

AMERICAN MARINE NEWS

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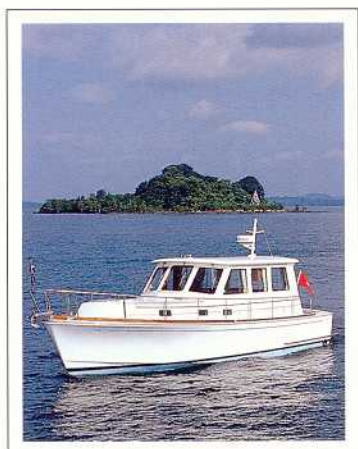
SPECIAL FEATURE:
THE NEW EASTBAY 40

RENDEZVOUS NEWS:
CHESAPEAKE BAY
SOUTHERN CALIFORNIA
MONACO



AMERICAN MARINE NEWS

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EDITOR'S NOTE

Grand Banks owners throughout the world continue to take pleasure in sharing their Grand Banks experiences. **American Marine News** invites you to submit your articles and photographs for publication. **Photographs will not be returned.** 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

It Takes Years To Build Character

The Eastbay 40 Sedan Cruiser

Two years ago American Marine successfully launched our Eastbay series with the introduction of the Eastbay 38 Express. With nearly 50 boats already cruising in the U.S. and Europe, the Eastbay 38 has proven to be an overnight classic. Indeed the marine press has been unanimous in its praise with such comments as: "She's classic, yet sporty, and rugged, yet stylish." "She's designed with an eye to the

Eastbay 40 Sedan Cruiser. Also based on a Ray Hunt deep V hull, the EB40 cruises quietly and comfortably at 15 to 22 knots depending upon her engine package. A number of twin diesel packages are available, and our Eastbay dealers have the various performance charts to help owners decide what package best fits their cruising plans. Top speeds in excess of 30 knots are possible, and initial sea trials indicate that this boat will provide a beautifully stable, dry ride.



Below: *The New Eastbay 40 Sedan, with the Ray Hunt deep-V hull, is also available with a flybridge.*

future and to life in the 90's." "She's quiet. ...the interior is a veritable showcase." Blending the quality and craftsmanship of a Grand Banks with the speed and sure-footed performance of a Ray Hunt designed deep-V hull, the Eastbay is the perfect boat for those who want to cruise in the fast lane.

American Marine is now expanding the Eastbay series with the introduction of the

The spacious engine room allows for easy maintenance of the twin diesel engines and accessory equipment. Like her smaller sister, a great amount of attention has been given to sound deadening materials which provide a quiet ride, even at wide open throttle. Grand Banks owners will appreciate the quality details throughout the engine room such as large drip pans under the engines, heavy-duty bronze sea-

cocks, two blowers, flexible couplings and a fresh water faucet.

Inside, the EB40 can be ordered with three different layouts. Standard is a forward stateroom with an island berth, a guest cabin with upper and lower berths and a head with separate stall shower. The main saloon features a straight-line galley complete with a Corian™ countertop, cultured marble vanity/sink, an LPG stove/oven and a 12-volt refrigerator/freezer. A beautiful yacht table with an L-shaped settee, an entertainment center ready for TV, VCR and stereo, a teak arm chair and an exquisite teak and holly sole are all finished to American Marine's high standards. Also in the main saloon is the helm area featuring a helmseat, engine instrumentation panel and an easy-to-see AC/DC control panel. There's plenty of room to outfit a comprehensive navigation station including radar, VHF, autopilot, GPS, speed, depth, electronic compass displays and more.

Optional layouts include V-berths in the forward cabin and an L-shaped galley or a down galley with a single berth in the guest cabin. Whatever layout is chosen, American Marine works closely with the dealers to create layouts that meet the needs of individual owners.

The exterior plan shows that American Marine is well experienced in developing boats for serious cruisers. Wide walk-around side decks and a sturdy guard rail offer safety while going forward to handle lines or when anchoring. A heavy-duty anchor platform with stainless steel roller, a two-station power windlass and chain

locker are standard. The wide, spacious cockpit is ideal for cruising or fishing and is complete with a hinged transom door. Teak decking, a hot/cold shower head, courtesy lights and two storage box/seats are all standard in the Eastbay cockpit.

A teak swim platform makes getting in and out of dinghies easy, and its generous width makes it a great place to sit before and after a cool swim. Heavy-duty, stainless mooring cleats and chocks, as well as properly positioned grab rails, show the serious side of this beautiful cruiser. A door to the helm area is conveniently located on the starboard side of the cabin. Main access to the cabin is from the cockpit through a



Above: Hull #1, shown with the optional flybridge, cruising at a leisurely pace in the waters off Singapore.



Left: The spacious island berth arrangement in the forward cabin. Alternate layouts available.

sliding door. Painted non-skid side and forward decks are standard, although teak decking is optional.

For fair weather cruising, a fully-equipped flybridge is optional. All around visibility is enhanced, and there's seating for a crew of three in addition to the helmsperson. A low-profile windshield is not only attractive but functional in blocking wind at high speeds. For added safety, a sturdy guard rail surrounds the open area to port, starboard and aft.

Hull #1 of this classic Ray Hunt designed cruiser will be premiering at the Miami Boat Show in February of 1996. Hull #2 was unveiled



Above: The galley offers plenty of counter space and storage which will please any chef.

Left: The main saloon displays the renowned American Marine craftsmanship.

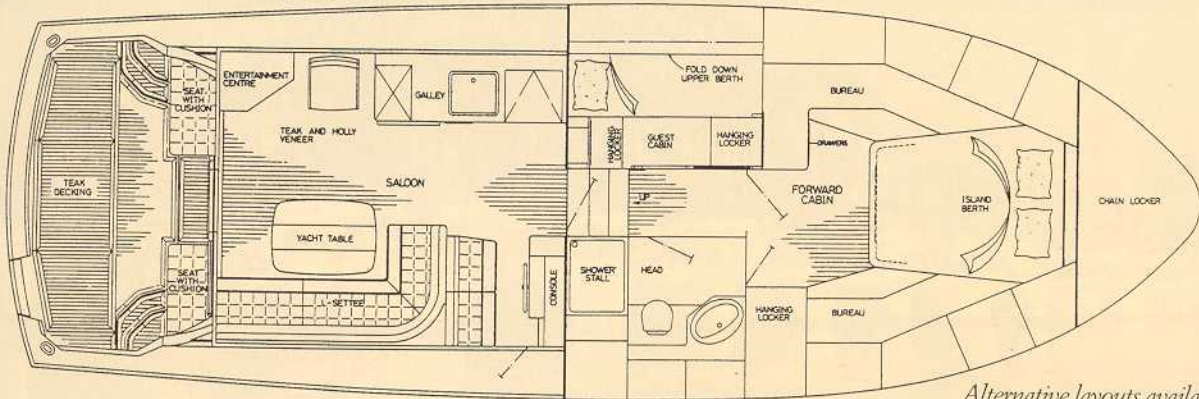


at the Paris International Boat Show in January, and Hull #3 was shown at the Seattle Boat Show, also in January.

American Marine is proud to have started the trend to fast cruisers styled in the "Down East" tradition. Our Eastbay series has been the preferred leader in this very popular segment of the boating market, supporting our slogan, "A New Boat For A New Time." For more information including brochures and specifications, contact your Grand Banks/Eastbay dealer.

