

AMERICAN MARINE NEWS

Vol 22 No 1/95

SPECIAL FEATURE:
GRAND BANKS' NEW
MALAYSIAN PLANT

HAPPY CRUISING:
SANDPIPER TRAVELS
TO CANADA



AMERICAN MARINE NEWS

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BC PROFILES: THEN AND NOW

Robert L. Phillips
West Coast Sales Manager

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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SPECIAL FEATURE

Grand Banks' New Malaysian Facility

The holding company of American Marine, GB Holdings Ltd., a company listed on the Stock Exchange of Singapore, recently opened a new yacht manufacturing facility in Malaysia. The facility, located about one hour by car from the Singapore factory, is known as Grand Banks Yachts Sdn. Bhd. and is built on 10 acres along the riverside at the estuary of Sungei Latoh in Pasir Gudang. It also has 11 acres adjacent to it reserved for future expansion.

GB Holdings recently celebrated the Grand Opening of the new factory on March 18, 1995. The company was honored to celebrate this auspicious occasion with Y.A.B. Besar Johor, the Governor of Johor.

The US \$10.5 million facility is a state-of-the-art boat building factory and currently employs 210 workers. In its first year of operation, the plant is expected to produce 20 Grand Banks yachts, primarily GB42 Classics. Although capable of manufacturing approximately 100 Grand Banks, the facility is going to proceed slowly to ensure that the same high level of craftsmanship and overall quality that have become a trademark of the Singapore factory is duplicated in Malaysia.



The first Grand Banks produced at the new factory, a GB42 Classic, arrived in the United States in late 1994 and is unmistakably Grand Banks.

As with the Singapore plant, all Grand Banks enthusiasts are welcome to take a tour of the Malaysian facility on your next trip to the area.

Above: A beautiful facility ready to produce beautiful yachts.



Left: The first Grand Banks produced in the Malaysian plant is off-loaded in Miami.



Above: *Grand Banks Senior Managers, from left, Y.P. Wong, Ed Roberts, C.C. Ler, Bob Phillips, Johnny Lim, Yeow "Bugs" Kok Hoong, A.Y. Lin, Bob Livingston, Gerald Loy, Derek Lye, Ron Filbert, Rick Lob, Tan Eng Seng, and K.H. Ewe.*



Center: *Official Signing Ceremony on a batik scroll at the Grand Opening.*



Bottom: *Some of the Grand Banks in the Assembly section of the Malaysian yard.*

RENDEZVOUS NEWS

Oxford Yacht Agency's 1995 Winter Rendezvous

In an effort to lighten up the dreary winter atmosphere and put owners in the mood for spring cruising, Oxford Yacht Agency decided to host a Winter Rendezvous. As it turned out, the weekend weather gave everyone a taste of spring with temperatures in the mid-70's. St. Patrick's Day weekend, enhanced by extraordinarily warm temperatures, provided the perfect setting for Oxford Yacht Agency's first annual Grand Banks Rendezvous.

March 17 and 18 brought over 350 guests, including nearly 100 Grand Banks owners, to the Eastern Shore of the Chesapeake Bay. Owners and guests, who traveled from as far as Wisconsin, were able to enjoy the weather and scenery as they attended three separate locations of the Rendezvous.

Many guests made their first stop the Oxford Yacht Agency sales office and showroom in the historic town of Oxford, Maryland, located on the Tred Avon River. Dan and Rick Loh of Grand Banks Yachts in Greenwich, Connecticut were on hand to greet the guests and discuss the Grand Banks as well as direct tours of the new boats. Owners and guests were able to tour the sales office and see the Grand Banks memorabilia, including pictures, articles and even GB furniture, which has become part of the history of Oxford Yacht Agency. This in-water portion of the Rendezvous featured a new Grand Banks 36 Europa, a new Grand Banks 36 Classic and the new Eastbay 38 Express.

Just around the corner from Oxford Yacht's sales office, guests found the exhibition hall at the Oxford Community Center. A variety of manufacturer's representatives and

exhibits of interest to cruisers were available inside the center. Representatives from such companies as Caterpillar and Lugger engines were on hand to answer questions from curious cruisers and Midshore Electronics, B&G, and Pin Point Navigation were all on hand with the latest in trawler electronics. Price's Yacht Canvas, Terry Price Yacht Interiors, and Sunbrella canvas representatives discussed extras for the Grand Banks. Other displays



included bow thrusters, windlasses, generators and holding tanks. Maryland's Department of Natural Resources and the American Boat and Yacht Council hosted a holding tank workshop to discuss design, maintenance and the importance of holding tank systems. Also on hand in the exhibition hall was the President of Oxford Yacht Agency, John Shannahan, to discuss trawlers and make suggestions to present owners.

