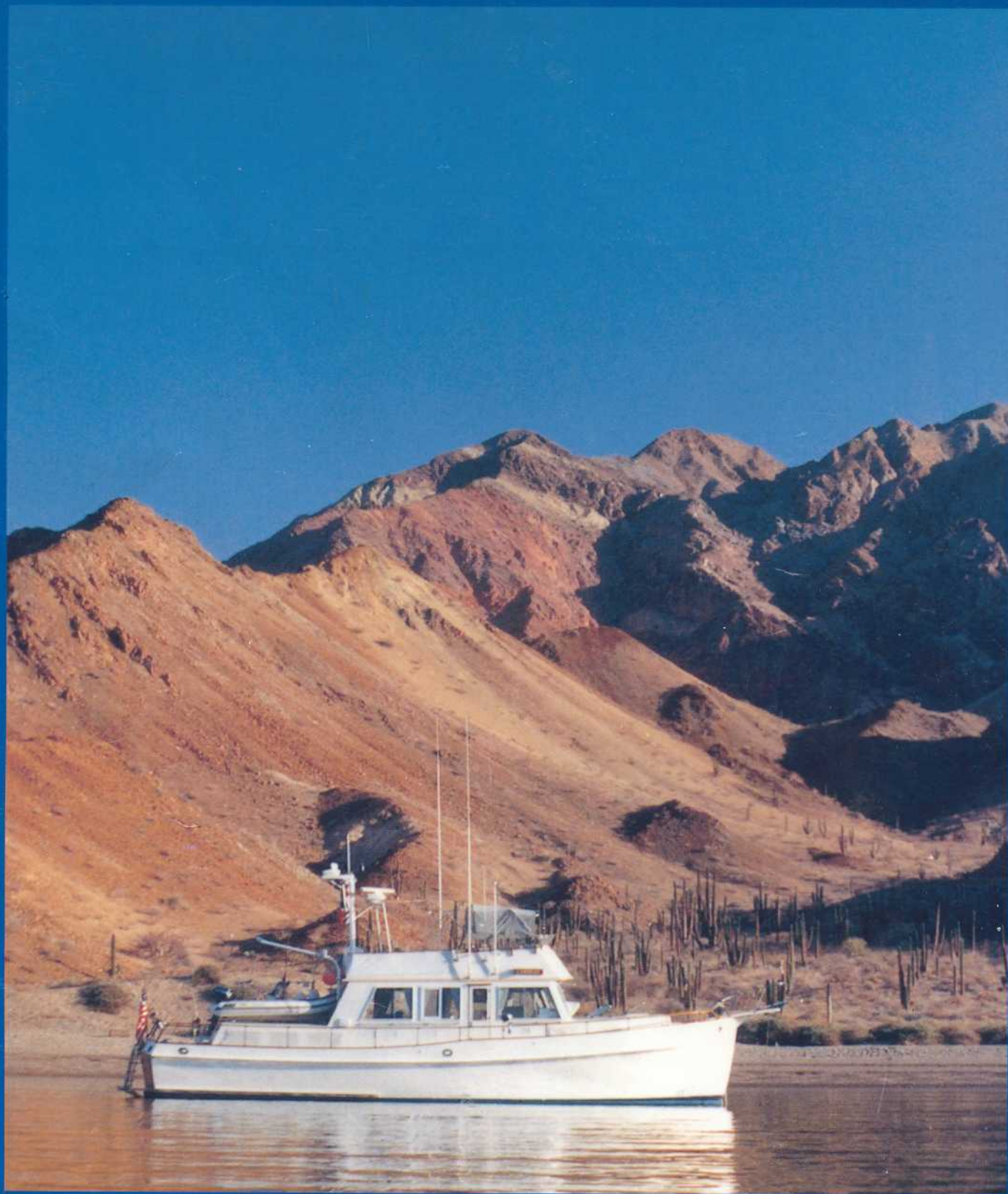


# AMERICAN MARINE NEWS

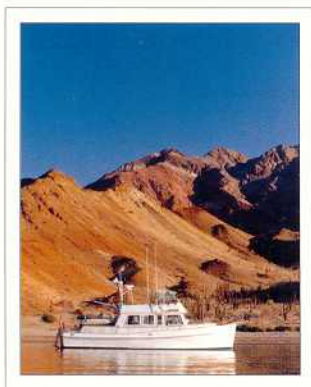
Vol 24 No 3/97



MEXICAN SOJOURN • KEY WEST RACE WEEK

# AMERICAN MARINE NEWS

Vol 24 No 3/97



**Cover:** *The Grand Banks 49 Classic, Shilo, anchored in the Sea of Cortez.*

## 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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## BC SUPPLIER CONTACTS

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: (949) 675-5846 Fax: (949) 675-2133

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



# HAPPY CRUISING

## Mexican Sojourn by Chuck Prather

**M**/V *Shilo*, GB49-053, has been home for Clista and me for over seven years. It seems like only yesterday when we sold our home in Davis, California and moved aboard *Shilo* for some full-time cruising. Since then we've been to Alaska, explored much of the British Columbia coast and now we're in Mexico for the second time.

*Shilo* is now back in her berth in Marina Palmira in La Paz. We cruised 1,000 nautical miles under her keel since we left La Paz four months ago. Our cruise this spring and summer began by gunkholing north out of La Paz, lingering for at least three to four days in each anchorage. Mechanically, nearly everything functioned beautifully throughout the cruise. One significant exception was the loss of a 120 Volt water pump on the refrigeration system. A jury rig to a similar pump on the air conditioning system put the refrigeration and freezer back on line and a potentially serious situation was averted.

The cruise eventually took us throughout the mid and upper reaches of the Sea of Cortez. We've been down here for over two years and had never ventured north of Loreto which is only 115 miles north of La Paz. We had loads of fun and several adventures. The first adventure was a sudden 40 knot wind storm, with more

powerful gusts that occurred while we were in an anchorage near the Bay of L.A. The locals call these occurrences "Chubascos", although technically they are not. Whatever you want to call it, the storm tore the bimini canvas clear off the boat. Luckily I had a big piece of shade cloth aboard complete with grommets every three feet, so I was able to jury rig a bimini for the flybridge. We would have broiled without it.