Standard Layout

Island berth in forward cabin and straight galley



Alternative layouts available.

SPECIFICATIONS

LOA	40'0"	12.2 m
LWL	36'5"	11.1 m
Beam	13'2"	4.1 m
Draft	3'8"	1.1 m
Estimated Displacement	28,000 lbs.	12,700 kg
Water Capacity	95 gal	360 litres
Fuel Capacity	344 gal	1,304 litres

Right is reserved to make changes in materials, specifications and equipment at any time without notice.

RENDEZVOUS NEWS

1995 Eleventh Annual Grand Banks Chesapeake Bay Rendezvous

by Joyce Cantre

Fall was in the air and that meant it was time for Bob Smith's Eleventh Annual Grand Banks Chesapeake Bay Rendezvous. Tides Lodge in Irvington, Virginia on Carter Creek allowed us to take over their facilities again this year from September 25th through 28th, 1995. Over 120 boat owners and guests came, 34 by Grand Banks and the rest by car, to join in a week of camaraderie, seminars, parties, sporting events, and just plain fun. What a treat it was to meet so many new people as almost half of this year's attendees were at the Chesapeake Bay Rendezvous for the first time.

knowledge but something tangible as well. The CPR class, provided by staff from Rappahannock General Hospital, resulted in certification cards. The fire fighting demonstration by Virginia Fire and Safety, Inc., provided not only a tricky fire for volunteers to try to extinguish, but also a chance to have fire extinguishers refilled and/or inspected. In addition, having your boat pass the Courtesy Safety Inspection by Jim Turner and members of the Coast Guard Auxiliary resulted in a 1996 inspection sticker.

Bob Smith provided a new twist on an old favorite. He provided a ladies-only introduction to the Grand Banks machinery. When he

Below: *The fleet of Grand Banks was an impressive sight.*



The Grand Banks spirit was everywhere. All you had to do was look for the green ribbon tied to a flag staff to know that you were welcome aboard that boat for a tour or just for a visit. Green ribbons flew everyday. The congeniality began Monday evening with the Grand Banks cocktail party and continued through the closing Pool Party Thursday evening.

All four days of the rendezvous provided some safety-related activity where you had the opportunity to walk away with not only new

pointed to a picture at the front of the room and it was identified as an engine he jokingly said "you pass!" that was just the beginning, with all of the ladies leaving the room with a basic understanding of the fuel system, batteries, transmissions, and how they affect the operation of the engine. It sparked a lot of positive feedback on the boats too, with ladies quizzing the men about things in the engine rooms. That evening Bob held his Basic Engine Class. No doubt some of the questions he

answered during the class are prompted by discussions following the ladies session.

There was a lively exchange of information at the "Grand Banksing" evening event. It was a round table discussion moderated by George Sass of Sass and Associates in Annapolis, MD focusing on what makes cruising on a Grand Banks so enjoyable. The next day continued the exchange of information during the two boat maintenance demonstrations – one being a discussion dealing with exterior and interior maintenance presented by Kirk Cantrell of Kirk's Mobile Yacht Services in Solomons, MD, and the other a demonstration by Bob Smith on torquing the head and adjusting the valves on a Lehman 120. The marine product seminars demonstrating Naiad marine stabilizers, Dickson stern thrusters, and various electronics, provided by Kevin Fay of Marine Electronics in Hartfield, VA were also big hits.

The Grand Banks spirit was evident even in non-Grand-Banks activities such as the tour to Carter's Grove Plantation and Williamsburg Winery, the putting green golf tournament, and the Annual Dinghy Regatta. The spirit was especially strong Thursday evening at the Pool Party where Brian and Gail Smith presented awards for the golf and dinghy competitions and Bob Smith presented the Grand Banks Captain's trophy, donated by Grand Banks Yachts.

So many people caught the spirit that plans

are already underway to plan next year's rendezvous. Don't miss out on a good time! Contact Bob Smith at the Grand Banks Owner's Club, P.O. Box 1838, Kilmarnock, VA 22482 for more details.

15th Annual Southern California Grand Banks Rendezvous

The afternoon of Friday, September 8, 1995 was coming to a close. Grand Banks Yachts from all over southern California had already begun assembling at Isthmus Cove on Catalina Island for the 15th annual Southern California Grand Banks Rendezvous hosted by Stan Miller Yachts, Inc.

Saturday morning, bright sunshine and calm breezes greeted the 83 boats and 350 owners and guests who had come for a weekend of activities and fun. But first things first. After registering and receiving Rendezvous T-shirts and dinner tickets, participants attended an instructional seminar led by Bob Phillips from American Marine. Bob talked about the changes at Grand Banks and some of the new products that were on the drawing board. Other speakers discussed the latest in marine electronics, engine maintenance and navigation.

By noon, everyone was ready to relax and have some fun. An inflatable dingy race, in which wind was the only means of propulsion, drew a large field. Many ingenious sail plans were tried, but it is doubtful that any will be

used by future America's Cup participants. Nonetheless, it was a tight race with a close finish.

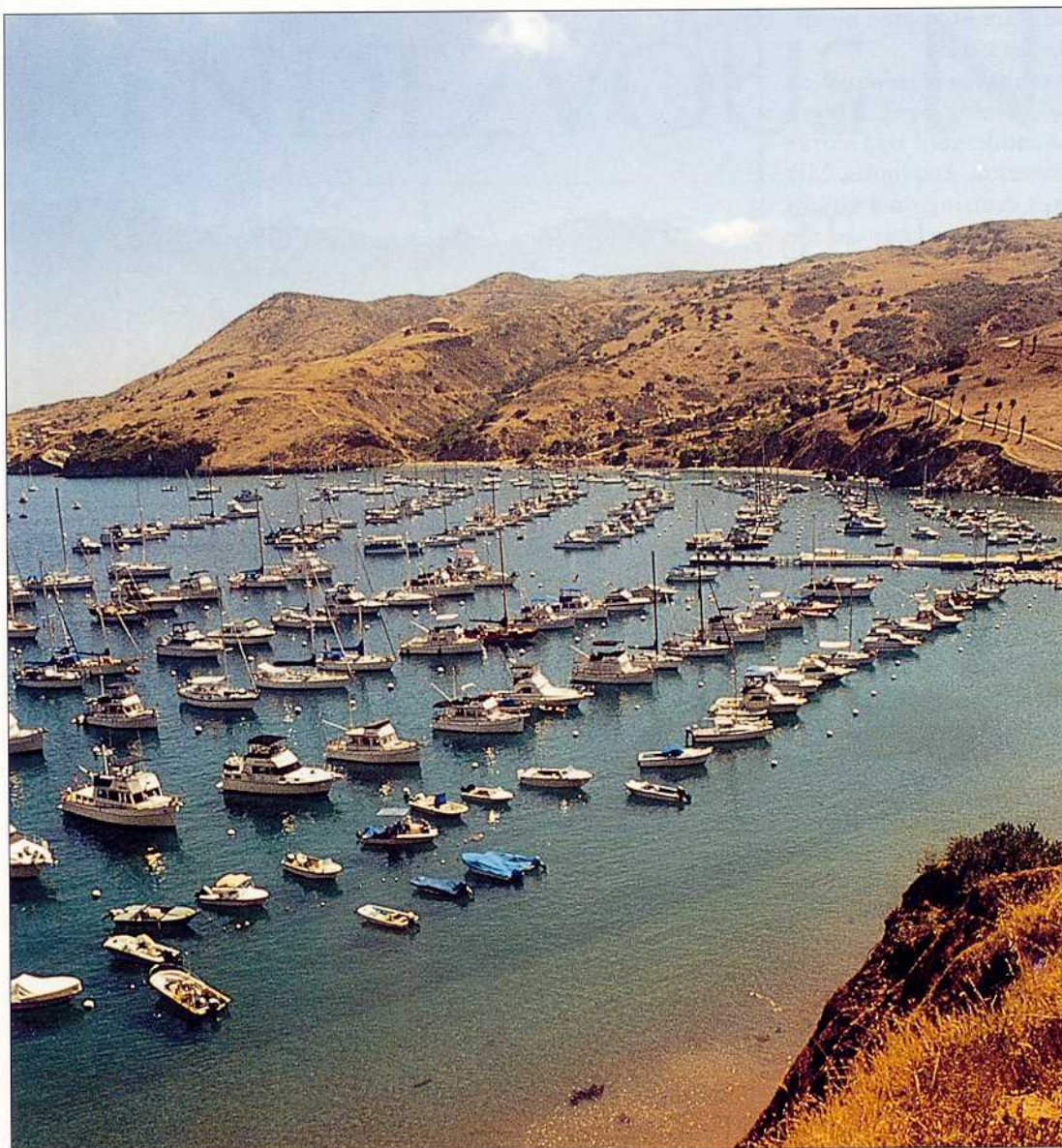
After a couple of hours of rest, everyone ventured ashore for the 5 o'clock hors d'oeuvres contest and a Stan Miller Yachts-hosted bar. The variety of hors d'oeuvres was only limited by the imagination of the participants.



