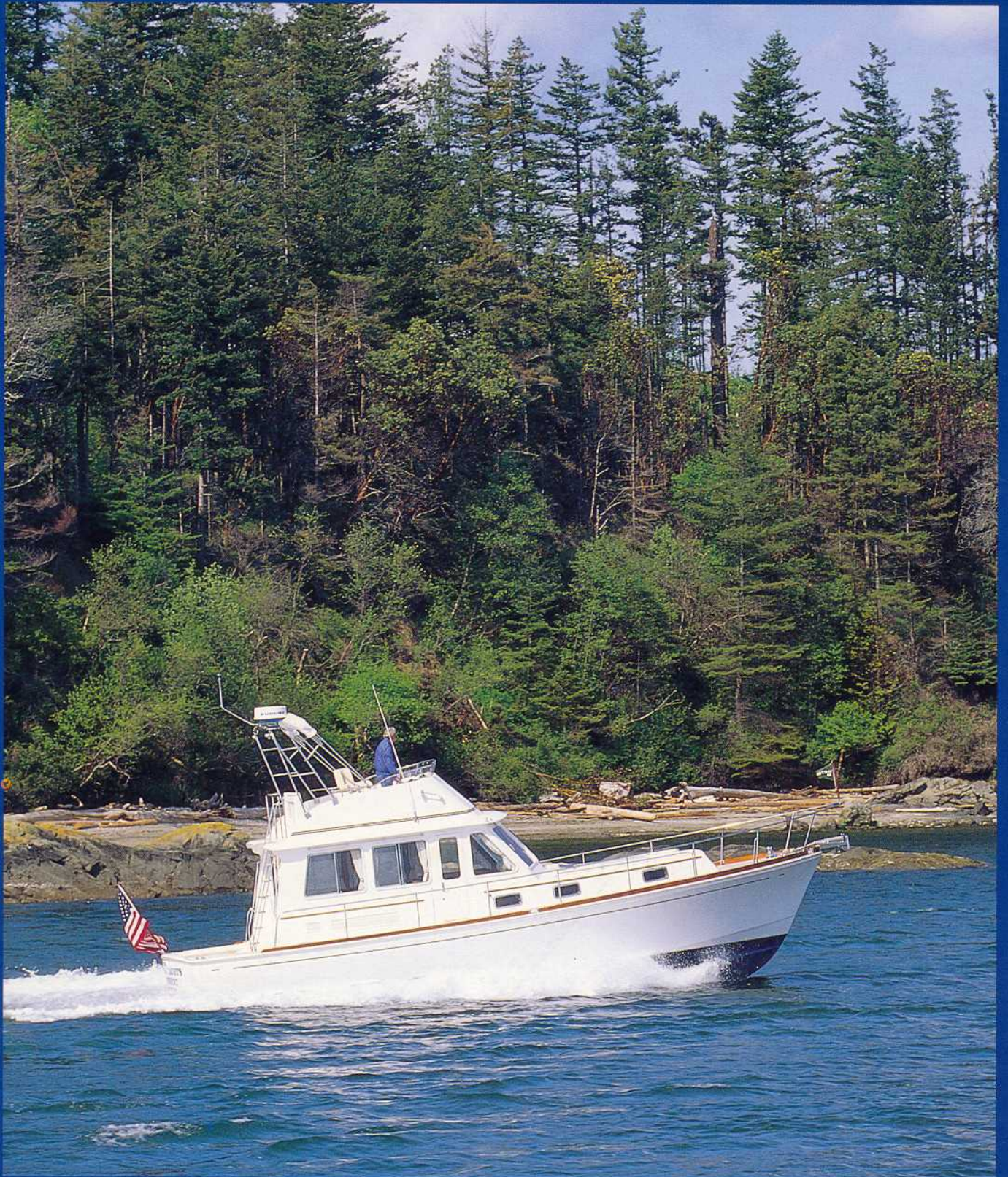


# AMERICAN MARINE NEWS

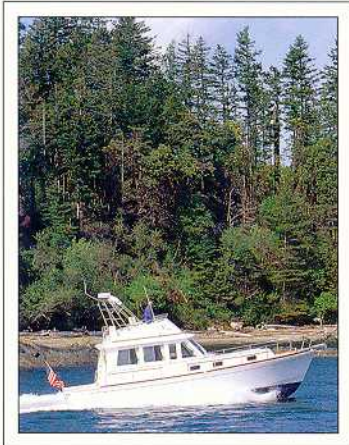
Vol 23 No 2/96



NEW BOAT PREVIEWS • LEG ONE OF *STORMY PETRELS'* CRUISE

# AMERICAN MARINE NEWS

Vol 23 No 2/96



*Cover: Eastbay 40 cruising at 25 knots in the Pacific Northwest*

## 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.

## 1 HAPPY CRUISING

Tommy and Me  
Leg One of Stormy Petrels' Cruise

## 8 BEACHCOMBING

## 10 NEW BOAT PREVIEWS

GB42  
GB52  
GB66

## 12 CUSTOM CORNER

## 14 RENDEZVOUS NEWS

Port Sidney  
SGBOA

## 16 COMMUNIQUÉ

What's It All About  
Changes to Rudder  
Adding a Refrigerator and Air Conditioning

## IBC PROFILES

Bruce Livingston  
*Plant Manager*

## BC NOTES AND NEWS

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# HAPPY CRUISING

## “Tommy and Me”

by Win Lauder

I was tempted to call this piece “My Father and Me”, but since we didn’t go around any capes and end of continents while delivering my new Eastbay 38 from Ft. Lauderdale to her new home at Casa De Campo, La Romana, on the southeastern end of the Dominican Republic, I decided “Tommy and Me” would do.

Tommy is of course, Tommy McCoy of Trawlers in Paradise. He has a swarm of Grand Banks (aren’t 14 Grand banks called a swarm?) for bareboat charter out of St. Thomas in the U.S. Virgin Islands. He is also the Grand Banks/Eastbay dealer in the Caribbean, and so, of course, my dealer.

I’d arrived in Ft. Lauderdale a week ahead of the expected departure to haunt the local chandeleries looking for stainless tools, spare parts, etc. I was unprepared after Tommy’s 4pm arrival in Miami to start shopping for groceries at 6pm. We had the shoppers at the local Publix Store staring and grinning as Tommy bellowed, “Anything special you like?” waving his arms at the well stocked store. “Vanilla ice cream” I reply. We make our way down the aisles, voting on everything, and the huge cart begins to overflow. At last we address the ice cream. Tommy grabs a

quart of Haagens, I say “That won’t fit in the freezer compartment” He carefully considers and replies “Sure it will”. This was my first (and it turned out to be my last confrontation with his captaincy) “I’ll bet you dinner and drinks in the Bahamas it won’t fit”, was my reply.