Despite what some Americans think, the Mexican government is trying very hard to control drug trafficking. There's so much money involved though, corruption of officials is rampant, including some in the U.S. The Mexican Navy has two jet fighter aircraft patrolling the Sea of Cortez (in addition to several surface craft) and they keep pretty good tabs on all vessel movements in the Sea. It's quite a thrill to have them buzz you 50 feet off the water and so close you can see the pilot smile as you wave at them.

We were boarded by the Mexican Navy only once this trip and as before, it was a pleasant encounter. After the officer had checked all our paperwork and before he left the boat, he wrote down the name of his ship for us. They were assigned to the area and he said if we ever needed any assistance, to call them on channel 16 which the ship monitors 24 hours per day.



**Left:** Chuck, Clista Prather and M/V *Shilo* in their berth at Marina Palmira, La Paz, Maxica.





**Left:** *San Evaristo anchorage on the Canal de San Jose.*

Another "adventure" occurred in a remote anchorage at 1:30 in the morning. We hadn't seen another soul or boat for two to three days. Suddenly there was a 'rap, rap, rap' on the hull and lights were shining in the windows. I got up to see what was going on and found a panga alongside with four to five heavily armed Mexican Navy personnel aboard. They asked if everything "was tranquilo". I would like to have been able to say "It was until you guys came along." They said they saw our anchor light and just came over to check us out. In a few minutes, it was "Adios" and away they went, into the night with no lights. We heard later there was drug dealing in that area so it was being watched pretty closely. All in all, we still feel a lot safer here at night than we would in most American cities.

Without any doubt, the real highlight of this spring and summer's cruise was a side trip to the City of Chihuahua. We left *Shilo* in a very nice marina in San Carlos, Sonora and took a local bus, luggage and all, 11 miles into Guaymas. There we boarded a big cross country bus, complete with A/C and video movies, for a six hour ride to Los Moches. We stayed overnight in a very nice hotel but had to be in the lobby at 5:00am the next morning in order to transfer to the station. At 6:00am the train departed for Chihuahua via Copper Canyon and arrived at 8:30 that night... a very long day.

The ride up through up the Copper Canyon is a beautiful and fascinating experience. The Copper Canyon is deeper than the Grand Canyon and is four times larger. The rail line took many years to build and is an engineering marvel. We stayed in a first class hotel in the heart of downtown Chihuahua for three nights. Chihuahua is a

big city (pop. over 1 million), very wealthy and full of culture. We spent half a day in the Pancho Villa Museum (called the Museum of the Revolution) and we could have stayed longer. It was originally his boyhood home; actually a big hacienda occupying over 1/3 of a city block. On the third morning, after two full days of sight seeing, we got back on the train and headed back toward Los Moches. Only this time, we got off the train about half way into the canyon, in the small town of Creel and took a room in a tiny Mexican hotel there. The next morning, a driver with a new Chevy Blazer we'd arranged for, picked us up and we took off on a six hour trip down a one-lane, winding dirt road to the very bottom of the canyon. What a trip! Talk about pushing your luck. There was a couple of times when I was sure we had bought the farm. Anyway, we made it and at the bottom is a tiny, tiny, one street village with a ten room, five-star hotel created by an American out of what at one time was a fancy hacienda having something to do with the silver mine located just outside of town. Until the late 1970's, the only way in and out of here was on foot or horseback on a mule trail.

This area in the Sierra Madre Mountain range is the region inhabited by the Tarahumar Indians. They are famous for running very fast and for 24-36 hours without stopping. They hunt deer and rabbit by running them down. The little village we were staying in, Batopilas, was about one half Tarahumar Indians, and one half Mexican of various decent. The Indians were very shy. Their clothing was quite colorful. The Mexican contingent were especially outgoing and friendly.

About three miles out of town, down the river, is a mission in an excellent state of restoration. It was built by the Jesuits, circa



1500. A Mexican in an old beat-up pick-up took another guy and me to take a look. There's a tiny school there for the Indian children and the first graders were sitting on the steps of the mission conducting their lessons.

The hotel had an excellent chef and served gourmet meals three times a day. For an hour or so before dinner, the 15 or so hotel guests and most of the staff gathered in the interior courtyard, complete with fountain, white-tailed doves, mango trees, tons of bougainvillea, etc., etc. We enjoyed beer or margaritas, while listening to a four piece Mexican band. One member of the band was the town's Police Chief.

Our driver and the Blazer showed up about 9:00a.m on our second morning in Batopilas and it was time to start the six hour climb back to the top of the canyon. This was a very inspiring experience and we decided we will definitely go back for another visit.

The train arrived in Los Moches after dark and we spent another night in the same very nice hotel as before. The next morning we started the long bus trip back to San Carlos and *Shilo*.

It's been quite hot here in La Paz; hot and muggy. Thank goodness for the boat's air conditioning. The storm season is upon us and we're getting pretty violent thunder and lightening storms almost every afternoon between three and four o'clock. These fold the streets in town for about 30 minutes. Then it clears off and we get beautiful sunsets.

The water is exceptionally warm which makes everyone a little nervous, since big pools of very warm water are what spawn



**Left:** *Shilo* and her crew enjoying another scenic spot.

hurricanes. When I say the water is warm, I mean warm. I went fishing a week ago with a friend and the surface temperature of the water, 25 miles north of La Paz, was 93.7 Fahrenheit...now that's warm. It was too hot even for the fish and all we caught was one Dorado.

My friends new boat is a two million dollar Sport Fisher, with 2,700 hp under the hood, which pushed us out to the fishing grounds at an honest 40 mph. We burned approximately 130 gallons of diesel per hour. Not bad for a 60 foot boat. It was quite a thrill, especially for someone like me who is accustomed to going a little slower. That's all from La Paz for now.

## A Week At The Race's

**I**f you were in Key West, Florida this past January you may have seen an odd site. Several Grand Banks and Eastbays surrounded by hundreds of sailboats, with some of these sailboats appearing as if they were using the Grand Banks or Eastbays for target progress.

