

# AMERICAN MARINE NEWS

Vol 22 No 2/95

SPECIAL FEATURE:

FROM SIERRA SNOW TO SUNCOAST

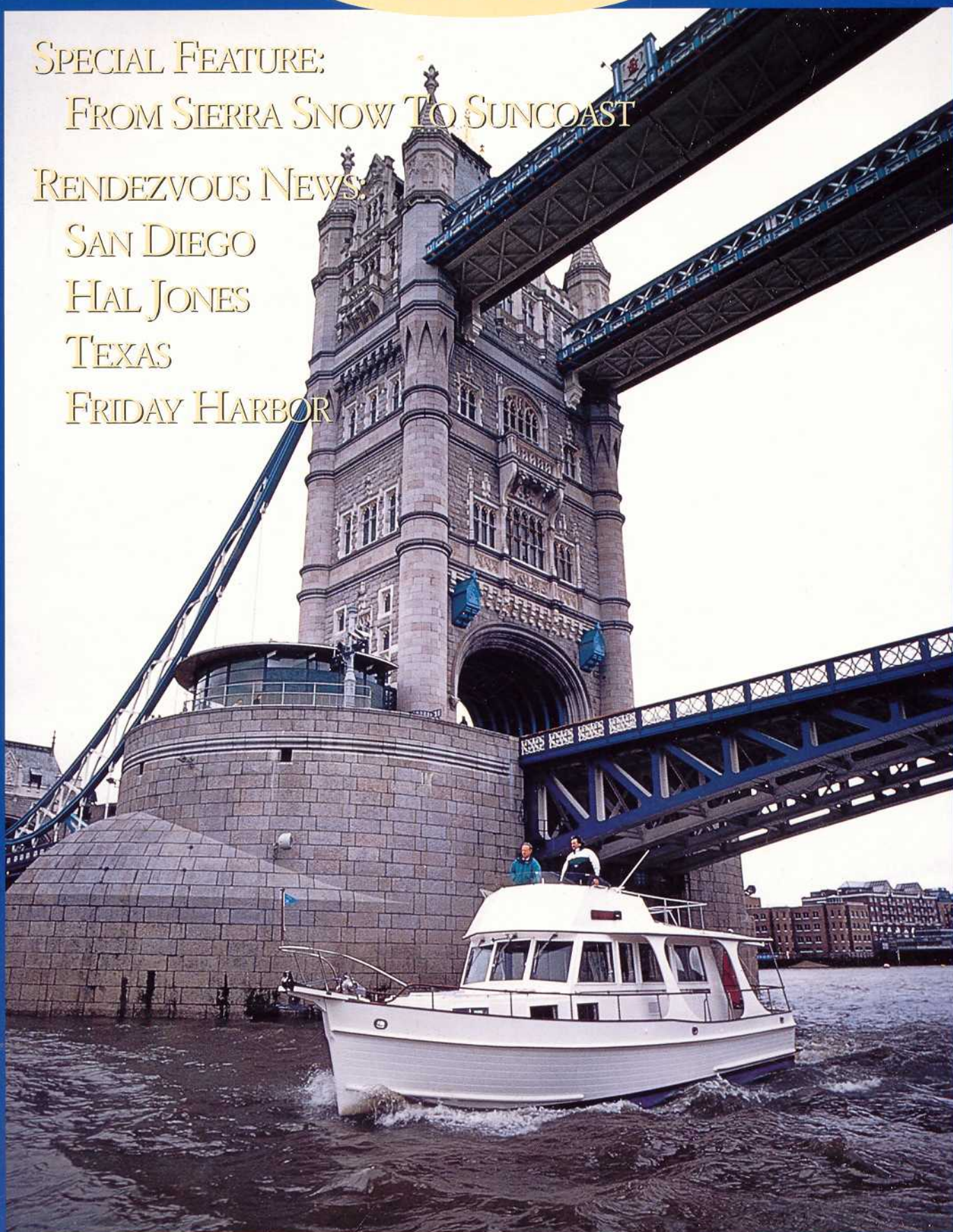
RENDEZVOUS NEWS:

SAN DIEGO

HAL JONES

TEXAS

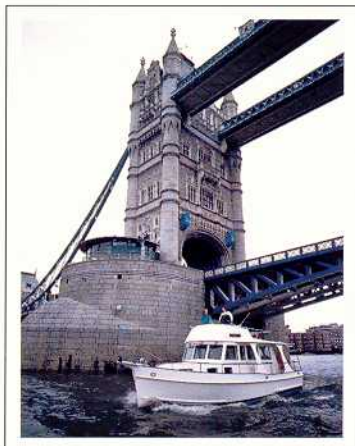
FRIDAY HARBOR





# AMERICAN MARINE NEWS

Vol 22 No 2/95



**Cover:** A GB36 Europa  
passes majestically by the  
Tower Bridge London on the  
River Thames.

## 1 SPECIAL FEATURE

From Sierra Snow To Suncoast

## 5 RENDEZVOUS NEWS

San Diego Rendezvous

Hal Jones Rendezvous

Texas Rendezvous

Friday Harbor Rendezvous

## 9 COMMUNIQUÉ

Marlow Marine's Floating Boatshow

GB Vacation Exchange

## 10 BEACHCOMBING

## 12 DEALER UPDATE

Monaco Marine

Palmer Johnson

## 14 HAPPY CRUISING

*Sandpiper* Travels To Canada – Continued

## 16 PHOTO CONTEST PROFILE

K. H. Ewe/*Plant Manager – Malaysia*

## IBC PROFILE

Rick Loh/*Vice President – Sales*

## BC NOTES & NEWS

### 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.

Published three times annually by:

AMERICAN MARINE (S) PTE. LTD. 26 Jalan Terusan, Singapore 2261. Tel: (65) 265-0511 Fax: (65) 265-2537

U.S. Editorial Offices:

GRAND BANKS YACHTS, LTD. 563 Steamboat Road, Greenwich, Connecticut 06830. Tel: (203) 869-9274 Fax: (203) 869-1808

GRAND BANKS YACHTS, LTD. 3355 Via Lido, Suite 225, Newport Beach, California 92663. Tel: (714) 675-5846 Fax: (714) 675-2133



# SPECIAL FEATURE

*Towards the end of 1994, Bill and Sue Ottman accomplished what many people have wanted to do, but few actually go through with it: that is to buy their dream boat and go on an extended cruise.*

*They recently returned from their "brave first voyage," and have graciously agreed to share a few of their experiences. Sue calls it:*

## From Sierra Snow To Suncoast

**G**ardnerville, Nevada. April 1994 – I noticed the snow was still everywhere as I went to retrieve the day's mail. "Look dear, we have an invitation to spend a week or two with my brother and sister-in-law on their 36 foot sailboat in the Bahamas." "Why not," we agreed. It was too early for working on the weeds, fence painting, and horse shoeing. So we lined up one of our kids (of which there are eight) to house/horse/dog sit, cashed in our frequent flyer mileage, and headed to the Bahamas.

One week of sailing in the warm climate, clear waters and divine food prepared by Janet McNabb, my sister-in-law, and we were hooked. We looked at each other on the flight back from Miami to Nevada and said, "we could do that." So we took our conch shells, tan bodies, revived spirits and enthusiasm back to Gardnerville.

Now comes the reality. Most of the kids were all for it; they are a great bunch. Most of our friends, however, thought we were crazy. I mean, we are old. I think we are referred to as being in the "Golden" or "Silver" Age.

