



# AMERICAN MARINE NEWS

VOL 19 NO 1



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Cover: Grand Banks 58-001 underway in home waters off Singapore made its public debut at the Norwalk (Connecticut) International Boatshow September 13, 1990.

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## EDITOR'S NOTE

One thing Grand Banks owners the world over have in common is an enthusiasm for sharing their version of the Grand Banks experience. Our aim in publishing the *American Marine News* has been to give you, the GB owner and enthusiast, a chance to share that experience in the form of interesting reading. Whether it was a short update on the latest leg of a cruise, the full account of a passage to an exotic port, a technical question, or a tip on a custom feature, you have made this publication both written for and written by our readers. We are grateful for that support and hope you will continue to submit material you think will be of interest to those who share the world of Grand Banks.

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26 Jalan Terusan, Singapore 2261. Tel: 2650511 Fax: 265-2537

**U.S. Editorial Offices:**  
**GRAND BANKS YACHTS LTD.**

563 Steamboat Road, Greenwich, Connecticut 06830. Tel: 203-869-9274 Fax: 203-869-1808

**GRAND BANKS YACHTS LTD.**

3355 Via Lido, Suite 225, Newport Beach, California 92663. Tel: 714-675-5846 Fax: 714-675-2133

## NEW DEVELOPMENTS

# Grand Banks 58 Hull Number One

In April, American Marine proudly launched hull number one of Grand Banks 58.

Although the project was essentially intended to be a modernization of the former GB50, producing a new model the scale of the GB58 was no small undertaking. A full-time project director was hired to help coordinate the many many hours of planning, engineering and

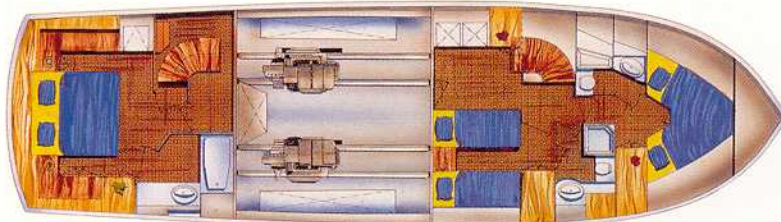
production required to develop hull number one.

Upon completion, the first GB58 prototype remained in Singapore undergoing performance seatrials and equipment evaluations. In June, 58-01 christened *Legacy* was shipped to the East Coast of the United States for its North American debut.

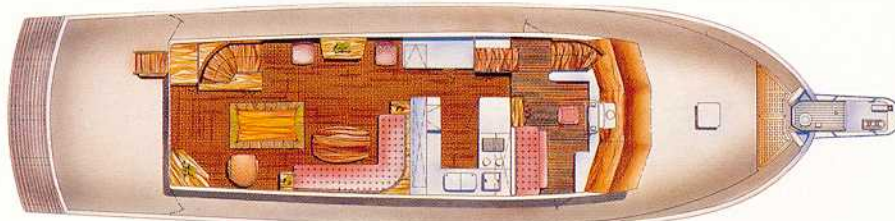
*Legacy* has enjoyed considerably favorable reviews as she has made her many ports of call. From the Newport (Rhode Island) Rendezvous through the fall boat show season to her temporary winter home in West Palm Beach, Florida the GB58 quickly earned a reputation befitting her name.

### GRAND BANKS 58 — STANDARD CONFIGURATION

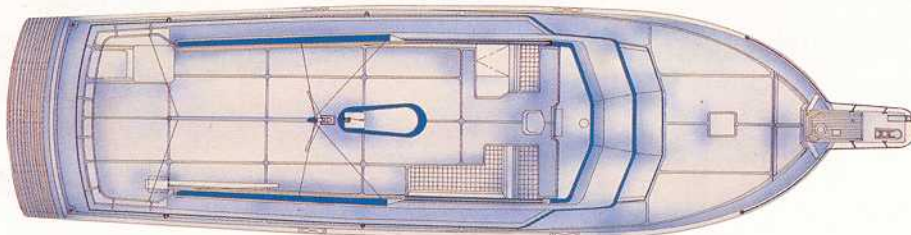
#### BELOW DECK PLAN



#### MAIN DECK PLAN



#### FLYBRIDGE PLAN



Layout modifications are available subject to factory approval.