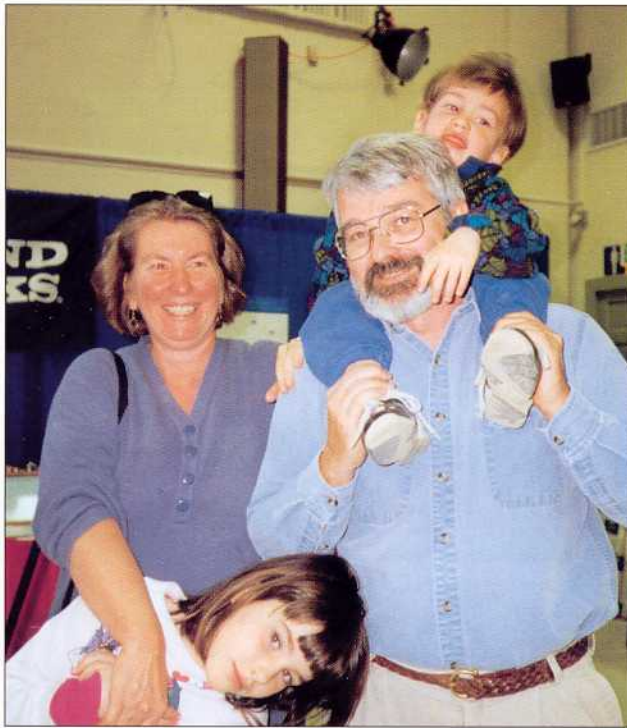
With a Rendezvous program in hand, owners and guests followed the map to

Above: Sid and Anne Stapleton of America's Odyssey with John Shannahan, President of Oxford Yacht Agency.

Dickerson Harbor, Oxford Yacht Agency's new indoor winter storage facility located in the neighboring town of Trappe. Dickerson Harbor offered a tour of the newly expanded facility which houses close to 80 fine vessels, including the 18 Grand Banks ranging in size from 32 to 49 feet stored inside the buildings. Guests were also able to see the many custom jobs completed by the professional Oxford Yacht staff over the winter. Many of the brokerage boats were available for boarding and inspection.

Saturday evening brought the Rendezvous to an end at the nearby Tred Avon Yacht Club with a cocktail party and dinner reception for the owners. Guests were able to mingle with other owners and then enjoy an exquisite sit down dinner followed by a slide presentation by Sid Stapleton, Captain of *America's Odyssey*.

Although this was Oxford Yacht Agency's first Winter Rendezvous, it will not be the last. For anyone who would like to become part of Oxford Yacht Agency's ever-growing



family of Grand Banks owners, please call (410) 226-5454 for more information.

Left: Some of the many visitors at Oxford's Winter Rendezvous.

An Unforgettable Summer Cruise In Norway

by Bengt Akselsen

The summer of 1994 will be remembered for years by those who participated in the cruise of the Norwegian coast sponsored by West-Marine, Grand Banks dealer for Norway. The climate, with temperatures between 25 and 30 Celsius degrees (77 and 86°F), proved optimal for coastal and fjord cruising.

Seven Grand Banks enjoyed a two-week convoy headed by the Akselsen and Mellingen families of West-Marine. The start of the journey was Risør, one of the small, white wooden towns of southern Norway. Cruising south to Kristiansand revealed several well protected lagoons, narrow sounds, idyllic islands and picturesque settlements. The coast proved its name as the sunny holiday coast of Norway.

On the southwest side of the country facing the North Sea, the Norwegian coast dramatically changes to steep cliffs, barren rocks, whitewashed stone and small villages hiding in well protected harbors. Our convoy experienced a flat sea and a soft sailing northwards to the first main town of the west coast, Stavanger. Who could believe that this friendly and relaxed town is indeed the oil capital of Norway – a country which is the world's 5th largest oil producer and 2nd largest oil exporter?

The third leg of the journey provided yet

another change of landscape as we ventured into the Hardanger Fjord, more than 100km long, 800m deep and surrounded by mountain peaks and glaciers up to 1,300m high. The sea was as calm and shining as a silver plate and was surrounded by white, snow-covered mountains and deep blue sky – a spectacular sight never to be forgotten.

Below: GB36 Europa Anette cruising the Hardanger Fjord with the Folgefonna Glacier in the background.



The final leg was out to the coast to Bergen, the home port of West-Marine. Bergen is a city of long traditions; founded 920 years ago by the Vikings, the city expanded during the Hansa period in medieval times and is today a busy shipping and financial center.

Each day during the trip consisted of four to six hours of cruising followed by extensive onshore excursions, including a visit to the Fjellstrand yard producing the world's most advanced catamarans powered by jet engine, downhill and slalom skiing on the Folgefonna Glacier, trout fishing in the Osa River, and a barbecue on the Lokjelsoy Island. We also visited the Eidfjord power plant located 600m inside the Eidfjord mountain. It was a bit scary to think of the huge water basin located 900m directly above our head with vertical tunnels feeding 60 cubic meters of water per second into the rotating generators. Another memorable trip was our visit to the tiny island of Espevaer, with historical buildings which were used to house up to twenty thousand lobsters, fed for sale to the European markets during the 18th Century.

All Norwegians are proud of their country and we felt honored to have the opportunity to guide the friends of Grand Banks through the fjords and among the islands of our country. We would like to invite

Grand Banks owners to join us on future cruises along our very spectacular coast. When confirmed, we will provide details to *American Marine News*. We hope you will someday have the opportunity to visit us up north in the country ideal for GB cruising.



Above: *Midnight barbecue on the Sild Island in the Hardanger Fjord.*



Left: *Trout fishing in the Osa River, flowing from the Folgefonna Glacier.*

Below: *Anchorage on the Lokjelsoy Island in the Western Archipelago.*



BEACH

GB36-662 *Little Giant*

Knoxville
Tennessee
USA

Phil and Neville Lawson work hard running Stillmeadow Farm in Knoxville, but when given the opportunity they love to take a cruise aboard *Little Giant*, their GB36 Classic. The Lawsons are shown here aboard their boat with their son, Kelly, and daughter, Annie.