With as much navigation and marine knowledge under our belts as Woody Allen, we forged ahead. We subscribed to every available nautical magazine, periodical and pamphlet that we could get our hands on. My reasonable plan of attack was to buy a really cute sailboat, move on to it, and then learn how to work it. Bill, having a more level head and feet more firmly planted on the ground, suggested we take some courses up at Lake Tahoe with the Coast Guard Auxiliary. We did, and we learned that we had an awful lot to learn. But we were determined to realize our dream.

We put the ranch in the clutches of the realtors, sold the



**Above:** Plan B anchored in El Embudo Cove on Partida.



**Left:** Bill Ottman preparing for the lobster feast in Magdalena Bay. Quite a bargain at only one dollar per lobster!

horses, placed the dogs, and went to sailing school in San Francisco Bay, the closest ocean to Gardnerville. One week of intensive sailing school in San Francisco Bay would cure most novice sailor-hopefuls of buying a cute sailboat and sailing around the world. It so happened that around the 5th day of school my wonderful husband discovered "Grand Banks" while on a walk. He found that there was a way we could actually be cruisers and not be wet, cold and tired all the time. We returned to Gardnerville having graduated; Bill with honors and me ... well, I think they were just being nice. I really never want to reef another mainsail as long as I live.

August – Enter Suncoast Yachts and Grayson Walker, our mentor. We discovered Grayson by accident, I mean he was the one who answered the phone. We told him our frame of mind and price range





*Above: The serene Chacala beaches were one of Plan B's favorite anchorages.*

(HA!) and by October, Grayson had sent us every available spec sheet on every available GB on the west coast. We flew down to San Diego to meet Grayson, our new "best friend," and the other good folks at Suncoast. We looked at a few prospects that were in the water there. Convinced that we were with the right group of people, we headed back home.

The ranch was sold and everything that we could not part with was put into storage (ladies, it's a scary thing to part with all those "things" you thought you could not live without). We loaded up two cars like the "Beverly Hillbillies" and headed off to southern California to find our new "home." It did not take long to decide on a Grand Banks 42 Motor Yacht. Although our minds were initially set to get a Grand Banks 42 Classic, it was no contest after we got a glimpse of the Motor Yacht.

Grayson, who is acquainted with most of the family by now, showed us a 1990 GB42MY called *Take 5*. It was love at first sight. We showed it to five of our eight kids and they all loved it. Our new home was found.

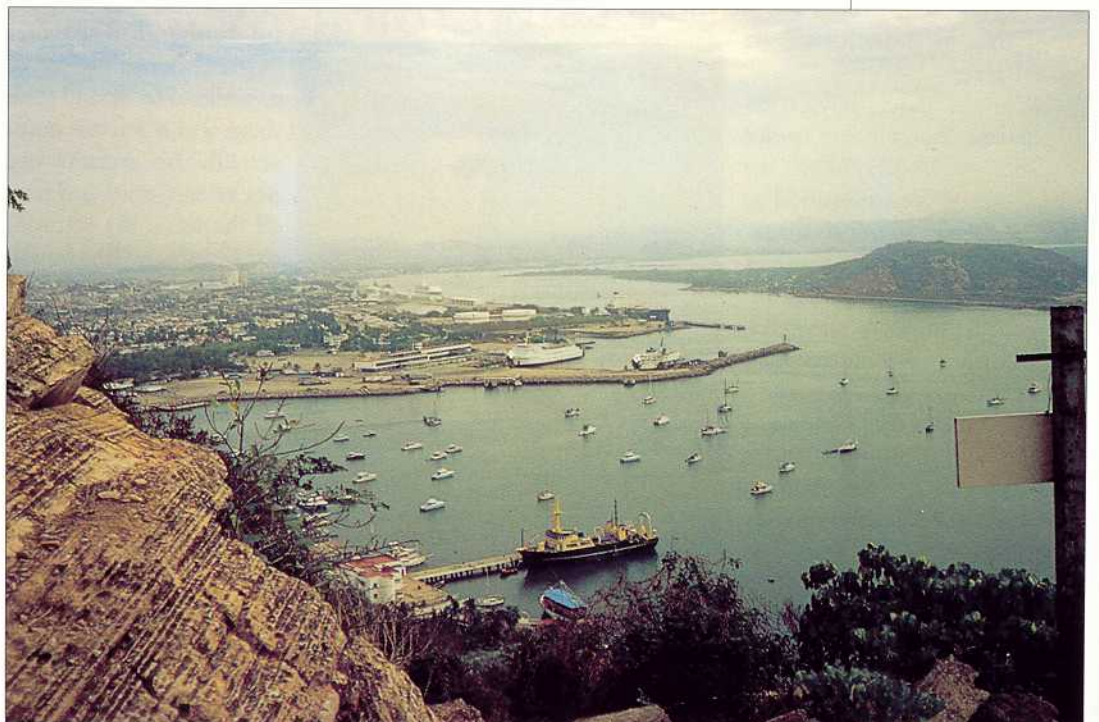
November – The seatrial, survey, and deal was done. Now for the important questions: "How do you start it?", "Where's reverse?", "Where are the brakes?"... Grayson

and Suncoast kindly and generously provided us with a "Captain Ron" (honest), and he led Bill through the steps. He even pried his white knuckles from the helm long enough to let me practice anchoring a few times. Captain Ron eventually signed us off and cleared us for our adventure.

December – We took the boat, now renamed *Plan B*, to Catalina. Of course, we did not have a clue how to pick up a mooring, so we turned around and went back home, but it was good practice. We only got in the way of one container ship (after five blasts of his horn, which I believe means "What in the hell are you doing?", we turned tail and ran!).