#### SPECIFICATIONS

LOA	58'11"	17.86 m
LWL	54'4"	16.56 m
Beam	17'6"	5.33 m
Draft	5'6"	1.68 m

Water	450 galls	1,703 lit
Fuel	1,650 galls	6,245 lit
Holding	120 galls	757 lit
Displacement	100,000 lbs	45,455 kg

#### Bridge Clearance

Mast up	32'0"	9.75 m
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Mast down	18'0"	5.49 m
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Launching ceremony of GB58-001 in Singapore.



Aft deck with optional teak decking.



A commanding view from the centerline helmseat.



*Pilothouse with complete instrumentation and controls.*



*Accommodating main salon with hi-lo yacht table.*



*King sized master stateroom.*



*Full width engine room.*

## BEACHCOMBING

### **GB42-783** ***Mulubinba II***

Wickham, Australia

Shirley and Geoff Sanderson certainly know what it means to cruise extensively in their GB. Pictured here is their former *Mulubinba* GB36-430. Between the two boats they have sailed the waters of the South Pacific, the Mediterranean and most in between including a non-stop passage of 993 miles and one of 1,633 miles! When we last heard from the Sanderson's they were choosing between further cruising to Malaysia and Indonesian or to the canals of Europe.



### **GB46-076** ***Tall Cotton***

Vero Beach, Florida  
U.S.A.



Doyle Cotton of Vero Beach, Florida is pictured ready to leave Ft. Lauderdale after putting the finishing touches on his new Grand Banks 46. This is Doyle's second Grand Banks (previously he had a Grand Banks 49 Motor Yacht). He purchased the 46 from Hal Jones & Co.

### **GB42-790** ***West Wind***

Tiburon, California  
U.S.A.

John and Myrna Pesce sold their 1974 GB36-403, *West Wind* and immediately began their search for a GB42. They drove from San Diego, California to Portland, Oregon, stopping at all the ports looking at what was on the market. They found their dream, a 1983 GB42-790 in Portland, Oregon. They bought *Dutch Treat* and motored down the coast to their home port, Paradise Cay, Tiburon, California. They took a short cruise to Monterey and Santa Cruz last September and this summer they are planning an eight week cruise to all the ports along the Southern California coast.



### **GB42-210** ***Kindred***

Vancouver, B.C.  
Canada



David and Janie Aitken purchased *Kindred*, their GB42-210 in January 1989. Cruising out of Vancouver B.C. along with children Geordie, 12, and Kinley, 8, they love their "new" boat. With 3200 hours on original Fords and all new ancillary equipment and electronics, *Kindred* has been reborn with a total refit. Extensive Gulf Island cruising has been a warm-up for Alaska. The skipper has owned sailboats for 30 years prior to his "ideal GB".

**GB42-583**  
***Ocean Butterfly***

Ningham, Massachusetts  
U.S.A.



Penny and Malcom Farrel recently wrote "after many years of sailing a 50 ft. Ketch we have joined the happy family of Grand Banks owners." We purchased our *Ocean Butterfly* (formerly *Sea Larke*) in Daytona, Florida and had a fabulous trip up the intra-coastal this June. She has been everything we hoped she would be and more! Her Northern cruising has included Nantucket, Block Island, and Boston's North Shore.

**GB42-402**  
***Shuna***

Alassio, Italy

Elio and Joan Schiavoni purchased *Shuna* about a year ago and are the fourth owners of this 1975 built GB42 Classic. The Schiavonis were convinced to buy a Grand Banks after a friend talked them into owning one and they have no regrets ever since. Elio and Joan boat out of their home port of Alassio in Northern Italy and frequent trips during this summer took them to Sardenia and the surrounding Islands in the Tyrrhenian Sea. They are looking forward to their new Grand Banks 42 Classic which they have ordered for delivery in March 1991.



**GB46-49**  
***Creole***

Lazio, Italy



Dott Russi (right) is seen here on board *Creole* GB46-49 with son-in-law Nanni Galli at Cala Galera Marina during the recent Italian Rendezvous organised by Mr Paolo Murzi, the Grand Banks Dealer for Italy. *Creole* is named after Dott Russi's two grand children, Christian and Nicole.