Above: Cocktail party and awards. Everyone brings their favorite hors d'oeuvre.

Left: Some of the many visitors at the Southern California Rendezvous.





Left: A view of the 83 boat fleet moored at Isthmus Cove on Catalina Island.

After the winners were announced, all attendees sat down to a barbeque dinner of steaks, swordfish and chicken which was followed by dessert.

After everyone had eaten their fill, John and Brad Buettner, owners of Stan Miller Yachts, presented the awards for the dingy race and hors d'oeuvre contest, then held a drawing for more than 70 door prizes donated by West Marine Stores, Long Beach Marine Electronics, Hills Power Systems, Lewco Electronics, Mike's Signs, Superior Canvas, Rusty Pelican Restaurant, Marina Shipyard, Long Beach Scuba Duba, Rich Marine Electronics, Harbor Canvas and Advance Marine Diesel. (Many thanks to all of these suppliers for their continued support of the Rendezvous.) After the drawing, a disc jockey was on hand and played music until the wee hours of the morning.

Sunday morning, many owners held open house, so there was plenty of socializing until around noon. Everyone headed for home looking forward to the 16th Rendezvous scheduled for September 13, 14 and 15, 1996.

Below: An Eastbay 38 with SS tower and full cockpit enclosure was part of the fleet.



1995 South of France Grand Banks Rendezvous

Amicale held its 1995 South of France Rendezvous June 30 through July 2 at St. Jean Cap Ferrat. The involvement of Monaco Marine, the new French GB dealer, greatly contributed to its success.

On Saturday, July 1, the Amicale members gathered for a meeting plus question and answer session at the St. Jean Cap Gerat gymnasium. Later that afternoon, an Amicale group picture was taken at the marina before everyone donned their finest for the grand dinner that was held at the Riviera Hotel at St. Jean Cap Ferret. Hosted by the Amicale, everyone enjoyed a fine meal and conversation and had an all around grand time.

On Sunday, the final day of the Rendezvous, it was Monaco Marine's turn to play host to the Amicale Grand Banks members and what a fantastic job they did! The boss himself, Mr. Michel Ducros and his partner, Mr. Gianfranco Rossi, went over to the St. Jean Cap Ferrat Marina in two 30 ft. Monte Carlos to pick up the Amicale members and ferried them over to Monaco for lunch. Afterwards, a charter bus

was on hand to take the members back to their boats so they could prepare for the highlight of the weekend. About 4:30 p.m., GB owners and their guests sailed their 21 Grand Banks yachts, convoy style, out of the marina towards Monaco. Aerial photos were taken of the entire fleet from a helicopter. The local TV station also sent a crew to record the event on video to be aired on a future program. Everyone who witnessed the convoy wholeheartedly agreed it was truly an awesome sight to see 21 Grand Banks moving in regimented fashion in the beautiful waters of the Cote d'Azur. After a few rounds, the boats were ushered in and moored at the Grand Harbour of Monaco for the night.

The Rendezvous finale was a gala dinner held at the very exclusive Monaco Yacht Club at Quai Albert in the Grand Harbour just opposite the moored fleet of GBs. The dinner was sumptuous and everybody enjoyed themselves tremendously. At the stroke of midnight, a fireworks display was coincidentally held which made the occasion even more auspicious. For the first time in the history of the Amicale, Monaco Marine and the Grand Banks club members were united in their stand.

Below: Twenty-one Grand Banks create an impressive convoy in the waters off the Cote d'Azur.



BEACHC

GB32-850 *River Banks*

Plainfield
Illinois
USA

Ron and Kathy Kazmar of Plainfield, Illinois are shown here aboard *River Banks* cruising on the Des Plaines river near Wilmington, Illinois. The Kazmars recently purchased their 1991 GB32 through GB dealer Eldean Boat Sales of Macatawa, Michigan. They report that the quality and beauty of their boat is admired by all who see her. Their cruising grounds include the sometimes rough waters of Lake Michigan, the Illinois River, and other surrounding tributaries.



GB42-804 *Saudade*

Nederhemert
The Netherlands



Diana Burger has written in with this photo of her parents Aart and Cobi Burger and an unknown crew member, aboard *Saudade*, their GB42 Europa. The Burgers live aboard *Saudade* from March through November and cruise the Dutch and Belgian coasts. Before purchasing their GB42 Europa in late 1994, they were the owners of GB36-572. Diana writes that Aart and Cobi really enjoy cruising in Grand Banks style.

GB32-547 *Lopeti*

Runaway Bay
Australia

Robert and Robin Boulton continue to put the miles under the keel of *Lopeti*. Since purchasing her over four years ago, cruises have included a four month trip to northern Australia, and a cruise from Sydney to the Barrier reef. The Boulton's have added a few customized touches such as a cut-through door in the transom, and front awning designed to keep the glare and temperature down in the main saloon. They also report that they have owned several other makes of boats in the past, but none of them compare to their Grand Banks 32.