December 28 – We moved south to San Diego. My brother, Jim McNabb, and his wife,

*Below: A bird's eye view of Mazatlan.*



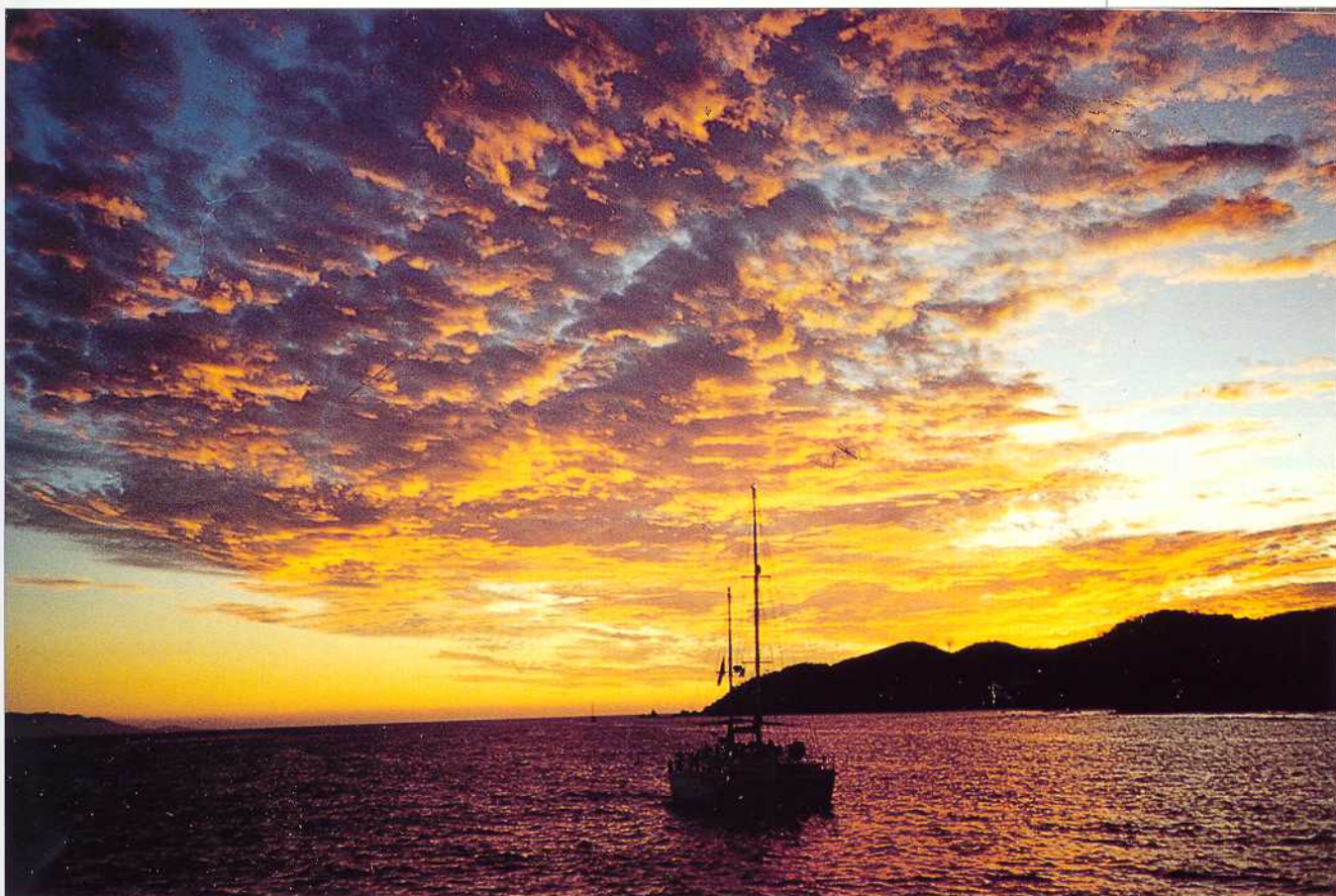


Janet, in Florida, felt so responsible for introducing us to this lifestyle that they flew out to help us readjust and to join us on our cruise down to Baha. In reality, I think they were afraid that we might die or something and then they would have to face all our children, who would undoubtedly blame them! They also helped us spend more money than I thought possible in such a short period of time. A single side-band, another anchor, cases of filters, an EPRIB, six flashlights, and on and on. I think I overheard Jim saying, "If you have any money left, then we've forgotten something."

January 16 – We had been ready for a week, but the #@!% rain wouldn't stop. Finally, on

from crunching into the steel pilings. You then throw your stern line up to some "semi-interested" linesmen and wait for someone to throw you a fuel line. Down goes the hook. Bill backs up, almost straight, and two of us are handling the stern lines. But wait, there is no one to help us ... where are they? Down at the other end of the dock watching a Mexican fellow who fell into the water while having a heart attack. I am sure it was a result of watching us back up. Someone with a panga (a Mexican fishing boat) finally pulled him out and took him to a clinic, where he was revived and told not to drink anymore. Meanwhile, *Plan B* was bobbing about like a yo-yo, but all turned out fine as soon as they took

**Below:** *The Tenacatita*  
Sunset provided the  
backdrop for just  
another average day in  
Paradise.



the 17th, we had a 24 hour window of good weather and went for it. With a buddy boat named *Susanna*, we waved good-bye to anyone watching. Although overnight runs are not my favorite, two of us on watch every three hours helped to ease the pain. The GPS worked and the engines purred like big kittens. We endured water over the bridge and 10 foot swells, and 340 miles later we safely pulled into Turtle Bay.

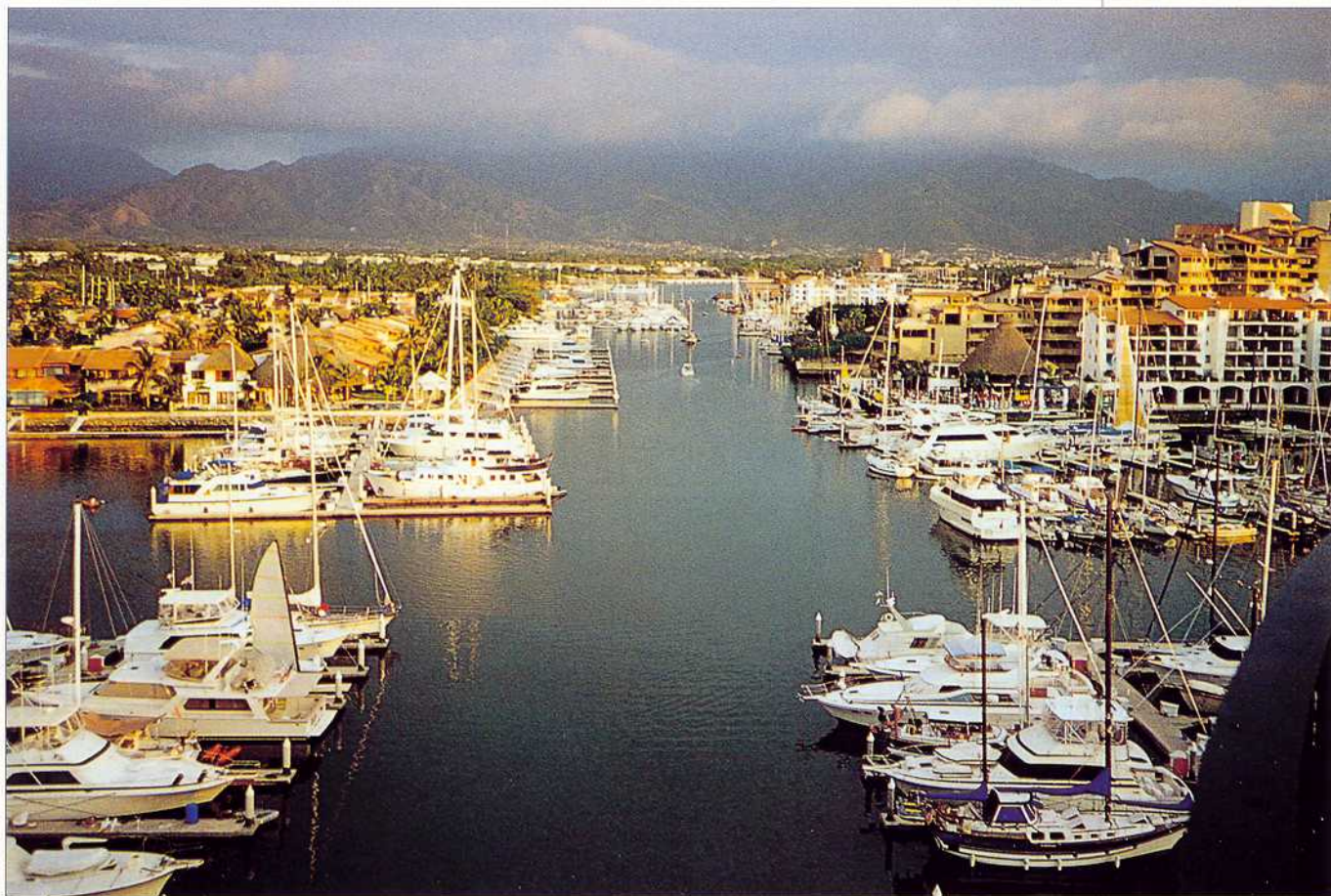
January 19 – It's "Fuel Time." Getting fuel and docking at a marina are two of the most stressful incidents that I can think of. Our experience with the former at Turtle Bay is right up there with the most stressful of all time. First, they have an ancient wooden pier, held together by used hardware and Mexican prayers. You back up to it, with the sea surging at all times, at the correct distance to hopefully keep your stern

our lines. I remember we all had extra cocktails that night.

