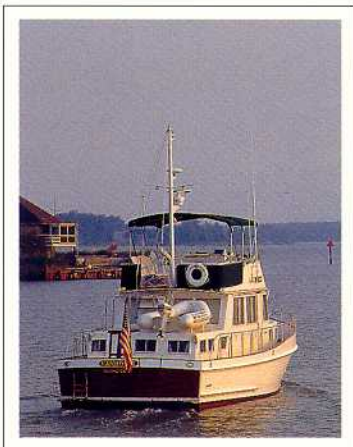
CHESAPEAKE BAY

AMICALE WEST EUROPE



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Cover: GB46 Cannoneer glides out of the Tred Avon River for an early morning run on the Chesapeake Bay.

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Yeow "Bugs" Kok Hoong
Senior Manager - Sales for Asia and Europe

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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American Marine Proudly Announces A New Addition:

THE GB36 MOTOR YACHT



Above: The long-awaited 36MY proves to be worth the wait!

American Marine is proud to introduce the newest addition to their family of cruising yachts, the Grand Banks 36 Motor Yacht. Built with the same quality craftsmanship and attention to detail as the rest of the line, the GB36 Motor Yacht offers an expanded aft cabin with a variety of berth arrangements. Even with a queen size bed, there is still ample space in the aft cabin for a separate head, shower stall, hanging locker and bureau.

The saloon is intelligently laid out with an L-shaped settee, teak yacht table, galley, both port and starboard cabin doors and helm console area. All of this is arranged in a bright environment providing boaters with wonderful

views of their surroundings while protecting them from the elements. Expert joinery work and professionally crafted and varnished teak can be found throughout the boat.



Left: A surprisingly roomy aft cabin makes for an exceptional owner's stateroom.



Left: The superb craftsmanship is evident throughout.

When going forward, one finds the forward stateroom, also with its own optional berth arrangements. Both the traditional V-berth and island bed arrangements offer convenient and practical use of space. The V-berth layout affords enough space for a utility area. A guest head is located on the starboard side of the cabin and to port is a choice of either a large hanging locker or a utility area with a smaller hanging locker. The forward stateroom offers comfort, convenience and privacy to any guests who might be cruising with you.

The outside is also thoughtfully laid out with plenty of space for those who wish to enjoy the fresh air. The deck above the aft cabin comes with two deck boxes for storage and provides a perfect area to place lounge chairs to enjoy evening cocktails. The flybridge is very practical with two built in back-to-back seats wide enough for two people on each side. There is also plenty of room for you to use in a variety of creative ways.



Above: Comfortable seats and panoramic views are found in the saloon.

As is standard on all Grand Banks, the GB36 Motor Yacht has wide, walk around teak decks. Surrounded by teak or stainless safety railings, the walk ways are safe and comfortable for anyone who needs to go forward to handle the lines or check on the anchor.

The GB36 Motor Yacht is also very economical. With a single 210 hp Cummins engine, standard for this yacht, she consumes a mere 3 gallons per hour at her cruising speed of 8 knots. Optional engine packages will provide top speeds up to 15 knots. She'll also cruise for 950 miles with no refueling.

The GB36 Motor Yacht recently debuted to a wonderful reception at this year's Miami Boat Show. Grand Banks enthusiasts with an interests in the GB36 Motor Yacht should contact their nearest GB dealer to learn more about this spacious new addition to the Grand Banks family.

Left: The flybridge is the perfect place to enjoy the outdoors.



RENDEZVOUS NEWS

1994 Amicale Grand Banks Mediterranean Rendezvous

by Georges Soots

The 1993 Rendezvous of the Amicale Grand Banks Mediterranean in Bonifacio was such a success that our group decided to meet again in Corsica. The rendezvous took place in Saint Florent during the last weekend of June 1994. Saint Florent is located at the foot of Cape Corse, which looks like and index finger extending from a closed

the Grand Banks to experienced a rough sea during their 130 nautical mile passage from the continent. Thankfully, however, from the 20th to the 26th of June we enjoyed a calm wind with a hot, bright sun.

There were a total 26 Grand Banks and more than 80 people who attended the rendezvous. The yachts were all moored at the Marina's Honor Pier, reserved especially for our



Left: Saint Florent lying at the foot of Cape Corse.

hand. This area is called the Nebbio and is renown for its cathedral and old churches. In olden times, Saint Florent was highly coveted both because of its strategic position and since it was the only harbor in North Corsica. To protect the city from invaders, the Genovese built a citadel in 1440. In 1794, Lord Hood's invasion of Saint Florent failed because of the strong defense of the Mortella Tower, whose ruins can still be seen today. The British were so impressed with the tower defense that they built similar towers in Kent and Sussex. They corrupted the names of their new towers, however, calling them the Martello Towers. Also impressed with the city's defense, the famous Lord H. Nelson once said, "Give me Saint Florent and two frigates and I will be able to control any ship out from Marseilles and Toulon."