GB42-404 *Our Pleasure*

Ridgefield
Connecticut
USA



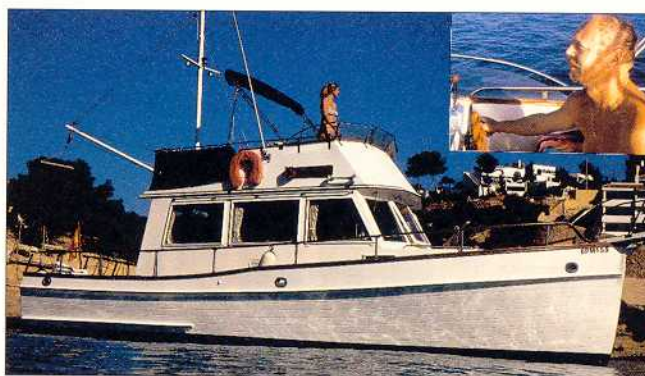
Lori and Fred Defilippo are the proud owners of a 1974 Grand Banks 42 Classic which they have named *Our Pleasure* (ex. Sunrise). They are shown here at their boat's new berth in Saugatuck Harbor Yacht Club, Westport, Connecticut. They look forward to meeting fellow GB owners and cruising New England waters. They recently purchased their GB in Ft Lauderdale through Hal Jones & Co.

OMBING

GB32-842

Flora

Mallorca
Spain



Ekkehard and Karin Mann are pictured aboard their GB32, which hails from Mallorca. Plans are underway for a cruise to her new home in the Baltic Sea. From there they plan to cruise to the Swedish Skargarden and the Norwegian fjords. They are looking forward to their new adventures aboard *Flora*.

GB46 E-172

Coco

Nieuw-Beyerland
Holland

When Mr. and Mrs. Hummelman took delivery of their new GB46 Europa in August, it was their fourth Grand Banks. They initially joined the Grand Banks family by purchasing a GB32. They subsequently owned a GB42 Classic and a GB46 Classic before purchasing their new 46 Europa from North Sea Marine, the American Marine dealer for the Benelux region. Mr. Hummelman's dedication to Grand Banks continues through his role as the president of Amicale.



GB32-113

Spanky

Wolphaarsdijk
Holland



Mr. and Mrs. Van Gerwen pose for the camera during the past West-Europe Rendezvous aboard their GB32 *Spanky*. This 1968 wood hull 32 was the first GB32 imported into the North Sea. Although the Van Gerwen's are not *Spanky's* first owners, nevertheless, they continue to maintain her in the Bristol fashion she has always enjoyed from her previous owners.

GB36-256

Enos

Deauville
France

Robert and Mauricette Magoutier have been the proud owners of the wooden GB36 Classic *Enos* since they purchased her new in 1975. They claim she is still in good as new condition. She has been equipped for cruising the coasts of Normandy and Brittany, as well as Great Britain. She is shown here moored in the Yealm River on the southern coast of England near Plymouth.



DEALER UPDATE

Stan Miller Yachts, Inc.

For the past three years, Stan Miller Yachts of Long Beach, California has been negotiating with the City of Long Beach for a long term lease and total renovation of the waterfront property. Finally, after the three years of negotiating and one year of construction the face-lift is complete and it looks spectacular.

Stan Miller Yachts hired a professional architectural firm to give the waterfront site a more contemporary and professional appearance. The end result is a lovely combination of class and style which is a great combination for a Grand Banks/Eastbay dealer. The interior received the same attention to detail as the exterior, with a professional interior design firm overseeing certain aspects of the face-lift.

The offices are located on the water in Alamitos Bay in the heart of Long Beach. There are fifteen adjacent slips to the office which house both new and brokerage boats. The office is in a prime waterfront location, and benefits from the nearby West Marine retail products



showroom, Seal Beach Yacht Club, and a fine restaurant.

Stan Miller Yachts Inc. was established in 1955 by Stan and Jim Miller. Jim retired in 1980 and Stan brought on two additional partners, John and Brad Buettner. Stan retired in 1985 after 35 years in the boating industry. John and Brad have been at the helm ever since. Brokers

Above: The new facility offers an impressive facade.

Below: The fifteen adjacent slips make boat shopping a breeze.





Left: The professionally decorated interior offers a refreshing environment.

Phil Lupton and Linda McCrossan round out the sales staff and help make this a successful company in a competitive business. Commissioning is the responsibility of the very capable Tracy Merrill and Kirk Little. As well as being very handy, both Tracy and Kirk are U.S.C.G. licensed captains.

American Marine wishes Stan Miller Yachts, Inc. another forty more years of success in the marine industry.



Left: Licensed Captains Tracy Merrill and Kirk Little will gladly commission and service your yacht.

American Marine in Space?

Yes, American Marine is now in space, cyberspace that is. American Marine has pushed both throttles ahead and landed in Cyberspace. Our WEB Site on the Internet was launched during the third week of January.

This service will be useful to current owners and non-owners alike. The computer on-line service offers full specifications of all Grand Banks and Eastbay models, a complete worldwide dealer listing, the latest two issues of the American Marine News, and access to Grand Banks apparel. In addition, there is a monthly bulletin which will list upcoming events, issues, and any news owners would like to pass along. Finally, there will be an E-Mail account, which can receive questions or inquiries. Future plans call for incorporating a comprehensive listing of construction details, and worldwide charter information. We are also exploring the possibility of providing worldwide instant weather information, which will include tides, currents, wind, approaching fronts, etc..

You can access the Grand Banks/Eastbay Web site through Prodigy, American On Line, CompuServe, and the World Wide Web. Our WEB site address on the Internet is:

<http://www.granbanks.com>.







If you have news you would like to post on the bulletin board, you are encouraged to write to: Grand Banks, Web Site, 201 Forbes Street Annapolis, MD 21401. Or you can fax us at (410) 269-0161 attn. Internet.

Netscape: Grand Banks Yachts

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GRAND BANKS YACHTS

		
GB 42 Motoryacht	Eastbay 38	GB 36 Classic
		
GB 36 Europa	GB 46 Fast Trawler	GB 49 Classic

Grand Banks Models	American Marine News
Eastbay Models	Charter Information
Dealers Worldwide	Construction Details

"Tying The Knot"

A simple circumnavigation of South Florida provides a wealth of experiences.

To make the popular "Florida Circle Cruise" is to complete a study of contrasts. From the jungle-like isolation of the Shark River to the Art Deco revitalization of trendy Miami Beach, a circumnavigation of southern Florida affords practically every facet desirable in a sheltered water voyage, all in approximately 600 nautical miles. Our cruise, completed in the spring on our trawler, could just as easily have been accomplished in any sound cruising vessel, sail or power. Even the question of draft becomes moot, for there are options for deep-footed craft if necessary. Fortunately, these are few.

Where the cruise starts is not important. "Tying the knot" — completing the circle — can be accomplished from either coast. The essentials are transiting the Okeechobee Waterway and the entire tip of the Florida peninsula, with the Keys thrown in for good measure. Which anchorages and marinas are enjoyed are individual options. Here are observations made at ours. We hope yours are equally memorable.

Charlotte Harbor & Pine Island Sound

The Intracoastal Waterway's Day-beacon One, on the southern edge of Pine Island Sound, is where we started. Leaving from Punta Gorda, where we live, we had no alternative but to cruise through Charlotte Harbor and Pine Island Sound. Home or not, these magnificent areas could be enjoyed for weeks with their abundance of anchorages, beaches, restaurants and

resorts. Little wonder Claiborne Young (of *Cruising Guide* fame) calls these waters "a genuine cruising treat," and compares them to the northern Abacos in the Bahamas. You will not want to miss the tarpon fishermen at Boca Grande Pass; Cabbage Key, the site of Jimmy Buffet's inspiration for *Cheeseburger In Paradise*; or the resorts of Burnt Store, Fisherman's Village, T'ween Waters or South Seas Plantation.