After Turtle Bay, the whale watching began. By Magdellena Bay they were performing great ballets for us. What a thrill! Porpoise were playing with us and life was good, for a couple of hours. Then life got lumpy again. Bang, bang, bang ("it was not like this in the Bahamas," I whined).

January 24 – We arrived in Cabo San Lucas at a nice marina and beautiful weather. We had gone 770 miles and we were, remarkably, still alive. After a stint in the marina we were ready to move down south, so we went out of the Bay and turned left into very calm seas. It was calm for about an hour and a half, but then the sea began to churn and turned into the vicious cycle of a washing machine. At this point we took a vote





*Above: The Marine Vallarta in Puerto Vallarta is surrounded by beautiful mountains was most impressive.*

and unanimously decided Cabo was not so bad after all. Back we went to wait for a better day and another case of Pacifico beer.

Better days arrived and everything got smoother after Cabo. We headed south, stopping in Mazatlan, Isla Isabella, Chacala, Puerto Vallarta, and ending the southern part of our trip at Manzanillo. We wandered back north into the Sea of Cortez. Sometimes we would stay a week or more at an anchorage, and other times only a day or two. Our biggest decision was which panga fisherman had the best fish . . . now that was tough!

We had *Plan B* hauled for a bottom job in La Paz, a very delightful place. Our insurance company requested that we be back in the U.S. by the first part of June, so we started back up the coast. I finally gave Jim and Janet back their passports, which I had hidden to insure that they did not jump ship. They were starting to have

too much fun anyway.

June 3 – We have made it back to San Diego. By now, Bill could navigate to the moon and fix almost anything on the boat. As for me, well, I could find where the tuna is stored. All in all, we had some temporary setbacks, like burning a bearing and cranky heads, but we caught three huge Dorado and, most importantly, made some wonderful friends. We can't wait to do it again!



*Left: Sue Ottman, left, and Janet McNabb, Sue's sister-in-law, excitedly examine the Dorado they caught in the Sea of Cortez.*



# RENDEZVOUS NEWS

## 1995 Hal Jones Grand Banks Rendezvous

by Lisa Hylas

The scene was perfect, 10:00am at the Card Sound Bridge heading to Key Largo. I looked to the north and three beautiful ladies were passing under the bridge on their way to the Angler's Club in Key Largo, Florida. These three "ladies" were of course Grand Banks yachts, their beautiful bows proudly cutting through the tranquil, clear blue water of Card Sound. Funny about a Grand Banks, she always looks so confident and sure of herself; she knows that she's the best.

Hal Jones and Company hosted 24 Grand Banks and 64 of their proud owners and guests at the beautiful Angler's Club on April 21-23, 1995. Mr. and Mrs. Ashword were the first to



**Above:** The fleet of 24 Grand Banks and one Eastbay gathered at the Angler's Club in Key Largo, Florida was a sight to behold.



**Far Left:** Sid Stapleton's presentation kept the Grand Banks audience riveted.

arrive on *Gazebo II*, their GB42 Classic, on Friday morning. Tim Dressing, Dockmaster at the club, spent the entire day guiding the boats to the club and filling the slips. Mr. Don Dorini shook up the crowd by arriving with his Eastbay 38, complete with custom marlin tower! Lisa Hylas of Hal Jones and Barbara Jones, wife of Hal Jones' Jay Jones, were on the docks greeting owners and guests. Before the day's end, boats from Stuart to Big Pine Key were nestled into their slips with their owners and guests gathering at the West Porch for 6:00pm cocktails, sponsored by Maritime Financial.

Most owners and guests opted for dinner at the club that evening. The tables were buzzing about Sid Stapleton's Saturday morning presentation on his 15,000 mile cruise from Maine to Alaska aboard GB49 *America's Odyssey*. Another popular rendezvous participant was Bob Smith of American Diesel. Although Grand Banks owners are generally very knowledgeable,

Bob Smith is always a hit for giving preventative maintenance advice, as well as getting down into engines to show-and-tell.

On Saturday morning, Sid Stapleton had the crowd mesmerized by his slide show and presentation, leaving everyone ready to do their own odyssey. Bob Smith gave us engine maintenance tips, Lisa Herrin spoke about Naiad Stabilizers, and Jay Milton introduced Spurs Marine products.

The afternoon was left to boarding and inspecting boats, and Walter MacCuiston's Boat Show Rally. All owners and guests received a list of clues that would identify something on the property. Unfortunately, one of the answers (a boat) disappeared before the rally! All ended well as Mr. Fred Castonguay, wife Bonnie, daughter Allison and her husband Sean persevered and won the Rally. Good thing too as they were threatening not to move *Seascope*, their GB49 Classic, unless they won!



**Left:** Everyone was a winner at Saturday night's lucky draw as Hal Jones presented the prizes.

Saturday night started with a cocktail party hosted by Grand Banks Yachts and a buffet dinner at sunset on the North and West Porch. The light was perfect as the sun set behind the fleet of



Grand Banks. A beautiful sight to behold! After dinner, Hal Jones drew winning names for various prizes. These included books, shirts, mugs, burgees, ship's logs, free weekends, dinners, etc. All owners came away with something from Hal. After the drawing, owners and guests mingled in the Piano Lounge as well as on the docks.

After a continental breakfast on Sunday

morning, we had to say our goodbyes. What a sight to see; a line of 36' through 49' Grand ladies running out past the lighthouse and heading northeast. I raced to the Card Sound Bridge to see them go, and I'm not sure, but I'd swear that they looked younger and more beautiful than ever.

## 1995 San Diego Grand Banks Rendezvous

**S**uncoast Yachts & Charters held their annual San Diego Grand Banks Rendezvous from May 19 to 21, 1995 at Sunroad Resort Marina in San Diego, California. Grand Banks of all sizes and vintages were brought by their owners for a weekend of learning, good food and good company.

The weekend began with a pot luck dinner. Many tasty dishes were enjoyed by owners who spent the evening getting to know each other and discussing their boats and boating experiences.

dinner, Sid Stapleton of *America's Odyssey* presented a slide show and spoke of the adventures of the boat and her crew.

On Sunday, owners took their boats out for a cruise on San Diego Bay, and the sight of all those beautiful Grand Banks from 32 to 58 feet was breathtaking! The flotilla caused many pedestrians and motorists to stop and inquire about the occasion.

The first meeting of the recently formed Southern California Grand Banks Association was led by Dick Barck, who has volunteered to



On Saturday, owners were treated to informative seminars. The Grand Banks Service seminar, presented by Bob Phillips of Grand Banks and Gary Mitros, Service Administrator for Suncoast Yachts & Charters, was very popular and owners left with answers to their questions on servicing their boats. Cooking on Board was presented by Anne Stapleton, who, with her husband Sid, recently completed a 15,000 mile voyage from Maine to Alaska aboard GB49 *America's Odyssey*. Diesel Engine Maintenance featured separate classes and instructors proficient in Ford, Cummins and Caterpillar. Medical Emergencies at Sea was presented by an emergency room physician and all attendees left with a better idea of prevention, and what to do in the event of a medical problem aboard their boat.

A catered dinner featured a choice of chicken or fish, and all attendees feasted royally. After

organize and head the Association. Dick and Mary own *Stardust*, a GB32 kept in San Diego. Anyone who would like more information on the Association or its events planned for the upcoming year should contact Dick Barck at 23041 Tiagua, Mission Viejo, CA 92692; Telephone (714) 707-5790.