Thirty years ago Saint Florent was only a small fishing port, but has since constructed a marina large enough to receive 750 yachts. This year again the Minstrel, a strong northwest wind from the west basin of the Mediterranean, was present at our Rendezvous. This caused most of

group. Mr. Feydel, the Mayor of Saint Florent, offered us a friendly welcome cocktail. Captain Dizabeau, of the Coast Guard rescue ship *Conca D'Oru*, organized several lessons on navigation, security at sea and radio communications for our members. The *Conca D'Oru* was ours for one complete morning as Captain Dizabeau and

Below: Some of the GBs experienced a rough sea.





his team instructed the GB owners and spouses on the technique of what to do in a man overboard situation. Fortunately, all victims were rescued successfully!

On June 26, a trip was organized around the spectacular Cap Course Peninsula. We enjoyed a nice lunch in the restaurant Le Vieux Moulin, in the fishing harbor of Centuri on the west side of the cape. The harbor is so small that the GB's could only be moored outside in opti-

with excellent Corsican fish and wines. Two singers and guitar players provided us with Corsican songs and music. The party continued late into the night, with all the participants sitting around the musicians in a friendly atmosphere.

Grand Banks T-shirts were distributed and participants received commemorative plaques, courtesy of American Marine. The winner of the prestigious steering wheel was *Dix de Der*, a GB36 Europa owned by our Swiss member, Claude Auer from Geneva.

The weather conditions were poor on Sunday, causing the picnic party which was planned in a small cove to turn into a lunch at La Marinuccia. In the afternoon, some of the GB crews, using their dinghies, participated on an exploration of the Aliso River, which at the time became a miniature Amazonian adventure.

After the rendezvous, most of the GB Amicale members continued their summer cruise to the south of Corsica, mostly along the beautiful west coast of the island and also to the north of Sardinia. Others came back by the long way through the island of Elba, the Gulf of Genoa and along the Italian Riviera.

The main benefits enjoyed by these two consecutive rendezvous in Corsica are stronger contacts between the members of our Amicale and the reinforcement of friendship, making our association really amicable. The absence of any serious problem concerning the yachts was again proof of seaworthiness of the GB's as we once again appreciated the beauty of Corsica and its legendary hospitality. Anyone desiring information about the club can contact Amicale Grand Banks Mediterranean at the address located on the back of this magazine.

Above:

The GB's moored at the Honor Pier.



Left: *Participants at this year's rendezvous.*

mal weather conditions. On our way back to Saint Florent, we stopped in the vineyard of Patrimoine, where we tasted the famous Corsican wines. The night was capped off with another marvelous cocktail party, organized by the ladies on the pier of the marina in front of our yachts.

The General Assembly of the Amicale was held under the direction of Edmond Moreau, our President, in the restaurant La Marinuccia. The meeting was followed by a technical session where we could appreciate the comments of two of our experienced members, Mr. Jean Colin of North Sea Marine, GB dealer for Belgium, and Mr. Rolf Becker of Nautic Contact System, GB dealer for Spain.

The Soiree de Gala was held on Saturday evening again at the restaurant La Marinuccia

1994 Tenth Annual Grand Banks Chesapeake Bay Rendezvous

Article by Joyce Cantrell/Photos by Don Carl

Bob Smith's Tenth Annual Grand Banks Chesapeake Bay Rendezvous took place from September 26 through 30, 1994. The Rendezvous was held at Tides Lodge in Irvington, Virginia on Carter Creek, just off the Rappahannock River. Arrivals were hot and heavy throughout the official arrival day despite intermittent showers. There were 34 Grand Banks ranging in size from 32' to 46' and in age from a vintage 1967 GB42 to a brand new GB46 Europa. The spirit of Grand Banks and its owners was very evident this year as there were over a dozen Grand Bankers who came by car, and over a third of the 100 or so attendees were first timers to the Chesapeake Bay Rendezvous.

There wasn't a dull moment during the entire week. This year's rendezvous included the perennial "hands on" activities, such as the CPR class provided by the staff of Rappahannock General Hospital, during which almost 30 people were certified, and the fire fighting demonstration by Virginia Fire and Safety, Inc., where



people were encouraged to try their hand at extinguishing a very large, controlled fire. Other activities, along a less serious vein, were the putting green golf tournament and annual Dinghy Regatta. This year's putting champion was Dan Loh, running away with the competition by sinking five hole-in-ones. The Dinghy Regatta champions were Tom and Carolyn Quirk of GB42 *Old Granddad*, victorious in a hotly contested battle.

More sedentary, yet by no means less stimulating, were the ladies gathering, a wonderful source of new ideas, tips, and decorating tricks on surviving aboard our "floating homes," and Bob Smith's engine class, loaded with as many ideas, tips, and tricks on how to keep our floating homes afloat and in running condition. We were treated to an entertaining presentation by a representative from Marine Electronics. This year's weather was superb for outside demonstrations by Dan Bacot and his crew from York



River Yacht Haven on surface preparation and varnishing and by Kirk Cantrell of Kirk's Mobile Yacht Services on restoring the famous Grand Banks window frames.

There were a variety of social events sprinkled throughout the week as well, including the Grand Banks-sponsored Welcoming Cocktail Party on the first evening, an informative factory presentation, during which Dan Loh updated us on what Grand Banks is doing today. At the Grand Banks presentation, one owner shared some of his cruising experiences with the others. This year's all-day tour was an enjoyable one of historic Colonial Williamsburg.

The traditional wrap-up of the week's activities was held at the pool, heralded by a live Scottish bagpiper. Bob Smith presented awards for the "athletic" competitions, as well as the Grand Banks Captains' Trophy, donated by Grand Banks Yachts.