Actually it was nothing this dramatic. What you would have seen were Grand Banks and Eastbays working as committee boats for the annual GMC Yukon Yachting Key West Race Week. During the third week in January, some of the best racing sailors converged on this small island in what is arguably one of the best sailing events on the US racing scene. The 11th Annual Regatta hosted boats from 17 different countries and 33 different states. In addition to the many talented sailors present, Russell Coutts, the current defender of the America's Cup, the Young

American America's Cup Syndicate, as well the America True syndicate were using the week as another shakedown. All gearing-up for the next America's Cup.



**Below:** *The large cockpit on the EB38 was the perfect platform for launching and retrieving the race marks.*



Grand Banks Yachts was the Official Supplier of Race Committee Boats. On hand was a brand new Eastbay 43 supplied by Hal Jones and Company. The boat was taken off the freighter from Singapore only five days before. The crew at Hal Jones and Company did a great job of commissioning the boat for the trip to Key West with such a tight schedule. Also on hand was a brand new Eastbay 38 trucked to Florida by Oxford Yacht Agency. This Eastbay was well equipped and performed flawlessly during the trip. The Eastbays performed as mark boats, laying and setting marks several times per race. The Race Committee was very pleased with the maneuverability of the Ray Hunt hull. The mark boat job was often reserved for smaller runabouts, since the mark boat needs to dodge incoming traffic and often get away in a hurry. The Eastbays performed the same job, except the refrigerator was running and if need be the A/C was turned on to keep everyone cool and comfortable during their eight hours on the water.

On the Grand Banks end of things, Marlow Marine put Grand Banks in touch with Dr. Scott Gregory, the new owner of the 46E hull 188. This was Dr. Gregory's first Grand Banks, and the fact that he only owned the boat for month, we were very thankful for his participation. His GB46 Europa, *Esprenaza*, functioned as the Race Committee boat on Circle One of the course. As they left the harbor, the race committee was settling for an eight knot cruise out to the proposed race course and were startled to see Mr. Gregory punch the throttles and head for the open sea at 20 knots. Another advantage of the semi-displacement hull design of a Grand Banks.

The final Grand Banks was a 36 Classic

with twin Lehmans that functioned as a Safety Boat. Captained by Mark Mitchell who has been associated with and delivering Grand Banks for quite some time. This boat had the youngest crew member, four year old Cheyenne, who quickly made herself at home in her V-Berth cabin and enjoyed the spacious decks of the 36 Classic.

At the end of the day the boats were opened for the race participants to see. All the boats were customized to suit different needs and the craftsmanship of both factories was in the spotlight. The 46 Europa was customized to provide a very spacious owner's cabin, with a separate office that could be converted into guest accommodations. The goal was to provide the ultimate island boat for a couple with occasional guests.

The Eastbay 43 hull 003, featured a customized saloon designed by Hal Jones and Company along with American Marine. They used the experience gained from previous Eastbay 40's to provide a very comfortable main saloon. This was later on display at the Miami International Boat Show in February.

The Eastbay 38 was the first EB38 completed by our factory in Malaysia. The commissioning skill of Oxford Yacht Agency and the attention to details by Bruce Livingston and crew from Grand Banks in Malaysia, resulted in a flawless boat. The boat out performed the anticipated specs and attracted a lot of attention with her Blue Awlgrip hull and wide array of electronics.

You can see more Grand Banks and Eastbay's on display on the race course during the start of the Whitbread Around The World Race in Annapolis and Ft. Lauderdale, and Block Island Race Week in Annapolis.



**Left:** The large fleet at GMC Yukon Yachting Key West Race Week changing over the starting line. GB46 Europa shown in the background.



# RENDEZVOUS NEWS

## Hal Jones And Co. Rendezvous



**Left:** Some of the 27 Grand Banks yachts that attended the Hal Jones & Co. 10th Annual Rendezvous at the Fisher Island Club, February 19-22, 1998.

**T**he ultra-exclusive Fisher Island Club was the site, as 27 Grand Banks yachts gathered for the Hal Jones and Company 10th Annual Grand Banks Rendezvous, February 19-21.

Rendezvous participants were welcomed in "Vanderbilt Style", at the Fisher Island Club, a world class yachting facility located just south of Miami Beach. Formerly the Vanderbilt estate, Fisher Island Club is now a luxurious residential enclave accessible only by the Club's automobile ferry, yacht, helicopter or seaplane.

Grand Banks yachts attending the rendezvous ranged in size from 32 to 58 feet and came from home ports as far away as Maine. Three yachts made the trip together from Savannah, Georgia just to participate in the rendezvous. These were *Osprey*, a Grand Banks 32 owned by Eugene and Ann Buttle; *Dulcinea*, a Grand Banks 36 owned by Bob and Perky Powel and *Marolyn*, a Grand Banks 32 owned by Scott and Marolyn Overton.

The rendezvous provided an opportunity to enjoy the camaraderie of fellow Grand Banks aficionados, share cruising experiences and take part in educational seminars offered during the four day, three night event. The socializing that

takes place is frequently the beginning of friendships that continue long afterwards.

This year, an informal "welcome" cocktail party kicked off the rendezvous on Thursday evening, then participants were on their own to choose the five restaurants on the island.

Friday set a relaxed pace for the rendezvous, with a marine equipment presentation offered in the morning. That afternoon, the men went to the engine seminar conducted by Gene Weinland of Caterpillar Diesel and Bob Smith of American Diesel. The women, however, were a different story. They were invited to the Ladies Only boating and handling seminar held by Nadine and Caroline of Southeast Yachting and Sailing. The course concentrated on practical boating skills. By the end of the course, each of the participants had successfully docked a Grand Banks and properly secured it.

Saturday's activities began with an "Open House" aboard the boats, giving rendezvous participants a chance to tour other Grand Banks and see what other people have done to customize and decorate their boat. Everyone oohed and aahhed at "*Legacy*", the Grand Banks 58 owned by Bing and Linda



O'Meara, and commented on how "ship-like" (and ship-shape she was)

By mid-afternoon, it was time for the double christening of two recently delivered Grand Banks. First to be christened was *Delu*, a Grand Banks 36 Motoryacht owned by Lou and Debbi Mercantani of Princeton, New Jersey. Minutes later, *Floatboat*, a Grand Banks 42 Classic owned by Dean and Marge Wiley of Brighton, Michigan received the baptism with the bubbly. The Mercantanti's and Wiley's each received commemorative plaques from Hal Jones and Company and best wishes from everyone.