Anchorages abound, but two are a must: Pelican Bay inside Cayo Costa State Park; and Ding Darling National Wildlife Refuge, where there are terrific exploring opportunities by dinghy. These serene spots will give the wildlife observer thor-

ough satisfaction. Do you know the osprey "dives" for its prey feet first? Or, the pelican "smacks" the water upside-down, shoulders first? Observe and delight! These waters are technically outside The Circle, but should be considered as a side trip when one is near.

San Carlos Bay To Naples

Starting The Circle where we did requires an open water leg on the Gulf of Mexico, for just a short distance. (Hint: Troll a line or two. A beautiful, iridescent Spanish mackerel graced our dinner table on this portion of the trip.) Matanzas Pass behind Fort Myers Beach gave us a complete anchorage. It was fun to watch the small cruise ships leave on their nightly dine-and-gamble excursions. We never did see their late-night return; the cruising life tends to wear one out. The Gulf Shrimp Fleet was represented in abundance here. A trip to the beach will give you

enough tourist-watching to last for quite some time — all sizes and shapes of people!

Naples has many affluent residents, with houses and boats to match. In spite of Naples' good City Marina, we chose to take the Inland Waterway behind Keewaydin Island to reach one of our favorite anchorages: Hurricane Pass beside Little Marco Island. Since it adjoins the Rookery Bay Wildlife Refuge, this route gives nice waterbird viewing — terns, kingfisher and ibis galore. Hurricane Pass Anchorage can be approached only from the inland side, for the pass itself is totally shoaled. Waterskiers, personal watercraft, pontoon boats and every imaginable small craft will



By Charles and Rhea Lapp



The inlet to Jupiter, Florida, is home to one of the country's most famous lighthouses.

treat you to what "beach-boating" in Florida is all about! Despite all the activity which affords infinite "eyeballing" opportunities, the anchorage turns serene at early evening. The beach is yours alone, with lights from Marco Island's highrises twinkling in the distance.

Coon Key and Everglades City via The Marco River

Save about 15 miles (and the necessity to round Cape Romano Shoal) by going inside on the Marco River, from Capri Pass to Coon Key. If you have more than five feet, wait for moderate water on a rising tide. What a treat: Keys and islets of every description, and flocks of roseate spoonbills and heron. The hamlet of Goodlands boasts an easy-access restaurant for a lunch stop. At Tripod Key Anchorage, we were awed as we watched a pod of porpoise "herding" mullet onto a beach. Everglades City or Russell Bay Anchorage? Either would be correct. You can also stay at the Rod & Gun Club on the Barron River, or enjoy the remoteness of a Ten Thousand Islands anchorage.

Little Shark River and the Bay of Florida

The anchorage at the entrance to the Shark River is an absolutely breathtaking example of the Everglades' magnificent raw beauty. The largest mangroves we have ever seen are there (as well as the largest mosquitoes; good screening is a must). Woodstorks and great egrets abound. Cape Sable is actually composed of three points, the middle of which gives great beachcombing in placid weather if you anchor off the sand for an hour or two. Here you can choose among Key West, Marathon or Long Key. Your choice will dictate your route through the Bay of Florida. We chose Marathon and Boot Key Harbor.

Boot Key Harbor

Through the Moser Channel, under the Seven Mile Bridge, into the beautiful azure blue water of the Atlantic. In the distance, Sombrero Reef Light marks the ocean entry to Hawk Channel and the truly "international" harbor of Boot Key. Foreign flags abound, as do live-aboards, derelict boats and sea peo-

ple of every type. The dinghy ramp is an experience in the amalgamation of types who take to the sea for recreation, adventure or refuge. Sit and listen to them spin yarns and give advice. What a treat!

For a major cruising crossroads, Boot Key Harbor is amazingly clean. We snorkeled under our boat's slip and could see bottom in eighteen feet of water, as well as coral and tropical fish of every description. Fishing in the area was obviously productive, as basket after basket of tuna, dolphin and kingfish were carried by fishermen past our berth to the cleaning tables.

The Keys

Take your time getting here. While you're enroute, decide between bayside or Hawk Channel. Since we are shoal draft, we chose the bay. A tougher choice came in deciding where to anchor, as there are so many beautiful spots in crystal-clear water. Another good leg for trolling: We were humbled by the ferocious beauty of a huge barracuda we caught and released.

Lignumvitae Key, a state botanical site, provided great beachcombing and a spectacular sunset. At Plantation Key, you have the choice of a super anchorage or a resort marina.

Long ago, natives herded manatees into water corrals as a food source. Cowpens Cut gets its name from this practice. Newfound Harbor, Tarpon Basin, Tavernier, John Pennekamp State Park, Blackwater Sound, Manatee Bay, Pumpkin Key ... all are possible stops to stir the soul of the cruiser, the snorkeler, the snoozer, the poet.

Biscayne Bay and Miami

"If Hurricane Andrew had been just a few miles further north..." That speculation came to mind as we approached downtown Miami's majestic skyline. We

thanked the GPS system for getting us through the long legs of Biscayne Bay, particularly Feath-

Miami skyline at night; complete protection; and two of the largest French-flagged catamaran cruising sailboats we had ever seen were anchored adjacent to us.



Chuck & Rhea Lapp aboard "Kate," their 36-foot Grand Banks trawler.

Miami Beach

Miami Beach Marina is top drawer since the refurbishing of its harborside. Expensive, yes! Fundamental economics at work, we supposed: Dockage fees have gone up 50 percent since the municipal marina at Miami stopped accepting trans-

sients. It was encouraging to see the revitalization of the South Beach neighborhood. Construction was everywhere. Our bicycles allowed us to explore the multi-ethnic neighborhoods near the marina.

continued from Miami Beach above

After we nearly had cardiac arrest scouting dinner prices at the trendy South Beach bistros, we discovered what we called a "five star" Cuban storefront restaurant which increased the waistline without decreasing the budget much. Our 36-foot trawler was dwarfed by three 67-foot sailboats from the British Virgin Islands. Many boats were queued up, readying for a crossing to The Bahamas. Large cargo vessels and colossal cruise liners were the focus of our fascination as they made their way in and out of Government Cut Channel.

North On the ICW

Don't take the ICW from Miami to Fort Lauderdale on the weekend — it'll be a zoo! There were very few boats during our visit, and the sightseeing was pleasant. We could get under many bridges, which was a blessing, since most of them were "restricted." Fort Lauderdale did not disappoint from a boat-viewing perspective, and each vessel was more "goldplated" than the previous

one. Helicopters or seaplanes on the stern seem to be *de rigueur* among the mega-yacht set. Las Olas Anchorage had buoys available for overnights, but we chose to continue on to Peanut Island at the Lake Worth Inlet.

The emerald-green water at Jupiter Inlet was clear to the bottom at twenty feet. Naturally, the camera clicked several times as we passed the world-famous Jupiter Lighthouse. The waterfront estates at Palm Beach, Jupiter and Hobe Sound were beautiful. Manicured lawns and perfectly clipped hedges and, trees impressed us greatly! That's okay: We were sharing the lifestyles of the rich and famous. Certainly not a "too shabby" way to do it, on our own vessel on the ICW!