When we get the one month’s supply aboard for our one week trip, Tommy saves the ice cream for last and of course it fits, as would have three more. It was “Yes Sir” all the way down after that. The irony is that once we got underway we headed for every restaurant in our path.

The date was now January 9th and the forecast called for a strong westerly, so after a “farewell” dinner with Dan and Patty Loh of Grand Banks Yachts, we shut our eyes for four hours. At 3:00 am we fired up the twin 375hp Caterpillars for the first leg run to Nassau.

During the dinner with Dan there was some toasting to our voyage and I detected some very sincere evocations for aid. He was advising us against the winter weather, and seas in an open boat configuration. I think it was one of the first times anyone had taken an Eastbay 38 (with just a bimini top)



**Left:** After going through the Mona Passage, the seas became calm and turned into a beautiful Caribbean blue.

through 1000 miles of open ocean in the winter months. I think I toasted Ray Hunt, Caterpillar, and King Neptune, my buddy, but still I remember Dan saying (just like the good father he is) "You will be sure to call me-at every port!" Of course we did, just to tell him what a truly great sea boat American Marine had built.

The cruise log went as follows:

**January 10**

Cleared Ft. Lauderdale 0400  
 Bimini 0800  
 Nassau Harbor Club 1420  
 Total running time: 10 hrs 20min  
 Fuel 194 Gal  
 Distance 161 nm

**January 11**

Cleared Nassau 0800  
 Arrive George Town, Great Exuma 1530  
 Total running time: 7.5 hrs  
 Fuel 142 Gal  
 Distance 130 nm  
 Dinner at Peace and Plenty. I pay.

**January 12**

Clear Georgetown 0700  
 Arrive Rum Cay 1300  
 Total Running Time: 6 hrs  
 Fuel 64 Gal  
 Distance 55 nm

Big swells and chop. Rum Cay was great. Blackened Wahoo with lobster sauce on rice, and eggplant. Drunken banana dinner.

**January 13**

Stayed at Rum Cay. Swells continue.

**January 14**

Clear Rum Cay 0715  
 Arrive Provo West Caicus, Turtle Cove 1700  
 Bit of engine maneuvering in steep breaking entrance surf  
 Total Running time: 10 hrs  
 Fuel 220 Gal  
 Distance 190 nm

**January 15**

Clear Lu Provo 1300  
 Arrive Luperon, Dominican Republic  
 Fuel 251 Gal  
 Distance 190 nm  
 There was a steady 8-12 foot swirling seas which took the bow everywhere. Tried for Samana, but turned back for Laperon. Slowest speed of 9 knots.



**January 17**

Clear Luperon 0700  
 Arrive Samana 1630  
 Running Time: 9.5 hrs  
 Distance 160 nm  
 Lots of flying fish and dolphins

**January 18**

Clear Samana 0330  
 Arrive La Romana 1400

**Totals for cruise from Ft. Lauderdale to La Romana, Dominican Republic.**

Engine Hours 87  
 Miles 1,044  
 Fuel 871

**General Notes**

Due to the inclement weather, we remained at Rum Cay. When the wind started to let up from the west, it shifted to the N and NE, and blew 25-35 knots. The passage from Rum Cay to West Caicos (Provo), was what I call a "continuous car wash" with every swell, but never a wave aboard, anywhere. We slowed to 11 knots, then 9 knots in 9-11 foot seas. But the Eastbay didn't hammer the bottom, she split the water nicely.

The worst of it was our attempt to reach Samana on the North coast of the Dominican Republic from West Caicos. It finally got so unpleasant that we turned back to Luperon, avoiding Puerto Plata as everyone had advised. Luperon proved a happy choice.

The next day it was still blowing, this time from the SE. The ride was full of wind and waves all the way to the Mona Passage. The waves where the Caribbean meets the Atlantic, around the eastern tip of the Dominican Republic, were confused and conflicting. As we turned southerly around the eastern tip of the island of Hispanola, the water turned Caribbean blue, the seas smoothed out (water temp 79.8F) and we cruised 23 knots all the way home.

*Above: "Captain" McCoy and Winstar seeking shelter on the North Coast of the Dominican Republic.*



*Above: Tommy McCoy of Trawlers in Paradise and Winstar's proud owner, Win Lauder, after having completed the 1,100 mile trip.*

The Bahamas were cold (we left Florida with 27F), but it didn't stop Tommy from taking a hot water taft rail shower each afternoon after *Winstar* got her own bath. If Tommy can, I can, I said and then did. What a great piece of equipment the hand held shower is. We used it every day. Each day Tommy scrubbed the salt off the varnished teak rail with his hands and hose. And each day we looked like a brand new yacht, in spite of having gone over a lot of sea.

I suppose one indication of how it was aboard was the wonderful windshield wipers. They were on from the Gulf Stream to the Caribbean; the fresh water squinters used more fresh water than we did. But boy did they do the job. Bless them!

The radar proved just how lonely January was on our route. We saw only two coastal ships along the North Coast of the Dominican

Republic, and a lot of boats in the ports!

We stood 2 hour watches throughout the trip. The sleeper wedged himself in on the saloon parquet (about the center of the hull) and never moved. We always slept well-another tribute to Ray Hunt.

All the way down *Winstar* was the hit of the harbor. Some said she had the lines of a sailboat. Down here in the DR, she is a speed and beauty queen, distinctions I hadn't known I had. In short, the Eastbay 38 is a remarkably stable, seaworthy, powerful sea boat. That's why I call her my picnic boat-she gets to the picnic on time, anytime, and is sure a picnic to run. Thank you Tommy; thank you Dan.

Win Lauder  
Casa De Campo, Dominican Republic

## Squawks from *Stormy Petrel*, Part I

West Coast of Mexico to Columbia

**A**s we compose the information for the first in a series of articles on Howard and Jane Brubaker and their open ended cruise on the *Stormy Petrel*, we can't help but tip our hats to them both. Truth is that the majority of Grand Banks owners do use their boats for some extensive cruising, but the Brubaker's have embraced the lifestyle. Their goal is to visit every state in the United States that has a seaport. In doing so, they have cruised the backroads of both South and Central America. Listed below are excerpts from the Brubaker's Newsletter, Squawks from the *Stormy Petrel*, which they send to their friends and family.

February 20, 1993  
Manzanillo, Mexico

Hola Amigos! Equipped with our Spanish dictionary we have cruised south into the Mexican Riviera. Arrived Manzanillo (north of Acapulco) February 17th. We have stayed at numerous anchorage's since San Diego such as Cabo San Lucas, Puerto Vallarta. We have had warm, sunny weather and the water temperature is 80F. We have traded for lobster and have had many margaritas and Coronas in the famous and not so famous bars in the area. Cabo San Lucas was the most expensive port in Mexico thus far, with prices equivalent to those in the U.S.