**GB46-60**  
***Sunrise***

San Remo, Milan  
Italy

Edoardo and Lella Combe are proud owners of *Sunrise*, a GB46 Classic built in 1989. Seen here with their boat at the Italian Rendezvous at Cala Galera Marina, the Combes' started out from San Remo a day earlier and covered the 180 mile journey to Cala Galera in 14 hours. This is a relatively short hop when compared to the extended cruising last summer to Costa Azura in Spain a journey of some 1500 miles. *Sunrise* is the Combes' first powerboat. They have owned three sailboats previously.



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# THE DESIGN AND CONSTRUCTION OF A GRAND BANKS

## *Part I: Welcome to American Marine*

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*In the case of a Grand Banks, a big part of the story of how the boat is built has to do with where it is built. Singapore is an enchanting and prosperous land whose people are as rich in cultural diversity as they are industrious. In Part I of this series, the News takes a brief look at the history of American Marine, its home port and what's in store in future parts of the series.*

The American Marine we know today was actually started in the late 1950's in Hong Kong by the Newton family. For the first few years, the company survived by producing mainly custom wooden sailboats. In 1961 the company launched its first attempt at a production powerboat, a 34'6" x 13' x 5" displacement diesel cruiser known as the Chanteyman. By 1962, the Newton's commissioned Connecticut naval architect Kenneth Smith to design the first Grand Banks. GB36-001, the first true Grand Banks was launched early in 1963. By 1964, the company retreated from the custom boat business and concentrated on the Grand Banks. Within a few years came the GB32, GB42, GB48, GB50, GB57 and GB62. In 1967 a pilothouse model was developed known as the Alaskan, built initially as a 46 footer and later in 45, 49, 53, 55 and 63 foot versions.

In 1968 with business booming, the Newtons built a second plant on a 13 acre waterfront site in The Republic of Singapore. It was in Singapore, with its expansive facilities that would allow American Marine to begin building the GB32, 36 and 42 in the industry's emerging technology — fiberglass.

The transition from wood to fiberglass in 1973 was not only made with considerable anxiety but was shrouded in great secrecy. Many were sure it would spell the downfall of the company. Not even the dealers knew the molds were in production. In fact, one fondly held memory in the company's history recounts a California dealer visiting the plant who went for a sea-trial on

a new boat and was asked "notice anything different?". He hadn't, for the fiberglass versions were nearly identical to their wood predecessors down to the hull planking lines.

Today's production of Grand Banks, now exclusively in fiberglass, take place on that same 13 acre site in Singapore. The present facility includes in-house design and engineering, fiberglass fabrication, complete metal fabrication facilities, furniture fabrication and woodworking, mechanical assembly and testing facilities, launching facilities, a full service repair yard and more.

Our series will continue in the next issue with a look at the design phase. Starting from Ken Smith's original drawings, we'll take you to the development of successive GB models through the evolution of small but important changes that have been made to GB's over time and show you just how an owner's special request is transformed into a practical GB feature.

When the series turns to the building phase, it will of course begin with a look at fiberglass

construction. From the spraying-in of the boat's first and most important layer — the gelcoat to the last layup, you'll see just how time consuming a hand built hull really is.

No other aspect of a Grand Banks may hold as much charm and fascination as her interior. So it is with special interest that we will later see how all of that beautiful joinery is built and finished. We'll also look at the other shops that provide some of a GB's unique features. The News will visit the foundry, and take a tour of the metal fabrication shop where everything from grab rails to anchor rollers are made.

Finally we will then look at how it all goes together. Installing the machinery, electrical and plumbing systems, the cabins, the teak decks and finishing touches. And lastly, we take a final look at the end product, ready to go and how it gets to where it is going.

We hope you enjoy the forthcoming issues and this insider's tour on the design and construction of a Grand Banks.



*The fiberglass shop is the first step in the building process.*





*An aerial view of American Marine.*



*The office area marks the entrance to the yard.*



*The furniture shops are always popular places to visit.*

## About Singapore

Singapore is a tropical Island nation of less than 250 square miles (625.6 square kilometers) lying just one degree north of the equator. The Island's history and the role trade has played in it's development are inseparable. Even as far back as the 7th century, Singapore, then known as Temasek was regarded as the area's principal trading center. Though renamed Singapura meaning "Lion City" in the 13th century by a Prince reported to have sighted such a creature, and fought over during the intervening centuries, Singapore's modern history really begins about the early 1800's.