Dates have not been set yet for next year's rendezvous, however, more information can be received from Bob Smith. His contact information can be found on the back of this magazine. Catch the spirit! We'd love to see you there!

Above: *The GB's docked at the Tides Lodge.*

Left: *Bill Webster of GB42 Swamp Yankee paddles Patty Loh in the Dinghy Regatta.*

Below: *Linda Sandlin of GB42 Wing Song controls a fire at the fire fighting demonstration.*



1994 Amicale Grand Banks West Europe Rendezvous

by Queenie Jones

Willemstad, a mighty Dutch fortress on the water, although protected by bastions surmounted by ancient cannons, was taken over by a fleet of Grand Banks. This siege, lasting from August 26 to 28, 1994, marked the 10th annual rendezvous for the Amicale West Europe Grand Banks owner club.

On a previous rendezvous here in 1989, our Committee and Captains had managed to squeeze 44 Grand Banks into the small inner

Bob Livingston, President of American Marine. Although four different languages were being spoken, we all had the same family ties: namely the Grand Banks.

On Saturday, a General Meeting was held in the tent as 50 captains gathered to discuss Club affairs. Our Commodore, Jack Verdyck, informed us that, much to his regret, he would have to limit his activities due to health reasons. Our Chairman, Willem van der Willik, then sadly announced his resignation, also citing health reasons. Matters were quickly settled with Ruud Hummelman assuming the Chairmanship



*Left: 49 beautiful GB's
packed the
historical Dutch
harbor of Willemstad.*

harbor. But now this record has been surpassed: no water could be seen, only a mass of row upon row of Grand Banks rafted together, 49 boats in all (10 GB32's, 17 GB36's, 15 GB42's and 7 GB46's). They had come from Belgium, England, Germany and Holland, flying the club burgee and dressed overall in signaling flags fluttering in the breeze.

In the evening, 150 eager people clambered from boat to boat making their way to our party tent set up in front of the first Town Hall of Willemstad. The first Town Hall, built in 1587, has been beautifully restored and now houses the Tourist Information Office. Old friends joyously greeted one another and newcomers were made welcome during our traditional Herring and Genever party. In the course of the evening Jean Colin, Grand Banks' dealer for Belgium, arrived with Rob Livingston, son of

of the Amicale. Jack Verdyck will remain as the Commodore, but will now be assisted by an Activity Committee consisting of Bob Wauters, Luc Kamp and Joost Visser. A couple announcements were made concerning the annual competitions: There would now be a second place award for the longest vacation trip and the Ford Lehman Trophy, for the longest distance traveled to come to the Rendezvous, will no longer be awarded.

For those who had never been to Willemstad, Saturday afternoon was a unique opportunity to sightsee, and for the others a good occasion to revisit this historical town. Although Willemstad has only some 3,500 inhabitants, it has a very rich past and boasts many very fine old buildings, such as the Mauritshuis. This was built in 1623 as a residence for Prince Maurits, son of William of

Orange, and was then called the Princehof. This magnificent building has been completely restored and is now the present Town Hall. The Octagonal domed church, completed in 1607, was the first Protestant Church built in Holland and is still used by the Dutch Reformed Community of Willemstad. With its quaint cobbled streets, imposing Arsenal standing on one side of the harbor, old guardhouse, beautiful former Town Hall and the characteristic windmill dominating the town, Willemstad is truly a little gem, well worth a visit.

Saturday evening found us all gathered once again in our party tent with the Mayor and several of Willemstad's councilors as our guests of honor. The city councilor, specially responsible for all the arrangements concerning our well being, welcomed us in a speech given in four languages. Our Commodore then presented the Mayor with a beautiful GB plaque of a teak and copper. The Mayor thanked him, saying that the plaque was too nice for his office but would certainly find a place of honor in his home.

The buffet supper was superb and bountiful. The tables were laden with smoked salmon and eel, lobster and other seafood, fine meats and variety of exotic salads. These delicacies were followed by scrumptious desserts. Once the banquet was over, one could feel the excitement mounting as the results of the competitions were about to be announced. For the first time, special prizes were awarded to three Captains for their expert renovation of their old Grand Banks.

The American Marine Trophy, a teak steering wheel awarded for the longest vacation trip, was won by Gerrit and Frieda van Andel and *Houdoe*, their 18 year old GB32. *Houdoe* is powered by single Ford Lehman engine and a 28 hp Volvo Penta sail-drive auxiliary engine. The Van Andels trip began in Holland, from where they sailed along the Belgian coast, the North and West Coast of France, down the treacherous Bay of Biscay, the Northern Spanish coast, Portugal, through the Straits of Gibraltar, up the East Coast of Spain to the Island of Ibiza,

then to the South of France. At Port Saint Louis they went inland up the Rivers Rhône, Saone and Doubs, then up the Rhine through Germany and back into Holland to their home port. All total, the journey took 80 days and 777 engine hours to travel 3,494 nautical miles (6,475 kilometers).



Top: A small portion of Saturday night's tremendous buffet.