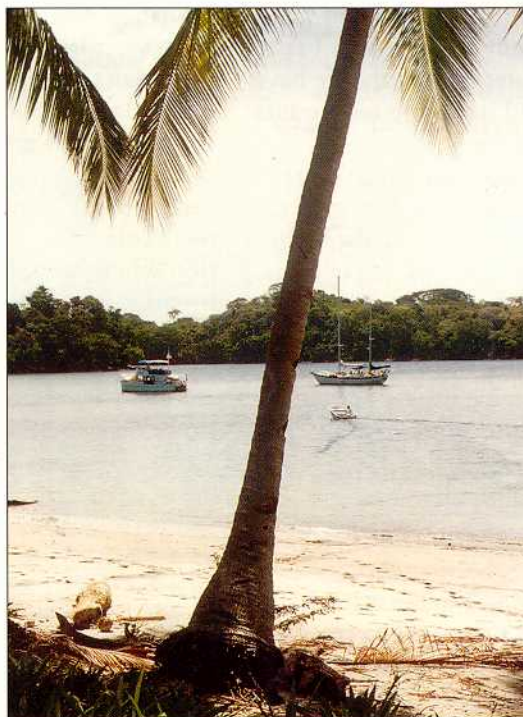
We have seen an abundance of whales, dolphins, flying fish and marlin. Mainland Mexico is

a beautiful country with tropical foliage and clean sandy beaches. Great fun!

Captain Howard and Primero Mate Jane

March 13, 1993  
Acapulco, Mexico

It is difficult to believe we have been in Acapulco for six days already. We are at a Marina in front of the yacht club and have full



Left: *Stormy Petrel* anchored off an island in North Panama, June 1993.

use of all the facilities such as showers, pool, bar, restaurants, etc. Buses are always available in front of the club, but we like to wait for the one with painted on palm trees since it is air-conditioned and also has a TV. Took a bus home late last night after dinner and saw how the town comes alive with lights and music. We have visited the San Diego Fort Museum, the local zoo, and took the boat out to the steep cliffs to view the high divers. It has all been great.

In every port, we have heard the roosters crowing to remind us of rural Mexico behind the resort hotels. Our yacht club membership has not helped us here. We are paying mucho dinero each day for dockage.

At the moment, the temperature reads 92F outside and 100F inside the boat. The humidity must be high as well. A local told me that March, April, and May are the hottest months before the rainy season begins. We are adapting by moving slower, sitting under fans, sitting by the pool, and looking for those air-conditioned buses while wearing as little clothing as allowed.

There are huge markets here for provisioning needs. I still have quite a stock of food on board from the states. Further south provisioning may become more difficult. Fuel and water have not been a problem even though I take precautions with the water on board. We have consumed the water and ice in the restaurants everywhere with no problem.

A few days ago a huge gray whale came in the harbor and surfaced just a few feet from the boats. We were all watching it circle the harbor to find the entrance to get the hell out of there. When we are underway the dolphins play with the bow of the boat and then surf in our wake as we pass. Better than the show at Seaworld. Howard has attempted some fishing but no fish so far. You will hear about it when he does catch his first fish.

**May 1st, 1993**

#### **Costa Rica**

After leaving Acapulco, we arrived in Huatulco to wait for good weather to cross the Gulf of Tehautepec. It was calm when we crossed one week later. We then arrived in



Puerto Quetzal, Guatemala and took a three day trip into the interior to Panahachul, a resort town on Lake Atitlan surrounded by volcanoes. It was cooler and a nice change from the heat. We then visited Guatemala's largest open air mercado and saw the picturesque countryside. La Union, El Salvador was our next port, and not one we would recommend. Then it was on to Corinto, Nicaragua where we hired a minivan to take us to Leon, Managua, and Granada. We then went to the top of Volcano Santiago which is active and spectacular. We saw Lake Nicaragua which is a fresh-water lake with sharks!

Managua central is in ruins from an earthquake the shook the area in 1972. Transportation in this country is ox-driven carts for carrying items such as ice, sugar cane, people, etc. Supplies are scarce in these countries. No visible signs of revolution where we went and the people were friendly. Jane started this letter, but I told her I would write next when we were in the tropics, which means things must now be green. We are 25 miles out of Puntrenas Costa Rica and the last two days have been green. The areas we have been to the north have been dry and brown, much like Southern California in the summer.

We are now 2500 miles south of San Diego. *Stormy Petrel* is performing nicely and much to the sadness of our sailboat friends, the weather has been calm and flat. Only one four hour period where we took spray over the bow, but no swells. Fuel and

**Above:** *Stormy Petrel hauled out in Cartenga, Columbia, March 1994.*

water have been a plenty. Sometimes one has to jerry can the precious juice but so far we have avoided this because the amount we carry ( 485 gals. fuel, 130 gals. water). We chlorinate the water ourselves, Jane boils the water she drinks but I have been drinking it out of the homestyle filter we have aboard. We have been eating ashore when we can and the food has been good, and for the most part inexpensive. Although it is possible to find U.S. prices if one ventures out to look.

In El Salvador we visited the town of La Union in the Gulf of Fonseca. This town did not do well in the civil war and it showed. The people were most friendly but I think somewhat sad. Again we were guests of the navy and they were very helpful. The Lt. in charge of the base spoke English as a result of training in the U.S. Our next stop 140 miles south was Corinto, Nicaragua. We had a fine time, especially the overnight trip to the interior that Jane described. Money has not been a problem along the way because all the countries take dollars or will cash travelers checks. In fact during the war in Nicaragua the currency was dollars. Probably because our government was paying the salaries of the combatants. After Corinto, we had our four hours of splash, but because we were close to shore (1/2 to 3 miles) we did not have any rough seas. The winds were due to gale force winds blowing in the Caribbean that swept across the valleys of Nicaragua. The trip to Costa Rica took 20 hours and the reward was the first anchorage since Ziwat that we could swim off the boat.

It is really interesting that the places you anchor along the coast are usually polluted by the local town, so the swimming is usually done at a beach that you can walk to or take a dinghy to. We like Costa Rica and are planning to stay for a while. Tomorrow we will go with the tide to the town of Putarenas in the Gulf of Nicoya. We hope to haul the boat there and scrape the

bad stuff off and put on some new bottom paint. It has been six months and being an old wooden boat we want to be sure we are not starting a worm colony.

The snorkeling is good here and the monkeys entertain us by singing in the trees onshore in some of the bays we have anchored in. Playa de Coco was a disappointment to us. We are not fond of black sand beaches and expected more since we had heard so much about the place. The boat really liked arriving at Bahia Potrero, Marina Flamingo since it was the first marina to charge its' batteries since Acapulco. The supplies in Costa Rica are more to our liking.

While cruising we have seen many turtles floating on top of the water. The birds perch themselves on the turtles' back. We have also seen manta rays flip out of the water that have been 12 feet wide. Many bird varieties to see. Many new experiences for us.