Adjacent to the St. Lucie Inlet State Park is the Peck Lake Anchorage. Do not pass it. Deep water right to the shore on the ICW side, a short walk over a small sand dune, and there is the Atlantic Ocean with a beach which stretches for miles. Great shelling and swim-

ming, and a soul-wrenching discovery: the remains of rafts which had been used by Cuban refugees hoping to cross the Florida Straits. How could they have put to sea on those homemade craft? The primary components were two-by-fours, oil drums, and innertubes.

The moonrise over the Atlantic was the substance of which dreams are made. But, off to sleep on our boat, the only one in the anchorage. The next day, we would be heading to the Okeechobee Waterway.

Okeechobee Waterway

After sorting out the myriad of daymarks leading to the start of the Okeechobee Waterway, we were on our way to Indiantown, deep into the beauty of the St. Lucie Canal, which is home to buzzards, cypress trees and alligators. This stretch is marked by 156 miles of rural Florida's changing topography: Spanish moss, grazing cattle, citrus and cowboys mixed with bass fisherman, air

boats, cruisers, sugar cane fields, and locks. Five locks to be exact, but they're a snap, allowing a boat to be raised to the level of Lake Okeechobee, and then down again, as it travels east to west. Have you ever "locked through" with a pair of manatees? We did. (Naturally, the gentle creatures received preferential treatment.)

Indiantown Marina may be one of the friendliest places around. It's also a boatyard where any number of seasonal northerners leave their vessels until fall. A nightly buffet dinner is served for all who sign up, offering gourmet eating at Depression-era prices. You're warned not to feed the alligators! A unique service is provided by Indiantown Marina: If your spars are marginally too high for the 48-foot fixed railroad bridge, the marina crew will "engineer" you under with water-filled oil drums, lines and a towboat.

Finally on Lake Okeechobee! We'd heard stories about how rough it can be. Poppycock, we said. Besides we've sailed oceans in heavier stuff than a freshwater lake can muster. Well, oceans don't have five-footers two feet apart! We could have taken


the sheltered Rim Route. We didn't, but should have!

The marina at Clewiston was completely filled by a cruising club. Rats! We love the Clewiston Inn for dinner. On to Moore Haven. To our surprise, we found favorable competition for the Clewiston Inn at Wilma's Moore Haven Diner. Not as decorative but the food was superb, with locals in cowboy hats and boots thrown in for atmosphere. LaBelle, Florida's "Honey Capital," was next for a grocery stop. We availed ourselves of the town dockage at no cost. Went to Flora & Ella's new restaurant out on the highway. Not the same ambience as their old place, but the country cooking is superior (try their Hoppenjack).

We were now on the Caloosahatchee Canal & River, with an intended stop at the U.S. Army Corps of Engineers' dockage at the Franklin Lock at Olga. The spot was closed for renovation, so we went through the lock and anchored adjacent to it, where we swapped sea stories with fellow cruisers. It was a nice, secure night. Where else could you hear cows mooing and a rooster to wake you in the morning?

More civilization appeared as we approached Fort Myers. The closer we got, the more reluctant we were to "tie the knot." As if to tantalize us, the westernmost part of the Okeechobee Waterway (near the end of the Caloosahatchee River) turned ultra-beautiful, as always. Islets, coves, porpoises, palms and pelicans. Suddenly, there it was: Day-beacon Number One! The circle was unbroken, and we had circumnavigated the southern end of Florida.

Ours to keep and remember were the wilderness anchorages, newly made friends, the luxury of the Gold Coast, the rural heartland of interior Florida, ocean beaches, big cities, and the tropical lushness of the Keys. All of this in one sheltered water cruise.

Our intent in relating this narrative is to convince you to take the same cruise. Plan it! Do it! Enjoy! You'll never be sorry you kept the circle unbroken by "tying the knot." 

*The chef has been summoned by the captain to prepare the feast.
Lopeti – Robert and Robin Boulton*



Looking for Adventure!

One of the goals of the American Marine News is to present the exciting cruising adventures of individuals and their Grand Banks, Eastbay, or Alaskan yacht. These boats were built with cruising in mind and we welcome a written summary of your particular cruising adventure. If we use your article, we will send you a Grand Banks Polo shirt. Please submit your article and photography to American Marine (S) PTE. LTD. 26 Jalan Terusan, Singapore 619301. Attn.: Newsletter. Be sure to include your shirt size. Please note that photography will not be returned. Happy Cruising!



*Barracuda was the catch of the day
on the way to the Bahamas.
Cruising with Carina – Preston Zillgitt*

BOAT



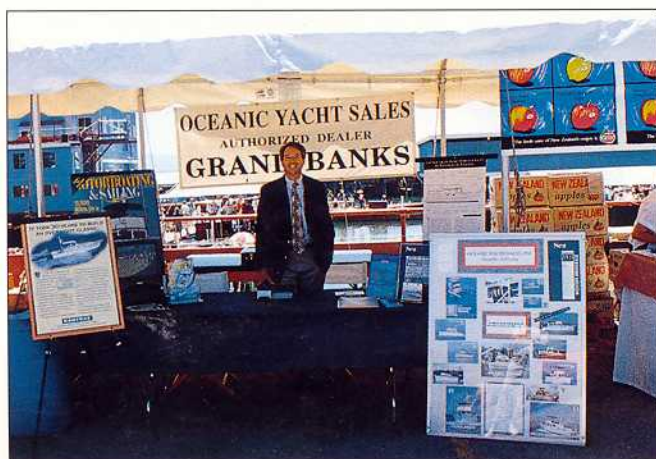
1995 Genoa Boat Show

The 36th annual Genoa Boat Show was held 14-22 October 1995 and was attended by 325,000 boat enthusiasts. Over 1,350 exhibitors demonstrated 1,620 boats, out of which 150 were in-water. Passepartout, the Grand Banks/Eastbay dealer for Italy, showed a 58'. Large boats with crew cabins are popular with Italians.

1995 Ft. Lauderdale

The Ft. Lauderdale Boat Show has become the largest gathering of new and used boats in the water in one city at the same time in the world. In late October of 1995 vessels of all shapes and sizes were on hand representing builders from all over the world. Need a dinghy? Want something larger? Maybe a new GB? A person could literally find it all at the Lauderdale Show.

On display for American Marine in 95 was an Eastbay 38 from Marlow Marine of Snead Island, Florida, a GB 36 Motor Yacht from Complete Yacht Services of Vero Beach, Florida and a GB 42 Classic from Hal Jones and Co. in Lauderdale.



1995 Concours d'Elégance Boat Show

The 23rd Concours d'Elégance was held August 11 and 12, 1995 at Carnelian Bay, Lake Tahoe, California. The Concours showcases the finest classic wooden boats on the West Coast. John Baier of Oceanic Yacht Sales, Grand Banks' Northern California dealer, was graciously allowed to participate due to Grand Banks history of wooden boats. Several participants and many guests were also Grand Banks owners.

SHOWS



1995 Amsterdam Boat Show

This year's HISWA Te Water (Amsterdam Seaport Show) was held at a different venue. Instead of the traditional location opposite the Central Railway Station in the center of Amsterdam, the show was held at the new marina in Ijmuiden. North Sea Marine, the American Marine dealer for Benelux, displayed a Grand Banks 46 Europa, which received a lot of praise.