**Above:** The impressive Grand Banks flotilla attracted a lot of attention.

**Left:** Rendezvous participants enjoyed the various informative presentations on Saturday.



# 1995 Texas Grand Banks Rendezvous

by Lucy and Larry Lee

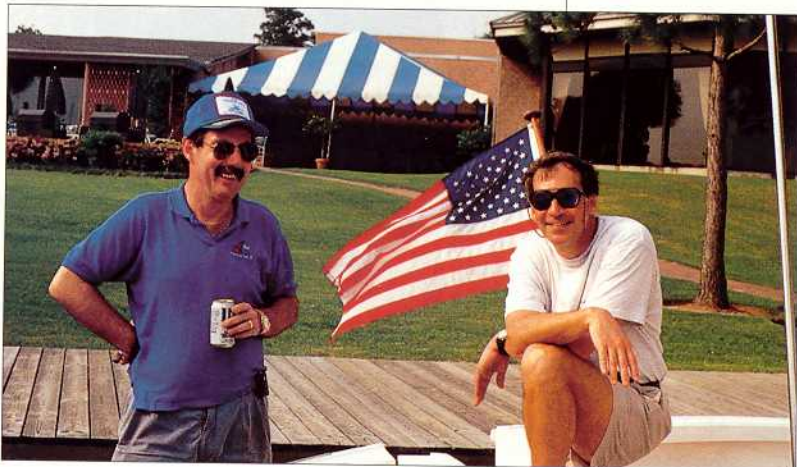
The second annual Grand Banks Rendezvous was held again this year at Lakewood Yacht Club in Seabrook, Texas. The club overlooks Clear Lake with a sheltered basin surrounded by lush green lawns and beautiful flowers. The rendezvous began on the afternoon of Thursday, April 18, as the committee prepared for the arrival of 25 very individual Grand Banks vessels coming from Beaumont, Corpus Christi, and all points in between. The last of the GB's arrived on Friday as the participants got acquainted and renewed old friendships. Cece Connely and her all girl crew handled her dad's boat with a professional flair (her mom and dad were in Rome). A delicious ending for the day long move-in was a poolside fajita supper.

Saturday morning was non-stop boat visiting, but this year brought an added feature to the visits. A questionnaire was distributed with all the welcoming packets. Each boat owner or family had one unique feature or event and it was up to all other owners to identify which owner matched which information.

Saturday afternoon brought several speakers and two demonstrations. The first talk by Steve Bowden led us briefly through the new software program, "Captain for Windows." Using these computer programs with a laptop computer and CD ROM enable the user to access any marine chart, rule, tide, and plot a course at the same time. The accuracy is similar

actually water ski behind their GB's. Mr. Baumann gave us some of the tolerances he works with to enable him to offer this service to GB owners. The changes are subtle but the results are dramatic.

Bob Phillips of Grand Banks Yachts enlightened the group with his very interesting



**Above:** Rob Watkins, left, with Drew Lewis, owner of Eastbay 38 White Cap.

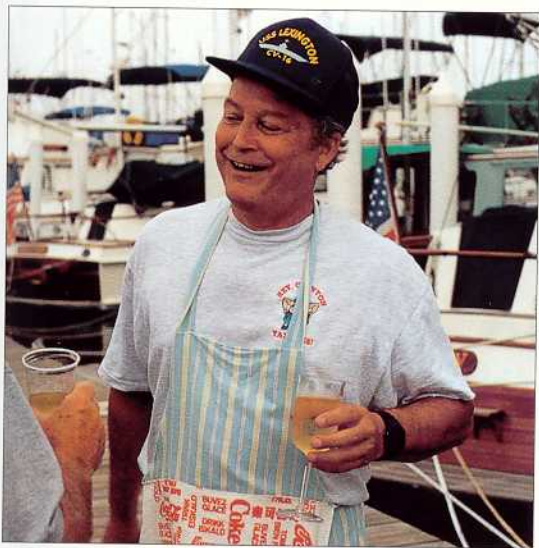
slide show presentation on the GB factory, its employees and their techniques of construction. The worldwide demand for the best built trawler in the world and the construction of the Eastbay 38 sparked many questions of "what's next?" Bob brought his lovely wife Pat to the Rendezvous for a visit.

Saturday afternoon allowed the GB super sleuths to finish the questionnaire. Many were close, but Sue Warters of Mystic did the best and took home the prize, a pillow embroidered with the profile of a Grand Banks. Interestingly, we found that the entire fleet from Beaumont, Texas is composed of wooden Grand Banks, the Heaths of *Idle Hour* and the Schaumburgs of *Querencia*. This year there were seven wooden Grand Banks in attendance. The early wooden Grand Banks make up 25 percent of all the GB fleet on the Texas Gulf Coast. Some of these early GB's are so well maintained that it is hard to tell one from a vessel new from the factory. Many have engine hours in the thousands with no major problems to the engine or hull.

On Saturday evening, all owners and guests enjoyed a crawfish boil with all of the trimmings hosted by Jay Bettis & Company. Jay and his crew are the new local GB representatives.

Each Grand Banks owner in attendance received an engraved brass and teak rendezvous plaque, the second in a limited series.

Sunday dawned very cool and windy, but showed bright sunshine. Good-byes are always difficult but all participants agreed to return again next year with an intermediate meeting in the fall as well.



**Far Left:** "Chef" Gerry Hazelhurst of GB42 Salty.

to work accomplished by a seasoned navigator. Louis Baumann of Baumann Propellers followed with a discussion of propellers, including tip speed, diameter, pitch, number of blades, and efficiencies. All of this ended with a brief seminar on cupping. Several of the local Texas owners have had their wheels cupped so they could



# 1995 Friday Harbor Rendezvous

by Ken Watters

Sometimes, no matter what, everything comes together just right – and that's exactly what happened for about 100 Grand Banks and assorted other American Marine boats in Friday Harbor, Washington during the weekend of June 2, 3 and 4, 1995. The Puget Sound Grand Banks Owners Association hosted an event that featured lots of boats, lots of sunshine, and a very warm welcome from the town of Friday Harbor.

Friday, June 2, saw the harbor master heave a sigh of relief as the last boats came in. People went ashore to visit the Whale Museum, enjoy Grand Banks Ale (really!) in the Front Street Ale House, and do some shopping. Saturday started off with a marathon question and answer session with representatives from Alaska Diesel Electric and Tunde Marine Electronics on hand, among others, to answer all sorts of questions. The Association hosted a wine

and hors d'oeuvres party Saturday evening, which was capped off by the mayor of Friday Harbor proclaiming Saturday, June 3 to be "Grand Banks Day!" On Sunday, the weather finally reverted to northwest showers, sending



**Left:** Ken Watters' Grand Banks 42, 4th of July, is proclaiming the grand event for all to see.

**Below:** The highlight of all rendezvous is spending time with fellow Grand Banks owners. Be sure to note all the Grand Banks, as far as the eye can see!

boats on the way home and onward to summer cruises. Overall, it was a fantastic weekend and people are already talking about next year's rendezvous!





# COMMUNIQUE

## Coming Soon To A Dock Near You

**M**arlow Marine, the Grand Banks representative for Florida's Gulf Coast, recently brought its Traveling Boat Show to beautiful Naples, Florida. For two days just prior to the Miami Boat Show, Marlow displayed a brand new GB36, GB42 and Eastbay 38 at the Coconut Grove docks and the response was overwhelming. "We had local people from as far away as Ft. Myers," said David Marlow, President and owner of Marlow Marine Sales and Charters, "and one gentleman drove three hours from his convention hotel on Sanibel Island just to inspect the boats."