The second place prize for the longest vacation trip, a TV set, was won by Keith and Evelyn Baker with their 22 year old GB36 *Classic Carade V*. Their trip of 2,057 nautical miles (3,812 kilometers) took them from Rochester, England across the Channel to the Belgian coast, through the Netherlands, on to Denmark and the Skagerrak and then south through Germany and back into Holland. The Bakers have worked hard and have done a fantastic job in restoring *Carade V*, which was in a deplorable state when they bought her. They won the Ford Lehman Propeller last year and were determined to win the American Marine Trophy. Oh well, maybe next year!

The prize winning ceremony was concluded by own new Chairman, Ruud Hummelman, expressing thanks to all our sponsors who, with their generous financial support, help to make our rendezvous such a success.

Sunday morning came all too soon and it was time to say good-bye. Some had to leave early due to the distance they had to travel and others wished to stay on. The result was GB Captains playing musical chairs with their boats in the confined space of the harbor to the great amusement of the on-lookers! The next Amicale Rendezvous will probably be held in Kortgene in the Dutch Province of Zeeland during the last weekend of August 1995. Grand Banks owners from anywhere in the world who wish to join can contact Amicale Grand Banks West Europe. Their details are on the back cover of this magazine.



Left: Gerrit and Frieda van Andel of GB32 *Houdoe* accepting the American Marine Trophy.

BEACHCOMBER

GB32-793 *Tranquillity*

Sarasota
Florida
USA

Marlyn and Bill Schwaberow aboard their GB32, *Tranquillity*, approaching Ft. Jefferson in the Dry Tortugas. They have cruised the southern west coast of Florida as well as Lake Okeechobee and it's canals to the east coast. The Schwaberows are the original owners of this 1988 GB32 and have enjoyed countless hours of cruising and have many ideas for additional cruising adventures.



Alaskan 46-001 *Che Buona Fortuna*

Seattle
Washington
USA



Ellen Roth and Dan Roach recently became the proud owners of the first ever built Alaskan 46, *Che Buona Fortuna*, meaning Our Good Fortune, was originally built in 1967 at our old Hong Kong facility. Ms. Roth and Mr. Roach brought the boat up the west coast last summer and now reside aboard her in Seattle.

GB42-116 *Bellissimo*

San Diego
California
USA

Sheryl and Pete Malone are pictured aboard their Grand Banks 42 Classic, *Bellissimo*, which they purchased through Suncoast Yachts & Charters in San Diego. They have refurbished their boat inside and out and she shows beautifully. The Malones are now spending their time either fishing in Mexico or relaxing around the Catalina Islands.



GB42-1231 *Gemini*

Sullivan's Island
South Carolina
USA



Susan and Henry Romaine decorated *Gemini*, their GB42 Classic, for a parade in Charleston Harbor, South Carolina. The parade was to celebrate the beginning of the 1994-1995 BOC solo around the world race. As a show of their enthusiasm for the race, the Romaine's dressed up *Gemini* with a steady sail decorated with the race's logo.

COMBINING

EB38-012 *Whisper IX*

Palm Beach
Florida
USA



Mr. and Mrs. Hollis Baker are just about to leave the dock after accepting delivery of *Whisper IX*, their new Eastbay 38. This is the Baker's first boat built by American Marine and their second C. Raymond Hunt designed vessel. Also aboard is Dan Cross, Hal Jones and Co.'s Service Manager.

GB32-396 *Felicity*

St. Clair Shores
Michigan
USA

Jane and Bud Charvat are the happy owners of *Felicity*, a GB32. The Charvats threw a 21st birthday party for *Felicity* last August to celebrate her coming of age. *Felicity* is shown here in Browning Cove in the North Channel of Lake Huron near Little Current, Ontario. The Charvat's son, Dave, and grandson, Greg, are pictured aboard.



GB42-653 *Seawings*

Boca Raton
Florida
USA



Joan and Bob Breiling are shown here aboard their 1979 GB42 Classic, *Seawings*. They have had her for eight years and have cruised to the Chesapeake and New England four times, all around Florida and over to the Bahamas. Shown here departing the Grand Banks rendezvous in Newport, Rhode Island, the Breilings report that *Seawings* is extremely reliable, seaworthy and very comfortable.

GB32-179 *Oreo*

Alpena
Michigan
USA

When Sue and Robert Brown acquired *Oreo*, a 1970 GB32, in 1989, she was in very poor shape. *Oreo* could not float and had to have nine planks replaced in addition to 4,000 hours of refurbishing. The Browns now proudly cruise *Oreo* in the Great Lakes. They have had numerous offers to buy the boat, but they say they are not ready to sell!



DEALER

Boat Showrooms of London – A Capital Dealer

In 1981, Boat Showrooms of London established an important new base at Shepperton Marina on the river Thames just west of central London. Three years later they further enhanced their reputation by becoming the sole UK Grand Banks dealer and have since helped to make the Grand Banks range a favorite with this seafaring nation. The man behind much of this success is General Manager, Colin Watts. As well as being a Company Director and Principal of the Grand Banks Marketing operation, Colin



has recently been elected to the Board of Directors of the British Marine Industries Federation, National Boat Shows, which controls and organizes all the Boat Shows throughout the United Kingdom. With endless enthusiasm, Colin and his team have worked hard to promote and sell Grand Banks, which can now be seen all around the coast of the British Isles, from the majestic cruising grounds off the Scottish shores to the Channel Islands of Jersey and the Guernsey near the French coast. Through their efforts, Boat Showrooms have gone on to become the focal point of all Grand Banks activity in the UK including the creation of a very active brokerage and pre-owned boat sales service. This success was highlighted in 1993 when Boat Showrooms of London was voted the Grand Banks dealer of the year.