Our next big adventure will be going through the ditch (Panama Canal) sometime in June. More news from us then.

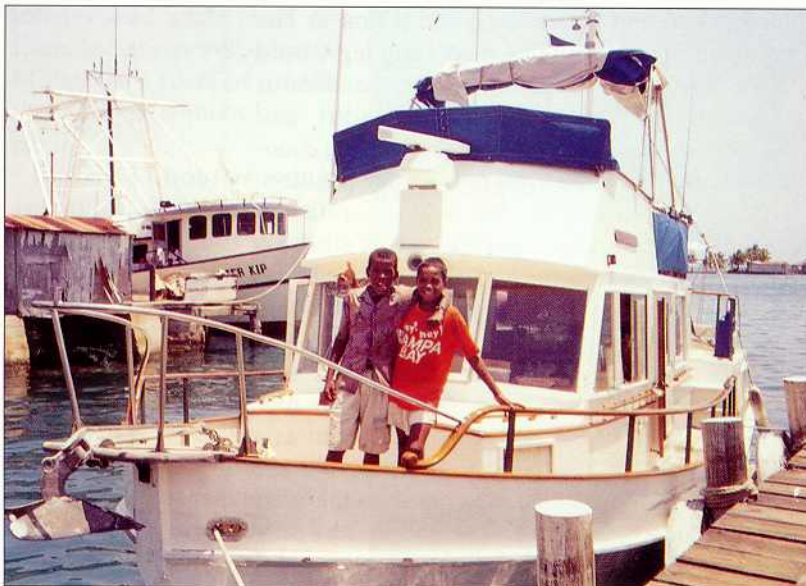
**July 10, 1993**

**Panama City, Panama**

Been wondering what happened to us? We've been living the extra good life in Panama City. Our last west coast city. So far our most pleasant stop for facilities, stores, restaurants, laundry machines and pubs. More on Panama later.

Our last letter took us to the Punta Arenas in the gulf of Nicoya, Costa Rica. As planned we hauled the boat to check the bottom and new bottom paint. No repairs needed so we were back in the water and heading southwest. An American, Bill Holden, has a boatyard here with room for only one boat. Price was lower than Long Beach but higher than Washington state. We rented a car here and toured inland around San Jose. The most spectacular night we had

was at Lodge Arenal which is located one mile from Volcano Arenal in the rain forest and hills. This is an active volcano and at night the eruptions show up bright red against the dark night. It was the best fireworks display we have seen. To get to the lodge we had to drive the rental car through a river and water came up to the floorboards. Four wheel drive vehicles are the best for this country.



**Left:** *Guanaja Island, Bay Islands, Honduras, May 1994.*

Much of the roads were unpaved and very rough.

From San Jose, Jane flew stateside for two weeks. While there Jane had a list a foot long filled with items we could not get in Costa Rica, although we could find many of these items in Panama. Anyway, Jane went home with one bag and returned with six bags of goodies. While Jane was stateside, Tom Caverly joined me and cruised the boat south to Golfito where we had lots of mail waiting for us. Mail is such a treat that we have read the letters and cards at least three times.

In Golfito we stayed at the Jungle Club (it really is a jungle) which provided good services such as laundry, meals, homebaked bread, fuel and water. Jane arrived here after a 7 hour plane ride, 7 hour taxi ride from San Jose and after provisioning we departed for Panama. Here, Sheryl, Tom's wife, will be joining us. We had been warned about drug activity and escaped prisoners along the coast, so we proceeded to buddy boat and pick safe anchorage's. We found islands in Panama even better than Costa Rica with white sand beaches lined with palm trees and clear, clean water for swimming and snorkeling when sharks were not present. Panamanians in pangas filled with fruits, vegetables and lobster came to the boat to trade for milk, sugar, school supplies, medicine and just about anything we could spare. They have no need for money. After passing Cape Mala during a rain-storm, we arrived at the

Balboa Yacht Club in Panama City close to the channel and have a great view of the huge freighters going through the canal. We have been here a week taking care of paperwork and paying our fee (\$226.00) for transiting the canal. We have been approached by many line handlers for hire but there are enough other boaters here that we are helping each other since we are required to have four per boat plus a skipper. Provisioning is easy since there are great supermarkets filled with many American products. Prices are less than Costa Rica but more than Mexico. The people are very friendly and helpful.

Some of you asked questions about certain aspects of our trip and I would like to take this opportunity to answer them.

**Stormy Petrel's Performance:** In a word, flawless. All systems have been working as we had planned. Diesel prices have been about 1.40/gal and readily available. I had to change a raw water pump impeller in El Salvador, after a

plastic bag covered our intake and caused over heating. This was in the Gulf of Fonseca and the place we anchored was very dirty. We took on fuel whenever we did not have enough to double the distance to our next destination and we could get it easily. Water has not been a problem and it has been drinkable the entire trip. We did always treat it with chlorine however. We did not opt for a water maker since we carry 120 gallons of freshwater and we spend so much time in ports and anchorage's where we felt it was not wise to use the system. We have not found an anchorage until Costa that would be clean enough to even swim in. We did take some dips when we could get away from shore activity.

**Crew, Long Runs, etc.:** We had one crew member, Tim Wright, with us until Manzanilla. We needed help for the several 30 hour trips and he turned out to be very helpful. The two of us took watches and this left Jane preparing the important meals and assisting. These long runs were aptly named the Zombie runs. We rarely traveled more than 10 miles out except, of course, to cross the Sea of Cortez and Tahuntepec. In that case we would be 100 plus miles out to sea.

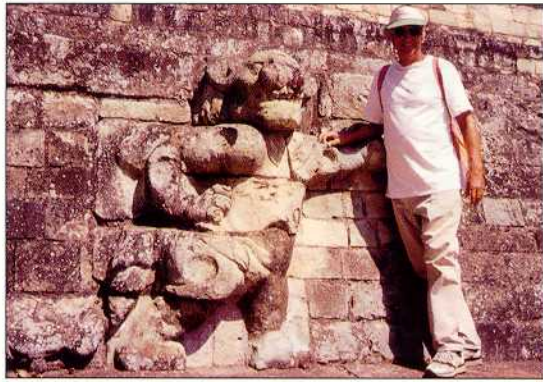
**Weatherfax, GPS:** We were able to use our weatherfax until we got to Costa Rica, then we needed voice reports and the Breakfast Club ham net provided us with very complete reports. It was very useful crossing Tahuntepec as the weather (sometimes fierce winds 50



knots plus) originated in the east. Due to our ability to get the weather information, we transited that 260 mile non-stop passage between storms and in flat calm water. It took about 35 hours. Jane and I were alone at that time as Tim went home earlier. The next long leg would have been 400 miles but since conditions changed in Guatemala, El Salvador and Nicaragua, we could stop and enjoy those countries as we did. The GPS tells us our position, speed, arrival time and what to have for dinner. Don't leave home without one! We have a Garmin 100 and for the \$600.00 paid it is by far our second most important item (boat being first). The machine has been flawless.

