

AMERICAN MARINE NEWS

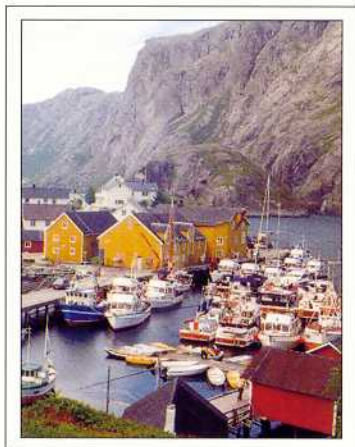
Vol 24 No 1/97



NEW BOAT PREVIEW • LEG TWO OF *STORMY PETRELS'* CRUISE

AMERICAN MARINE NEWS

Vol 24 No 1/97



Cover: *The Grand Arctic Cruise
in the Land of the Midnight Sun*

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.

3 HAPPY CRUISING

Leg Two of Stormy Petrels' Cruise
In Hemingway's Wake

14 BEACHCOMBING

16 NEW BOAT PREVIEW

Eastbay 43

17 PRODUCT IMPROVEMENT

Aquadrive™

18 RENDEZVOUS NEWS

Complete Yacht Services
SGBOA
Grand Arctic

22 COMMUNIQUÉ

IBC PROFILES

Henry Sim
Works Planner

BC CHARTER NEWS

U.S. Editorial Offices:

GRAND BANKS YACHTS, LTD.

136 John Street, Southport, Connecticut 06490

Tel: (203) 254-8044 Fax: (203) 254-8041

3355 Via Lido, Suite 225, Newport Beach, California 92663

Tel: (714) 675-5846 Fax: (714) 675-2133

<http://www.grandbanks.com>

Published three times annually by:

AMERICAN MARINE (S) PTE. LTD.

26 Jalan Terusan, Singapore 619301

Tel: (65) 265-0511 Fax: (65) 265-2537

HAPPY CRUISING

Squawks from *Stormy Petrel*, Part II

Florida to New York

When we last left the voyaging Brubaker's, they were finishing turning their wooden *Grand Banks 36 Classic* into a 36 *Motoryacht* in Cartagena Columbia. *Stormy Petrel* then voyaged north to Key West where she spent the summer of 1994. We pick this story up after Key West as they head north through the Florida Keys up the Eastern seaboard of the United States.

December 10, 1994
Dunedin, Florida

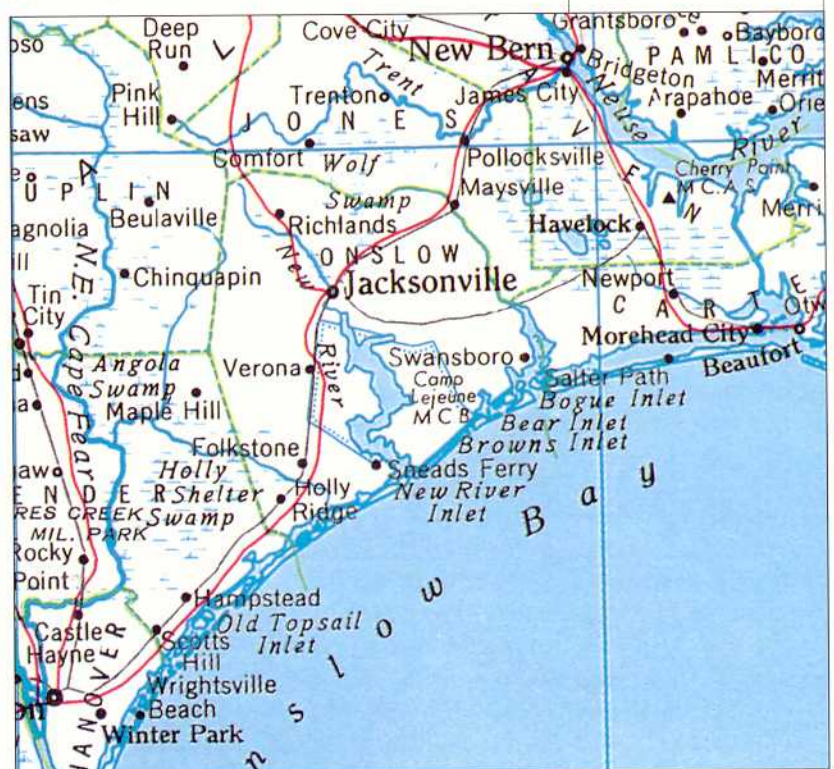
Our last newsletter placed us in Key West, Florida. After enjoying the sites of the Keys, we paced our way up the coast to Coconut Grove in the Miami area where relatives of our friends extended their courtesy to us. The Art Deco district of Miami Beach is worth seeing. Coral Reef Yacht Club has reciprocity with Balboa Yacht Club, so we enjoyed the use of the pool and many good meals at their club. In the middle of August, we departed for Cape Canaveral. We were delighted with our first experience in the ICW (Intracoastal Waterway). We cruised past large, beautiful homes in Ft. Lauderdale and West Palm Beach. We then arrived in Titusville for a scheduled Space Shuttle launch on August 18th which was scrubbed at the last minute. The next week we got up at 3:00am for a Titan launch that was canceled because of lightning. We were determined to view a launch and did see the Space Shuttle Endeavor launch on September 30. We found the members of the Kennedy Point Yacht Club extremely friendly. A couple loaned us their Cadillac for two weeks while they were cruising. We were asked to do a seminar about our travels that we shared with Charlie and Tanya on *Cindy*. From here we rented a car and drove to Miami to attend the Washington/Miami football game played in the Orange Bowl. The fans were enthusiastic and the noise level was extremely loud.

We left Titusville/Kennedy Space Center early October, anchoring in Melbourne, Jensen Beach and North Lake Worth. Here we

anchored next to our friends Tony and Roberta Heaney on *Calaveraas* for a week. We actually saw Burt Reynolds at a North Palm Beach book store signing autographs for his new book. He looks better in person. After a week we departed and spent the first night anchored in Peck Lake where a northeaster gained strength during the night. At midnight, we had dragged and found our boat connected to another boat. His bowsprit was laying on our starboard rail. There was minor damage to us and none to his boat. Counting our blessings, we moved on to Stuart at the mouth of the St. Lucie Canal. We tied to a dock at a nice small marina for a week. We made a wrong move when moving and ran aground. Another boat's wake dislodged us and we were on our way in a short time. We paid better attention to the red and green buoys after that.

The Okeechobee Waterway consists of three sections. The east section, where we entered consists of the St. Lucie River which runs for 38 miles. It runs into central Florida's

Below: Map of
Eastern U.S. coast



Lake Okeechobee. At the lake's western side, the Caloosahatchee River leads into the Gulf of Mexico. The waterway has five modern, spacious and well-handled locks and more than 20 bridges, ranging from electronic to hand operated. The attendant might warn you that you could be locking through with a manatee or an alligator. There are small fishing camps along the way for bass fisherman. Melaluka and Casurina trees line the sides and hyacinths and water lettuce grow in profusion, sometimes even clogging the channel. It was very scenic with the many bird varieties, gators, and turtles. Once we were on the west side in the gulf of Mexico we cruised north. We docked at Higel Marine Park in Venice. We then left for St. Petersburg at the Harborage Marina, where we moored for a week. Our cruising friends, Ed and Bev Nelson on *Mirage* were in dry dock there.

Finally we arrived in Tarpon Springs on November 6th, where Jane was born and lived until she was 16. The area was discovered by wealthy families from the North that arrived here by steamboat to hunt and fish in the winter. Some men discovered sponges in the shallow waters and went to Greece to bring back fishermen and their families who knew how to dive in deeper waters for sponges. The Greek community was formed and have maintained their culture around the sponge docks. After the sponge industry diminished, the area became a popular tourist spot for Greek food, rides on boats that dive for sponges and many gift shops.