Grand Banks models are also regularly seen at the two major annual boating exhibitions in



the UK. In January 1995, Boat Showrooms featured a GB42 Motor Yacht and a GB36 Sedan at the 41st London International Boat Show.

Colin Watts and his team have been ably assisted over the years by Iain Dibden, Customer Service Technician at Shepperton. Iain is a serious GB aficionado and his expert help and comprehensive knowledge of all models has been a major benefit to all GB owners in the UK.

With full servicing and spares capability at Shepperton, Boat Showrooms staff are justly proud of the special relationship they have created with their customers, often resulting in friendly long-term associations.

Their phone number is 932-243-722 and address is Shepperton Marina, Felix Lane, Shepperton, Middlesex, TW17 8NJ, England.

Above: Customer Service Technician Iain Dibden, left, with Colin Watts, Sales Manager.

Left: Three GB36 Europas on the River Thames on delivery to customers.

Below: Mr Sharman-Cox (left) son-in-law of Mr Town, taking delivery of GB36-1061.



UPDATE

Marlow Marine: Grand To Be Back!

Once you have Grand Banks in your blood, it's hard to forget. In the early 1970's, David Marlow, owner of Marlow Marine in Snead Island, Florida, acquired *Moonshadow*, a wooden 1970 GB36, on trade for a high speed luxury cruiser. As vacation time approached, *Moonshadow* was the only available boat for a three week cruise through the Bahamas. With some trepidation regarding her speed, but with little choice, the GB36 was outfitted for the trip. In three weeks,



Mr. Marlow was a complete convert. Suddenly 20 knots was of little importance with the discovery that getting there was the real fun of a yacht.

The quality and feel of the ship was so impressive that American Marine was contacted and Marlow Marine became a very successful Grand Banks dealership. Over the years, there were literally hundreds of GB's that found their way to the West Coast of Florida and every conceivable modification was performed to high standards. From simple cabinetry to complete dismantling and refurbishing.

In 1986, Marlow Marine was sold and David Marlow retired. After eight years of extensive sailing adventures, trips around the world and other exciting pursuits, old loves began to stir and passing GB's provoked wistful looks. A new site for a marina was purchased in a pristine setting on Florida's West Coast. A brand new facility was built to sell, charter, haul, store and service the world's finest yacht. A new diesel Travelift was purchased and extensive landscaping undertaken around the beautiful lagoon in the center. Large cypress docks were



Left: Recently Awlgriped Flag Blue GB42 MY hull.

built with Hubbell power centers to insure adequate power for all boats and the service department. New steel service buildings large enough to house four GB49's with masts in place were built and tucked away in the trees. Fine Awlgrip, Imron and other coatings are applied to a very high standard and custom fiberglass components are built routinely. The result is a setting where Grand Banks and their owners are completely at home with outstanding facilities.

Marlow Marine is very proud to represent what they consider to be the world's premier production yacht. Further growth and expansion is planned for the future centered around these fine yachts. When your cruising plans bring you to Marlow Marine's part of the world, you are cordially invited to stop in for a visit. Our telephone number is (813) 729-3370 and our address is 4204 13th Street Court West, Snead Island, FL 34221. Snead Island is located in the triangle of Tampa - St. Petersburg - Sarasota in the midst of pristine cruising waters with easy access to the Keys, Dry Tortugas and the Bahamas. From the voice of experience, it is truly Grand to be back.

Far Left: From left to right, Bill Lessig, General Manager; Eric French, Service; Capt. Linda Reames, Charters; George Dragon, Service; David Marlow (seated), President; Greg White, Service; Phil Annunziato, Sales; Capt. Jerry Johnson, Sales.

Below: New Eastbay and GB42 Classic in the basin.



HAPPY CRUISING

Cruising with *Carina*

by Preston Zillgitt

Our last communique was back in 1986 when we owned our first *Carina*, a 1968 GB32 hull number 96.

We reported then on the cruising we had done over 15 years, from Manzanillo, Mexico to Desolation Sound, British Columbia. We sold her in 1989 with 6,300 hours and she is now the Balboa Yacht Club's Race Committee Boat and still going strong. We replaced her that same year with GB36 Europa hull number 911 and kept the name of *Carina*.

In November 1992, we loaded her on a truck and sent her from our home port of Newport Beach, California to Clear Lake, Texas on Galveston Bay. Thus began an adventure that will take about three years to complete. We will, more or less, circumnavigate the United States, with a couple of portages along the way.



During our first year, from November 1992 to November 1993, we covered the Gulf Coast Intercoastal Waterway, Florida and the Keys, the Abacos Islands of the Bahamas, the Chesapeake Bay, and on up the Eastern Coast to New England and Maine. Since my wife, Bonnie, and I are both native Californians, we experienced all new country. We loved meeting the people and visiting their homes, trying new and regional foods, and especially traveling through our historical past.