GB36-673 *Legend*

Flagler Beach
Florida
USA



Scott and Melanie Crews, along with their son, Matt, and his friend, Melissa, are pictured here aboard *Legend*, their Grand Banks 36 Europa. The Crews keep the boat in the Daytona area and cruise throughout the Bahamas and Florida. This is the second Grand Banks they have purchased from Hal Jones, GB dealer for Fort Lauderdale.

GB32-573 *Singapore Girl*

Gibsons
British Columbia
CANADA

Don and Doreen Ball purchased *Singapore Girl* in May 1994. They spent the summer cruising her in the Gulf Islands, Strait of Georgia. The Balls, who have spent the last 25 years sailing, say that she is the perfect replacement for their last sailing vessel and that she is very seaworthy and comfortable. They also report that she wears her 17 years very well and still gets many compliments.



GB42-549 *Otter*

Washington, DC
USA



Randy Widen excitedly takes delivery of *Otter*, a GB42 Classic. *Otter* is one of the few 1978 42's with Caterpillar 210hp engines. Randy's mother and father are also aboard to take a good look at their son's "new" boat.

COMBINING

GB32-393

Jezebel

Damarioscotta
Maine
USA



The Shumans switched from sail in October 1992 and have been delighted with *Jezebel*, their GB32. Many of their sailing friends are reportedly now having second thoughts as they enjoy *Jezebel's* comforts at the end of a day's cruise. The Shumans say she is the perfect boat for Maine cruising, where the weather is not always as depicted on the postcards.

GB42-1298

The Edna Marie

Sand Key
Florida
USA

Edna and Chuck Foster are all smiles as they and Tom D'Amato prepare to leave Fort Lauderdale aboard their new GB42 Classic, *The Edna Marie*. They are on their way to do some serious cruising around North Carolina.



GB32-674

Baby Grand

San Diego
California
USA



Fran and Steve Greene realized their 25 year old dream of purchasing a Grand Banks when they bought *Baby Grand*, a 1979 GB32. They are pleased that the workmanship, quality and lasting beauty of the boat still shows after 15 years.

GB36-287

Tidewater

Vero Beach
Florida
USA

Tidewater, a wooden hull GB36 Classic, is a constant source of pleasure for her owners, Theresa and Vince Palermo. The Palermo's spend about 300 hours a year aboard *Tidewater*, cruising around the Bahamas and the east coast of the United States. *Tidewater* is shown here off the island of Elbow Cay in the Abacos near Hopetown.



DEALER

North Sea Marine

North Sea Marine, Grand Banks dealers for Belgium, is located in Oostende, a Belgian seaport servicing much of the ferry traffic to and from the U.K. and famous for its fishery, tourism and, last but not least, yachting. It is in the surroundings of Oostende's fishing harbor that North Sea Marine settled in 1978 and started the distribution of Grand Banks yachts

Jean Colin, with his extensive experience in yachting and especially with Grand Banks, started as manager of North Sea Marine right from the beginning. As a matter of fact, while in charge of the after-sales service for an important naval yard, Mr. Colin fell in love in 1967 with one of the first Grand Banks which ever came to Europe. In 1968, he persuaded his employer to begin importing these boats. From that moment on, the contract with Grand Banks has never been broken.

Since that time, North Sea Marine has developed steadily in spite of periods of recession and high dollar rates. At the end of the eighties, Luc Colpin, the son-in-law of Jean Colin, joined the firm to assist with the increase of business volume and general administrative duties. In 1991, North Sea Marine was bought by the Colin-Colpin families and a new 300 square meter covered boat



facility was constructed.

North Sea Marine has since been very successful, winning both the 1991 and 1992 top GB dealer awards, designating them as the dealer who sold the most Grand Banks in Europe during that period.

Whether you are passing through Oostende on a journey from France, England, The Netherlands, or any other location, we highly recommend you to make a stop in this tourist center and take advantage of the warm welcome and efficient service of North Sea Marine's crew. You can reach them at: North Sea Marine, Nieuwewerfkaai 5, 8400 Oostende, Belgium. Tel (59) 32-06-88, Fax (59) 32-20-04.

Above: The NSM crew, from left, Luc Colpin, Administrator; Jacky Deblecker, Worker; Nicole Andries, Secretary; Jean Colin, Director; Marc Vlaeminck, Engineer; and Thierry Billiau, Engineer.



Left: The woodroom section of NSM is always a busy place.

UPDATE

Oxford Yacht Agency

Since 1975, the Oxford Yacht Agency, Grand Banks dealer for the Mid-Atlantic area surrounding the Chesapeake and Delaware Bays, has been steadily enhancing its efforts to aid Grand Banks owners and American Marine from the beginning of planning, throughout production and commissioning, and for long-term service.

John Shannahan, President of Oxford Yacht Agency, has since the mid-1960's been impressed with the design and engineering excellence Grand Banks boats represent. Today Oxford Yacht Agency has two facilities to ensure the greatest amount of protection for the Grand Banks investment. The Oxford facility, located on the Tred Avon River in historic Oxford, Maryland, hosts the sales, design, hardware and decorating offices as well as a 75 ton marine railway designed specifically for Grand Banks. A full service shop and marina for approximately twenty Grand Banks complements this installation.

The second facility, located in the neighboring town of Trappe, is Dickerson Harbor, which was officially unveiled to Grand Banks owners at the recent 1995 Winter Rendezvous (see page 3). Under the direction of Oxford Yacht Agency, this site features an extensive harbor of seven acres and three large steel buildings to store and protect Grand Banks. Winter and summer storage are options as well as service, repair and maintenance jobs.