It is the Malays who are credited with resettling Singapore about 1811. Shortly thereafter Sir Stamford Raffles arrived and led the occupation and development of Singapore as a British trading base. For over 100 years the area prospered under Raffles' vision of Singapore as a free port. That prosperity was not

interrupted until the invasion of Singapore by the Japanese and the Second World War. But by 1959 Singapore had elected the country's first Prime Minister, Lee Kuan Yew and by 1965 was formally an independent republic.

Since that time, Singapore has made a concerted effort to become Asia's leading center for commerce, tourism and finance. Today, Singapore can be proud to welcome some 12,000 visitor's a day, have a modern airport served by over 50 of the world's major airlines, serve as the world financial center to the region, and be the busiest port in the world (in terms of cargo handled).

Singaporeans have a strong sense of national pride, though their cultural roots are widespread. Often expressed as "many races, one people", about 76% of the population is of Chinese ancestry, 15% Malays, 6% Indian, with the remaining from a variety of European and

other cultures. Though most Singaporeans also speak their "native" tongue, English is the official language of Singapore.

Singapore today is a joy to visit. It's people are hard working, friendly and hospitable. It's hotels are truly first class, the range of it's cuisine staggering, and it's streets are probably safer and cleaner than any modern international city in the world.

If you have the opportunity to visit this great land, don't miss it.

Readers may wish to obtain a copy of the *Official Guide* to Singapore from which much of this information has been taken. Please write to:

**Singapore Tourist  
Promotion Board  
250 North Bridge Road  
#37-00 Raffles City Tower  
Singapore 0617**



The reception area welcomes many GB owners and guests.



*One of the biggest jobs is having the right number of each piece of equipment.*



*Managing the teak inventory for American Marine is quite a job.*



*Most machining and metal work is done in this shop.*

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# WINDS OF DESTRUCTION

by Edgar Llorens

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*In September 1989, Hurricane Hugo packing winds twice that of force 12 crossed the Caribbean Sea eventually running ashore near Charleston, South Carolina (USA). Mr. Edgar Llorens owner of GB36-754 submitted an account of his experience when Hugo visited his home port of Fajardo, Puerto Rico.*

For over fifty years I have witnessed and participated in the preparations for a tropical hurricane aiming their fury at my native Puerto Rico. Old timers tell stories of hurricanes past and of the extent of the destruction to crops, homes, public facilities as well as loss of life. Since hurricane San Ciprian\* in 1932 the Island had not suffered a direct hit. Other windy invaders such as Santa Clara, David, and Federico have only grazed past us at 80 to 100 miles away causing only minor crop damage and torrential rains.

When it became apparent on Saturday afternoon that Hugo's visit was eminent, preparations began in a slow, prudent fashion. By Sunday morning the coordinates of Hugo manifested an awesome picture indicating a direct path to our east coast, precisely where the major marinas are located. Approximately 1800 boats and yachts of all sizes are located in the five marinas in the Fajardo area. The Weather Service heralded that both reconnaissance aircraft entering the eye of Hugo as well as satellite radar indicated the phenomenon to be carrying winds in excess of 180 MPH.

This is serious stuff! A tropical hurricane is not to be confused with a storm. One gentleman from Michigan very regretably lost his life when he decided to weather Hugo in his 37-foot ketch. He claimed the day before that he had survived storms in the U.S. and in England during his service with the Navy during WW-II. Unfortunately, Hugo was no simple storm.

Twenty three miles due East of

Fajardo, Puerto Rico's Northeastern tip, one finds the island of Culebra. Culebra has a huge bay, some five miles long, with mangroves along its coast and many small coves. The harbor of Ensenada Honda (deep bay) is known around the Caribbean as an excellent hurricane hole. As Hugo appeared in its early approach to be headed in a more Northerly course, it seemed the Virgin Islands were in more danger than Culebra or the east coast of Puerto Rico.

This early reading on Hugo's heading created a massive movement of sail and power vessels from the crowded Virgin Islands to Culebra's usually sparsely populated Ensenada Honda. This turned out to be a costly and life threatening mistake. Hugo's very eye (center) passed directly over Culebra. Large passenger vessels that survived reported their anemometers to have passed well over 200 MPH. One captain personally reported gusts of 220 MPH.