Our primary concern about coming to Florida in June (arriving June 19 in Key West) was that it was the beginning of hurricane and tropical storm season. The season was to last for 6 months. Being a California native, I had the idea that a hurricane going through Florida impacted the entire state. Much to our delight this is not true. Hurricanes generally affect areas within 100 miles of it's center with high winds locally within 25 miles. So when Hurricane Gordon hit Florida as a tropical storm in November, it had no effect on us tucked into Tarpon Springs. The storm was about 150 miles south of us. For the most critical part of the season we elected to stay at Cape Canaveral. From this point, we could travel into the ICW and a hundred miles in either direction (north or south) without having a bridge open. Bridge openings play any important role as they will not open for boats needing to evacuate when winds are blowing over 35 knots. The other concern besides wind is the tidal range. During a hurricane the tide will rise as much as 15 feet.



Above: Hauling out *Stormy Petrel*

If you are behind a sea shoal or 6 foot island, you'll make the evening news. Luck has an important role. I hope we haven't used up all ours. Weatherwise, our time in Florida has been fantastic.

With the exception of love bugs, we have not been bothered by insects. Love bugs arrive twice a year for about 3 weeks. They don't bite but fly in pairs, mate in the air after which they die all over the boat. What a mess! We have heard stories of the bugs being so thick they resemble black rain and obstruct visibility. The story goes that they were imported to control the mosquito population but that was unsuccessful.

Along the way we have added a new 9 foot Caribe dinghy with a hard bottom and his and hers bicycles, as well as 16 fans. Being able to have a blanket over us at night now is delightful. Something we have not been able to do for 2-1/2 years. We've found you absolutely must have enough money. It helps to plan a budget, because then you'll have a specific idea of how much money is not enough.

For Christmas and the New Year, we are staying in Dunedin (22 miles west of Tampa) at Marker 1 Marina. Directly across from Caladesi Island State Park (rated 3rd best beach in the US).

July 26, 1995

Our perpetual vacation continues. After wintering in Florida, we have become certified snowbirds. The first of the year, we connected with the Park Ranger, Doug Watson at Caladesi Island State Park. In exchange for free dockage with electricity,

we volunteered to raise and lower the flags each day, clean, and greet visitors for the month of January. The park has a beautiful beach. We saw an armadillo for the first time along the nature trail. The pursuit of our goal to visit every state with a seaport kept us from staying longer at the park. Our plans were to be in the Chesapeake Bay for the summer. Washington, D.C. was our destination for July 4, 1995.

In February, we returned to Tarpon Springs, Florida and prepared *Stormy Petrel* for the coming year with it's annual haul-out. Once she was back in the water, we painted, varnished, and added new carpet and mini-blinds to beautify *Stormy Petrel*. By April 3rd, we were ready to pursue our course but *Stormy Petrel* had a surprise for us. While crossing West to East through the Okeechobee Waterway, we experience a loud noise and vibration. We limped into the closest marina at Indiantown. First it was one bad cutlass bearing then three. After inspecting the shaft, it too needed replacing. There were no mechanics in house at the marina, so Howard did all the labor of removing and installing the bearings and shaft. There was a Florida Cracker House Museum nearby in a working citrus grove where we found the best fresh squeezed orange juice we have ever tasted. After two weeks, *Stormy Petrel* was repaired and we were on our way again. We entered the ICW heading North along the Eastern Florida Coast in early May. In Northern Florida the green headed flies, that we had read about, boarded *Stormy Petrel*. They are big and they bite.

When we crossed into Georgia, we saw few trees but fields of marshland. We passed Moon River. Yes, it is Johnny Mercer's Moon River. Big houses lined the shore. We decided to skip Savannah and save it for a stop during our trip south in the fall.

In South Carolina, we cruised past Hilton Head Island which is primarily made up of large golf resorts. The waterway then zig zags to Beaufort, South Carolina along this stretch. We stayed at a marina in historic Charleston. The marina provided transportation to downtown and the stores. Charleston is known for the rainbow homes (painted pastels) along the waterfront and Ft. Sumter. They call this part of the United States the low country for good reason.

North of Charleston, we entered the Waccamaw River. The banks were lined with lovely Cypress trees. Turtles were abundant sunning themselves on the fallen logs. The river is fresh water and the color of tea causing mustaches on the bow of boats. The insects have abandoned us for now. We crossed into North Carolina during the middle of May and traveled up the Cape Fear River to Wilmington.

We then continued our cruise on the ICW and headed north to Beaufort, North Carolina.

This is a starting and stopping place for sailboats going to the Bahamas. Beaufort was a fun place to stop with museums, shops, and restaurants. The next day we continued to Oriental, N.C. Friends, Arch and Tye Roy from *Yankee Rogue* invited us to stop at their waterfront home. We were able to dock at their neighboring dock. Their house was located in a beautiful creek off the ICW route. We first met the Roys in Costa Rica and Cartagena, Columbia. We discovered that we had homes within three blocks of each other in Orange, California in the 1970's but did not know each other until 2 years ago.

We then departed to meet our goal of being in Washington, D.C. for the 4th of July. On the way, we fueled at Coinjock for 0.99¢ a gallon. Along the ICW we saw many osprey nests built on top of markers. It was very picturesque. We then entered the Chesapeake Bay and stopped in Kilmarnock, Virginia the first night. Thunderstorms churned up the Bay with high seas so we stayed put for three nights. On the third day we had a good weather window and departed for Solomon's Island, Maryland. We met friends there and proceeded up the Potomac River. It was during this leg of the trip that we lost reverse as we approached a pier at St. Clement Island. We anchored there and Howard did what he could to fix the problem. But sticking to our principal of never going backwards, no reverse was no problem. We arrived in Washington on July 3rd, right on schedule. Marina's were full until after the 4th. The fireworks were a better view from the anchorage and the best we have ever seen.

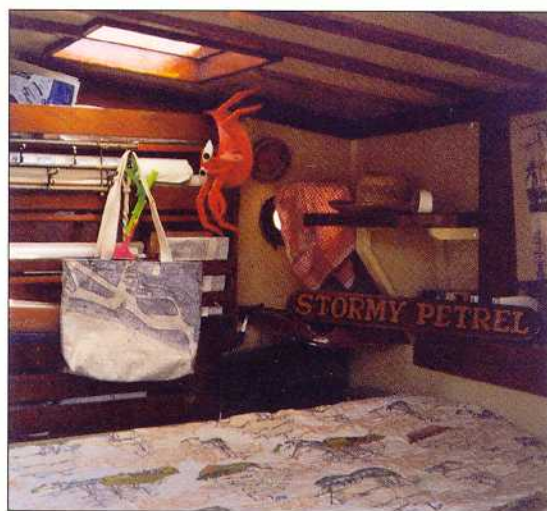
Observations of the ICW from the helm: Marinas are plentiful with prices ranging from 0.50¢/ft to \$2.50/ft per night. Weekly and monthly fees were less. We tried to anchor three days in a slip to ease the budget. We would get to a town that we wanted to tour in the afternoon, anchor at the city edge, then head for a slip early the next morning. The weather has been a mixed bag. At times, squalls with 30 knot winds would last about an hour or less, so no sea conditions would arise.

The ICW is clearly marked, however near river inlets the marks are sometimes red right returning when the normal position for red when we are heading north is on the left or as I tell Jane, the land side. People seem to be courteous when passing, although slower sailboats sometimes don't realize for a large, fast power boat to pass they have to go faster than the 6 or 7 knot sailboat, but a planing power boat will leave a larger wake at displacement speeds. Since we returned to the United States after South America, we have put an additional 2,000 miles under our keel, but have not been in the Ocean. We do see it over the Sand Dunes occasionally.

The Chesapeake Bay is really neat. There are still places to anchor where there are no other people, yet we could get our Big Mac fix if we wanted. The people were friendly and history is everywhere. We'll try to see it all. A month in Washington will give us time to visit some of the Civil War battlefields. We saw Antietam and Harper's Ferry in one day.

October 1995-December 1995 Chesapeake Bay

I'm glad the O.J. Simpson trial is finally over! My production level is way behind. I have at least 5 loads of laundry facing me, at least a dozen letters to answer, a year behind in our travel album and Howard and I have to learn to talk about other subjects again. Boy I'm glad the trial is over and our lives can return to normal!