Oxford Yacht Agency maintains a conscientious staff of workers who are continuously

striving to improve their skills. In 1994, Willy Smith received his welding certification, Lee Smith earned his non-CFC refrigeration certification and the mechanical department became an MEPS dealer for Caterpillar Marine engines. Additionally, Beau Firth, well known for her quality of finishing detail, has been joined by Dennis Johnson, longtime top-quality Awlgrip/Imron yacht painting specialist. Bill Watkins, Pat Pitts and Lee Smith form the expert mechanical department offering services in such areas as electrical, holding tanks, engine transplants, exhaust systems and fuel injection work.



Above: Some of the many Grand Banks in Oxford's fleet.



Left: The scenic Dickerson Harbor is the newest edition to Oxford Yacht Agency.

Oxford Yacht Agency has long been noted for excellence in projects involving multiple skills and complexities. They offer the most complete, all-inclusive service any Grand Banks owner could ever want or need. As the area dealer for Caterpillar, Cummins and Luggar engines, Onan generators, Wesmar bow thrusters, Avon dinghies and many others, Oxford Yacht is ready to outfit any Grand Banks. The expert staff, optimal facilities and past experience guarantee quality performance. For information, please contact: Oxford Yacht Agency, 317 S. Morris Street, P.O. Box 297, Oxford, MD 21654. Telephone (410) 226-5454, Fax (410) 226-5244.

HAPPY CRUISING

Sandpiper Travels To Canada

by Fred Joest

"Troy Lock One, this is the trawler *Sandpiper*. I am Northbound and standing by for your 1730 opening." Although *Sandpiper*, GB42 Classic hull # 776, had left her slip in North Carolina two weeks ago and was now 675 nautical miles from home base, this radio call to the Troy Lock on the upper Hudson River was the real start of the adventure for myself and Shirley, my wife and first mate.

Years of anticipation and months of preparation had whetted our appetite for our summer cruise to the Georgian Bay and North Channel in Canada. Our first night out of the Atlantic Ocean tidal waters was spent moored to the quay wall at Waterford, New York, the entrance to the Erie Barge Canal which bisects the state of New York in an east to west direction.

After a morning of changing oil and other engine room housekeeping chores, we were ready for our big step into the canal system. The entrance to the Erie Canal is via a series of five step locks. When *Sandpiper* anchored for the evening we had only progressed 20 miles, but we were 210 feet above sea level.

A leisurely drive through the mountains has always been one of our favorite ways to spend a restful Sunday afternoon. Imagine our delight as we spent the whole of the next week cruising through ever changing mountain scenery at our modest eight knot cruising speed. Gradually we approached the elusive mountain peak in the distance as we locked higher and higher. Our highest elevation on the Erie Canal was 419 feet above sea level.

One of the hallmarks of *Sandpiper's* cruising style is stopping frequently to smell the roses. We therefore moored at the Rome Terminal Docks and taxied to the Erie Canal Village. A visit here is a requirement for anyone transiting the canal. It contains a recreated mule-drawn barge canal packet boat which is operated on a restored sec-



Above: Fred and Shirley Joest aboard *Sandpiper*.

tion of the original canal. This is in addition to a restored tavern, church, blacksmith shop, school house, a typical settler's home and a couple of museums. It really sets the mood for the canal trip. As is often the case,

when it was discovered that we were "boat people," we seemed to receive extra courtesies from the residents. In this case, the village constable insisted upon returning us to *Sandpiper* in his own car, while providing a tour of the historic portions of Rome, NY enroute.

Over the next four days, we were down-locked as we proceeded towards Lake Ontario, which is only at 244 feet elevation.

After reprovisioning and waiting for the weather to settle, we ran the last ten miles and five locks to Oswego, NY, which was our point of departure as we crossed Lake Ontario into Canada.

The day dawned somewhat overcast and the seas were lumpy, but Canada was our goal! *Sandpiper* passed through the breakwater protecting Oswego Harbor by 0700 onto Lake Ontario and by 0930 we had crossed into Canadian waters. By noon, we



Center: The Severn River forms a magnificent cruising link in the chain of rivers, lakes and canal cuts which join the water of Georgian Bay to Lake Ontario.

radioed requesting a slip assignment at Confederation Marina right in downtown Kingston, Canada. Clearing customs was quick and straightforward by telephone from the marina.