1995 Southampton Boat Show

Attendance was up at the Southampton Boat Show on the south coast of England. Attracting much interest amongst the floating exhibits was the new Grand Banks 36 Motor Yacht on show for the first time at a major boat show in the UK.



1995 Annapolis Boat Show

The 1995 edition of the Annapolis Powerboat Show attracted large crowds as always. The reputation of Annapolis as a city friendly and interesting to boaters and the reputation of this show as one of the industry's best keeps people coming back year after year. If you find yourself cruising on the Chesapeake Bay, go out of your way to visit this waterfront capital of Maryland.

On display at the GB exhibit were an Eastbay 38 and a Grand Banks 36 from the Oxford Yacht Agency in Oxford, Maryland and a Grand Banks 42 Classic from Inland Yacht in Pittsburgh, Pennsylvania. All three boats were looking great despite the nasty weather that invaded Annapolis for a time during the show.

COMMUNIQUE

Sport Fishers Beware

Enclosed is a photo of *Mary Michelle II*, our new Grand Banks 42 Classic hull number 1323. She is seen returning to Avalon after a day of marlin fishing near Catalina, California. She is fully rigged for fishing with outriggers and a full compliment of electronics that make the fancy sport fishers take a second look, with jealousy I might add. Powered with twin 300 hp Caterpillar 3116TA's she will cruise at 14 knots, which makes getting to those fishing grounds quick and comfortable. Whether our family is cruising or fishing, the Grand Banks makes the perfect platform.

Our previous boat was also a Grand Banks 42, a 1971 woody hull number 201, which we owned for four years and enjoyed very much. When it came time to upgrade, we knew it had to be a Grand Banks. We purchased our new boat from Darnel and Dorothy Allen of Suncoast Yachts and Charters in San Diego. They were a pleasure to work with and the hardest part of the purchase was the five month wait for her to be built and shipped.

Mary Michelle II was one of the first boats out of the new Malaysian plant and we were delighted to see that the quality is truly Grand Banks. We received our new boat in May of 1995, and after a month of commissioning, she has logged 300 hours of use in five months. So you can see we really use our new Grand Banks.

Sincerely,

Jim and Mary Naumann

Home Port: Channel Island, CA

Prop Removal

We have a Grand Banks 32 hull No. 323 which is fitted with a four-blade propeller. Can you please provide, as a matter of urgency, whether there is a tool for removing the prop. We are overhauling the boat and the yard is having difficulty removing the prop as they say the blades are in the way of a puller.

Any diagram or information would be gratefully received.

Yours faithfully,

M. Black

Cheshire, England

Dear M. Black:

In regards to your fax, I am attaching a sketch of the special extractor to remove your four-bladed propeller.



Above: Mary Michelle II is ready to raise some fish.

To remove the propeller:

1. Assemble P1 and P2 at the forward end of the propeller, locating the propeller key accordingly, by fastening the two bolts B1 and B2.

2. Remove the lock nut split pin. Unscrew the lock nut till the aft lock is just protruding out from the tip of the shaft.

3. Place P3 against the lock nut and insert bolts B3, B4, B5 and B6.

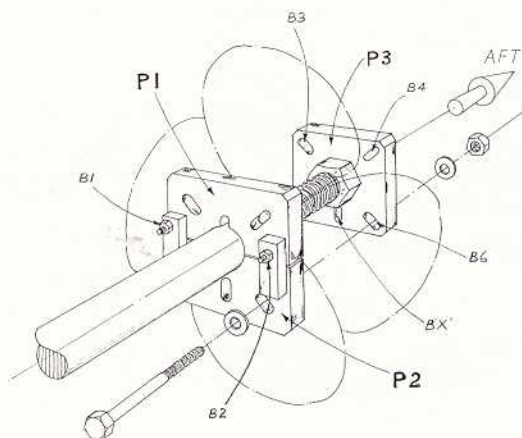
4. Tighten consecutively bolts B3, B4, B5 and B6, two turns at a time, giving a slight tap on the propeller hub, until the propeller is loosened.

You can also remove most three-bladed propellers by using B3, B4 and optional hole "BX".

A local shop should be able to fabricate this special extractor.

Equipped with this tool, you should be able to easily remove your propeller.

Editor's note - this special extractor can be used to remove most Grand Bank's three- and four-bladed propellers that have a 2 inch shaft diameter.



Left: Prop extractor

Recommended Cruising Speed

I recently purchased a beautifully maintained 1982 GB32, hull number 708. Its physical appearance and complete service record indicate that she was meticulously cared for.

During our sea trial, the previous owner strongly cautioned against cruising above 1750 rpm on the 120 hp Lehman diesel. Why is that? The owners manual states that governed speed/under load is 2500 rpm.

Is there a speed between 1750 and 2500 rpm under which the engine can be safely operated without compromising its efficiency or harming its overall life span? And would the speed be noticeably increased by cruising beyond 1750 rpm?

Thank you for your time and consideration in responding.

Regards,

Douglas P. Barrett
Mission Viejo, CA
USA

Dear Mr. Barrett:

I am glad that your Grand Banks has been meticulously cared for by the previous owner.

We normally recommend that you operate your Grand Banks at a cruising speed of below 2200 rpm. Although above 2200 rpm, speed could be noticeably increased, it is to a certain degree at the expense of the life span of the engine. Because of this, we do not recommend it. 1750 rpm is a much safer cruising speed. However, during an emergency or for a short period of time, a higher rpm would be all right.

I hope that I have clarified this issue for you, and please do not hesitate to contact us again should you have any more queries in the future.

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Do you fit the Grand Banks cruising profile? Then you'll love this authentic GB sportswear with an embroidered Classic profile and logo. Each item has been selected for quality by Grand Banks. Wear it and show your pride in these legendary cruisers.

A. 100% Cotton Sweater. A Classic self-jacquard "V" neck sweater for the traditional yacht owner. Staggered cable knit in natural color provides a sophisticated, nautical look. GB Classic profile and logo embroidered in navy blue to match navy trim. Mens S, M, L, XL, XXL.