Later that afternoon, Nigel Calder, author of "Cuba: A Cruising Guide" provided an in-depth look at this truly undiscovered cruising area. Following a slide show of his recent circumnavigation of Cuba, Calder fielded questions from the audience. He noted that while certain loopholes exist which make it possible to cruise Cuba, many more issues remain unresolved.

That evening, rendezvous participants feasted at a sumptuous buffet in the Beach Club's Tiki Bar. They were greeted by an incredible array of appetizers, side dishes and entrees, including roast suckling pig, complete with the apple in the mouth. After dining al fresco in the balmy evening air, appreciation awards were presented to sponsors and to rendezvous participants who helped to make this year's event a special one.

As the weekend drew to a close on



**Left:** Left to right: Jay Jones, president of Hal Jones & Co.; Nigel Calder, author of "Cuba: A Cruising Guide" and Ed Roberts, vice president of Grand Banks yachts.

Sunday, everyone commented on the Fisher Island Club's high standards of hospitality and how much the setting contributed to the rendezvous experience. In the ultimate vote of confidence, reservations have already been made to hold the 1999 Rendezvous at the Fisher Island Club. For information on next years Rendezvous, contact Hal Jones and Company at (954) 527-1778.

**Below:** The 27 Grand Banks nestled among the first class facilities on Fisher Island.





# Amicale West Europe Rendezvous

**T**he decision to host the 1997 Amicale West Europe in Wemelding was not surprising. Wemelding is situated in one of the oldest villages of Zuid Beveland, which is located in one of the most beautiful regions of lake Oosterschelde in Belgium.

The village was established on sandbanks in the 11th century. After a flood in the 12th century, the village was moved to its present location. In 1866 a channel was created on the eastern part of the village through Zuid-Beveland and an intensive effort began on the lock complex. In 1975 the course of the channel changed and the hustle around the locks decreased. During the last decade the old locks were converted into a modern yacht harbor, laying right on the open waterside of the Oosterschelde. More and more tourists are discovering Wemelding as an attractive village for holidays.

On Thursday, the 28th of August, 15 ships were moored in the reserved port of Wemelding. During the afternoon the wind increased to Force 7, accompanied by large seas. However the rendezvous participants were too busy having fun in the local restaurant, where the 45th Wedding Anniversary of the "Schalks" crew was celebrated.

On Friday, August 29th, the rest of the fleet arrived in strong gale conditions. One of the participants was Hull #1 of New Grand Banks 52 Europa. Amicale Chairman, Ruud Hummelman officially opened the rendezvous with his welcoming speech under the main tent.



**Left:** Dirk and Lydia Vergauwen receive the GB Wheel compliments of American Marine for the longest journey.

The participants enjoyed catching up with each other and sharing stories of cruising on their Grand Banks. Over the weekend, plans were made for the next gathering. Representatives from Cummins Engines were on hand to speak about service on their product and there was the chance to review one another's boats for new ideas.

That evening the event was topped off with a first class dinner and awards presentation. The award for the longest journey went to Dirk and Lydia Vergauwen, owners of the Grand Banks 32 *Blue Banks*. The journey from Tholen to Denmark was quite a cruise. The second place prize went to the crew of the GB36 *Shamu*, which cruised from Terneuzen to the Channel Islands. The fact that both of these boats were the smallest GB model demonstrates the durability of the Grand Banks.

On Sunday the boats departed and plans were already discussed for next year. There is a spring dinner scheduled in Antwerp where additional plans will be formalized.



**Left:** The fleet of Grands Banks shletered from strong wind which blew over the weekend.



# BEACHC

GB42-1379

*Mister Sun*

Rio de Janeiro,  
Brazil

Mr. Alcir Cabral recently purchased a Grand Banks 42 Europa hull 1379, from Jay Jones of Hal Jones & Co. in Ft. Lauderdale, Florida. The boat is equipped with a single Caterpillar 375hp, stabilizers, holding plate refrigeration, and other items making it an ideal long range cruiser. After a shakedown cruise to the Bahamas, Mr. Cabral will cruise *Mister Sun* to his home in Brazil.



GB38-52

*Navigator*

Road Harbor,  
British Virgin  
Islands



Mr. Hugh Suhr toasts a job well done during the christening of the Eastbay 38 *Navigator*. Enjoying the moment with Mr. Suhr are Jay Jones of Hal Jones & Co. (seated), Mr. Suhr's mother, and Dan Parot, the selling broker, from Hal Jones and Company. *Navigator* has already spent a fair amount of time in the Bahamas and can make the trip from the east coast of Florida to the islands with ease.

GB42-1358

*Susu*

Ames,  
Iowa  
USA

Shown here is the 42 Europa *Susu*, purchased through Complete Yacht Services by Scott and Jane Randall. Shortly after they purchased *Susu*, the Randall's had a leisurely cruise north to the Great Lakes where this photo was taken. *Susu* last appeared in the American Marine News in Volume 24 No 1/97, when she was present at the Complete Yacht Services Rendezvous, even before she was fully commissioned.



GB32-343

*Scribbler*

Cheshire,  
England



Mr. Monty Black and his family have enjoyed American Marine products for over thirty years! As the size of his family grew and diminished, so has the size and type of boats. They have gone from an American Marine Laguna, to an Alaskan, then to a GB42, and now to their very special Grand Banks 32. *Scribbler* was somewhat neglected before the Black's purchased her. She has been completely restored, and as shown in this photo, is in mint condition. We thank the Black's for their years of loyal support.



# OMBIN G

## GB32's

### *Balboa Yacht Club*

Newport Beach,  
California  
USA

We enjoyed receiving this shot of several Grand Banks 32s sent in by Stanley Cochran. The photo shows four pristine GB32's, *Windfall*, '76, *Breaker*, '81, *Posh*, '73, and *Te Amo*, '70. They are lined up for opening day inspection at *Balboa Yacht Club* in Newport Beach, California. There are sixteen Grand Banks yachts in BYC's fleet of which seven are GB32's, including the club's race committee boat.