After leaving Washington in early August, we continued cruising the Chesapeake. When we stopped in Annapolis, Hurricane Felix was a threat. The harbor master warned us to remove our boat from the harbor and to find a safer place immediately. The moorings were not designed for tropical storms much less a hurricane. We took his advice and departed for Dividing Creek where our new friends, Marvin and Ann Skeath had invited us to stay at their

places and being able to share these experiences with our California, etc. friends.

We made the decision to winter in Hampton Roads, Virginia instead of heading back to Florida. We found a modern 5 year old marina with floating docks for \$207.00 per month. We tied up on October 1st. This was a central location for us to visit some more historic places.

On December 3rd, Colonial Williamsburg began the Christmas season with the Grand Illumination night. There were spectacular fireworks at the Governor's Palace and candles lit in every colonial house. This celebrates the birth of King George. Bonfires were lit everywhere while carolers and bands performed. It was worth the hour it took us to get our car in and out of the parking lot around the crowd.

Stormy Petrel is doing fine. It was a surprise to find out what caused the radar to malfunction. A wasp had built a nest on the circuit board. We will be replacing the radar this spring with a new, smaller unit. Howard installed our warm fireplace before the really cold weather. It has been 32° (F) some nights and 50° (F) during the day with cold winds from the North. This will be our first real winter Christmas. Christmas as it should be. UGH!

December, 1996

Some time has passed since our last letter of Christmas 1995. The snow settled in for the winter in Hampton Roads and we didn't like it one bit. Surveying our options we hurriedly purchased airline tickets to Honolulu, Hawaii. We spent 10 weeks in paradise on a sailing vessel we had invested in a few years ago with two other partners. We thawed our bone marrow, laughed at the weather reports from Virginia and studied our plans for the coming year.

In April, we moved up to the Annapolis area hoping to prepare the boat for the summer cruising to New England and New Brunswick. Spring was unusual and very wet which delayed our plans to paint the boat. However this did not stop our plans of cruising north. We added

Left: New aft cabin in Stormy Petrel turned the 36 Classic into a 36 Motoryacht.

er dusting off the compass we made a Philadelphia and cruising past the Statue of
historic St. Michael's on the Eastern Liberty in New York. We were in Boston for the
f Maryland. We then departed for the 4th of July and anchored in the Charles River

Tide's Lodge on the Neck, from which we
Annapolis to spend the four day Fourth of July
Rowing was done in the old style with no assistance
at this two day event with many sailboats
South Florida. The weather was perfect, the day

of the party was a success. We had a great time
where we heard the Benjamin Franklin story
and the fireworks display.

We then headed down, real stopping in
ports such as Marblehead, Gloucester
Boston and New York Harbor. It's been a

At
stop at
Shore o

Cod, Martha's Vineyard, and Newport, Rhode Island. The east coast is unique.

Today we are in a slip in Mamaroneck, New York, just a short drive to the Big Apple. We will be taking in all the sites of the city beginning with Macy's Thanksgiving Parade. We'll experience Rockefeller Center, Central Park, Radio City Music Hall, Broadway, Times Square, museums and shops. We don't want to miss a thing while we're here.

Post Script:

We had a chance to spend a brief amount of time with the Brubackers while they were in the

Connecticut area. They were having some work done on their boat and took some time to meet us for lunch. After picking up a few spare parts they completed their work list and resumed their cruise North up the Hudson. From there they will enter the Great Lakes through the Erie Canal. They will travel to the Grand Banks Great Lakes Rendezvous in Wisconsin. Then they plan to run down the Mississippi to the Gulf of Mexico and then to the west coast of Florida. They will then store *Stormy Petrel* for a year and travel to Europe (by air). We wish them luck and hope to see them again soon.

"In Hemingway's Wake"

Florida to Cuba

by George Sass, Jr.

Imagine this. You are having a delicious lunch in a stranger's home, you just arrived by a Grand Banks in a country where up to a few years ago rarely saw a cruising boat, and you are surrounded by some of the most gracious people and beautiful tropical surroundings. If you imagine you are in a distant South Pacific Atoll or five miles up the Amazon, you would be a little far off. If you think you are only 100 nautical miles south of Key West, Florida, you would be right on.

For those of us in the United States, Cuba has always been shrouded in mystery and myths. Stories of fugitives running from the IRS, boats being confiscated, and the crews being detained are prevalent. Basically, Cuba has been dismissed from most cruisers plans. However the above are only stories amplified by the mystery that this elusive island holds. For the adventurous cruiser who wishes to go off the beaten track, Cuba offers a welcome respite. For American registered vessels the trip has a few



Left: Rafted in Shark River, we enjoy cruising Grand Banks style.



Left: Boatbuilding in Old Havana.

more complications but you don't have to worry about running a blockade to enjoy cruising in Cuba.

During the fall of 1996 we began discussions with Richard Theil of *Power and Motoryacht* magazine and Amy Rappaport of *Boating for Women* regarding a bluewater cruise on a new Grand Banks. Our plans ranged the globe from mainland China to Australia and everywhere in between. Finally Richard suggested that we consider having an all female crew cruise around Cuba. No sooner than he said this, that we became fully immersed in the prospect. The Caribbean, Mexico, Bahamas, etc. still offer beautiful tropical cruising to yachts from the Americas. However it seems that the ideal Caribbean get away is becoming more difficult to find as these harbors are becoming full of large cruise ships with thousands of passengers debarking daily looking to redeem their two rum drink coupons and buy a shell. As we sat around a conference table in Manhattan planning this adventure, we were hoping that Cuba would offer the blue waters, deserted beaches, and culture that we all had imagined.

For a boat, we selected a 1997 Grand Banks 42 Europa which was being built for the 1997 Miami International Boat Show. During the show, the boat was sold by Mark Blaum of Marlow Marine. However the buyer was

enthusiastic about the trip and agreed to let the boat go as planned.

Due to the possibility of strong northerly winds during the winter which can wreak havoc on the north coast of Cuba, we decided to leave after April 1st. Myself, Linda Reams, who would be the captain for the Cuba trip, and her friend Howard Howe would take the boat from Marco Island on the west Coast of Florida to Key West. There we would meet Tommy and Denise McCoy from Trawlers in Paradise, the GB Dealer and Charter operation for the Caribbean. Denise would be part of the all female contingent cruising around Cuba. Finally, Ed Roberts, Vice President of Grand Banks Yachts, Ltd. joined us for the Key West to Cuba leg. The opportunity of testing a new model was too good to pass up.

We departed Marco Island on April 12th at 0630 bound for the Dry Tortugas as part of a Grand Banks Flotilla hosted by Marlow Marine. While at the fuel dock we overheard VHF conversation between four of the GB's cruising in the Flotilla. The wind was coming

out of the Southeast at 25 knots with gusts approaching 30 plus. The decision was made to make the inland passage past Goodland and hug the lee of the Ten Thousand Islands to the Shark River. As the crew of one of the boats said, "I know the boat can take the pounding to the Tortugas, it's myself I am worried about".

We averaged 12 knots and arrived at the Little Shark River at 1430 hours. We found ten feet of water in the bend north of Red "4" and holding was good. We rafted up and enjoyed an afternoon of fishing and swimming (for the brave). Linda, Howard, and I took advantage of the lay-over to go over the boat systems and finish any last minute commissioning items.

With Linda plotting our course for the next day, and Howard "futzin'" in the engine room, I began to prepare our Chicken A La Shark River. After dinner, we saw what had to be one of the most spectacular skies I have ever seen. Anchored in the middle of the Everglades with no civilization for miles, the stars were incredible, with the trail of the Hale Bob Comet bright as day. The astronomy show was cut short by the attack of mosquitoes and no-see-ums. After losing a pint of blood, we decided it was best to turn in for the night.

The following is an account of the passage from the Little Shark River to Havana. In Havana, Ed, Tommy and myself departed the boat and the all female crew and captain took

over for a two week cruise to the southern coast of Cuba. Their story will be highlighted in Boating for Women and Power and Motoryacht Magazine. David and Barbara Marlow, and friends picked the boat up in Cienfuego's for a two week trip back to Snead Island, Florida. We have also listed several items that might help in planning your own Cuban adventure.