The first leg, from Galveston to New Orleans, was made in Mid-November and was very pleasant and more interesting than expected. We enjoyed anchoring in the bayous and watching the giant freighters passing by day and night. The weather did turn a bit nippy, but

by December we were at the West Coast of Florida and into shirtsleeves and barefeet! We especially enjoyed Florida's West Coast, but it



Left: First Mate Bonnie on the exquisite Abacos Islands with *Carina* in the background.

took a little while getting used to the "thin" water. Anytime we had two or three feet under our four foot keel we were happy.

The highlight of our winter of 1993 cruising was our stay in the Abacos Islands in the Bahamas. We spent the month of March around Marsh Harbor, Green Turtle Cay, Man-O-War, and Hopetown on Elbow Cay. We thoroughly enjoyed our visits to the different islands and towns. The water was an incredible shade of green and the air was comfortably balmy. Thanks to the exchange of weather information on the radio nets among the boats cruising in the area, we learned about a severe storm heading our way. It was to become known as the "storm of the century." The harbor at Treasure Cay

Far Left: *Carina* being trucked from California to Texas.

Below: Captain and First Mate are all smiles aboard their ship.



looked like a good place in which to hunker down, so we headed for it as the winds began to build. We laced ourselves in amongst the pilings of a good slip in the Marina and awaited the arrival of the front. We weathered it with no problems, but some who had not taken the opportunity to find a safe shelter were not so fortunate.

April 1st found us back in the U.S., in West Palm Beach, Florida and heading North for our August appointment with Maine. We enjoyed the Inland Waterway which took us through Georgia, South Carolina, North Carolina, Virginia and Maryland. We especially enjoyed Hilton Head, Savannah, Charleston and Great Dismal Swamp (which is anything but dismal!). We spent about a month in the Chesapeake Bay, which is a whole cruising world of its own. One could spend decades there and probably never find all the good, little places to go. We loved Annapolis with the Naval Academy, the history, great restaurants and shopping; especially the town mooring area (\$15 per night) and dinghy dock at the foot of the main street.

By late June we were off the New Jersey coast, heading north. Coming around Sandy Hook, the skyline of New York City came into view — that is some kind of event!! We had clear skies and lots of sunshine for the three days we spent in a marina just across from the Financial District. Looking at the city from across the river and watching the river traffic was a very special experience. We then had a fast ride through Hell Gate (with the current) and into the Long Island Sound. We visited several yacht clubs in the Sound, each being very hospitable. We spent three days at Mystic Seaport Museum in Connecticut where we joined the Museum. As a member, you are able to dock within the facility and are welcome to enjoy the whole magnificent compound day and night! Continuing on up the coast, we loved Stonington, Connecticut, Newport, Rhode Island, Cuttyhunk, Martha's Vineyard, Block Island and more, each offering its own special charm.

Cruising from Cape May to Sandy Hook at the top of the New Jersey coastline and from Cape Cod to Maine are much like cruising the West Coast of the U.S.; that is, in open water without a port every few miles to duck into. There are good ports, but they are about a days run apart for our 8 knot boat. We watched the weather carefully and managed a comfortable passage all the way. In late July we began to experience a fair amount of fog, but with our radar, GPS, and Loran, we had little trouble. We reached Maine about August 1st and spent the month poking around that most beautiful area.

One thing we noticed in New England and particularly in Maine was that most of the pleasure boating is done in sailboats. We, like many Grand Banks owners, came up through sail and



Above: *October is a beautiful time to be cruising in the Chesapeake.*

have a special love for the older, traditional sailboats. They all seemed to be in this part of the world. It was wonderful to sail with the ancient schooners, and the few power boats we did see were either lobster boats or other Grand Banks.

By the first of September it was time to head back South to put *Carina* up for the winter. We had decided on the Chesapeake area and chose the Atlantic Yacht Basin as the place to leave her. The yacht basin is about 12 miles south of Norfolk, Virginia on the Intercoastal Waterway. We were able to leave her in the almost fresh water and under cover. It worked out very well.

We will write about the second and third legs of our trip at a later date. Briefly, leg two was up the Hudson River into Lake Champlain and on up to Montreal, Canada through the canals and into the Great Lakes and on to Sturgeon Bay, Wisconsin. We just completed this segment in October 1994 and trucked



Above: *New York City off the starboard bow!*

Carina to Tacoma, Washington, where she will spend the winter at Skyline Marina in Anacortes. Leg Three will take us to Alaska for the summer of 1995 before turning and heading south for our home port in Newport Beach, California.

BOAT SHOWS

1994 Newport International Boat Show

This year's Newport Boat Show was held from September 15 to 18 at the Newport Yachting Center in Newport, Rhode Island. The weather was perfect all weekend and the attendance levels were very strong. American Marine displayed three boats in this year's show, a GB36 Classic, a GB42 Classic and an Eastbay 38. All three boats were extremely well received by the show attendees. In fact, for the majority of the show there were lines at all three boats of people waiting to board and dream.

The Grand Banks 36 Classic was owned by our Maryland dealer, Oxford Yacht Agency.



Above: *The GB42 was always a full boat.*

The Grand Banks 42 was owned by Boatworks, our Connecticut dealer, and the Eastbay was a new boat sold by Boatworks prior to the show. During the show, two Grand Banks 42's and two Eastbays were sold. Also, equally as important, several new contacts were made by the dealers.

The Newport show kicks off the boat show season in the Northeast and everyone was very pleased with the turnout. It bodes well for the upcoming season and creates high hopes that the upcoming year will be successful for all.