## GB49-21

### *Fleur de Lis*

Houma,  
Louisiana  
USA



This photo of one of the early GB49 was sent in by Mr. Arelen B. Canac of Houma, Louisiana. Mr. Canac maintains *Fleur de Lis* to the highest Grand Banks standard, a process which is eased by storing the boat indoors each fall and winter. This photo was taken on Georgian Bay in the Great Lakes. Equipped with Twin Ford 120's, the boat has over 8,000 hours on the engines!

## GB42-893

### *Captain Jack*

Burlington,  
Washington  
USA

Jack and Majorie Peters submitted this post card perfect picture of *Captain Jack*, a Grand Banks 42. They took the photo in Princess Louisa inlet in British Columbia. They write that Princess Louisa inlet is one of the most beautiful places in North America, and by the picture we think they might be on to something. The serenity of the area is preserved due to the fact that it can only be reached by a plane or boat.



## GB42-201

### *Scott Free*

Newport Beach,  
California  
USA



If Greg and Marianne Scott had not told us, we might have mistaken this photo of 42-201 as a much newer boat. *Scott Free* is shown here at anchor off Catalina Island, California, a favorite cruising spot of theirs. They have enhanced an already well maintained woody with fresh paint and varnish, new vacuflush heads, and a completely restored interior. *Scott Free* was purchased through Darrell and Dorothy Allen of Suncoast Yachts and Charters in San Diego.



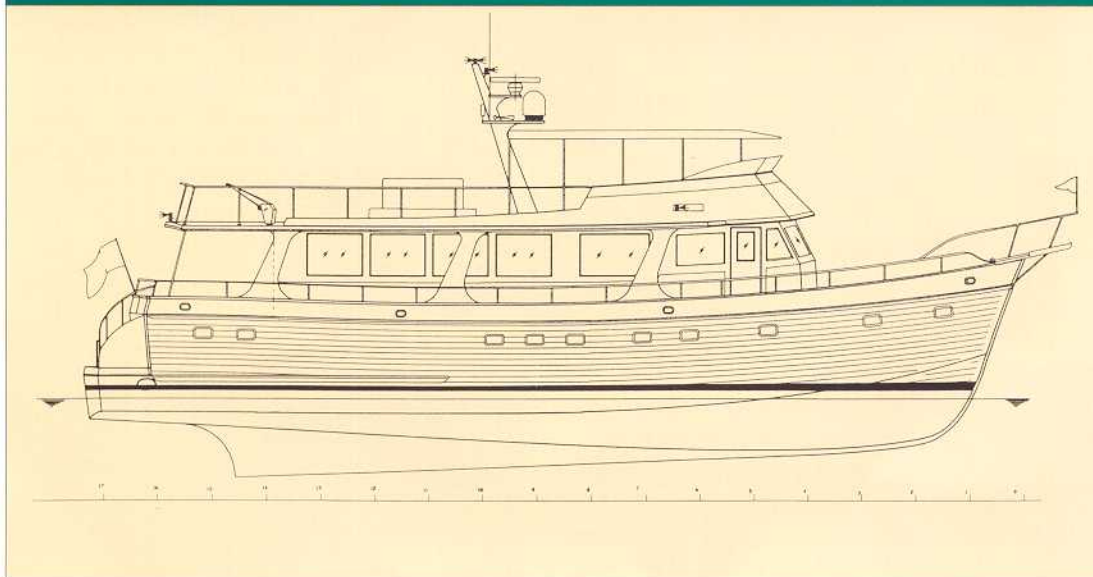
# NEW BOAT

## Building The New Grand Banks Flagship

**I**n 1996, Grand Banks delivered the first Grand Banks 66 hull to a very experienced cruising couple in the Pacific Northwest. This boat was a very customized cockpit version of the 66, with an enclosed pilothouse on the

flybridge. In recent months, the interest in the 66 model has been very active. Available as either the cockpit version, or the Classic, the Grand Banks 66 can be customized to suit any demanding owner's specifications.

### GB66 Profiles



**Left:** This GB66 Classic profile shows a design drafted for a potential client. Hull#2 is the Cockpit Version, shown in the lower photo.





# PREVIEWS

Shown here is a variety of the working drawings which have been created at the request of several potential owners. The cockpit version is similar in accommodations to the Grand Banks 58, but offers a spacious cockpit. The engine room can be accessed from this area, keeping the interior free of mechanics.

Hull #2, a cockpit version, has been ordered for a customer on the West Coast of the United States through Stan Miller Yacht Sales. He previously owned several Grand Banks. He has ordered his new 66 with a pair of lugger model L 6140AL2 rated at 700 BHP at 2100 rpm each.

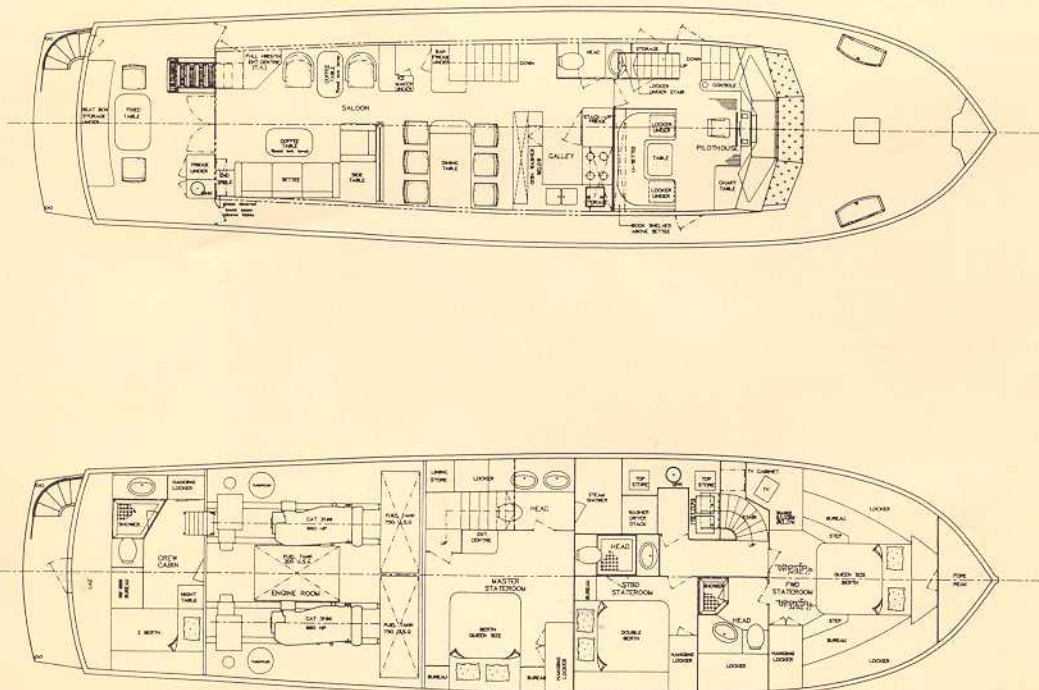
Hull #3 has been ordered as the Classic version, with the full extended hull and deck