Sunday April 13th: We were up by 0600 and decided to alter our course from the Dry Tortugas to Key West. There we could take advantage of the local ships stores and pick up last minute items that the crew would need in Cuba. We left before the Flotilla and took advantage of our Caterpillar 375's and high tailed it to Key West. The trick was trying to intercept Ed, Tommy, and Denise before they hoped onto a Sea Plane from Key West to the Dry Tortugas looking for a boat that was not going to be there. We tried calling the night before from the VHF and the Cell Phone, but were too far out for any kind of reception.

In a 3-1/2 foot chop we averaged 14 knots towards Key West and arrived at the dock by 1300. We tied up at the Galleon Resort and gave the boat a much needed wash down. We managed to find Tommy, Denise and Ed before they flew into oblivion. We rented several mopeds and tracked down a few supplies at the local West Marine Store. The staff were helpful in reviewing charts and suggesting anchorages. Afterwards, we took in the local color of Key West.

Monday April 14th: Departed Key West at 0900 steering a rhumb line course of 203 degrees towards Marina Hemingway (ten miles west of Havana) The approximate distance was 98 nautical miles. The sky was clear with a small craft advisory posted. Winds were out of the Southeast at 15-20 knots against the Gulf Stream. This caused a confused wave pattern as we crossed the stream, but the boat handled them well. We averaged 12 knots over ground. For over a half an hour, a Navy P-3 circled overhead, making a long, low flying pass off of our starboard side. Because we had our paperwork from the United States Coast Guard (more about that later), we were not too concerned with spending any time in the brig.

We sighted the sky line of Havana about 20 miles out. When we were within the Cuban 12 mile limit we radioed the Marina Hemingway and were pleasantly welcomed after the third try. I must admit there was a bit of anxiety driving a brand new boat into waters where the U.S. had no diplomatic relations and that were filled with rumors of gun boats and yachts being confiscated. Loosing our 1997 show boat to a foreign navy would not look good on my resume. As we were forging ahead into the unknown, with no



Left: The Cuban coastline.

response from the Cuban authorities, Ed Roberts turned to me and asked "Who's idea was this?" However once we received the welcoming words from the Marina Hemingway all of this anxiety vanished. "Hello Grand Banks and Welcome to Cuba" was bellowed over the VHF. That was our first experience with one the best parts of Cuba; the people. I have never experienced more gracious hosts and genuinely warm people. From the immigration officers to the dock hands, everyone was courteous, pleasant, and excited to welcome us and show us their country. At that moment all the apprehension, thoughts of job security, and anxiety had faded.

After the boat was cleared in, Ed, Tommy, and I departed the boat trying to catch one of the three flights out that week. We missed the flight and spent two more days in Havana and the boat proceeded to cruise to the South coast. Amy Rappaport, Editor of Boating for Women, and Tria Giovan, a photo journalist who already made close to a dozen trips to Cuba, joined Denise and Linda for their two week trip to the south coast which will be chronicled in Boating for Women and Power and Motoryacht.

Below: The crew gets ready to head South.





Left: Staff of Club Nautico review the charts for the Southern Coast.

The following are some helpful hints to help make your cruise to Cuba as pleasant as ours was:

Cruising Guide: Before you even buy a chart, do yourself a favor and buy the latest cruising guide to Cuba. Written by well known boating author Nigel Calder, *Cuba: A Cruising Guide*, offered a wealth of up to date information regarding navigation, paperwork, and local customs. To order a copy, call Bluewater Books at 1-800-942-2583. This is a must have for your cruise.

Paperwork: For U.S. Boats there is a little more paperwork involved with the US authorities, but it is painless. We contacted the U.S. Coast Guard Office in Miami and applied for an "Acknowledgment to Leave U.S. Territorial Waters During a State of Emergency." Five minutes after I faxed the Coast Guard, I received the necessary form via fax. Twenty-four hours after I filed the form we received approval from the USCG. They were very helpful.

We received two conflicting stories from US boats. Some said that it was imperative to get permission, others practice a don't ask don't tell policy. If we did not have the proper paperwork, we would not have gone. We were very upfront with both the Coast Guard and Treasury Department with every aspect of our trip, which seemed to be the correct path. When returning through the U.S. Customs Field Office at the Nassau Airport, we showed that piece of paper and were waved through with little problem. For the little amount of time it took to complete, it was worth it.

When entering Cuban waters, we suggest clearing in at Marina Hemingway. Be sure that you are flying the Cuban Courtesy flag and underneath this you should fly the yellow "Q" flag. Be sure you are flying the Cuban flag correctly. As the Cruising Guide pointed out, it is not hard to invert the flag which is viewed as an act of war. Having no desire to test the 42

Europa as a naval gun boat, we carefully displayed the flag. As you pull into the harbor you'll see a yellow house on your port side with the local guardo standing guard, or in our case taking a siesta. Put your port side on the bulkhead and be sure to have at least four fenders out. We had fender boards as well which were handy. Be careful of the 12" concrete portion of the sea wall that sticks out under water. It is submerged by at least 1'. We arrived at 1545 and were cleared through by 1730.

To expedite the process, I recommend several copies of the crew list. Include full name, date of birth, passport number, and place of residence for each crew. In addition, as suggested in Nigel Calder's cruising guide, we had an outline of the boat and equipment. He shows how to translate this into Spanish if needed and includes facts such as hailing port, LOA, LWL, engines, etc. You should have several copies of this sheet. You'll need to explain to the officers exactly what this sheet is, since they were pleasantly surprised to see all the information they needed already listed. As one customs officer said, "Well my job is done, I think I will have that beer now". And so we did.

In addition we had several copies of the list of equipment on the boat for customs. This included electronics, dinghy, outboard, life raft, and any other major components on your boat. We were asked if we were carrying any fire arms. Since we were not, I am unsure what the exact policy may be. My guess it would involve keeping the guns and ammunition locked up on board the boat. If you are planning on carrying fire arms (totally unnecessary in Cuba) you should verify the policy before going. Finally, you will need several copies of the boats registration. We had all the papers in a three ring binder, inserted in plastic sleeves. This binder also included photo copies of each passport, which helped. The captain should be present when the officials are reviewing the papers.

You will be visited by the doctor who examines the paperwork and reviews the port of origin and your travels before reaching Cuba. He only spent about five minutes aboard and then cleared us to lower the "Q" flag. Next on board were the immigration officers, followed by the customs officials, coast guard, and finally the agriculture department.

Be sure you have an itinerary to show the officials. The Coast Guard will issue you a cruising permit based on this schedule. You will be boarded when you cruise to the other ports and will need to show the necessary documents. Immigration will issue each crew member a visa at \$15.00 US per person. There will be an additional charge for the cruising permit of approximately \$20.00. Finally, the coast guard will conduct a routine safety inspection which is fairly straight forward. Items such as life jackets, life

raft, flares, etc. are checked. The process is similar to the courtesy inspection conducted by the USCG Auxiliary.

Be sure to stock up on plenty of cold beverages for the officials at each port. They will not ask unless offered. A little courtesy goes a long way. On this same note, it is good to learn basic Spanish. After spending a few days you should quickly pick up the fundamentals, but a good base is helpful. The effort is appreciated by the Cubans. I was embarrassed to see an American who thought if they SPOKE MUCH LOUDER OR YELLED AT THE OFFICIALS THEY WOULD UNDERSTAND. This was not the case. In addition you should view your trip as a chance to open the waters and broaden the understanding of a cruising boat to the Cuban people. Your role as a good will ambassador is vital to those who will follow in your own wake. There was a British sailor who became known by the officials in every port along the coast. He was impatient with the paperwork procedures and enjoyed screaming at the officials. We do not recommend this practice. Eventually he met up with Amy and the crew in Cayo Largo. They were running their gen set at the dock (power not available) to run the holding plate system for a few hours. He told them he would bang on their hull all night with a hammer until they shut the gen set off (a very quite set). When he returned from his daily harassment seminar with the local coast guard, he found his boat was moved to a mooring at the farthest end of anchorage by the local officials.