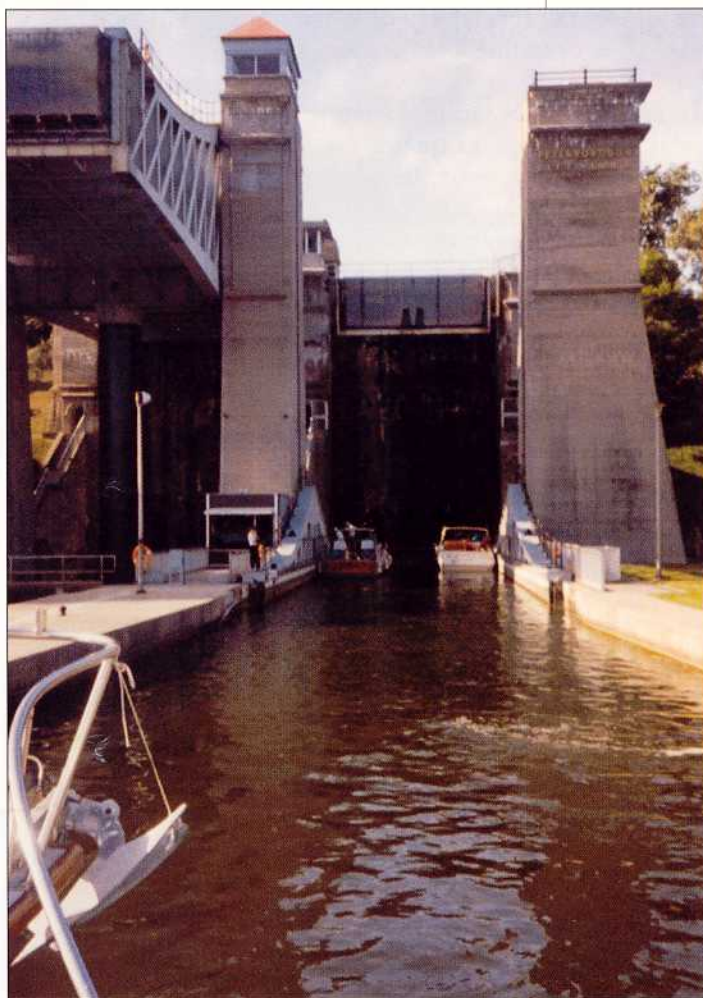
Kingston is a great boater's town. The tourist tram provides a ten mile long introduction to the major attractions and abundant history of the area. Within walking distance were the Marine Museum and a restored steam powered water plant that had supplied water to the region for over 120 years. A farmers market provided an opportunity to stock up on farm fresh veggies. The market even had a bakery to minister to my sweet tooth. Our two-day stay was not adequate to take in all of the historic buildings on the walking tour. Varied and plentiful restaurants afforded the first mate a vacation from galley duty. Friday morning we noticed a lot of activity in the adjacent Confederation Park, and found several people setting up the largest crafts fair we have ever seen. We spent two hours wandering through the crafts fair, delaying our departure until almost noon. Our next major milestone was the Trent Seven Waterway, which would carry us to Georgian Bay. The temperature was brisk and the wind biting as we made our way down the length of the Bay of Quinte. We were amazed to see people swimming and frolicking in the water because we were barely comfortable although bundled in sweaters, wool caps and windbreakers. It was beautiful country with the forests coming right down to the water's edge. Scattered along the miles of forest were occasional cabins and infrequent farms. *Sandpiper* anchored in Picton Harbor for the evening. Saturday's cruise carried us past places with such interesting names as Deseronto, Minnie Blakely Shoals and Telegraph Narrows. As we passed Bakers Island, we found about 200 boats anchored to watch an air show at the adjacent military air base. At 1615, *Sandpiper* moored to the wall at the entrance to Lock One on the Trent Severn Waterway. Since it was the last scheduled locking of the day, the lockmaster offered to lock us up because the canal side park on the upper level was a more pleasant place to spend the evening.

Our first day in the Trent Severn Waterway turned into somewhat of an endurance test as we transited the largest number of locks ever in a single day. Our waterway pass was only valid for six locking days and being unsure of our expected progress, we pressed on for a longer day than was comfortable. As we departed the Ranney Falls lock, the last of the day, the lockmaster told us that he would have a band playing to welcome us to the Campbellford Town Park, where we planned to tie up for the evening. *Sandpiper's* crew was amazed to be greeted by a band playing in the town common upon our arrival, and just as we put our lines ashore the band leader

announced, "My ship has come in!" Our ego was deflated somewhat when we discovered the music was in celebration of Canada's 125th birthday and not *Sandpiper's* arrival. Our log entries for the day showed that we had advanced 27 nautical miles and transited 12 locks for a lift of 236 feet. We were now 478 feet above the level of the Atlantic Ocean.

Over the next several days we continued our trek towards Georgian Bay, stopping each evening at a different canal side park. After mooring for the evening, we were able to visit with some of the lockmasters who added to our trip with their renditions of local history. Many of the lockmasters had planted extensive flowering plants which made their locks a place of great beauty. One lockmaster had even planted a sizable vegetable garden and offered some lucky boaters fresh home-grown produce in season.

Below: *Getting ready to enter Peterborough Lift Lock. Note chamber in elevated position on left is supported by a hydraulic ram.*



There are two unique locks on the Trent Severn Waterway quite different from the conventional basin with an opening gate at each end that we are all familiar with. The Peterborough Lift Lock looks like a large bathtub on a huge hydraulic ram. After entering the tub, the gate is closed and the entire tub is lifted 65 feet to the upper level. The bathtub will hold boats up to 120 feet. There



Penetanguishene, which means “the place of white rolling sands”) to await the arrival of *Tina-B*. Our plans to tour the reconstructed 19th century British naval depot and military garrison were dashed when we awoke to the pitter-patter of rain on the cabin top. *Tina-B* rafted alongside about midday while we got organized for some Georgian Bay cruising. *Tina-B* was to be *Sandpiper's* extraordinary guide for the next month. After lunch, we cut back into the inside route that runs

Left: Cresting the hill aboard “Big Chute”.

are actually two tubs side by side which counter-balance each other and therefore require only a small amount of energy to operate. There were only five lift locks of this type built in the world and two of three operating locks are on the Trent Waterway.

The scenery was beautiful, sometimes desolate forest and sometimes quaint canal-front towns. Everyone said it got more beautiful, but we did not see how that could be. That is until *Sandpiper* passed through the narrow channel connecting Clear Lake with Stoney Lake. On Stoney Lake, there were many small granite islands, many just large enough to contain a small cottage and some pine trees. An artist could not render a more beautiful scene.