Videos taken during and after Hugo show vessels in the North side of the bay to have fared much better than those in the south coast. Winds were predominantly from the North and Culebra's high mountains protected boats along the North side of the bay. Videos from airplanes taken after Hugo show masses of boats five and eight deep stacked on top of each other some forty to sixty feet from shore in the mangroves. I'm talking about fifty footers and above! Of the estimated 300 vessels who sought shelter in Ensenada Honda, some 60 escaped with minor damage (blown biminis, bent outriggers, broken tuna towers), another 90 with serious (hull and cabin) damage but

salvageable, and the other half were lost by sinking or destroyed in the pile ups.

In Fajardo where I keep my 36-foot Grand Banks Kalaris (36-754) the devastation was overwhelming. Not one boat escaped unscathed. This is specially true among sailboats. It appears that the shape of sailboats is such that when stricken by the docks or another boat, the impact is lower along the freeboard very close to the water line causing many to sink. Power boats suffer damage higher up around the rubrail, well above the water line.

The theory that sailboats can best stand high winds when well anchored in a protected bay with generous scope and two anchors on a 60 degree V angle, may be true but in this case it was not enough. Out of the thirty five sailboats belonging to friends of ours, only one, survived anchored out. No thirty five or even sixty pound anchor can resist the combination of 180 MPH winds and 11 foot seas. Most sailboats dragged anchor and were found inland destroyed by the reefs that precede shore.

Our own GB36 Kalaris survived tied to the dock. I tripled all lines at varying tension to compensate for the surging tide, added six fenders, removed all canvass, and covered all windows. I am damn proud to report that no Grand Banks of the eighteen I know around the Island went down or was damaged beyond repair!! Kalaris suffered no hull, cabin, or mechanical damage. The only damage was caused when the roof at the marina caved in and the steel and



*This is how Kalaris looked from the dock. Luckily most of the heavy, black steel girders just missed. All beams had to be cut and lifted before she could be removed.*

aluminium beams destroyed the bimini top frame, fly bridge rail and windshields, the lower rails and most of the wood handrails both on the bridge and below.

Being well insured, repairs were begun within three weeks and by December 10, Kalaris was ready for the sea. Let me add praise to the insurance companies that for the most part rendered quick and accurate damage appraisals and disbursement for the damages. If you, as I did, often wondered if insurance companies would pay after a major national catastrophe, the answer is YES!

One normally thinks that after an agonizing experience of this nature that one would learn from it and be able to know exactly what to do if it happened again. However, I really know less now not more. There was no common denominator among the saved or destroyed vessels that could give us a clear indication as to what to do or not to do with the exception that *no one* should risk his life aboard a vessel during a major hurricane. The only other advice I can offer fellow owners is to *update your insurance coverage now and make sure your premiums have been paid.* Being well insured is the *only* true hurricane protection.

*\* Prior to 1950 hurricanes were named after saints of the Catholic Church in the Spanish tradition.*



*A view of the marina after Hugo. The arrow points to Kalaris.*



*A 120 foot barge lost its anchor, was dragged 100 feet inland, and deposited on a road.*



*Kalaris after she was removed and cleaned.*

## RENDEZVOUS NEWS

# *"Amicale" Rendezvous Grand Banks West Europe*

by Queenie Jones



Our 1990 "Amicale" Rendezvous was held during the last week-end of August in the heart of Holland, in a charming place called GORINCHEM, (pronounced GORCUM). The latin motto on the coat of arms of this medieval town reads: "FORTES CREANTUR FORTIBUS". A literal translation would be "Strength breeds Strength": a most appropriate slogan for our own "Amicale" which has grown from strength to strength since its inception in 1985.

Our international group was well represented by 44 boats of which 25 were Dutch, 8 Belgian, 7 German, 2 British, 1 French and 1 Swedish. All were ably marshalled in by our capable committee members who, by now, are old hands at getting the most boats in the least likely space.

With us, a newcomer to our Rendezvous, namely Robert Lim from American Marine Singapore, replacing "Bugs" Yeow Kok Hoong who was unable to join us this year and whose smiling face we sadly missed.

We were also happy to welcome to our group the newly appointed GB dealer for the Netherlands, Mr Anne Wever with his brand new GB 42 the *Santa Maria*. Mr Wever made a point of personally going aboard each boat to introduce himself and present each Captain with a complimentary bottle of "Beerenburger" (a special kind of spicy Dutch gin). It goes without saying that this gesture was greatly appreciated.