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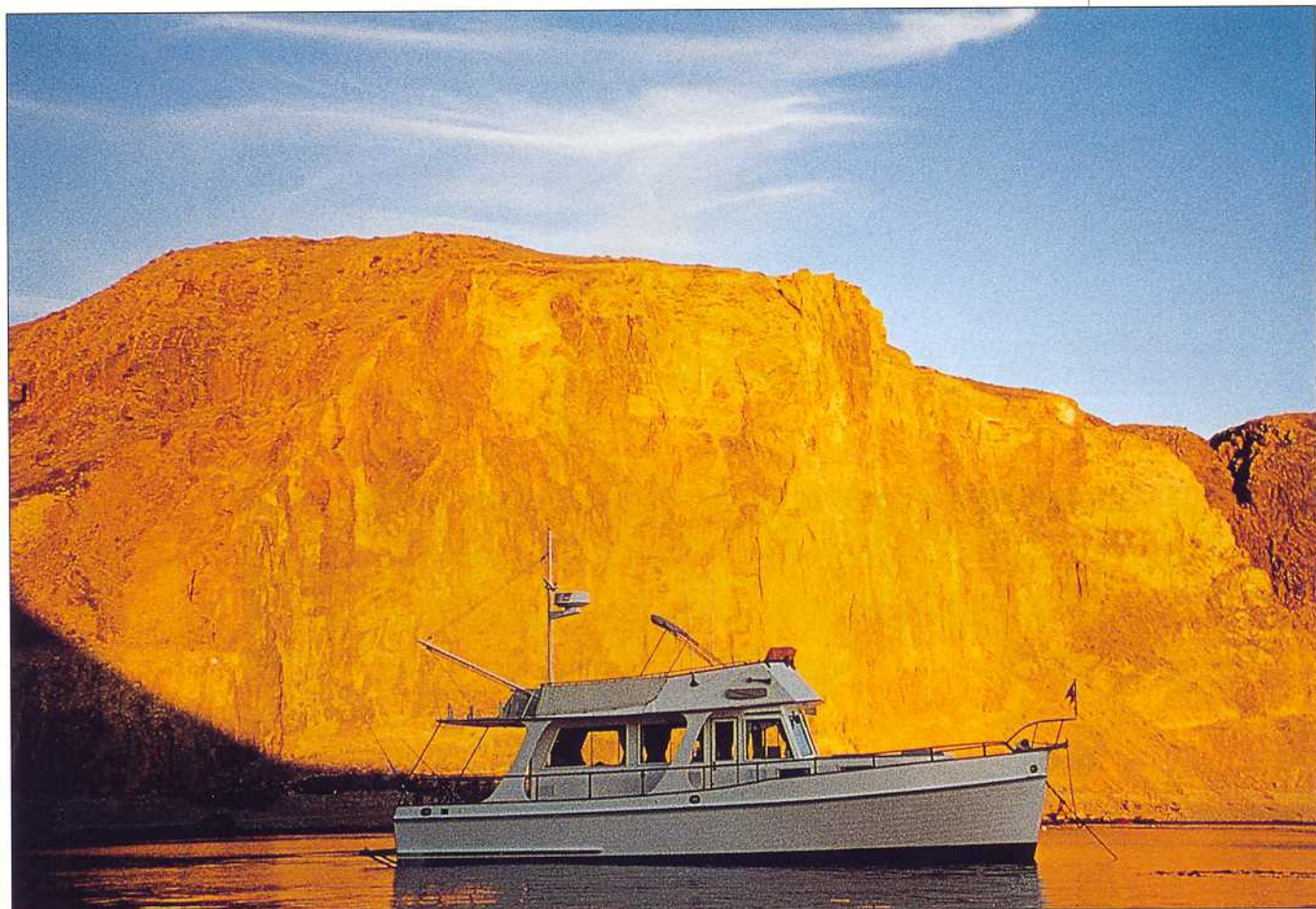
C. Yachting Cap. Low crown, nautical fashion cap in brushed cotton twill. Khaki color with navy blue embroidery of GB Classic profile and logo. Adjustable to fit all sizes. \$14.95*

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PHOTO CONTEST



This issue's winning photo entry was submitted by George and Winnie Krayniak of Rancho Palos Verdes, California. The breathtaking photograph of *Dulcinea*, their GB42-690 Europa, is shown anchored in Seal Cove on San Clemente Island.

George and Winnie have owned *Dulcinea* for almost four years, and have extensively cruised the waters off Southern California. They have traveled as far north as Point Conception and as far south as Ensenada, Mexico.

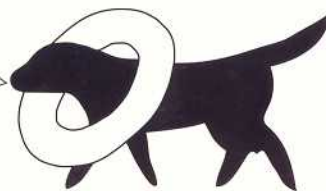
They praise the large cockpit and extended swim platform on their Europa which allows them to scuba dive with ease. A highlight was a dive trip out to the Cortez Bank. The bank is twelve feet from the surface, and approximately 100 miles out to sea. Future plans include cruising to the Puget Sound area and to Mexico.

Please continue to send us your favorite Grand Banks and Eastbay photos. Please be sure to include detailed information about yourself, your cruises and your boat. Do not send original photography, as photos will not be returned.

Attention Pet Owners:

We are also interested in any photographs you may have of cruising with your favorite pet, a very important part of any crew. Any helpful information you wish to pass along to other American Marine News readers who may be considering cruising with their pet, would also be appreciated. If we pick your photography, you'll receive a free Grand Banks Polo shirt. The second and third runners up will receive a Grand Banks Yachting cap.

Bow wow!



Please submit materials by April 15 to American Marine, 26 Jalan Terusan, Singapore, 619301, Attn: Newsletter.

PROFILE

Ler Ching Chua/Chief Financial Officer



Mr. Ler Ching Chua, has recently been appointed Chief Financial Officer. He joined American Marine in 1992 as the Senior Finance Manager. He is replacing Mr. Ron Filbert, who recently retired after twenty years with American Marine. Ron still finds time between his tennis and golf games to work as a financial planner.

Mr. Ler's vital responsibilities consist of all financial and accounting functions, including overseeing the finance and accounting departments at both the Malaysian and Singapore yards.

Mr. Ler received a Bachelor degree in Accountancy from the National University of Singapore. He is in the process of completing the requirements for an MBA. His thesis proposal is a market analysis of the power boat industry in Singapore. Due to the dedication to his job and studies, Mr. Ler has little time for leisure activities. However, he does have an interesting hobby of applying for and collecting licenses. Although he doesn't own either a boat or motorcycle, he is licensed to operate both. A good CFO needs to be prepared for every encounter.



NOTES & NEWS



Bob Smith's Grand Banks Owners Club Comes of Age.

Bob Smith of American Diesel has further developed a Grand Banks Owners Club. The club is strictly a social club, with its main goal being to publish its own quarterly newsletter. The newsletter will include a venue for sharing knowledge and experiences, recipes, education, etc. Bob Smith's Chesapeake Bay Rendezvous will remain a focal point of the association. If you are interested in joining please contact: Ms. Jackie Woolfolk, 9330 Groundhog Drive, Richmond, Virginia 23235



For Upcoming Amicale Events in Western Europe Contact:

Amicale Grand Banks West-Europe, President, Dr. Schaepmalaan 21, NL-4836 AR BREDA, The Netherlands, Tel:(076) 560-0768, Fax:(078) 618-3910



Oxford Yacht Agency to Hold Second Annual Winter Rendezvous.

March 29-30, 1996

The Oxford Yacht Agency will be holding their second annual winter rendezvous. Last year's event attracted over 350 people. For those who are suffering from cabin fever the early spring event will offer maintenance seminars, demonstrations using Awlgrip®, and advanced plastics. Contact Jeff Smith at The Oxford Yacht Agency for further details and reservations. Ph (410) 226-5454, Fax (410) 226-5254.



Puget Sound GB Owners & The Internet

The Puget Sound Grand Banks Owners are now on the Internet. Contact <http://www.halcyon.com/kenwatt/GBowners/psgb>



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.



Puget Sounds Grand Banks Owners to Hold Spring Rendezvous

May 23-27, 1996

The 1996 Spring Rendezvous will be held at Port Sidney, British Columbia. Contact Port Sidney Marina, 9835 Seaport Place, Sidney, B.C. V8L 4X3, Attn: Lisa Thorne or Ken Watters, 5483 Pleasure Point Lane, Bellevue, Washington 98006, USA. Tel: (206) 644-4342.