We had now passed through 35 locks on the Trent Severn Waterway and were at 840 feet elevation, the highest point of our trip. After crossing Balsam Lake, *Sandpiper* started a series of down lockings to reach the level of Georgia Bay, which is only at 576 feet elevation. At Orillia on Lake Simcoe, the home port of *Tina-B* (GB46-71), we paused for a weekend rendezvous with our cruising companions, Bill and Tina Wagg. Midday Monday during the last day's run into Georgian Bay, we transited the other unique lock on the waterway. This lock is a spectacular marine railway which lifts boat and crew over a small ridge and lowers your boat 75 feet to Gloucester Pool below. As the railway car crests the ridge it looks like you are poised to dash down a big bobsled-like chute to the waters below, and you immediately understand the origin of the name “Big Chute” for this lock. There were three 24-foot boats loaded abreast of each other on the railway carriage ahead of *Sandpiper*. The carriage remained level both during the ascent to the ridge and during the descent to the waters below due to a clever set of dual rails. This was the easiest lock to transit on the entire waterway, just like driving into a travel lift.

Georgian Bay a last! Anchored in Penetang Harbor (Penetang is short for the Indian name

amongst the islands on the east side of Georgian Bay. The scenery was unbelievable, even in the rain. This area is known as the Thirty Thousand Islands. I had not been counting, but I had no reason to doubt the number thirty thousand. There seemed to be a never ending supply of islands. In general, each island was a granite promontory ranging from 100 square feet to over 100 acres. In some locations the channel was only 50 feet wide. Some 30 miles later, we anchored in Three Fingers

Below: *Sandpiper* exiting the “Big Chute”.



Bay by Kinnear Island. We were four miles from the nearest marked channel and if Bill had not marked my chart, I would have never found my way out of the wilderness.

After the fog lifted the next morning, the inflatables were pressed into service as nautical trams. We spent a few hours going in and around several of the islands with short hikes on the islands whenever we spotted shoreline portages. While examining a large beaver dam, Bill noted some fresh moose tracks, one of which was a young calf. Although we followed the tracks for a long distance, we did not get to see the beasts. Bill and Tina slipped away to one of their favorite fishing holes and caught enough bass for a grand dinner.

Tina-B and *Sandpiper* spent the next several days meandering through the Thirty Thousand Islands, occasionally tying up for lunch at a

We continued to cruise towards the North Channel, the premier cruising area of the Great Lakes. The islands in this area are called "camel back" islands since that is what many of the humps resemble. These granite islands are all aligned along a north/south heading as they were carved out by the receding glacier many eons ago. Much of the granite in this area has a distinct pink color to it as compared to the gray granite we had seen earlier in our cruise. We spent several days exploring Bad River, Collins Inlet, Killarney, and finally Baie Fine.

Baie Fine is a narrow waterway nestled between the Killarney Ridge Mountains and the LaCloche Mountains. After dropping the bow anchor in North Cove, I backed gingerly towards the rocky beach. Bill was waiting to take our stern line ashore and tie to a

Below: *Tina-B* and *Sandpiper* moored to the rocks at Bustard Island.



small park on one of the islands where we were the only visitors. Each evening was spent anchored in a different cove. However, there was a lot more to see, so with some reluctance we departed the Thirty Thousand Islands at Byng Inlet and headed west across Georgian Bay for the Bustard Islands.

Carefully following *Tina-B*, Bill lead us through the labyrinth-like entrance channels to Bustard Island Harbor. To our surprise, *Tina-B* tied up directly to an almost vertical granite wall with a spider like web of lines to scrub bushes and rock projections. *Sandpiper* then rafted to *Tina-B*. Although we had read about mooring like this, it was real thrill to do it. There were perhaps 20 other boats in this most popular of cruising ports. It was nautical tram time again as we explored the miles of interconnecting waterways in the island group.

large pine tree. There are two special sights to see in Baie Fine. The first is "the pool," a small area surrounded by mountains over 200 feet tall, whose narrow dog leg entrance provides a completely protected anchorage. There were 30 boats swinging on their anchors or tied to granite walls along the shoreline of the pool. The other and more spectacular sight is Lake Topaz. We followed a gravel bottomed dry stream bed uphill until we were about 450 feet above the boats below. A short distance around a rock outcropping brought us to an overlook about 40 feet above the emerald blue Lake Topaz. They were right – it was more beautiful than the other sights that we had seen.

SANDPIPER'S CRUISE CONTINUES IN THE NEXT ISSUE...

BOAT

1995 Miami International Boat Show

Grand Banks followed up last year's successful debut of the Eastbay 38 Express by debuting another addition to their line at this year's show, the Grand Banks 36 Motor Yacht.

It was extremely well received and enjoyed long lines throughout the duration of the show, lasting from February 16 to February 23. In fact, our stand had the privilege of having the longest lines at this year's show. GB dealers from all over the U.S. and Venezuela came to Miami for the boat show, the largest in the U.S. and possibly the world, with only the Düsseldorf Boat Show able to rival its size. The GB36 Motor Yacht, spotlighted in the Special Feature section of our last issue, was sold prior to the show to a current Grand Banks owner, but could have easily sold again during the show. Several show-goers were impressed with the tremendous amount of space on a boat of only 36 feet and the GB dealers on hand reported a great deal of interest. Eastbay 38



Above: *The GB36 Motor Yacht and Eastbay 38 were two of the biggest attractions at this year's show.*

hull #18 was also at this year's show and, like the GB36 Motor Yacht, was sold prior to the show. The Eastbay was co-purchased by our own Rick Loh, GB Vice President, and his father, Dick Loh. Although Rick has not had much time yet to enjoy her, he is planning on bringing her up to Connecticut this spring for frequent weekend trips. While at the show, the Eastbay was a hot commodity, with several visitors remarking that the only reason for their visit to the show was to get aboard her.