house through Hal Jones and Company. The interior will have four staterooms, plus an additional stateroom for crew, with private access from the aft deck. After commissioning the boat in Ft. Lauderdale, the boat will eventually arrive in Porto Monte, Chile, the owner's home port. To enjoy the beautiful Chilean cruising grounds, the boat will be equipped with Caterpillar 3406's at 800hp each, stabilizers, a substantial heating system, saunas, Jacuzzi on the flybridge, and several other "super yacht" touches.

For more information on building your Grand Banks 66, contact your Grand Banks Dealer.

## GB66 Classic Arrangement Plan

**Left:** Upperdeck layout and below is Lowerdeck layout.





# PRODUCT DEVELOPMENT COMMITTEE

## Building Better Products Through Constant Evolution

**W**e have recently finished a very busy boat show season around the world. American Marine and Grand Banks personnel look forward to attending these events not only to work with our dealers in selling new boats, but to listen to market feedback from current owners and prospective owners. What are we doing well? What can be improved, etc.? Historically this information has been digested and then followed-up within the factory setting.

However, several years ago Robert Livingston, CEO of American Marine wanted to create a more routine system for product improvement. He created the Product Development Committee(PDC), which puts sales, engineering, production and marketing together with the same objective: Make Every Grand Banks and Eastbay Better than the Last.

The committee meets every six months with a list of topics ranging from improving the type of screw used on a rubrail to creating an entirely new model. The PDC presently consists

of Mr. Y.P. Wong; Director of Manufacturing, Bob Phillips; United States West Coast Sales Manager, K.H. "Bugs" Yeow, European Sales Manager, Bruce Livingston, Plant and Production Manager, Grand Banks Yachts in Malaysia, Ed Roberts, Vice President and U.S. East Coast Sales Manager, and George Sass, Marketing Coordinator. In addition, input is provided from various departments from both factories.

One of the exciting items on the agenda this past January was the walk through of the new Eastbay 49 mock-up. This design evolved from the first PDC meeting in 1996 and with C. Raymond Hunt and Associates has evolved from a concept on paper into the final tooling stage. Spending time in the mock-up, the PDC was able to correct any shortcomings before this boat went into production, thus ensuring a better boat.

Not thinking they have all the answers, the PDC also capitalizes on its strong dealer network. Last October three dealers were invited to attend the meeting. Each of these dealers brought strong opinions which related to their own markets.



**Left:** *The PDC members work through a long list of items which will make every Grand banks and Eastbay better than the last.*



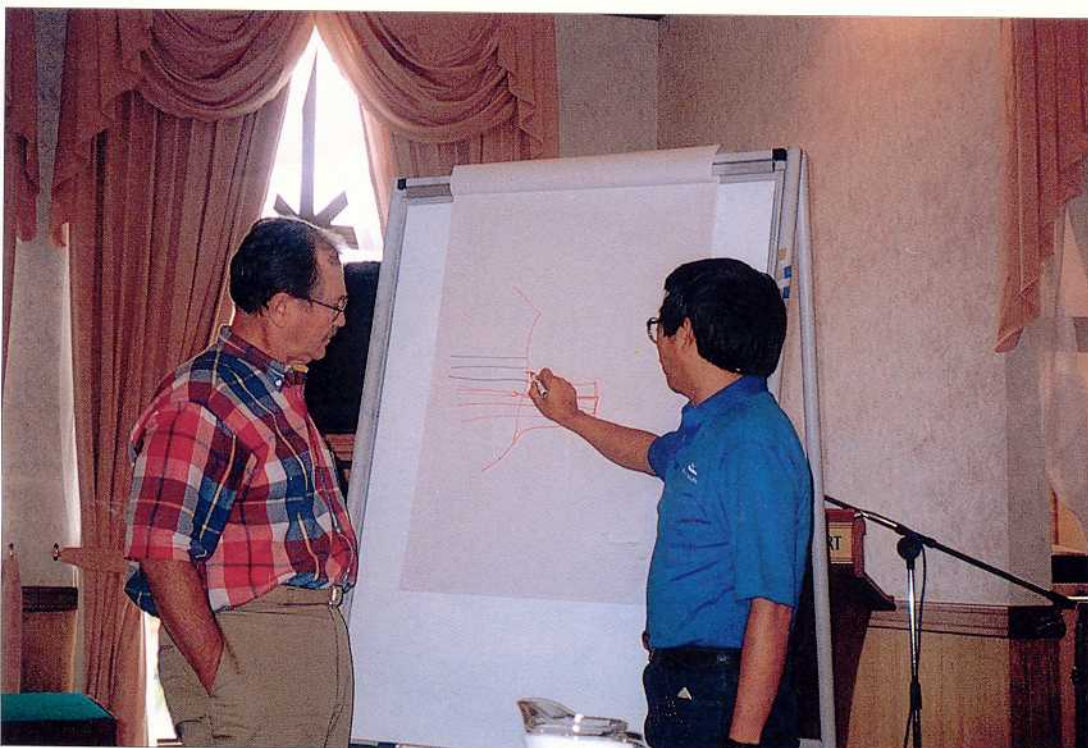


**Left:** The PDC members review GB42-1349 in Malaysia. Several changes resulting from the discussions of the PDC were incorporated into this GB42 Classic.

During this meeting layouts for the new GB 52 Europa were improved and altered to present a "standard" layout. The layouts of the first several sold 52's were reviewed in order to determine what the buyer wants, and begin to identify a trend. It became apparent that the majority of the 52 Europas were being ordered with an expansive main saloon, foregoing the enclosed pilothouse layout. As a result, layouts were created which offer the 52 Europa without the enclosed pilothouse, but with a large main saloon area, and an altered helm station. The changes were based on the evolution from the original drawings and the dealers input, which came from the customers.