About 50 people looked over the boats on Saturday and Sunday and all were potential GB owners or charter customers, according to salesman Phil Annunziato. Senior broker Jerry Johnson said, "This was the most knowledgeable group of boat show attendees I can remember."

The Traveling Boat Show will be appearing at marinas up and down the Florida Gulf Coast in the coming months "in efforts to better represent the Grand Banks product throughout our territory," according to Mr. Marlow. "Our customers expect quality and service above the rest and we intend to deliver just that. Our goal is to exceed the customers' expectations." Check your local newspaper's boating classified sections for times and locations in your area.

*Left: The Traveling Boat Show was a success at every stop.*



## Grand Banks Vacation Exchange Wanted

**W**e keep our GB42 Classic, *Morning Song*, in Seattle within easy reach of the beautiful San Juans, Vancouver Island and Desolation Sound. We would like to "vacation trade" *Morning Song* with another Grand Banks

of any size on the East Coast, Bahamas, Caribbean, Europe, Far East, Mexico or California. If interested, please contact Bill Blatchford with your availability and boating experience. Phone (503) 593-6952, Fax (503) 593-2519.



# BEACHHO

GB42-1306

*Lorena*

Essex  
ENGLAND

Ken and Lorena Fawkes, who have owned several Grand Banks in the past, are excited to take delivery of *Lorena*, their new Grand Banks 42 Motor Yacht. Shown here with Colin Watts of Boat Showrooms of London, the Fawkes took *Lorena* down the Thames through London to her new mooring in Essex.



GB32-814

*Summer Wind*

Mandalay Bay  
California  
USA



Karin and Paul Jamgochian are enjoying a relaxing summer's afternoon aboard their GB32, *Summer Wind*. They are the original owners of this 1989 GB and spend a great deal of time cruising the Channel Islands where they scuba dive, kayak, and relax in the comfortable quarters of their cozy Grand Banks.

GB32-594

*Acanthus*

Nantucket  
Massachusetts  
USA

Courtenay Crocker is the third owner of *Acanthus*, a classic looking 1977 Grand Banks 32. Shown here in Benjamin River, off Eggemoggin Reade in Maine, *Acanthus* marks the switch to power boating for the Crockers, who were sailors for 30 years.



EB38-015

*Pump This*

Fort Lauderdale  
Florida  
USA



Don Dorini of Fort Lauderdale is shown here taking delivery of his new Eastbay 38 Express, *Pump This*. Mr. Dorini was looking for a quality boat with speed and fishing capabilities. The combination of twin 435 hp Cats and a custom tower made this boat the right choice.



# COMBINING

## GB49-114 *Urios*

La Grande Motte  
FRANCE



François and Eliane Volfen are the happy owners of a brand new GB49 Classic, *Urios*. *Urios* was delivered to the Volfens by Belgian GB dealers North Sea Marine in the beginning of May 1995. Mr. Volfen previously owned a GB42 Classic, but he wanted more space for himself and his family, who often accompany him on his journeys.

## GB36-243 *Sandpiper*

Sausalito  
California  
USA

George Goodwin is shown here navigating his GB36, *Sandpiper*, up the Petaluma River in California toward a Loch Lomond Yacht Club Raftup. The Goodwins have owned *Sandpiper* for 18 years and have loved every one of them.



## GB42-1290 *Grand Finale*

St. Armand's Key  
Florida  
USA



Al and Gia Havener aboard *Grand Finale*, the couple's new Grand Banks 42 Classic. The Haveners are avid cruisers and enjoy exploring the beautiful west coast of Florida. *Grand Finale* was the 1994 Miami show boat and is the Havener's second GB42.

## GB42-391 *Justanne*

Sandy Bay  
TASMANIA

Stan Gibbon is the Senior Wildlife Ranger for Parks and Wildlife Service in Tasmania. As such, he spends the majority of his day outdoors and as much as possible on *Justanne*, his GB42 Classic. *Justanne* is shown here at Port Arthur, near Hobart, Tasmania.





# DEALER

## Palmer Johnson

**W**hen Palmer Johnson, Sturgeon Bay, Wisconsin's world-renown yacht builder, made the decision to re-enter the production yacht market, there were only two or three builders in the world they believed to have the same high quality standards and attention to detail that made their company famous in the yachting community for over 75 years. They believed their choice of the Grand Banks line just seemed a natural. Everyone at Palmer Johnson is extremely enthusiastic to begin receiving these beautiful diesel cruisers at the Sturgeon Bay yard. The company chairman, Mike Kelsey, Sr., and president, Bill Parsons, have seen the marine industry go through many changes over the years and yet have kept the same commitment to the highest standards achievable in every yacht produced. This is where the similarity lies between Palmer Johnson and Grand Banks. Both refuse to compromise quality in what they do and how they do it.

Palmer Johnson is anxious to market not only the well-known Grand Banks line, but also the new, exciting Eastbay series. They feel that the sales will be strong throughout the entire

Marketing, Don O'Keene, and Sales Associate, Mike Kelsey, Jr. Mike spent long hours at the Miami Boat Show meeting with potential cus-



tomers and all the other wonderful dealers who make up the Grand Banks family.

Customizing each new Grand Banks or Eastbay to the new owner's preference will be a task that both Palmer Johnson and their customers will enjoy tremendously. Palmer Johnson's service staff is right at home when it comes to tailoring each boat to its owner. Fred Anderson, Director of Service, has all the ideas to assure every customer's wants and needs are fulfilled by their new Grand Banks or Eastbay. With two service yards on Lake Michigan and one in Savannah, Georgia, customer service will be their first priority. We are excited to have Palmer Johnson as a new member of our growing Grand Banks family.



Great Lakes area for these new express cruisers. Palmer Johnson is overjoyed at the prospect of actively marketing the entire Grand Banks and Eastbay lines for their Sturgeon Bay yard and also their Racine, Wisconsin yard under the direction of the new Vice-President of Sales and

**Palmer Johnson, Inc.**  
61 Michigan Street  
Sturgeon Bay, WI 54235  
Tel: (414) 743-4412  
Fax: (414) 743-3444



# UPDATE

## Monaco Marine

**T**his year, Monaco, a principality of seafarers, has become a European capital of Grand Banks. The establishment of Monaco Marine has been a major event. For all Grand Banks enthusiasts, service is a priority, with a wide choice of facilities at their disposal. There is also access available to the whole Grand Banks range, including second-hand boats: a key option to give the market new impetus. Established and managed by Michel Ducros, Monaco Marine has gotten off to a flying start. Only a few months were needed for the new team to make an impact.

"Our objective," says Michel Ducros, "is to offer the last word in service throughout the Mediterranean Basin." The men and the necessary means are there. Today, Monaco Marine has control of three shipyards in strategic places: Frejus, Saint-Laurent-du-Var, and Cap d'Ail. Each location calls on technicians of the highest caliber and will supply, as the need arises, the most commonly-used spare parts. Grand Banks enthusiasts will be able to make use of a technical base worthy of their passion.

Monaco Marine's skills do not stop there. The highly professional and experienced commercial team, led by William Brandes, is involved at all levels: financial assistance, pre-negotiated insurance contracts with companies, assistance in finding berths, etc. Monaco Marine's policy of competitive prices means they can offer customers some of the best conditions on the European market.

Monaco Marine has a key location in Monaco with quayside offices and three remarkable landing-stages capable of mooring up to 40 boats. Grand Banks have never been so greatly honored in the Mediterranean. In Monaco, as in the three shipyards, crews can be sure of a quality of service worthy of the Grand Banks spirit. A port of call not to be missed under any circumstances!