Provisioning: We provisioned the boat for a month's worth of cruising. The 42 Europa was equipped with the Grunert 110V Holding plate system. We had two full size refrigeration boxes and one top loading freezer. The system performed flawlessly in a climate where the day time high approached 90 Fahrenheit. We had installed one of the refrigerator boxes next to the main saloon door which worked well for drink storage.

There is no problem with the Cuban Agriculture Authorities if you have fruits and vegetables from Florida. However any poultry products (including eggs) will be confiscated. Due to the mad cow epidemic in parts of Europe, beef from Europe is not allowed. Fresh fruit and vegetables were available in the local markets, as was chicken and fish. It is difficult trying to find any dry goods and staples, so we stocked every cabinet. Flour, sugar, rice, spices and milk are also tough to find. Especially sugar since it is a large export for Cuba. In addition to fresh milk, we stocked

the boat with several boxes of shelf milk which was quite good. In general, plan on stocking as much food as you can. A freezer is a nice luxury. Also, the ladies gave steak, sugar, coffee, etc. to some locals which they were thrilled to have.

Fuel: We received contrary information before cruising to Cuba regarding the price of diesel. What we thought would be .40 per liter ended up being closer to .65 per liter. The capacity of the 42E was 2,002 liters. The extra cost caused a hick-up to our plans, especially when you consider that you can not use a credit card (if drawn on a US Bank). The logistics for the journalists to have sufficient cash for a months worth of cruising created a slight headache.

The quality of the fuel appeared fine. However as a matter of pre-caution, we purchased a fuel filter system that filtered the fuel through both primary and secondary filters as it flowed from the fuel dock into the deck fill. This cost us about \$120.00 US dollars. In addition, we treated the fuel with Bio Diesel treatment to avoid any bacteria. As another precaution we carried enough spare fuel filters for both the Racors and Engine filters for three changes. The boat ran fine and we had no fuel problems.

Ice: Since ice was difficult to find in many of the anchorage's, the U-Line icemaker was a real luxury and the ladies reported that it worked flawlessly. So good in fact that they often passed a full container to other cruisers.



Left: One of the many picturesque streets in Old Havana.



Water: Water is available at most marinas for a nominal fee. There is a gauge on the dock at the Marina Hemingway. When the local dock hands were cleaning the boat, with no nozzle on the hose, we didn't realize the ramifications until we received the \$200.00 water bill. Live and learn. I drank the water right the from the hose, although we stocked up with 30 gallons of bottled water just in case. A water maker would have been a nice addition, but not a necessity.

Spare Parts: Because of the current embargo, trying to fly in any spare parts or hoping to find them locally was not in the cards. Working with our local Caterpillar Service Center, H.O. Penn in the Bronx, we put together an extensive spare parts list. This included miscellaneous hoses and belts, fuel filters, oil filters, thermostats, sending units for the temperature gauge(which we needed), stop celenoid, starter motor, and several other minor items.

In addition we stocked enough oil to allow for 2-1/2 oil changes for each engine. We planned on changing the oil at least once and also wanted to have a little buffer. In addition we carried transmission fluid and ATF fluid for the hydraulic steering. Several gallons of Caterpillar coolant was also stocked. We carried a spare parts kit for the Onan 8.0 kw which ran perfectly for the entire trip.

Money: This is a gray area. The law for U.S. citizens is that you can not spend money in Cuba. The Office of Foreign Assets Control, a division of the U.S. Treasury Department faxed us a list of restrictions and exceptions. We qualified for an exception, since we had journalist on board who were working on a legitimate story. However it should be noted that the Marina Hemingway was full of U.S registered boats and none were journalists. We spoke with several boats who sailed between the U.S. and Cuba several times a year. You will come across several boats between Miami and Key West who have returned from Cuba and can explain the best way of working within the restrictions of the embargo.

The U.S. Dollar can be used for everything. Cuba needs the hard currency and the govern-

ment now openly accepts the dollar. Before it was left to the black market. There is one form of Peso which has a one to one conversion with the dollar. You may get these when receiving change. Please note that this currency is not convertible outside of Cuba.

Visa and Mastercard are widely accepted, but only if they are drawn on a non-U.S bank. Travelers checks are a good idea, but again can not be issued by a U.S. Bank. One option is to

go through Thomas Cook Travel Agency(a world wide agency) and have travelers check issued in U.S Dollars, but through a European Bank. Tria did this in New York, and had no problems redeeming her checks.

Be sure that you bring smaller bills, since making change is sometimes difficult. The larger Hotels can change money if needed.

Marina Facilities: After we cleared customs, we pulled around the corner and headed for our slip in the Marina Hemingway. The marina is made up of three man made canal systems, with sea walls on each side. There are condos on the peninsula between canal number 2 and 3, with construction in progress on additional units.

The Marina is in fine shape. Due to the nearby construction, you should be aware of any wires or cables hanging in the water. There was a cable hanging from our slip and precariously close to our props. We were met by several dock hands, and Gabrielle, the dock master. There was 50 amp 110V power at the slip, as well water. Direct TV rentals are available if you're inclined. Water and electricity are extra, but the cost is not out of line. Dockage was reasonable as well at .40 per foot. Facilities included some shops, a grocery store, a restaurant, a nearby working yard, and the hotel, El Vieljo del Mar

Before we could sign our paper work, we were escorted to the bar at Pappa's restaurant for a complimentary welcome drink. We knew we were going to like it. On the way back to the boat we were approached by several locals looking to earn some extra money by washing the boat down. We were tired after a long day on the water, and the infusion of some local libation, so after some bargaining, agreed. For our next boat show, if we could have some of these guys clean and prep our boats, we could cut our work force in half. They cleaned every inch of the boat, even under the dinghy which was mounted on chocks. The boat was in perfect shape when they were done. In general, the experience at the Marina Hemingway was very memorable. Only a month before we were berthed in a well known marina in Miami where

Left: One of the three canals that make-up the Marina Hemingway.

we discovered some engine problems. Although it was only minor the mechanic left during the work and the engine was inoperable. The marina wanted to kick us out of our slip with 25 knots coming across our bow and one engine. American facilities could learn a lot about hospitality from the staff at the Marina Hemingway.

By far the most pleasant part of tying up at Marina Hemingway, or for that matter going to Cuba, was finally meeting Jose Escrich the Commodore of the Club Nautica, and his assistant Sonia. We had contacted the Comodoro a year before our trip to review the itinerary. He became instrumental in the success of our trip and will continue to be a driving force behind yachting in Cuba. He suggested a possible itinerary, reviewed charts with us when we arrived, helped secure the visas for the journalist, and served up some of the best rum in the world. The Club Nautico is located on the Marina property and is a good base for cruisers. We suggest joining the Club which entitles you to discounts on fuel, dockage, and travel throughout Cuba. You can also make use of their facilities which are quite nice. I think in the end we exhausted Jose Escrich and Sonia, with our numerous crew changes and schedule changes, but they continued to smile and go out of their way to may our cruise enjoyable. They can be reached at 011-53-7-24-1689 or via fax at 011-53-7-24-6653.

Playing Tourist: Ed, Tommy, and I concentrated our sightseeing in the Havana area which in itself offered a variety of opportunities. After we left the boat we checked into the Hotel Victoria in Havana. Tria who had made over a dozen trips to Cuba put us in touch with a friend of hers, Raoul, who was kind enough to take us around the city. The old part of Havana dates back to the 1500's and the architecture is fantastic. Although it is generally in need of repair, it was one of the highlights of the trip.

Raoul took us to the Fort which surrounds the port of Havana, several museums, and a walk into the old part of the city. We were unaware of how much of an icon Ernest Hemingway is in Cuba. It seemed as though every corner could claim some historic significance pertaining to Hemingway. We were hoping to get a chance to tour his home which is located about 15 miles outside of Havana, but did not have the time. The house was donated to the Cuban government almost immediately following Hemingway's suicide and apparently is exactly as he left it in 1961.