We also welcomed (for the first time

ever) 2 odd boats in our midst. They looked slightly misplaced in the uniform mass of Grand Banks, BUT they were flying the "Amicale" burgee. It turned out that Mr Scheefhals, owners of the 61ft Camminghs Cruiser and Mr Van Elten of the 41ft Trader had joined our Club in anticipation of each taking delivery early in 1991 of a brand new 49ft GB Motor Yacht with Caterpillar engines. Both prospective owners are looking forward to testing their first ever GB.

The *Albatros* and the *Lady L* will be the first GB 49 MY's in Holland.

But our most welcome guests were the weather gods which contributed to the success of this Rendezvous by bringing us warmth and sunshine

and staying with us right through the festivities.

#### *Friday, August 24th*

By Friday evening the harbour looked very festive decked in lights and flags put up by volunteer members who had worked feverishly all day.

We gathered for the traditional "Herring and Genever" party in the large blue tent which had been set up (Thank you Tonny Leynse and Helper) in the municipal park on the banks of the River Merwede. The municipality had given our "Amicale" its full co-operation and provided extra facilities for our benefit. It was a most memorable evening when old friendships were rekindled and new ones were forged.

#### *Saturday, August 25th*

Time to visit Gorcum. This old fortress town was of great importance for centuries because of its strategic position. Napoleon himself called it "the key to Holland".

There is hardly an old Dutch town on the water without a tollhouse where skippers had to pay a toll before being allowed to enter the city.

And Gorcum is no exception: its beautiful old "Tolhuis" dating back to 1598 now houses the regional water conservation authorities. Many monuments bear witness to Gorcum's glorious past. Its 16th Century ramparts have remained virtually intact and many beautiful houses, churches and windmills

have been well preserved and restored.

There is a charming small museum which bears the most unlikely name of "This is in Bethlehem"! It is dedicated to the interesting history of Gorcum and housed in a superb renaissance style building dated 1556.

Not far from it is a church with an even more extraordinary name "IN ABRAHAM'S LAP". It is now a Lutheran church built on the site of a former safe house where as early as 1572 (during the Reformation) Catholics gathered secretly for religious worship.

There were many more places for us to visit but we could linger no longer. We had to get ready for the official reception of our group by the Mayoress at the Town Hall of Gorcum. After the customary speeches our Commodore, Jack Verdyck, presented her with a beautiful GB plaque and the Burgee of our "Amicale".

No sooner were we back from the Town Hall than it was time to make our way to the tent for the next festivities on the programme. During a most lavish, delicious and extravagant buffet of Greek specialities our versatile Commodore welcomed us all in many tongues, including Greek! Then the prize giving ceremony took place and the results were as follows:-

#### *The American Marine Trophy: for*

the longest vacation trip. The coveted and eagerly contested teak steering wheel was won by Tonny Leynse who, with his all male crew, completed a trip of 1800 miles from the Netherlands to Gibraltar and back in 6 weeks.

This year for the first time, 2 extra prizes were awarded in this category in order to reward others for their valiant efforts.

Runners up were: our Swedish member, Carl Cederlow and his Finnish wife for their 1200 mile trip which took them along the Belgian coast to England and the Isle of Wight and back to Enkhuizen via the Frisian Isles.

Third Prize: a shiny new electric horn for GB *Coco* was won by our Committee member Ruud Hummelman who, with his family, made a none the less worthy trip of 1064 miles to the Scilly Isles.

*The Lehman Power Trophy:* The French couple; Jacqueline and Antoine Philippon were presented with this award for making the trip to Gorcum with their Grand Banks 32 *Vaujours* all the way from St Malo, in Brittany. This is their last long trip with their 32 as they are excitedly awaiting delivery of their brand new GB-42 early in 1991.

A very well deserved presentation of a bouquet of silk flowers was made to Frida Verdyck in recognition of all



the hours of hard work she has contributed to make our Rendezvous such a great success.

After the usual announcements by the Committee the 144 people present were invited to help themselves to the buffet tables now laden with scrumptious mouth-watering desserts and exotic fruit.

After a full day and a marvellous evening of delicious food, wine and animated conversation, people started to take leave of one another.