Left: *Crowds flocked to the GB36 and Eastbay 38.*



1994 Annapolis Boat Show

The Annapolis Boat Show, also known as the United States Powerboat show, was held this year from October 13 to 16 in beautiful and historic Annapolis, Maryland. Although the weather threatened rain all weekend, the rain held off and the crowds came out in force.

This boat show sells mainly to the Chesapeake Bay boating area, a region heavily populated with serious cruising boaters. This fact was well represented in the constant line of people waiting to board the two Grand Banks. At times, people were in line for approximately 50 minutes, but the GB enthusiasts didn't seem to

mind, considering the time well spent and the boats worth the wait.

The three boats in the show were an



Left: *The Eastbay keeping good company with a GB36 and GB42.*

SHOWS

Eastbay 38 and GB36 Classic owned by Oxford Yacht Agency, GB dealers for Maryland, and a GB42 Classic which had been sold before the show by Boatworks, GB dealers for Connecticut. The GB42 was equipped with twin Caterpillar 3208's rated at 375 horsepower each. With these engines, the boat could cruise over 16 knots and achieve a maximum speed of 21 knots.

Besides brokers from Oxford and Boatworks, we also had brokers from two of our Florida dealers, Complete Yacht Services and Hal Jones & Co., our North Carolina dealer, Baker Marine, and our Virgin Island representatives, Trawlers in Paradise. They were all



Left: Lines formed down the dock at the GB display.

impressed with the turn out and talked with a lot of interested potential boaters.

1994 Fort Lauderdale Boat Show

The Fort Lauderdale International Boat Show, held each year in late October, has become perhaps the most impressive display of boats and boating related products in the world. From inflatables to megayachts, one can see it all within the waterfront area of Fort Lauderdale, Florida.

The three Grand Banks/Eastbay dealers in Florida had products on display at the 1994 show. Complete Yacht Services of Vero Beach brought GB46 Europa hull number 156 to the show and she attracted a steady stream of people. Some of the personal touches made by her owners, Scott and Ann Buzby, would have resulted in the boat being sold, if she was truly for sale. Marlow Marine, located on Florida's west coast on Snead Island in Palmetto, was kept busy by the people coming by to see Eastbay 38 hull number 14. Some of the special items ordered by David Marlow for this boat

were well received. The stall shower option was popular with people planning on spending lots of time aboard the boat.

A Grand Banks 42 Classic, 42-1302, displayed by Hal Jones and Co., the local dealer in Fort Lauderdale, had a "new look" layout in the



Above: Corner table instead of traditional L-settee.



Left: Lift up settee for easy access.

main saloon that may become the look of the future. It allows easy access to the storage under the seats and offers the end table at the corner of the settee for more of a "living room" feel in the deckhouse. The corner table contains either top access storage or houses the air conditioning blower when the air option is ordered. When air conditioning is installed, we now locate the compressor portion of the unit for the saloon in the engine room for quieter operation.

PHOTO CONTEST

Picking this issue's photo contest winner was an especially difficult task since we received so many wonderful pictures. However, there can unfortunately be only one winner, and Richard and Nancy Salisbury of

Albany, New York submitted the winning entry. The photo shows *Windward Mark*, their G46 Classic hull #61, passing Portland Headlight in Portland, Maine. The Salisburys have cruised extensively throughout Maine's waters and are planning longer trips in the near future.



Shown below right is one of the unique features of *Windward Mark*, a down galley and dinette area. This layout allows easy transfer of food from the galley without having to go up any stairs. Also, shown below is the flybridge helm area with a specially built console to house some of the many electronics aboard *Windward Mark*.

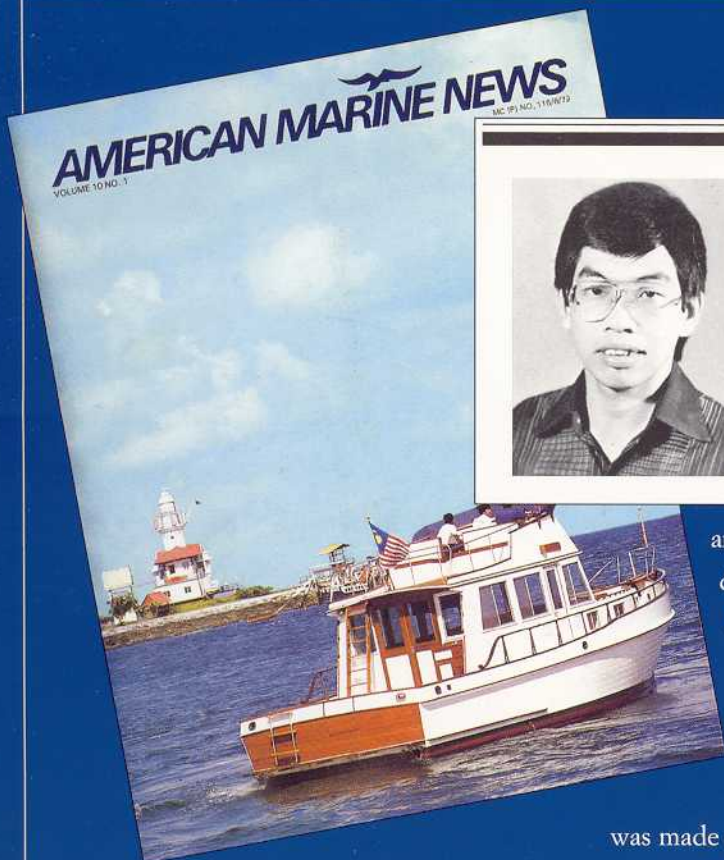
We are continually looking out for great Grand Banks photos for up-coming issues so be

sure to keep sending them in. Also, when sending in your entries, please be sure to include some detailed information about yourself, your cruises and your boat.