You have two options when eating out in Cuba. One is to eat in a state controlled restaurant.

These are usually located in hotels or in more populated areas. The other option is to eat at a private restaurant. These are now allowed under recent reforms, but are still limited. The proprietor is only allowed to seat 12 people at any one time. Both Tria and Raoul pointed out several good private restaurants which offered great food at a reasonable cost. You will be approached on the streets by a local looking to show you a restaurant. At first they will be inclined to take you a state operated restaurant, but if you let them know what you want they will show you into someone's home. This is where most of the private restaurants are located. We enjoyed this opportunity to meet the people and in the end made some good friends.

Taxi's are available, and we suggest that you use a state run taxi. The private taxi's are illegal and unpredictable. We hitched a ride in a 1955



Left: Pushing our way to dinner.

DeSoto and ended up pushing our way to dinner. If you are walking around you will undoubtedly be offered a ride.

Tommy, Ed and I did not have a chance to see the Southern coast, but were told by the crew of Power and Motoryacht that it was totally unspoiled. Except for the one obnoxious sailor, they never saw another boat on the South Coast.

Back in the States: The Grand Banks 42 Europa spent a little over a month cruising in the tropics which provided a good shakedown cruise. Except for a clogged head, the boat performed as intended. The 42 Europa made a great platform for tropical cruising. Ed and I presented our trip report to the Product Development Committee of American Marine in Singapore. We suggested several items that could be improved for future boats. These were considered and where applicable will be incorporated. When the boat returned to Marlow Marine there was only a small work order list, which was primarily cosmetic. She has since been delivered to her new owner, Mr. Roy Anderson, and is located in Mississippi awaiting her next voyage and all of us who were fortunate enough to cruise to Cuba await our next opportunity to return.

BEACHC

GB42-293

Oh So Slow

Navarre
Florida
USA

Pictured here are Joe and Janet Streaker aboard their wooden GB42 *Oh So Slow*. The vintage beauty was damaged by both hurricanes that steamed up the Gulf of Mexico during the summer of 1995. However she survived well enough to limp down to the Marlow Marine facility for repairs and a total refit. Joe says "People constantly come up to me and ask if it's a new boat, just one more example of the timeless design and appearance of the best built boats in the world"



GB36-599

Scenario

Solomons Island
Maryland
USA



Bill and Mary Alfonte purchased their Grand Banks 36 Classic, *Scenario*, through Marlow Marine. They are seen with the crew member, Chessie, taking delivery at the Marlow yard in Snead Island, Florida. *Scenario*, formally owned by Richard and Vera Blake and named *Tortuga*, was built in 1980 and has been cruising throughout Florida and the Caribbean. She will now explore the Chesapeake and surroundings waters under Chessie's watchful eyes.

GB42-853

Island Belle

Indianapolis
Indiana
USA

This photo shows Pat Smith aboard the well traveled *Island Belle* at her winter berth in Petersburg, Alaska. Since Pat Smith and Annabelle Baker purchased her in Marco Island, Florida during the summer of 1990, they have lived aboard and traveled extensively. They spent a summer exploring Cape Breton, Nova Scotia, then turned south through the Bahamas and the Caribbean. For more than two years they cruised the pristine waters of Venezuela and Bonaire. After an exciting passage through the Panama Canal and a rugged trip north along the western coast of Central and North America, they arrived in Ketchikan, Alaska. They have spent the last two summers exploring the Alaskan Panhandle. Where to next? We'll wait and see.



GB42MY-1258

Janisa

Belgium



Mr. Luc Janssens, his wife Krista, and their two children are the proud new owners of a Grand Banks 42 Motoryacht. They purchased the 1992 boat from North Sea Marine. They report that they are very happy with *Janisa* and that they have been dreaming of owning the 42MY for a long time. We congratulate them on making their dream a reality.

COMBINING

GB42-266

Twiggy

Venezia
Italy



Guglielmo Koch is the proud owner of the 1973 42 Classic, *Twiggy*. He has logged over 6,000 hours on the twin Ford Lehman and states that they still perform flawlessly. *Twiggy* is moored in Venice, immediately in front of St. Marks Square, which arguably must be one of the most beautiful moorings. Mr. Koch lives aboard full time and finds time in the summer to cruise the coast of Croatia.

EB38-55

Beluga

Greenwich
Connecticut
USA

Mr. William Wallace recently took delivery of a 1997 Eastbay 38 from Hal Jones and Co. of Ft. Lauderdale Florida. *Beluga* was the 55th Eastbay 38 delivered since the introduction just three years ago. Mr. Wallace plans on taking the boat on a shake-down cruise to the Bahamas, before taking *Beluga* back to her summer home on the Long Island Sound. She will spend the winter in Boca Raton, FL. *Beluga* is outfitted with several custom features including a custom hard top over the bridge deck.



GB36-299

Compass Rose

San Francisco
California
USA



Compass Rose stands ready to launch for another season. Dan Prather purchased GB36-299 in July of 1992. His single Ford Lehman has taken him out of the Golden Gate for salmon, as well as many Bay Area and Sacramento Delta cruises. The photo shows that *Compass Rose* has received excellent care, which makes for trouble free cruising in the sometime turbulent waters of San Francisco Bay.

GB49-122

Integracion

Puerto Montt
Chile

Steve Fithian of Hal Jones and Co. sold Mr. Roberto Verdugo GB49-122. *Integracion* will be Mr. Verdugo's first Grand Banks. After the vessel was commissioned by Hal Jones and Co. in Ft. Lauderdale, she was loaded back onto a freighter bound for Chile, where a commissioning crew from Hal Jones and Co. met the boat to finalize the delivery. *Integracion* is outfitted for serious cruising in the southern latitudes. Items such as Satcom, diesel furnace and water maker will allow Mr. Verdugo to cruise deep within Chile's southern fjords.



NEW BOAT

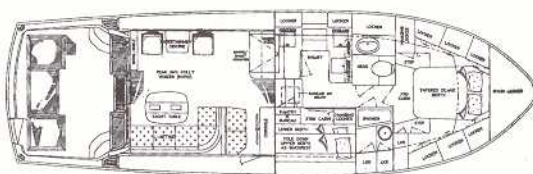


New Eastbay 43 Under Construction

Grand Banks Yachts, Ltd. announces the expansion of the Eastbay line of express and sedan cruisers with the introduction of the Eastbay 43. The new Eastbay 43 Sedan will replace the existing Eastbay 40 which was launched in January of 1996.

The Eastbay 43 will be available with three different interior layouts. The interior layouts offered are similar to those of the Eastbay 40, but have been refined to include owner feedback gained from the nineteen Eastbay 40's that were launched in the 18 month production run.

Ray Hunt and Associates designed the Eastbay 43 with extreme comfort in mind. The classic Hunt Deep V-Hull was specifically designed for a quiet, smooth ride. A typical diesel engine configuration will feature twin Caterpillar 3208 TA 375 horsepower engines, providing a cruising speed of 24 knots and a top speed of 28 knots. With increased horsepower the Eastbay 43 will be capable of top speeds in excess of 30 knots.



LOA	43'	Displacement:	
LWL	39'41/2"		29,000lbs
Beam	13'4"	Water	90 gal
Draft	3'8"	Fuel	450 gal

The standard equipment list is extensive. Highlights include a hand crafted teak interior, Corian counter tops in the galley, refrigeration, teak swim platform, transom door from the cockpit to the platform, and an electric windlass. Options include a generator, flybridge, and several different engine packages.

Hull #1 of this classic Ray Hunt designed boat will be premiering on the East Coast during the fall of 1997. Hull #2 will be making its debut in the San Francisco Bay area at the end of 1997. Hull #1 will feature the optional fly bridge and Hull #2 will be a Sedan Model. Pricing information is available upon request. For more information contact your Eastbay Dealer.

Above: The New Eastbay 43 will prove to be a popular addition to the Eastbay line.