**Monaco Marine**  
10, quai Antoine 1er  
98000 MONACO  
Tel: 93.10.52.30  
Fax: 93.25.54.44

*Below: The Monaco Marine team.*





# HAPPY CRUISING

## *Sandpiper* Travels To Canada

by Fred Joest

*Continued from Vol. 22, No. 1...*

Again we hated to leave such a beautiful spot, but we were reminded that there are more wonderful sights to see. After passing under the bridge at Little Current, we arrived in North Channel, a major Great Lakes cruising area. A day at the docks gave us an opportunity to pick up mail, groceries, do laundry and top up the water tanks.

Our next stop was Bridal Veil Falls in Kagawong Harbor. The water level was low this year, so there was just a light feathery veil of water coming over the 30-foot high falls. Like true tourists, we all took turns walking behind the falls to have our picture taken. Returning to the boats by dinghy after dinner in Gore Bay, we were treated to a most perfect sunset behind Janet Head Light. Perfect, except there was no green flash.

*Tina-B* and *Sandpiper* arrived back in Little Current in time for the weekend long celebration of Canadian Civic Holiday. We tied up adjacent to the center of the town park and its bandshell. If the music was good we were in a terrific spot, and if the music was not to our liking then we would just have to grin and bear it. Over the next two days we had two concerts, a parade, and a clogging demonstration - all of which we enjoyed from the flybridge. When *Tina-B* headed for home at the conclusion of the weekend, *Sandpiper* headed for the Benjamin Islands.

The entrance to the anchorage on South Benjamin Island was a fantastic sight. One side was a 100 foot wall of pink granite and the remaining two sides were a mixture of pink granite with stands of green trees providing a colorful contrast with the blue skies. There were three major anchorage areas in the Benjamins, so the next day we planned to try the Croker Island anchorage. We headed south of a group of rocks called Sow And Pig before heading for Secretary Island. Again we used two charts and carefully noted each rock - whether submerged or not -

on the chart. (Nothing can ruin your day like leaving some of your bottom paint on one of the submerged rocks, except, of course, engraving your signature on a rock with your propeller!). Secretary Island is an almost pure white quartz



**Left:** The graceful Bridal Veil Falls of Kagawong Harbor is a popular stop.

island about sixty feet high making it easy to distinguish from the neighboring darker colored islands. Following the natural channel close by Secretary Island, we turned east immediately south of Porcupine Island. Around another bend we found the almost land-locked harbor on Croker Island. Unfortunately, about 20 boats had arrived before *Sandpiper*. These boats were all anchored with their sterns tied to trees ashore. It was a beautiful setting, but we prefer a little more nature and a little less neighbors. We poked around the outer harbor for a bit, but decided to head over for the anchorage by North Benjamin that we had seen from *R-Car* (our dinghy) earlier. After three days of poking around the area, we certainly understood why the Benjamins are the most popular islands in the



North Channel. Even though we prefer more private anchorages, we will definitely return here on our next trip.

Covered Portage was our next destination and it proved to be absolutely the most dramatic anchorage of the summer. As the anchor was dropped, Shirley backed toward the vertical cliff behind us while I used the dinghy to tie a line around one of the few large trees available. We were anchored with our stern tied to a 300-foot high white quartzite cliff that plunged almost straight down into the water.

It was hard to leave Covered Portage, but *Sandpiper's* bow was now pointed south starting towards our home port. Our return path was on the west side of Georgian Bay, which is bounded by Bruce Peninsula, separating the Bay from Lake Huron. Bypassing Flower Pot Island, an intended sight-seeing stop, because the seas were too rough to anchor off and dinghy ashore, we went directly to Tobermory, the northern most town on the Bruce Peninsula. This is what I would call a jewel of a tourist town. All of the cruising boater's needs were within easy walking distance of the government docks. The topography of the area is interesting because it is part of the Niagara Escarpment. Being part of the escarpment, many of the surrounding waters have extensive shallows, and over 20 shipwrecks have been marked for the diving enthusiasts. Two days later, we cruised past Cabot Head and continued south, anchoring in MacGregor Harbor on the east side of Melville Sound for the evening. MacGregor Harbor is completely surrounded by an Indian reservation and, on occasion, an enterprising member of the resident tribe has approached visiting boats for an "anchoring fee". Although the weather forecast indicated seas of only one meter, *Sandpiper* thrashed into steep-sided, two to three meter seas the following day as we crossed Georgian Bay. We anchored first in Penetang harbor overnight before moving to the anchorage area by Midland for more sightseeing.

Each of these towns was rich in history and we spent a day or two in each visiting the various exhibits and otherwise being tourists. Our arrival at the Port Severn Lock marked the end of the Georgian Bay portion of our cruise. We then cruised to Orillia and docked next to *Tina-B* for an end of summer visit with our best cruising friends.

The rest of the trip was anticlimactic after our summer in Georgian Bay and North Channel. As we retraced our path down the Trent Severn Waterway and the Erie Barge Canal we tried to stop at towns that we had by-passed on our trek north. We paused to visit friends



**Above:** *North Cove in Baie Fine provided a beautiful setting to drop anchor.*

along both the Trent Severn Waterway and the New York Barge Canal before going down the picturesque Hudson River to our last New York anchorage in a basin behind the Statue of Liberty. This parkside anchorage just a few hundred yards out of the bustling harbor afforded *Sandpiper's* crew a perfect view of the New York City skyline beyond the ever impressive Statue which has welcomed millions of visitors to our country.

*Sandpiper* arrived at her home port in North Carolina in early October after a most successful cruise of over four months that covered 2,931 nautical miles of the most beautiful cruising on the North American continent.

*Post Script: This trip marked the culmination of three years living aboard and full time cruising aboard Sandpiper for Fred and Shirley Joest. Except for this trip to Canada, summers were spent in the Chesapeake area and winters in the Bahamas. During this period, Sandpiper's log reflects over 15,000 nautical miles of wonderful cruising experiences.*

**Below:** *Sandpiper anchored at Covered Portage.*





# PHOTO CONTEST

**T**his issue's winning photo entry was submitted by Richard and Vicki Fink of Coronado, California. The photo shows the Finks' three boys, Jonathan, David and Joshua, aboard their Grand Banks 42 Classic, *R 3 Buoys*. *R 3 Buoys*, named after the Finks' three boys, is GB42 hull number 91 built in 1969. She gets a great deal of use since the whole family currently lives together aboard her in Coronado.

Please continue to send us your favorite Grand Banks and Eastbay photos. Also, when sending in your entries, please be sure to include detailed information about yourself, your cruises and your boat.



## PROFILE

### Ewe Kean Hoe/Plant Manager – Malaysia

**O**ne of the main people responsible for the successful opening of Grand Banks' new Malaysian manufacturing plant is Ewe Kean Hoe, Plant Manager of Grand Banks Yachts Sdn. Bhd. (GBYSB), located in Pasir Gudang, Malaysia.

Mr. Ewe joined GBYSB in late December 1993 and since then, with the help of 250 employees, the plant has built and shipped fifteen Grand Banks 42's. Mr. Ewe oversees the smooth running of the plant and ensures that each completed boat is the best it can be. Quality is the key word in his production line as he makes sure that the Malaysian plant is producing Grand Banks which achieve and surpass the high quality standards expected by our owners.