We also saw several current GB and Eastbay owners at this year's show and enjoyed spending time with each of you. It's always a pleasure to spend time with members of the GB family, and we look forward to seeing you all at future boat shows and GB rendezvous.



Far Left: *From left, Bob Livingston, President of American Marine, with Gisela and Carl-Heinz Kuntze, GB dealer for Venezuela.*

1995 Seattle Boat Show

The Seattle Boat Show held at the Seattle Kingdome in January of this year was proud to display a Grand Banks 46 Classic with a galley down arrangement and a pair of 375 hp Cat 3208TA engines. Also on display was a Grand Banks 36 Classic with a pair of 135 hp Sabre engines. The GB36 was owned by Intrepid Yacht Sales & Charters, our Washington state dealer. Besides Intrepid, Seaward Yacht Sales, our dealer from Portland, Oregon, and Grand Yachts, our dealer from Vancouver, Canada, helped man and work



Below: *The Grand Banks yachts are the "center" of attention.*

SHOWS

the show. As usual, the lines to board the GBs were long but, as one person who stood in line for over 45 minutes said, "it was well worth the wait."

At the same time the Kingdome show was going on, there was an in-water brokerage show at Chandler's Cove at Lake Union. The *America's Odyssey*, GB49CL #108, which many of you have read about in *Motor Boating & Sailing* magazine, was on display. Within a few weeks after the show, *America's Odyssey* was sold to a GB42 owner by Oceanic Yacht Sales, our San Francisco area GB dealer.



Above: *The lines at Grand Banks displays have become a boat show constant.*

1995 Düsseldorf Boat Show

Each January the largest and best known companies and their dealers in the pleasure craft marine industry gather at Messe in Düsseldorf, Germany for the largest indoor boat show in the world.

The Messe facility hosts trade shows of all types on a year-round basis. Located just off the Rhine, its location adjacent to this famous river makes it fairly easy for exhibitors to get the boats to and from the show. Düsseldorf is a beautiful city and its location in central Europe makes it an easy destination to reach not only from other European countries, but from elsewhere in the world as well. The airport is a short distance from the exhibition grounds.

"Boot 95", as the previous shows have done, filled all 13 interconnecting buildings with

boats ranging from fold-up dinghies to 30 meter (100 foot) sail and power boats. A Grand Banks owner wishing to combine his passion for boating with a trip to Germany would enjoy visiting Boot 96. This show is a step up from any U.S. show, including Miami.

Below: *The interior of the Grand Banks 36 Motor Yacht.*



Michael Schmidt and Partners, the Grand Banks and Eastbay dealer in Germany, once again coordinated the display of American Marine products at the show in '95. The GB36 Motor Yacht made her debut at this show and is now being cared for by new owners. Also on display was a 42 Motor Yacht that had been sold just prior to the show. Come by and say hello at Boot 96!

Far Left: *The Grand Banks display was one of the busiest of the show.*



COMMUNIQUE

Miniature Grand Banks Models

You can now own and skipper a scale model of the world famous Grand Banks 42 Classic. Captain's Models has tooled a 3/4 inch to the foot limited production of both a display and a completely operational and lighted GB42 Classic. This has been an exciting project; starting from the drawing board, through handmade wood plugs, the making of molds, and finally launching the world's first production model of a Grand Banks.

The Baby Grand, as we call her, is built in much the same way as her big sisters. Hulls, deck, cabin and flying bridge are from hand lay-up fiberglass. When parts have cured and are removed from the molds, they are trimmed, drilled and prepared for alignment with other components. Jigs are used to align the drive shaft stuffing boxes and position the rudders. After the three-bladed counter rotating bronze propellers are balanced, they are bolted to stainless steel shafts and coupled to twin electric motors.

Her rudders are handmade from sheet brass. Upon completion of grinding, soldering to shafts and being polished, they are inserted into the rudder tubes which are reinforced with solid oak and glassed into place. She is a very solid little yacht and is designed to weather the storms of any pond.

There are virtually no off-the-shelf parts available for models like this. The photos of the pilot model reveal the lack of some missing



Above: The finished product displays true Grand Banks quality.

and polished brass fasteners. We will talk further about construction details along with photos in the next issue of *American Marine News*.

Our objective at Captain's Models is to provide the owner of a Grand Banks 42 Classic with a faithful and distinctive replication that one can be proud to own and show to friends. A model that would add that touch of class to either home or board room. Also, an operating version can easily be taken to the water on a sunny Sunday with the kids and friends. When you start her "engines" up and ease the throttle forward, you'll get a thrill you wouldn't believe! Give her just a tad of right rudder and shove the throttle all the way home and watch her boil water. Any sensible mallard will give your Baby Grand a wide birth!

Since our model yachts are completely finished and are not kits, your yacht is ready to launch or set on the mantle as soon as you receive it. All yachts are shipped with an attractive hard wood display cradle/stand.

Introductory prices for the Baby Grand 42 Classic start at only US\$1,495 for a non-operating yacht and US\$2,195 for the fully operational model complete with running lights and two channel radio control system. In both cases, there is nothing else required or needed other than a little love.