**Bottom Line:** We are very satisfied with our mode of transportation. Sailboats are nice and fun, but coastal cruising south requires a sturdy motor and at least 7.5 knots. We are inducting our new sailboat friends into the West Coast Cruising Power Association. The only other powerboat we have met is a 49' trawler

*Left: Howard and Jane Brubaker with friends in Honduras, Summer 1994.*



**Left:** *Mayan Copan ruins, Honduras, Summer 1994.*

from Sacramento. We sometimes keep each other company on the long legs and of course, talk on the radio.

**July 12, 1993  
Colon, Panama**

We transited the Panama Canal. It took us approximately 8 hours. There are three locks to go through and two very nice young Panamanians were our travel advisors. This made nine crew members on board. *Stormy Petrel* is now in the Caribbean and the crew on board, Tom, Sheryl, Jane and myself are excited about doing some swimming and snorkeling in the San Blas Islands. It was very exciting to transit the Panama Canal. The crew celebrated with champagne once *Stormy Petrel's* bottom was in the Caribbean Sea. We tied up at the Panama Yacht Club in Colon with satisfactory facilities. We were warned by the people constantly of the dangers in Colon. You visit in daylight and use taxis. Once we reach Cartagena, Columbia, we will stay through October.

**September 1, 1993  
Cartagena, Columbia**

After a few days in Colon we set out for the San Blas Islands. They were beautiful, just as you would picture the Caribbean with islands lined with white sand beaches and palm trees. We bought lobster and crab from the Kuna Indians as well as molas. Molasses are a form of art that the Indian women sew on cloth.

The 25 hour crossing - 160 miles to Cartagena from the San Blas Islands was with good weather but rough seas. We put the anchor down in front of Club Nautico July 26 after being towed about two miles for about \$16.00 US. We had entered the harbor which is about nine miles away from the marina. The temperature gage showed us

to be overheating. It's a sick water pump. We were fortunate not to be at sea. The sea gods are still favoring us.

Cartagena is exciting. The city was discovered by the Spanish in 1533, so we feel as though we have stepped into Chapter IV of Michener's book *Caribbean*. The pirates, such as Sir Francis Drake, stole the gold and emeralds stored here by the Spanish that they unearthed from the new world. The riches were taken by ship to Madrid along the ocean highway referred to as the Spanish Main. The Spanish then surrounded the city with a huge stone wall and built 29 forts around the city to prevent further raids from the buccaneers and pirates. There are 16 forts still standing as well as much of the wall. Some have become restaurants, shops, or museums. The torture house is a museum and the dungeons are tourist shops. There is a galleon that sank 276 years ago outside that harbor that has enough treasure to pay Columbia's national debt.

A friend of Howard's owns a condo here and is letting us stay in it as long as it is not reserved for someone else. It really seems like luxury to us after living on the boat for 15 months. The following are examples of some of the costs for us here in Cartagena. We employed a maid 3 days a week for \$12.50. The expert carpenter, Casanova, that is extending SP's aft cabin to the rails is being paid \$15 a day plus lunch 7 days a week even though he works 5 1/2 days. His son is his assistant and we pay him \$15 a week. Howard is very pleased with the work thus far. A taxi from one end of town to the other (5 miles) is \$1.63. Eating out and groceries are reasonable.

**Editor's Note**

*Stormy Petrel's* cruise will continue in the next issue, through the Yucatan Peninsula and onto the East Coast of the U.S.

**Below:** *Stormy Petrel anchored off Key West, Florida, July 4, 1994.*



# BEACHC

GB42-1050

*Joyful*

Punta Gorda  
Florida  
USA

Pictured here is Mr. Bob Williams taking delivery of his Grand Banks 42 Classic, *Joyful*. He and his wife Donna bought the 1988 GB42 from the original owners, Chuck and Linda Couch. Bob and Donna were coming out of an Island Packet 35 and were looking for "total comfort and unsurpassed quality". They found it at Marlow Marine when they visited and stepped aboard 42-1050. *Joyful* now resides at the Williams' dock behind their home on Florida's west coast.



GB36-407

*Dewing Time*

Epping  
NSW  
Australia



The Dewing family purchased their GB36 two years ago, after owning a succession of sailboats, including a 42' wooden yawl. After purchasing *Dewing Time*, a previously neglected 36, they began a restoration project. The boat was still sound, but "cosmetically challenged". The majority of the work took place at the new Australian Dealer, Bayview Anchorage. The *Dewing* family try to use the boat as often as possible in the Pittwater-Broken Bay area of the New South Wales coast. We hope Brian, Maree, Samuel, and Kieran many more years of enjoyment on *Dewing Time*.

GB32-

*Grand Molly*

Lake Tahoe  
California  
USA

It must have been a strange sight, a GB32 being hauled over the Sierra's to Lake Tahoe. But that is what the Morrison family did; joining two other Grand Banks at the Tahoe Yacht Club. The Morrisons, who also own a classic mahogany runabout, enjoy their Grand Banks for family gatherings. With plenty of shade and entertaining space, their Grand Banks is the perfect compliment to their runabout.



EB38-015

*Classy Lady*

Ft. Lauderdale  
Florida  
USA



No need to readjust your eyes, this photo shows an Eastbay 38 with a fixed Tuna Tower. *Classy Lady*, owned and operated by Donald Dorini of Ft. Lauderdale, FL has turned his Eastbay into a real fishing machine. While fishing out of Chub Cay, Bahamas, *Classy Lady* hooked up with big fish near Joulters Cay. The lucky angler fought an exhausting 40 minute battle before the fish was brought to the stern of the boat, where the fish was released allowing it to return to the Atlantic. *Classy Lady* is one of a few Eastbay's with a tower.

# COMBINING

## GB36-835 *Rio Grande*

Bracknell  
Berkshire  
United Kingdom

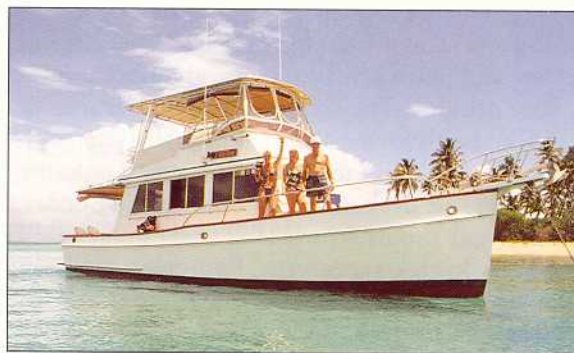


The Cookes, along with their four children, have spent many happy hours cruising on *Rio Grande* over the last eight years. Here she is on a corporate charter dressed up to take the salute from the Royal Yacht Britannia during the D-Day celebrations. The *Rio Grande* is used year round and has extensively cruised the French coasts of Normandy and Brittany, as well as the beautiful Channel Islands.