PROFILE

Yeow Kok Hoong
Senior Manager – Sales for Asia and Europe



Yeow Kok Hoong — Planning Manager

Yeow Kok Hoong is our Planning Manager with the vital, but unenviable task, of deciding who is supposed to do what to which things at what time and with what resources in order to ensure that the right parts arrive in the right place at the right time in order to build the right boats!

Before qualifying for this arena of conflict, Kok Hoong has worked in a great variety of positions and departments within the company. In 1969 he joined American Marine straight from school as a Cost Accounting Clerk. Through a series of promotions he moved from Costing to the Production Department and then to the Stores where he was made responsible for the control of the stockroom as well as for the purchasing of materials. When the company introduced more sophisticated methods of Production Planning and Control, Kok Hoong took on the task of setting up and running an expanded Planning Department where responsibilities lie in the proper provision and allocation of all labors, materials as well as in the dissemination of proper information to all Departments.

As a result, he is very familiar with all aspects of the company's operations and, with various overseas trips under his belt, he has made valuable contacts amongst our suppliers and customers. However, if you mention Mr. Yeow's name you are likely to be greeted with blank looks as most know him by his nickname of "Bugs". This is not altogether to Mr. Yeow's liking as he is not flattered to be sharing a nickname with a "rabbit". However, he has come to accept it with good grace and just keeps on digging to great effect!

and attending boat shows and GB rendezvous are all part of a day's work for Mr. Yeow. The initial years in his current position were the most difficult as he grappled to build a rapport with the dealers of different races and cultures. Fortunately, this task was made easier by the common denominator of everyone's love for the Grand Banks.

With all the traveling and work commitments, little time is left over for leisurely pursuits. However, when time allows, Mr. Yeow likes to either hit the bowling alley or spend his time with his wife, Rose, and two pride and joys, his 19 year old son, Mun Kwong, and 13 year old daughter, Peiyuan.



Twenty-six years is certainly a long time for anyone to be with one company, but this is exactly the length of time that Mr. Yeow has been with American Marine. From his humble beginnings in January 1969 as a carpentry apprentice, "Bugs", as he is more popularly know, has elevated from the rank and file to achieve his current position, Senior Manager - Sales for Asia and Europe.

His present job is an extremely challenging one as he needs to service an international clientele, including a network of dealers in Europe and Asia. Receiving customers at American Marine in Singapore, visiting dealers in Europe,

GRAND BANKS OWNERS ASSOCIATIONS AND CLUBS

There are several Grand Banks Associations and Clubs throughout North America and Europe. They engage in several activities throughout the year ranging from rendezvous to Christmas parties. The groups are a terrific way to meet other Grand Banks enthusiasts and learn about interesting cruising destinations. The following is a list of all the organized associations. Contact the club representative for more information about each club and if you are interested in joining.

Amicale Grand Banks Mediterranean

Contact: Edmond Moreau
47, allée des Fleurs
74120 Megeve
France
Tel: 50-88-94-52

Amicale Grand Banks West Europe

Contact: Ruud Hummelman
Bischoppenhoflaan 299
B2100 Antwerp
Belgium
Tel: 32-3-324-7682
Fax: 32-3-326-1335

Florida Grand Banks Club

Contact: Derry Mount
10 Augustine Court
Gaithersburg, MD 20879
Tel: (301) 216-9546

Grand Banks Cruising San Francisco Bay

Contact: Laurie or Betty Davison
519 Edgecliff Way
Redwood City, California 94062
Tel: (415) 366-5922

**Grand Banks Cruising Club
of British Columbia**

Contact: Ken Park
2083 Alma Street, Suite 215
Vancouver, B.C. V6R 4N6
Canada
Tel: (604) 222-3544
Fax: (604) 222-8227

Grand Banks Owner's Club

Contact: Bob Smith
P.O. Box 1838
Kilmarnock, Virginia 22482
Tel: (804) 435-3107
Fax: (804) 435-6420

Grand Banks Yacht Club

Contact: Jack Heisler
121 SW Salmon Street, Suite 100
Portland, Oregon 97204
Tel: (503) 243-2831
Fax: (503) 464-2299

Penobscot Bankers

Contact: Euclid Hanbury
P.O. Box 419
Belfast, Maine 04915
Tel: (207) 338-3161
Fax: (207) 846-6088

**Puget Sound Grand Banks
Owners Association**

Contact: Ken Watters
5483 Pleasure Point Lane
Bellevue, Washington 98006
Tel: (206) 644-4342
Fax: (206) 644-9914

In future issues of AMN, look for a new section devoted to informing readers on upcoming rendezvous and other Grand Banks owner events. If you have any such activity you would like published, please write in with detailed information. Thank you for your assistance.