Additional examples of the engineering changes which have been made collectively to Grand Banks and Eastbays during the past several years are:

- Flush Foredeck Lockers on new Eastbay 43's and 38's - an idea that was originally executed on several Eastbay 38's and 40's on a custom basis.
- Reducing the Keel Depth on the Grand Banks 49 for future models - At just over five feet, the draft on the Grand Banks 49 makes cruising plans a little more complicated in some regions. This is especially true in the Bahamas Islands located off the East Coast of the United States.



**Left:** Director of Manufacturing, Mr. Y.P. Wong, reviews a construction detail with Mr. Bob Philips, U.S. West Coast Sales Manager.





the boat, and the gas through an outlet above the waterline, resulted in a significant noise reduction of decibels within the cabin of a GB42. There is no water projected out into a quiet anchorage, so you'll keep your neighbours happy as well.

- As mentioned in the American Marine New issue, Vol. 24 No 1, the Aqua Drive Anti-Vibration system is now standard on all GB 46's and above. The thrust bearing used in conjunction with the constant velocity joint means that the full structure of the boat is bearing the load of pushing the boat, and not the engine mounts. The result is a significant reduction in vibration.

- Addition of a telescoping ladder for the GB42 Classic : If you are one of the 1,400 people who own a GB42 Classic, you are familiar with the bend and twist routine of going into your engine room. To have a fixed ladder makes movement and access required for general maintenance an issue. The new telescoping ladder is easy to extend from the main saloon and fold up once in the engine room. This will be a new option on certain GB's.

- Gen-Sep: A water and gas exhaust separator will soon be standard on all generators installed by American Marine and Grand Banks Yachts Sdn. Bhd. The system which separates the gas and water and then discharges the water into a through hull under

**Far Left:**  
*Another evolution coming out of the PDC meeting was the molded in fiberglass stairway to the flybridge. This is now standard on all Europa models.*



**Left:** *The stairway to the GB52 Europa flybridge in the development stage. Several versions were tested and mocked-up before the tooling was finalized.*





**Left:** *Shaping up the GB52 flybridge woodplug.*



**Far Left:** *New for EB38 and EB43 Fwd deck locker.*

- An extended swim platform will soon become the standard, and no longer an option. We realized that 75% of the new boat orders asked for this option and it made sense to make it standard.

- The stainless railing around the flybridge windshield (Venturi) will become standard. When cruising in any kind of sea and standing up, this option becomes a very nice addition. Again, realizing that 75% of new boat purchase orders listed this option, it was decided to make it standard.

- The exterior shower head will now be retractable into the box. This will result in a neater and clutter free deck.

In order to ensure the continued success of the Product Development Committee, we encourage you to send your input and ideas to your Grand Banks/Eastbay dealer or to one of our editorial offices listed on the front cover of this publication.



# COMMUNIQUE

## What Kind of Caulking Should I Use?

Dear Sirs:

I am the owner of Tortuga II, a GB42 Classic, hull # 181. Several areas of the hull need to be re-caulked, and I would like to know the correct method. I have received conflicting opinions from some of the boatyards in my area. Some suggest cotton caulking and some recommend a flexible caulking compound. Would you please advise me of the correct method Grand Banks recommends?

Sincerely,

**Gerald McCarthy**  
**Novato, CA**

Dear Mr. McCarthy:

*The wooden Grand Banks was built with the Carvel planking method. The best caulking material is cotton, since it will tighten the hull structure and will require less preparation than flexible caulking.*

*We recommend that a shipwright familiar with cotton caulking perform this repair. This takes a skill, which now seems to be lost with a lot of boatyards. Please do not hesitate to contact us if you have any additional questions.*

Sincerely,

**Fran Morey**  
**Service Manager**

## Looking for My Manual

Dear Sirs:

All my life I have wanted to own a Grand Banks boat, and at last, in my year of retirement, I have realized that ambition. I have just taken possession of a Grand Banks 32. She was built in 1977, but after a day spent cleaning and polishing, looks only a few weeks old! This is a real tribute to the quality of materials and workmanship of your company. I am sure I will be able to enjoy my years yet to come on this little ship. Her name is *Regina Maris*, and this also attracted me to her, since my wife's name is Maris. I now have two queens to serve!

Only one thing is missing, a handbook with the generator specs. Any chance of acquiring one for such a boat? Thanking you for your attention

Yours Faithfully,  
**David Dyton**  
**Essex, England**

Dear Mr. Dyton:

*On behalf of American Marine, may I say "Welcome Aboard". We are glad to hear that*

*Regina Maris is still in such good condition. In regards to your request for a generator manual, please note that in 1977, American Marine was not installing generators on board Grand Banks. The dealer or a local marina most likely completed this. We would recommend contacting the manufacturer of the generator, and they should be able to take care of your request.*

Sincerely,

**American Marine (S) Pte. Ltd.**

## Say it again

*Editor's Note- In looking back at past issues of the American Marine News, we can't help but notice some letters from owners that are just as timely as they were ten years ago, or for that matter twenty. Below we have repeated one such timely correspondence sent to us ten years ago.*

My wife and I are relatively new to boating and recently bought a Grand Banks 36, which we are extremely happy with except for one thing. We find the stainless steel hardware is starting to rust as are the stainless steel stanchions, especially at the welded joints and the stanchion bases. I thought stainless wasn't supposed to rust. Does this mean our boat is equipped with an inferior grade of metal?