## GB36-767 *Lube-Yan*

Palmas del Mar  
Puerto Rico

This photo may help cure the winter blues for those of you stuck in the cold. It shows Mr. Carlos Lube, his wife Jeanette, and his sister-in-law Lynn, aboard the Grand Banks 36 Sedan, *Lube-Yan*. She is anchored at the island of Vieques, which is approximately 12 miles off the east coast of Puerto Rico. Mr. Lube enjoys cruising these waters and those of the U.S and British Virgin Islands. Mr. Lube previously owned a 39 foot sail boat, but felt the Grand Banks would fit better into cruising plans.



## GB46-170 *Sazarac*

New Orleans  
Louisiana  
USA



J.J. Ranna and his wife B.J., the proud owners of *Sazarac*, a 1996 Grand Banks 46 Classic are shown taking delivery at Marlow Marine in Snead Island, FL. The Rannas are from New Orleans and named their new boat after a famous local libation. *Sazarac* cruises the Gulf of Mexico, Florida, and the Caribbean.

## GB49-115 *Coeur de Bois*

Channel Islands

Taking time out to visit the Southampton Boat show are Mr. and Mrs. Lindsay Baines from the Channel Islands. Their new GB49 Motoryacht, *Coeur de Bois*, was purchased from Boat Showrooms of London. *Coeur de Bois* was featured on the cover of the March 1996 issue of *Motor Boat and Yachting*. This is the Baines second GB. Before purchasing their new GB49, the Baines previously owned a GB42 Classic.



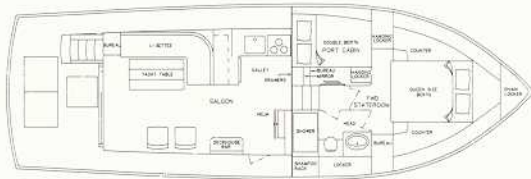
# NEW BOAT

## The New GB42 Europa

If you are walking around the boat shows over the next few months, you may happen to spot a familiar sight. It is the new and updated Grand Banks 42 Europa. The 42 Europa was first introduced in 1979. When the hull mold of the 42 was expanded in 1991 for increased length and beam the 42 Europa was temporarily discontinued as the deck mold was re-tooled.

The new expanded Grand Banks 42 Europa takes advantage of the increased water line and beam providing several different interior options. The standard layout features an island berth forward, port side guest stateroom, and an expansive main saloon opening onto the covered aft deck through double sliding doors. Optional layouts are available and can include a galley down arrangement. Particular attention has been given to the access to the flybridge from the aft deck. Fiberglass and teak molded stairs ease the process of climbing to the bridge, while providing additional storage in the base of the stairwell.

The standard equipment list is extensive. Highlights include an 8.0 kW generator, teak decks, three-station windlass, refrigeration,



LOA	43' 3"	13.18m
LWL	41' 1"	12.53m
Beam	14' 1"	4.29m
Draft	4' 2"	1.27m
Displacement	34,000lbs	15,422kgs
Water	265gal	1,000liters
Fuel	600gal	2,270liters

Corian countertops in the galley, hand crafted teak interior, inside steering, and a hand crafted teak parquet floor. Cruising speeds from 9-17 knots are possible, with a top speed of 19 knots, depending upon the engine package. A variety of diesel options are available, including a single engine installation.

The Grand Banks 42 Europa will be available for inspection starting in late 1996 in the United States, Europe and Asia. Contact your Grand Banks Dealer for more information.



**Left:** A new GB42 Europa fresh out of the factory.

# PREVIEWS

## Sneak Preview: GB 52 Europa

If you happened to walk through the Singapore facility of American Marine, you would see another new launch from Grand Banks. Due out this summer, is the new Grand Banks 52 Europa which features a raised pilothouse. A variety of interior layouts are available, offering private separated owners and guest accommodations and a large, open main saloon. The pilothouse features ample seating, and a slide away privacy bulkhead. There is also access from the pilothouse to the

flybridge. For a sneak preview of this very special yacht, contact your Grand Banks Dealer.



## Hull #1 of the GB 66 is Delivered

This past July, Hull #1 of the Grand Banks 66 arrived in Seattle, Washington. The largest offering in the Grand Banks line, was built for an experienced couple who plan on operating the boat themselves. They purchased the boat through Grand Yachts Northwest, the Grand Banks dealer in the Pacific Northwest. When the tooling was built for the Grand Banks 58, it was designed to extend in order accommodate the extended cockpit, thus creating a 66 footer.

Bob Phillips of Grand Banks Yachts, and the staff of Grand Yachts Northwest worked closely with American Marine in designing and building this very customized boat. The standard 66 model features a flybridge, although the owners of Hull #1 opted for an enclosed pilothouse to extend their cruising season. By creating the upper level pilothouse, the area generally reserved for the lower helm station became an expansive U-shaped galley, which rivals many household kitchens.

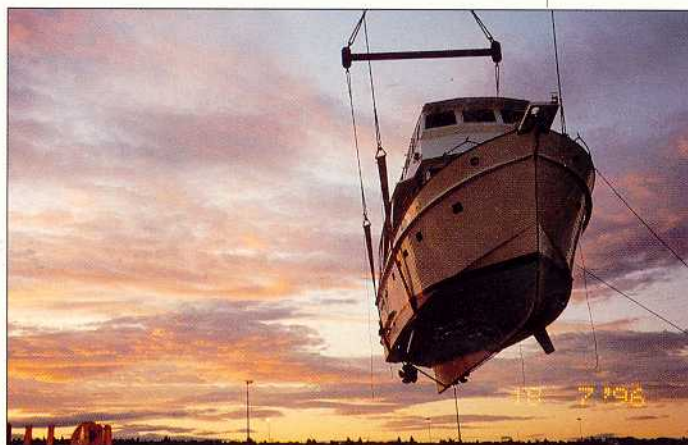
Additional custom features include a hand crafted desk in the main saloon, an integrated entertainment center with a lift-up television, a separate day-head in the upper pilothouse, and wing and aft cockpit controls. Both the owners and forward guest stateroom feature king size beds. An additional guest/crew stateroom is forward and includes V-Berths.

Access to the engine room is in the aft cockpit through a watertight door. Hull #1 is powered with a pair of MAN 680 horsepower diesels providing a top speed of 16 knots. At 2000 RPM the boat will cruise at 12 knots.