PREVIEW

PRODUCT IMPROVEMENT

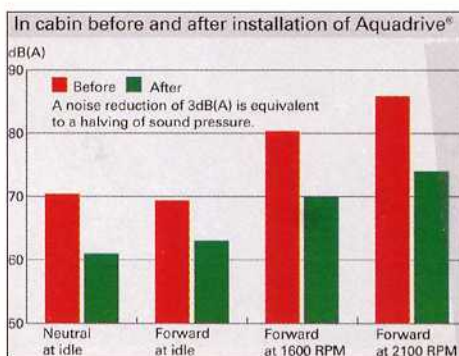
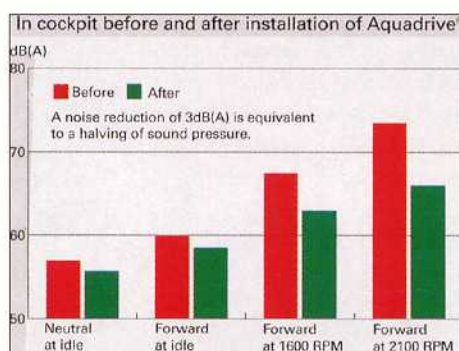
Grand Banks Announces Aquadrive™ Anti-Vibration Systems Are Now Standard Equipment on all GB 46-66' Models.

Grand Banks will now offer the Aquadrive anti-vibration system as standard equipment on the Grand Banks 46, 49, 52, 58, and 66. The system will be available as an option on some of the GB36 and GB42 models.

The Product Development Committee of American Marine, which consists of the engineering, production, sales and marketing staff recognized the benefit of adding Aquadrive to larger GB's. Due to the market demand for larger horsepower engines in these models, increased vibration can occur. The Aquadrive system will properly address this issue. However, even models with lower horsepower engines designed to drive the boat at displacement speeds, will benefit from the system. The end result will be a very quiet ride with less maintenance.

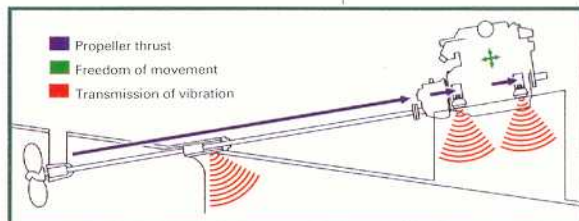
The Aquadrive thrust bearing is mounted on a support bulkhead and aligned to the propeller shaft. The thrust bearing stabilizes the shaft alignment to a fixed, non-moving location while absorbing all the propeller thrust. An Aquadrive CV (constant velocity) joint drive shaft transmits the engines power to the thrust bearing and propeller shaft. Soft engine mounts will then isolate any residual vibration. Since the thrust bearing is rubber mounted, most propeller, strut and shaft vibration is also isolated instead of transmitted through the boat. An additional bonus is that the engine will never need re-aligning to the propeller shaft.

"We are extremely excited about the addition of Aquadrive systems to our standard equipment list," comments Bob Livingston, CEO of American Marine. "We are always working on methods of improving our product and continuing to produce a yacht designed for serious cruising. The Aquadrive system is another component in this equation."



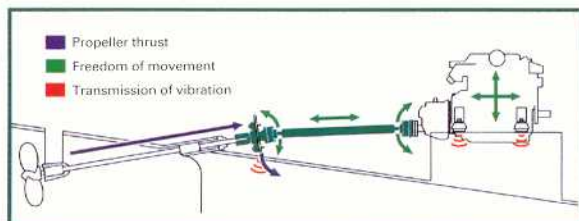
Traditional, rigid engine installation

In traditional installations, the alignment of propeller shaft to the engine has to be very precise and subject to periodical maintenance. Relatively stiff mounts transmit high levels of vibration to the hull, even when perfectly aligned.



Installation with Aquadrive® CVA™

The engine can be installed in a horizontal position using super soft and efficient mounts. Apart from easy installation and permanent alignment, this also leads to better space utilization while dramatically reducing vibration and noise.



RENDEZVO

Complete Yacht Services 6th Annual Rendezvous

April 3-6th were the dates for the 6th Annual Grand Banks Rendezvous hosted by Complete Yacht Services of Vero Beach, Florida. Beautiful Grand Harbor Marina was the site where 28 Grand Banks and 2 Eastbays gathered for a weekend of fun. The agenda included entertainment, great food and informational seminars.

The ladies hands-on boat handling session was a big success and everyone enjoyed the "Open House" event as they could see custom touches other owners are including on their boats. The newest boat was a 1997 Grand Banks 42 Europa purchased through Larry Leach of Complete Yacht Services by Scott and Jane Randall of Des Moines, Iowa.

The entire staff of Complete Yacht Services, Doug Hillman, Larry Leach, Bob Peckham, Julee Jackson, Prescott Brown, John Muller, and Heather Halbur (the real boss) put together a first class event.



Left: The 30 boat fleet was quite a site at Grand Harbor.



Left: A 1997 GB42 Europa was the newest boat in the GB fleet.



Left: A wide variety of boats attended the Complete Yacht Services rendezvous

BOAT NEWS

1997 Galveston Bay Rendezvous by the Crew of Grand Tyme

The 1997 Galveston Bay Rendezvous brought together Grand Banks from 32' to 49', Eastbay 38's, and an Alaskan. Participants came from the Corpus Christi area to Baton Rouge and everywhere in between.

Adjacent to Galveston Bay in Clear Lake is Lakewood Yacht Club, a beautiful setting for the fourth annual Grand Banks Rendezvous. This year found 9 of the GB owners cruising the islands or on their way to or from the cruising grounds. Several boats from the group were planning to leave from the rendezvous for their annual summer cruises. Finally a few of the GB's were going north up the Tenn Tom waterway.

The event started Thursday, April 17th with the committee moving into the inner harbor in preparation for the rendezvous. Several speakers helped make the event very informative. Bob Phillips, of Grand Banks Yachts, brought everyone up to date on events at Grand Banks with new models, construction details etc. Speakers from the U.S. Coast Guard followed. Finally, Bob Smith of

American Diesel was making his annual GB Rendezvous Pilgrimage and offered a very informative presentation. As usual, Bob didn't rest one bit as he made engine room calls all day on Saturday.

The Saturday night craw fish boil was hosted by Jay Bettis and Company and cooked by Jay himself. After the craw fish supper, door prizes went to all participants. The grand prize of a one week bareboat charter on a Grand



Left: Jay Bettis, Bob Phillips of Grand Banks, and Drew Lewis at the Lakewood Yacht Club.

Banks 42 Motoryacht based at Trawlers in Paradise in the Virgin Islands went to the crew of *Ode to Joy*. This was compliments of Grand Banks and American Marine. This was truly a special collection of boats and owners for a memorable and enjoyable gathering in a beautiful setting on Clear Lake.



Left: Lakewood Yacht Club, Seabrook, Texas

Southern GB Owners Association Rendezvous

The SGBOA held it's annual rendezvous March 14-16 at the South Sea Plantation Resort on Captiva Island, Florida. The resort lies at the North End of Captiva in the middle of the most beautiful cruising grounds in the southeast.

Despite moving the dates into the spring for better weather, the first day was stormy making for interesting stories at the registration table. The most interesting fact was that the only boats seen on the water by members arriving that Friday were other Grand Banks. This not only speaks volumes about the capability of the Grand Banks, but their owners as well. Thirty-five of the thirty-nine boats registered made it through Friday and the other arrived with the sunshine Saturday morning. Marlow Marine, the principal sponsor of the rendezvous, had a new GB42 Motoryacht that was being delivered to its new owners and a Grand Banks 42 Europa that was also recently sold, open for inspection.

Phil Annunziato of Marlow Marine did a great job of putting together an event that was not only fun, but educational. Seminars were conducted concerning engines, electronics, and cruising. Other events included a Golf Tournament and shopping trip.

The SGBOA wishes to thank the sponsors. The Platinum Sponsors included Marlow Marine, Stabilized Marine, and Grand Banks Yachts. The Gold Sponsors were Specialized Yacht Services and Alaska Diesel Electric. The Silver Sponsors included Raytheon Marine, Sea

Air Land Technologies, Sampson Insurance, Motor Boating and Sailing, and Sterling Associates. Additional sponsors included Southern Boating, New Nautical Coatings, South Sea Plantation, Maguiars and Waterway Guides. A special thanks to Phil Hawkins of Sterling Associates and John Findley for their help with the awards presentations.