**Jim Mitchell**  
**Kill Devil Hills, N.C.**

Dear Mr. Mitchell,

*Thank you for your question regarding the rust on your exterior stainless steel. Many new boat owners ask the same question.*

*The stainless on your GB is made from type 316 stainless steel, an excellent "marine grade" stainless. However, contrary to popular opinion, stainless steel, including 316, will "rust". It just does so at a much slower rate in a different way than ferrous metals like mild steel. The "rust" you observe on your GB in all likelihood has formed on the surface from the mineral residue left behind from impurities in rainwater, or from the normal salt air environment or from salt spray. Unless it is removed, it can form "rust" rather quickly.*

*In any event, stainless steel, like all exterior yacht surfaces, requires proper care to keep it looking new. We think you will find an automobile polishing or rubbing compound and a soft cloth will work very well at removing the rust. Once the stainless is clean and bright again, periodic use of a good metal polish such as "Flitz" will easily keep it looking that way. Many owners prefer to apply a coat of paste wax, which helps to prevent the mineral residue from adhering to the stainless steel surface.*



# PROFILE

Mohidin  
*Quality Control Manager*  
*Grand Banks Yachts, Sdn. Bhd.*



**M**ohidin joined American Marine in 1986, starting in the fiberglass shop. He was part of a conscious effort to hire a younger workforce, which would ensure American Marine remains competitive through the next century. His education in Polymer Technology was put to good use and he made several substantive changes in the glass shop. The end result was better quality and improved production efficiency.

Four years ago, Mohidin was transferred to American Marine's second factory in Malaysia, as Assistant Production Manager. He spent most of his time on the factory floor and helped build the initial foundation needed for the new factory.

He has since taken on the role as Quality Control Manager at Grand Banks in Malaysia. He still spends most of his time on the factory floor and a visit to the factory may find him trouble shooting in a variety of departments. He conducts regular training sessions for all the workers, to ensure they all follow the same message that quality has to be built into the boat during each and every stage in the building process. Judging by some of the boats being launched from the relatively new yard, it's working.

Married with three children, ages 4, 7 and 9, Mohidin spends his precious spare time with his family. He has also become quite the wizard on the internet.



# SUPPLIER CONTACTS

The following listing provides addresses and contact numbers for the suppliers of selected major components used on a Grand Banks.

## **Supplier** *Product*

**Alaska Diesel Electric, Inc.**  
*Gensets, Engines*  
P. O. Box 7054  
4420 14th Avenue NW  
Seattle, Washington 98107  
Tel: (206) 789-3880

**Aqua-Signal**  
*Navigation Lights*  
1680 East Fabyan Parkway  
Batavia, IL 60510  
Tel: (708) 232-6425

**Aquiadrive Systems, Inc.**  
*Sveska Uni-Cardan  
Engine Vibration Suppression*  
17 Avenue D  
Atlantic Highlands, NJ 07716-1007  
Tel: (908) 291-9392

**Bennett Marine, Inc.**  
*Trim Tabs*  
550 N.W. 12th Avenue  
Deerfield Beach, FL 33442  
Tel: (954) 427-1400

**Caterpillar Inc.**  
*Engines*  
P.O. Box 610  
Mossville, IL 61552-0610  
Tel: (309) 578-6369

**Coolmatic / Waeco**  
*Refrigeration*  
Wahning & Co GmbH  
Emadetten Germany  
Tel: 49-025-728-790

**Cummins Engine Co.**  
*Engines*  
4500 Leeds Ave  
Charleston, SC 29405  
Tel: (803) 745-1171

**FIC Corporation**  
*Shore Power Fuses*  
12216 Parklawn Drive  
Rockville, MD 20852  
Tel: (800) 638-6594

**Flojet Corporation**  
*Freshwater Pumps*  
12 Morgan Avenue  
Irvine, CA 92718  
Tel: (800) 235-6538

**Glendinning Marine Products**  
*Engine Synchroniser*  
740 Century Circle  
Conway, SC 29526  
Tel: (803) 399-6146

**Grohe America Inc.**  
*Faucets and Accessories*  
241 Covington Drive  
Bloomington, IL 60108  
Tel: (708) 528-7711

**Heart Interface Corporation**  
*Inverters*  
21440 68th Avenue South  
Kent, WA 98032-2416  
Tel: (800) 446-6180

**Hubbell Inc.**  
*Shore Power Systems*  
P.O. Box 3997  
Milford, CT 06460  
Tel: (203) 882-4800

**Hynautic Inc.**  
*Morse Controls  
Steering Systems (Hydraulic)  
Engine Control Cables*  
21 Clinton Street  
Hudson, OH 44236  
Tel: (216) 653-7736

**Imtra Corporation**  
*Lofrans Windlasses*  
30 Barnett Blvd.  
New Bedford, MA 02745  
Tel: (508) 995-7000

**Kobelt Manufacturing**  
*Engine Controls / Eastbay*  
8238 129th Street  
Surrey, B.C. V3W0A6  
Canada  
Tel: (604) 572-3935

**Lewmar Marine Inc.**  
*Hatches*  
P.O. Box 308  
New Whitfield Street  
Guilford, CT 06437  
Tel: (203) 458-6200

**Marine Air Systems**  
*Air Conditioning / Refrigeration*  
2000N. Andrews Street  
Pompano Beach, FL 33069-1497  
Tel: (954) 973-2477

**Marine Development Int.**  
*Sentry Battery Chargers*  
P.O. Box 15299  
Richmond, VA 23227-0699  
Tel: (804) 746-1313

**Norscott Shaft Seal**  
*C/O Ibsen Company  
Dripless Stuffing Box*  
P.O. Box 77071  
Seattle, WA 98177

**Onan Corporation**  
*Generators*  
1400 73rd Avenue N.E.  
Minneapolis, MN 55432  
Tel: (612) 574-5455

**Sabre-Perkins**  
*Engines*  
Wimborne  
Dorset, England  
(01202) 893720

**Soundown Corp.**  
*Engine Insulation / Coupling*  
17 Lime Street  
Suite 1  
Marblehead, MA 01945  
Tel: (617) 631-9611

**Twin Disc Inc.**  
*Transmissions*  
1328 Racine Street  
Racine, WI 53403  
Tel: (414) 638-4000

**U-Line Corporation**  
*Icemakers*  
8900 North 55th Street  
Milwaukee, WI 53223  
Tel: (414) 354-0300

**Volve Penta of the Americas**  
*Engines*  
1300 Volvo Penta Drive  
Chesapeake, VA 23320  
Tel: (804) 436-2800

**Westerbeke Corporation**  
*Generators*  
41 Ledin Drive  
Avon Industrial Park  
Avon, MA 02322  
Tel: (508) 588-7700

**ZF Industries Inc.**  
*Transmissions*  
777 Hickory Hill Dr  
Venon Hills, IL 60061-3182  
Tel: (847) 634-3500