LOA	66' 2"	20.2m
LWL	61' 8"	18.8m
Beam	17' 6"	5.33m
Draft	5' 9"	1.8m
Displacement	110,000lbs	50,000kgs
Water	423gal	1,883liters
Fuel	2,070gal	7,835liters

*Below: The Grand Banks 66 out of the water makes for an impressive sight as she is offloaded on an early morning in Seattle.*



# CUSTOM

## GB42 Classic - *Resolution*

**T**he Grand Banks 42 Classic shown here was built by Grand Banks Yachts in Malaysia for the president/ owner of our Pacific Northwest dealer, Grand Yachts Northwest.

Working with a professional interior decorator, the owner had the main saloon altered to accommodate more of a "couch" like seating arrangement versus the traditional settee. Additional storage is located underneath the coach.

Other features include a hi-lo table which hides two teak stools when lowered, and gives the table a chest like appearance. The area is flanked by book shelves and an entertainment center. Because of the additional restrictions on disposing of trash in the Pacific Northwest, the galley is equipped with a trash compactor which recesses into the port-side of the helm area, just opposite of the galley stove.

Finally, in order to accommodate the owners busy schedule of operating three thriving

dealerships, the boat is equipped with a Satcom communication system. This allows the boat to cruise far from home, but still allows the owner the ability to communicate with the office (if he wants to).



**Above:** Resolution cruising in the San Juan Islands in the Pacific Northwest.

**Left:** Resolution's main saloon with custom seating and hi-lo table.

# CORNER

## GB36 Motoryacht - *Sandpiper*

**D**ue to need for additional storage and working space, Bill and Jean Crescenzo had Marlow Marine of Snead Island Florida build a personalized desk in the V-Berth of their GB36 Motoryacht, hull #1079. The *Sandpiper* was the Miami Show Boat in 1995, and sold by Marlow Marine. The Crescenzos, who permanently live aboard *Sandpiper* have certainly found a creative way to put this to good use.



**Left:** Desk built by Marlow Marine of Snead Island Florida.

## GB42 Europa - *Sea Robin*

*Mr. Ried Bridges of Santa Barbara, California writes to us with the following regarding his father's Grand Banks 42 Europa, Sea Robin.*

top is in place. *Sea Robin* has participated in most of the fishing tournaments in the Channel Islands area over the last couple of years.

**I** have enjoyed seeing what other GB owners have done to their boats in terms of enhancing their ability as trawler-sportfishers. One problem remained. A suitable bait tank that looked as if it actually "belonged" on a GB. In other words, how to install a fiberglass tank that doesn't detract from the boat's classic lines (and/or doesn't look like a trash can on the swim step).

Well, I think I've come up with the solution. It is as functional as good looking.

The tank incorporates a Pro Flow 27 gallon oval tank and doubles as a table when the



**Left:** A creative solution for building a bait tank.

# RENDEZVOU

## Port Sidney Rendezvous

**A**s usual, the turnout at the Port Sidney, British Columbia rendezvous was formidable. A total of 192 boats from the British Columbia and Puget Sound Owners Association were on hand for the 1996 Annual event held from May 23-26. This is by far one of, if not the largest gathering of Grand Banks.

Even though the event was so large, the 28 volunteers on hand made special efforts to ensure the camaraderie of the event was not diminished. The beautiful weather also helped add to the success of the gathering.

There were a wide variety of activities, including seminars on boat maintenance, tips, etc., shopping trips, and miscellaneous games and contests. A delicious buffet dinner for almost 400 people was held at Theo's restaurant. Many of the attendees were lucky enough to win some of the \$8,000 worth of prizes given away.



*Above: Boats arrived in a variety of sizes.*



*Left: A record 192 Grand Banks/Eastbay yachts turned out for the British Columbia rendezvous.*

# BOATS NEWS

## Southern GB Owners Association

**T**he SGBOA is planning its 1997 Rendezvous and tune up cruise for March 13-16 at the South Seas Plantation, Captiva Island on Florida's beautiful west coast. The tune up cruise for the "Bahamas Cruise '98" will leave for Key West and the Dry Tortugas from the rendezvous site immediately following the close of festivities.

Marlow Marine, the principal sponsor of SGBOA will have one of their skilled mechanics on hand who will travel with the group and offer any assistance if needed. Other sponsors are being lined up as well.

These plans are the result of input from the Association members at the last rendezvous in January of 1996. This was the Association's first formal activity and the response and turn out was overwhelming. Nineteen boats were registered and 15 showed up at the Bradenton Yacht Club, site of the first rendezvous. The opening night of activities included registration, distribution of personalized Tote Bags and a Welcoming Party sponsored by Grand Banks Yachts, featuring Cocktails and Hors d'oeuvres. Ed Roberts of Grand Banks was on hand to help welcome attendees and lend a hand. Many members from out of town who didn't bring their boats south for the winter also attended. In all, over 70 people attended the Awards Banquet on Saturday night.

Among the recipients of the award plaques were: Karl and Eileen Rauschert (GB46EU-173, *Tiger*) and Michael and Rhea Dow (GB36MY-1095) for newest boats purchased. Chuck and



**Left:** Dave and Debbie Nichols receive their award for the "Longest Distance Traveled"

Linda Couch received the award for the most extensive refit for their GB46-52, *Lady Avalon*. Joe Streacker was honored as the "Hurricane Survivor" for GB42-293, *Ob So Slow*. Hugh and Ethel Swift received the award for the "Longest Ownership" as result of owning GB32-600 "1 *Swift Kick*". David and Debbie Nichols received the reward for the "Longest Distance Traveled" with their GB42-224 "*Star of the Sea*". David and Debbie also used to own a GB50 by the same name. Cindy Wilcox who owns EB38-24 received the award for the "*Most Improved Boater*". Last but not least, Don and Barbara Walker received the "Oldest Boat" plaque for their GB32-41, "*Loblolly*".

If you would like to join the Association or are a member and have not been receiving your newsletters please write Marlow Marine at 4204 13th Street Court West, Snead Island, FL 34221. Please include your name, address (and e-mail address if you have one) phone, fax, and boat name/size/model/hull number.



**Left:** 1996 Southern Grand Banks Owners Association

# COMMUNIQUE

*The following was taken from the Puget Sound Grand Banks Owners Association Newsletter, edited by Ken Watters. We felt you might enjoy it as well.*

## What It's All About

It's too easy during most of the year to forget what owning a Grand Banks is all about. After all, there are lots of daily concerns which have nothing to do with boating. Even when on the boat, most of the time it seems one is preoccupied with maintenance or repair chores which aren't always pleasant. That's why I'm so grateful for summers in general, and this past summer in particular.

As many GB owners do, 4th of July's crew makes a point of getting away on the boat for as long as possible each summer. This summer seemed to be one of the best. In part, I'm sure the good weather helped, but we also did something a bit different this year. Mostly it seems we are always going somewhere-around Vancouver Island, to northern BC, etc. This time we just went to the west coast of Vancouver Island and proceeded to enjoy it. We sat at anchor for up to seven days at a time while we swam, fished, explored and just generally had fun-and have fun we did! We still managed to put almost 150 hours on the engines, but for the first time we put more than half that much on the genset. We were often reminded how fortunate we were to be in a Grand Banks by compliments received at Marinas, other boaters' complaints about rough water, our fuel bill, and just general all around comfort.