*Sunday, August 26th*

Goodbyes resound across the water as each Grand Banks, in turn, manoeuvres slowly out of the harbour.

However many have decided of their own accord to stay an extra day and



so carry on the togetherness that the "Amicale" is all about.

The next Rendezvous of the "Amicale" Grand Banks West Europe will take place in DORDRECHT, HOLLAND on August 23-25, 1991.

**For further information apply to:  
"Amicale" Grand Banks West Europe  
Meir 26/9  
2000 Antwerp — Belgium  
Fax: 03/225.30.25**





## Italy's 2nd GB Rendezvous

For three beautiful days amidst fine sunny weather some 10 Grand Banks and about 120 owners, their families and friends participated in the 2nd Grand Banks Rendezvous organized and sponsored by Passepartout Yachting, the GB Dealer in Italy. The site for this year's event was Cala Galera Marina, a beautiful facility situated along the azure-blue Tuscany coastline of Italy about 150 KM North of Rome and strategically flanked by the twin ports of Porto Santo Stefano and Porto Ercole. One entire dock was cleared of boats so that the arriving GB's could be docked together.

Although some of the boats began arriving as early as Wednesday, the program officially began Friday evening June 22nd with a buffet dinner held at the rooftop restaurant at Cala Galera. There was much comradery and conversation as everyone got to know each other a little better and proudly discussed their boat and their latest cruise. The delicious cuisine, the wine and the festive atmosphere held everyone's attention well into the early hours of the morning.

A highlight of the weekend began at 9.30 sharp the following morning. The Italian magazine **Barche** had organized a treasure hunt. Each boat party was given a set of clues that would lead to an envelope (hidden in the lazarette of a GB32). The game was enthusiastically carried out by some 20 groups of owners and their friends which necessitated them to comb for clues all over the area including the scenic Monte Argentario, the highest mountain in the Tuscany province.

In the evening Passepartout Yachting graciously hosted a delicious traditional Italian dinner at their newly completed Villa Scatena in Porto Santo Stefano. Later, Mr Angelo Murzi GB's Agente Esclusivo per L'Italia gave a speech and thanked all participants who had given their time to make this occasion a success. This was followed by the presentation of teak plaques to those who attended with their boats. A trophy, in the form of a Grand Banks steering wheel was presented to Dr. Edoardo Combe who had cruised the farthest in his GB46 *Sunrise* coming all the way from San Remo in the North.

The evening's finale came when Mr Carrado Corbo from Barche disclosed the answers to the many treasure hunt clues. No one solved the treasure hunt but the crew from GB32-359 *Alexia* led by skipper Massimo Morganti accrued the most points and was declared the winner. The "treasure" awarded was a pair of round trip tickets from Rome to Miami, Florida courtesy of Passepartout Yachting.

After an early Sunday breakfast get-together, the GB's left one-by-one amidst a waving and cheering crowd ashore. Next year's Rendezvous is planned for Porto Chervo on the beautiful island of Sardinia.



Along the Azure-Blue Tuscany coastline.



One entire dock was cleared.



The Italian magazine Barche organized a treasure hunt.

**For further information contact:  
Passepartout Yachting, 13 Corso Italia, 58015 Orbetello, Italy.**

## Newport

It has become tradition now to hold the Grand Banks Rendezvous at one of America's most traditional yachting ports, Newport, Rhode Island. Steeped in a nautical heritage from America's colonial times to the more modern history of the America's Cup Racing, Newport *is* yachting tradition. And so it is fitting that a design that clings to tradition like a Grand Banks should find Newport home for its Rendezvous.

The Newport Yachting Center in the heart of Newport Harbour again hosted this year's event. Participants enjoyed picture perfect July weather from their arrival Friday afternoon to their departure

Sunday morning. GB owners spent most of Saturday meeting face to face with representatives from Marine Air (air-conditioning), Grunert (refrigeration), Caterpillar and Cummins (Engines), Westerbeke and Onan (Gensets), American Diesel (Lehman engine service) and Naiad (stabilizers). Many of the guests chose to take the afternoon tours to Newport's world famous mansions, or spend time at nearby beaches.

Saturday evening's cocktail hour and dinner was capped by the delightful entertainment of a live big band orchestra. For many, the dancing continued late into the night. Sunday morning, both the

early and late risers were greeted with oven fresh strudel, fresh fruit, juice and coffee made from freshly ground beans.