The crew at Captain's Models is excited about our latest creation and welcomes your comments and inquiries regarding this or other Grand Banks yacht models. For ordering and additional information, please contact: Bob Kyle, Captain's Models, P.O. Box 519, Cottage Grove, Oregon 97424. Telephone (503) 942-4782, Fax (503) 942-4197.



Left: Baby Grand docked at her mini-pier looks very realistic.

details. The finished models will feature all of the cleats, antennae, horns, etc., to be as realistic as possible. Joiner work consists of fine cut dimensional teak which is hand finished and then carefully attached to the yacht. Teak cap rails are held fast to the gunnels with epoxy

PHOTO CONTEST



It was yet another difficult decision in picking this issue's winning photo entry. However, the scene of a timeless Grand Banks 32 sailing off into the horizon captured both the imagination of our judges and the first place award.

The photo shows *Samantha*, GB32-862, at the north eastern corner of Mallorca after the long crossing from mainland Spain. *Samantha* is owned by Mr. Klaus Uebel of Krefeld, Germany. The photo was taken by Mr. Uebel's cruising partner, Mr. Alfred Thur of *Tin Hau*, also a Grand Banks 32 owner.

Although boating since the late 1960's, Mr. Uebel has had *Samantha* only since May

1993. Thus far, *Samantha* has logged over 1,700 miles with 300 hours on her engine. Mr. Uebel reports that he is very impressed with the average fuel consumption of his Grand Banks, just over 2 gallons (8 litres) per hour. For 1995, Mr. Uebel is planning to keep his cruises short in order to try *Samantha* out as a "Gin Palace." We are sure she'll receive perfect marks.

Please continue to send us your favorite Grand Banks and Eastbay photos. Remember that the winning entry will receive a Grand Banks polo shirt. Also, when sending in your entries, please be sure to include detailed information about yourself, your cruises and your boat.

PROFILE

Robert L. Phillips/West Coast Sales Manager

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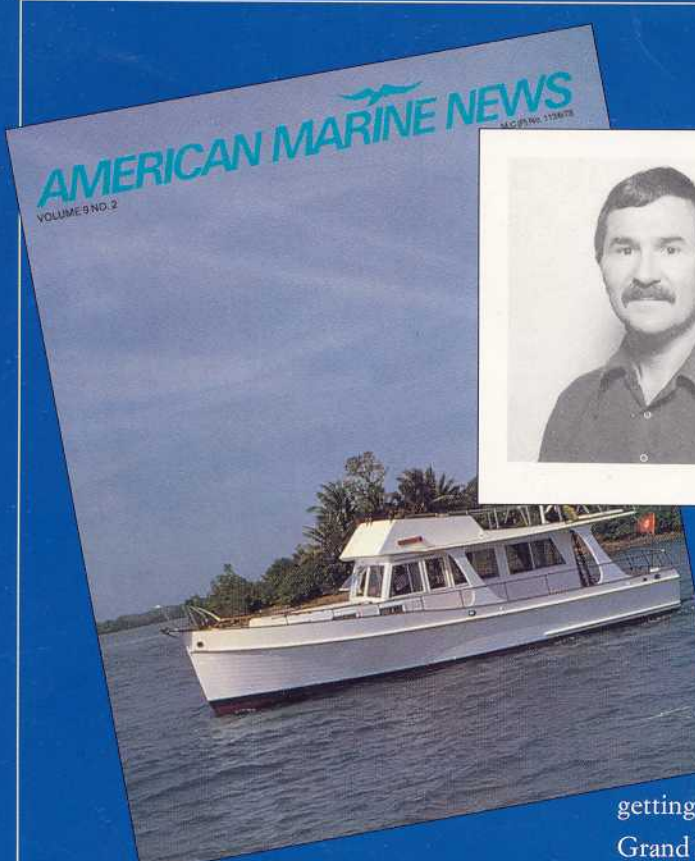


Robert L. Phillips — West Coast Sales Manager

Upon Graduation from college in Minnesota with a Bachelor Degree in Business Administration, Bob moved to Northern California where he worked for seven years with a large international corporation in sales and marketing. In 1972 he came aboard with American Marine as Sales Administration Manager. Since then he has held a variety of positions, including Manager of American Marine Dealership, Balboa Marina, in Newport Beach, California.

Currently as West Coast Sales Manager, Bob is responsible for West Coast Dealerships in the U.S. and maintains his office in Southern California. He also co-ordinates the efforts of Singapore's purchasing department with U.S. suppliers.

Bob, his wife Pat and two boys enjoy a variety of sports together, from snow skiing to sailing.



Grand Banks has become a way of life for Bob and his family. His two sons, Jay and Matt, have grown up with Grand Banks. Over the years, Bob's wife, Pat, has accompanied him to many boat shows and rendezvous, getting to know and become friends with many Grand Banks owners.

In his spare time, Bob enjoys all types of boating and fishing. A recently acquired Austin-Healey 100 sports car in need of a great deal of restoration is also taking up Bob's spare time and, according to his wife, keeping him out of trouble.

Many Grand Banks owners in the United States and around the world are very familiar with Bob Phillips. He has been working with American Marine for 23 years, spending the last 19 years running a network of dealerships in the western United States stretching from Canada to Texas.

Bob is very proud to be a part of the team helping to make Grand Banks what it is today. By working with everyone in Singapore, all of our dealers around the world, and most importantly our owners worldwide, Bob has helped the Grand Banks yacht evolve into a timeless classic.



Left: Bob claims he was once as strappingly handsome as his son Jay, shown here on his wedding day. Needless to say, we're skeptical.