That's what it's all about.

## Changes to Rudder

It is with great pleasure that I have an opportunity to write to American Marine and congratulate you on your high standard of excel-

lence both in the choice of materials and the method of construction.

My vessel (GB32-610) was built in 1977, and purchased by myself in 1992. At that time, I commissioned a professional marine surveyor to conduct a full inspection. It is a credit to your boatyard that the concluding statement was to the effect that the present condition of the vessel is as good as the day she was delivered new.

Unfortunately, on taking possession of the craft, no wiring diagram was included in the inventory. This has caused a few problems in upgrading the electrical systems as well as fault finding. Therefore, I would be most grateful if you could supply a copy of the wiring diagrams.

Secondly, I would be interested to know if over the years you have made any design changes to the rudder size or profile in order to improve on overall seakeeping abilities during adverse weather conditions. This would give the helmsman some relief from the continual need to oversteer.

My congratulations on producing a fine boat that can weather a good blow and stands out in the marina alongside the plastic and stainless steel weekenders.

Yours sincerely,

**Brian Apps**  
**Meopham, Kent**  
**United Kingdom**

*Dear Mr. Apps,*

*We received your letter and were delighted to hear about the excellent condition of your boat.*

*As for the wiring diagram, we have attached in this letter all the diagrams and schematics for your GB32.*

*Regarding the rudder size and profile. We are still using the same rudder size and form, but have changed the material construction from bronze to fiberglass. Based on our drawing, the rudder originally fitted to GB32-610 was bronze. If you feel that the steering is too heavy during adverse weather conditions, you may want to remove*

*the trailing edge of your rudder by about 2 inches along the edges from top to bottom. We believe that this will help to ease the steering function without adversely affecting performance.*

*We hope that you continue to enjoy your Grand Banks for decades to come and we will be obliged to give you our best support.*

## Adding a Refrigerator and Air Conditioning

I am the owner of GB36-571. Can you kindly give me some advice? I wish to add extra refrigeration and am considering placing an insulated box on the flybridge with the 240 volt compressor in the locker under a fly-bridge seat.

I am also considering adding an air-conditioning unit to be installed on the flybridge and ducting it into the saloon.

I estimate that these two additions would add perhaps 300 kilograms on the flybridge with the refrigerator full. Would this significantly upset the stability of the boat?

I would be grateful for your help in this matter.

Yours,

**David Robinson**  
**Toowong, Queensland**  
**Australia**

*Dear Mr. Robinson,*

*We received your fax regarding your intention to add extra refrigeration and air conditioning.*

*We have calculated that the addition of 300 kilograms on the flybridge would not significantly upset the stability of the vessel.*

*As for the compressors, you may want to minimize the effect of the noise by placing them on rigid platforms*

*Please feel free to contact us again if you have further queries and happy boating.*

# PROFILE

## Bruce Livingston *Plant Manager, Malaysia*



**B**ruce Livingston joined American Marine this past spring as the Plant Manager of the recently opened American Marine facility in Malaysia. Bruce had been working in Asia for 13 years, from 1982-1995. As the General Manager for Little Harbor Marine Enterprises (Taiwan) he built the respected Little Harbor line of sailboats. Bruce then became the General Manager of Little Harbor Custom Yachts which coincided with their move to the American Marine facility in Singapore. Little Harbor's were built by America Marine under Bruce's watch from 1993-1995. In May of 1995 the Little Harbor contract was completed and Bruce returned to the USA as manager of the newly restructured Ted Hood Yacht Builders of Portsmouth, Rhode Island. While in Rhode Island, Bruce supervised the construction of several Ted-Hood custom power boat designs.

Bruce has supervised the building of over 100 Ted Hood designed sailboats and powerboats ranging in size from 42-75 feet. Each of the boats was built to the owners specifications and many of the interiors were very customized. Even though the move back to the United States was meant to be permanent, Bruce's stay in the US was short lived. Bruce accepted the job as Plant Manager at Grand Banks Yachts, SDN. BHD and moved back to Asia.

Bruce graduated from the John Hopkins University in Baltimore, Maryland in 1975 and completed his Masters Degree at King's College, University of London in 1977. His wife of 11 years, Hsiao-chun (Jennifer), and daughters, Kavanaugh and Katherine have recently joined Bruce to take up residence in Malaysia. For relaxation, Bruce plays as much tennis as time allows and also tries to maintain a golf handicap of 18.

Please join us in welcoming Bruce to the Grand Banks family.

# NOTES & NEWS



## Great Lakes Grand Banks Owners' Association is Formed

Dick Hoffman, Bob Holzkamp, Steve Kozzerowitz, Rich Kruke, and Rob Smith are the current board of directors for the GLGBOA 1996-97 term. They are publishing an informative newsletter, as well as organizing an annual summer rendezvous. Plans are for a repeat performance of last summers' rendezvous in Sheboygan. Mark your calendars for August 8-10, 1997. If you would like to join the GLGBOA, contact: Rob Smith, PO Box 155, Bristol, WI 53104. E-mail: 76341.350@compuserve.com



## Grand Banks is Back in Australia!

The Grand Banks and Eastbay representative for Australia, Bayview Anchorage, recently took delivery of a brand new 1997 Grand Banks 36 Classic. As highlighted in the last newsletter, Bayview Anchorage is located at Baker's Marina and Yacht Company on the southern part of Pittwater, which lies to the west of Sydney's northern beach suburb's. For additional information, please contact: Bayview Anchorage, 17/1714 Pittwater Road, Bayview N.S.W. 2104, Australia. Tel: 61-2-9999-4251, Fax: 61-2-9979-5766



## Hal Jones & Co. and Palmer Johnson Yacht Sales Have Launched Web Sites

Hal Jones & Co. of Ft. Lauderdale, Florida and Palmer Johnson Yacht Sales of Sturgeon Bay and Racine, Wisconsin have developed a presence on the World Wide Web. Both sites include information about their particular dealerships, as well as additional information on both Grand Banks and Eastbay. Viewers can access the Hal Jones & Co. site at <http://www.hjcyachts.com>. The Palmer Johnson Yacht Sales site can be accessed at <http://www.palmerjohnson.com>. Both sites can also be opened throughout the Dealer Page of the American Marine Site, at <http://grandbanks.com>.



## Southern Rendezvous of Grand Banks Owners Scheduled for May, 1997.

Space is limited at the next Southern Rendezvous of Grand Banks Owners scheduled for May 8-11, 1997. As in the past, the event will be held at the exclusive Angler's Club in Key Largo, Florida. For more information, contact Hal Jones & Co. at 954-527-1778.



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