Left: Award winners, Kathy Teaguz and family.

The Association is planning the next rendezvous already with the dates tentatively scheduled for late March or early April. The location is up in the air. If you would like to join the Association please write to Marlow Marine at 4204 13th Street Court West, Snead Island, Florida, 34221. Please include your name, address, phone, fax, and boat name/size/model /hull number.



Left: Finalists compete for the "Jimmy Buffer" Award.

Grand Arctic Cruise to the Land of The Midnight Sun

The 1996 Grand Arctic Cruise hosted by the Grand Banks dealer for Norway, West Marine, had a total of 19 boats for this serious trip into the land of the midnight sun. The flotilla of Grand Banks put nearly 1400 miles under their keels during the 31 day trip. The longest leg being over 300 miles. They enjoyed cruising to the Lofoten

Islands along the spectacular coast of western and northern Norway. Boats from Jersey, Netherlands, Germany, Sweden and Norway participated.

Bengt Akselsen of West Marine sent us this spectacular photography. This years cruise began on July 5th. If you are interested in participating you can contact Bengt Akselsen at West Marine Tel: 47-55-25-80-60 Fax: 47-55-25-84-90

Below:

The Great Arctic fleet



COMMUNIQUE

Dear American Marine:

We own a 1990 Grand Banks 42 Classic and enjoy cruising the boat throughout New England in the summer and in Florida and the Bahamas in the winter. The port and starboard doors into the main saloon are equipped with lock sets manufactured by Legge. In anticipation of an extended cruise to the Caribbean, I would like to stock up on spare parts. Is it possible to get replacement units or spare parts. The handles on my lock sets already seem to be sticking. I look forward to your reply.

Regards,
Richard Bermingham
Port Washington, New York
USA

Dear Mr. Bermingham:

Thank you for your inquiry. Unfortunately late last year Legge discontinued the series 1082 cylinder lock without notice. This lock set was the standard on Grand Banks for close to 15 years and our stock of spare parts and replacement units were quickly depleted. Therefore we recommend a routine maintenance schedule to prevent any future problems.

One simple and obvious way to prolong the life of your lock set is by applying a product such as WD-40. Remove the handles of your lock set to reveal the inner springs and washers of the handles. Make sure to spread an old rag on the deck to catch any runaway parts and drips of lubricant. Apply a liberal dose of lubricant to these parts and if necessary clean them with a toothbrush to remove any dirt, salt, or loose corrosion. Work the action of the handle until it moves without resistance. The main body of the lock which is mortised into the door should also be sprayed with lubricant to both clean and protect the unit.

Unfortunately no new model was introduced by Legge that allows for an easy retrofit. American Marine tested several parts trying to come up with a retrofit kit. Therefore, if you have any major sources of failure you should consult your local locksmith.



Dear American Marine News:

I recently purchased a used 1987 Grand Banks 42 Classic. The teak decks are dull and weathered but are in otherwise good shape. What method do you recommend to restore the decks to original condition and what if any coating do you recommend. How should I maintain them? I look forward to your reply.

Sincerely,
James Floyd
Annapolis, MD
USA

Dear Mr. Floyd:

Congratulations on your recent purchase and thank you for your letter. The first most important step of restoring your decks is a good cleaning. We recommend a powder cleaner such as Tip Top Teak, which comes in one gallon jugs. Use this in conjunction with a 3M Scotch Brite cleaning pad. Avoid using a brush with hard bristles, as this will use expose the grain of the teak and eventually give the teak a rough look. We recommend using the 3M pad on a deck brush attachment known as a "Doodle Bug". This is a real back saver.

The powder will need to be diluted in a bucket of water, and then applied to the wet decks. Let this stand for ten minutes before scrubbing. You will see the dirt begin to lift out of the decks. As you rinse the boat be sure to follow the dirt with a hose, so a full clean-up on the hull won't be necessary.

After the decks are scrubbed, follow-up with the Tip Top Teak Brightner. This is a liquid form that will need to be diluted in water as well. Because of the high acid content of the product, be sure that all gel coat is wet, and do not allow the brightner to sit on the gel coat or any painted surfaces for a prolonged period of time. You can apply the brightner on the decks with a new 3M pad and let it sit for several minutes. Be sure to wear a pair of latex gloves. Again, when you rinse the decks be sure to hose the hull as well. The brightner will bleach the decks and the end result will be decks that look like new.

Besides hosing your boat down after each outing, you will need to clean decks at least every two-three months. Of course, a lot of this depends on the climate you keep your boat in and how serious you are on keeping dirt off your decks.

We do not recommend applying any sort of coatings on your decks. Left natural, teak is one of the best non-skids available. Oil will create a slicker surface as well as trap dirt.

Please contact us if you have any additional questions.

PROFILE

Henry Sim
*Works Planner; Production Planning
and Shipping Department*



Henry Sims continues to play a vital role at American Marine. As a Works Planner in the Production Planning and Shipping Department, every detail of a new boat order will pass through his hands. He will process the sales orders sent by the dealers into work orders for the various Production Departments. He will also coordinate special buyer requirements with the Engineering and Purchasing departments. In a sense, all the information from the sales managers and dealers will pass through Henry and then be translated into a work order.

Henry first joined American Marine in January, 1970 with a Carpentry Trade Certificate. He worked in various different departments adding to his building knowledge. He supervised several of the finishing areas on the Laguna 33 and 38, and then held several supervisory positions as Quality Control Inspector, Production Supervisor, and Production Planner. In 1993, Henry worked on the Little Harbor Custom Yachts project. With his 26 years of service at American Marine, Henry is very well respected by all the staff of American Marine and Grand Banks Yachts.

At home, Henry is a father of two teenage daughters. When Henry is not building boats he enjoys spending time with his family.

GRAND BANKS FOR CHARTER

Treat Yourself to a Grand Time in Paradise. Charter a Grand Banks

The dealers listed below represent Grand Banks Dealers with charter fleets.



Complete Yachts Services - Vero Beach, Florida

Located on the East Coast of Florida in Vero Beach, Complete Yacht Services offers Grand Banks for charters from their Vero Beach location or their recently opened base in Hopetown, Bahamas. One way charters to and from the Bahamas are available. For more information contact Complete Yacht Services at (561) 231-2111.



East Coast Yacht Sales - Yarmouth, Maine

Experience down east cruising in Maine. Discover the many coastal towns or rivers that have made Maine a favorite among cruisers. For more information contact East Coast Yacht Sales, (207) 846-4545.



Grand Yachts Northwest, Ltd. - Bellingham, Washington

The Grand Yachts Northwest base in Bellingham, Washington is the ideal place to start your cruise in the Pacific Northwest. The nearby San Juan Islands offer spectacular scenery and points of interest and passages north will offer the experienced cruiser an adventure of a lifetime. For more information contact Grand Yachts Northwest, Ltd. (360) 676-1248



Marlow Marine Charters - Snead Island, Florida

Marlow Marine offers a brand new fleet of Grand Banks for charter. Discover the tranquil Gulf Coast of Florida, the Florida Keys, or Florida's East coast. The staff of Marlow Marine can help in planning your perfect cruise. For more information contact Marlow Marine Charters, (800-362-2657)



Suncoast Yachts and Charters - San Diego, California

Suncoast Yachts and Charters is located in the heart of San Diego and poised on a variety of cruising grounds. Mexico is an easy run to the south or the Channel Islands offer exciting cruising to the north. For more information contact Suncoast Yachts and Charters, (619-297-1900)



Trawlers in Paradise - St. Thomas, U.S.V.I.

Trawlers in Paradise has a large fleet of Grand Banks from 36-49' located at a private East End Marina. The experienced staff can help you plan your cruise through both the United States Virgin Islands and the British Virgin Islands. Boats are equipped for comfortable cruising. For more information contact Trawlers in Paradise, (800-458-0675)