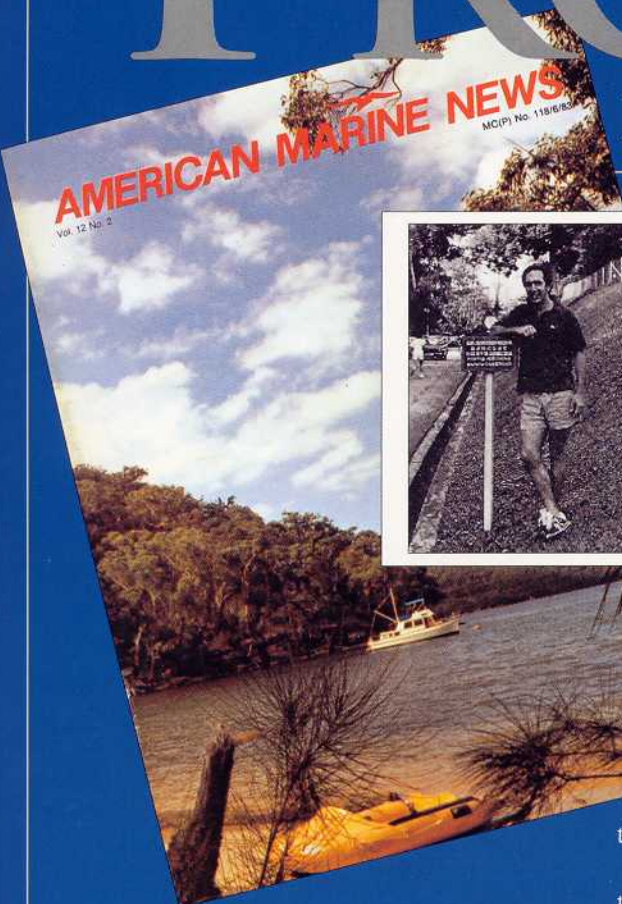
Mr. Ewe's wife, Yow-Er, and three sons love to join him in completing jigsaw puzzles, one of his favorite past times. The Ewe family also enjoys taking a Grand Banks through the many islands of East Malaysia for cruising and snorkeling.





# PROFILE

## Rick Loh/Vice President – Sales



Rick Loh is our marketing representative on the East Coast of the United States. A 1975 graduate of New England College in Henniker, New Hampshire (B.A. Economics), Rick spent two years on the admissions staff at NEC and was a sales representative with Procter and Gamble before joining the crew at American Marine in the Fall of 1978. In addition to his primary job of trying to keep Eastern U.S. dealers and boat owners happy, Rick helps coordinate our advertising program and edit each issue of the AMERICAN MARINE NEWS. Rick pursues various recreational activities when not promoting the virtues of the Grand Banks.

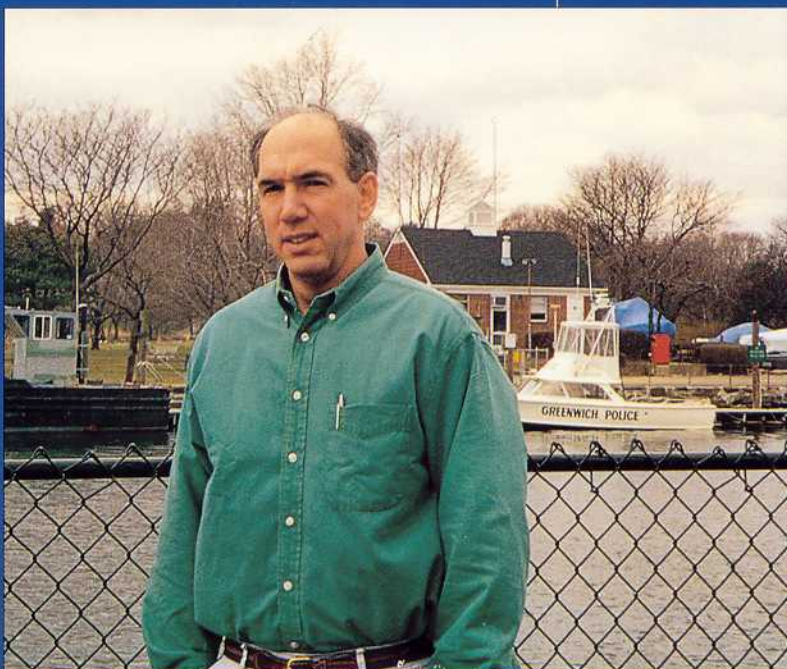
In his 17 years with Grand Banks, Rick Loh has worn several hats. He has handled marketing and advertising, delivered scores of boat parts, managed our dealer network, assisted owners with a variety of questions, organized boat shows and rendezvous, and countless other tasks. Rick recently added one more hat to his collection, a hat he will perhaps enjoy wearing the most of all, an owner's hat. Rick, along with his father and Grand Banks predecessor, Dick Loh, has purchased an Eastbay 38 Express and christened her *Encore*.

Rick recently completed an extensive cruise in Maine aboard *Encore* with his wife, Kate, and their three children, Eric, Stacey, and Mark. It was a perfect vacation, exploring beautiful cruising grounds with the whole family on board one of the most exquisite boats available.

When not cruising around the coastline, one of Rick's strongest passions is the New York Rangers professional ice hockey team. Rick has closely followed the Rangers all of his life, and

they recently came through for him when they ended a 40 year championship drought in 1994 by winning the Stanley Cup. This was a moment almost as exciting as taking delivery of *Encore*.

All of Rick's work over the years has helped to put Grand Banks in its current position as the premier cruising boat manufacturer. With his continued effort and hat juggling, this is a position the company will occupy for a long time to come.





# NOTES & NEWS



## Texas Rendezvous

Rendezvous scheduled for April 19-21, 1996 at Lakewood Yacht Club in Seabrook, TX.

**Contact:** Larry or Lucy Lee, 9027 Eldora, Houston, Texas 77080, USA.  
Tel: (713) 462-4874.



## Norway Rendezvous

GB Convoy to "Land of the Midnight Sun" scheduled for July 1996. Start from West Marine's home port in Bergen and sail to Northern Norway, passing the Arctic Circle. From Bergen to the Lofoten is 600 miles. Cruising speed will be 9-10 knots. Total voyage will be approximately 4 weeks. "Onshore" programs will be available as well. We can arrange professional crews to sail GB's from the European continent to Norway if owners would like to join onboard in Bergen.

**Contact:** Bengt Akselsen, West Marine Int. A/S, Sandviksveien 160, Postboks 1594, 5034 Bergen, NORWAY. Tel (47) 55-25-80-60, Fax (47) 55-25-84-90.



## Puget Sound GB Owners Association Rendezvous Schedule

Spring Rendezvous on the first or second weekend of June each year and Fall Rendezvous on the third or fourth weekend of September. Notices are sent out in the PSGBOA Newsletter, which comes out four times a year.

### Proposed Rendezvous Schedule:

- ◆ Sept. 22, 23, and 24, 1995 at Elliot Bay Marine, Seattle, Washington
- ◆ June 7, 8, and 9, 1996 at Roche Harbor, Washington (tentative)

**Contact:** Ken Watters, 5483 Pleasure Point Lane, Bellevue, Washington 98006, USA. Tel: (206) 644-4342.

## South Florida GB Owners Association

Now being controlled by Bill Lessig of Marlow Marine, 4204 13th Street Court West, Snead Island, FL 34221. Tel (813) 729-3370, Fax (813) 729-4955.

## New Southern California Grand Banks Club

Interested parties contact: Dick Barck, Southern California Grand Banks Club, 23041 Tiagua, Mission Viejo, CA 92692. Tel: (714) 707-5790. Rendezvous typically held in May in San Diego.

If you have something to add to Notes & News, please send it to one of our addresses at the bottom of the Table of Contents page.