By far the highlight for many owners was to board the new GB58. Having arrived only two weeks before, GB58-001 was the source of almost endless interest.

As morning turned to afternoon most GB owner's had bid-farewell to Newport Harbour, its fine facilities, some first class company and were already planning to return in two years — to continue the tradition.





# COMMUNIQUE

## BRASS CABIN LAMPS

The brass reading lamps in the forward cabin of our 1989 Grand Banks 36 have become "pitted" with corrosion. We tried polishing them with "Brasso" but it does not seem to do a very good job. What can you advise?

Tom Shultz  
El Monte, California

Dear Mr Shultz

*Virtually all commercially sold decorative brass is coated with a lacquer finish of one type or another. If you "polish" your GB reading lamps you are, initially, polishing the lacquer not the brass metal itself. If you use the right product you keep the lacquer "flexible" and provide protection to the lacquer from the harmful salt air.*

*Unfortunately, many brass polishes on the market contain either silicone or mild abrasives. Both of these substances will erode the lacquer finish. Salt air and especially salt water also attack the lacquer very quickly.*

*The "pitting" in your case has probably been caused by droplets of salt water that may have sprayed into an open cabin window or port and has eaten through the lacquer finish. This is more likely to happen in the forward cabin where the lamps are in relatively close proximity to the cabin windows and potentially to salt spray.*

*When the lamps are "pitted" it is too late to maintain the lacquer finish. At this point you have two choices. You can remove the entire lacquer finish with a lacquer thinner and polish them with conventional brass polish. Or, you can have them reconditioned with a new lacquer finish. You may wish to send your lamps to the address below, where they will be factory reconditioned.*

*For your lamps that are still in good condition, or for new lamps, we recommend that you follow the lamp manufacturers instructions as follows:*

- 1) Initially and once or twice a season, treat each lamp with a liquid wax. Follow the wax maker's application instructions. Do not use any wax or polish with either silicone or abrasives. One product recommended by commercial brass lamp makers is: "Polier" made by Flitz International, 821 Mohr Avenue, Waterford, Wisconsin 53185, (414) 534-5898.*
- 2) Avoid opening cabin windows, ports or hatches subject to salt spray that are in close proximity to brass lamps.*
- 3) If seawater comes in contact with a lamp, wipe the affected area clean immediately to remove any trace of salt water. Apply the wax treatment as above to renew the lacquer protection.*
- 4) In the off season, for best results, remove the lamps and store in a clean dry place. Apply a wax treatment just prior to reinstalling the lamps.*

*For lamp reconditioning:*

*Münster Cabin ApS  
Bakkesvinget 15E  
DK 6340 Krusaa, Denmark  
Telefon (+45) 74 67 55 38  
Telefax (+45) 74 67 55 48*

## A GRAND BANKS SAILBOAT?

Long, Long Ago, American Marine built sailboats. I have owned number 11 for 18 years and my wife and I have loved her dearly all that time. Her name is *Magellan II* and she is a fine, comfortable craft, ideally suited to taking us up and down the west

coast of Canada, even to Alaska.

She is mahogany planked, with a 4 cylinder Ford-Lehman diesel engine. We chug along at 5.5 - 6.0 knots under power. She sails well although the full keel allows the newer sailboats to take us when beating to windward. We added the partial dog house many years ago. The design is very similar to the one suggested in the original plans, but I had William Garden make a few nice improvements.

I have enclosed a photo of her, taken in light air just off Sidney, B.C. Feel free to print it if you don't think the power boat owners will be too upset!

George F. McKimm  
Sidney, British Columbia  
Canada

Dear Mr McKimm

*I doubt if any Grand Banks owner will be upset since most owners are still sailors at heart themselves. Indeed American Marine did build several sailboats of various sizes in the earlier years of the company. We wish you many more years of pleasant sailing.*

## PROPELLER SPECIFICATIONS

I have an older Grand Banks 42 with twin 120 H.P. Ford-Lehman engines equipped with 2.47:1 reduction gears. The owners manual was lost some time ago so I have no record of my propeller size and I can no longer read the stamped size on the propeller. Can you provide the proper propeller size for this boat?



*Magellan II  
built by  
American Marine.*

Gunnar Lundenmeyer  
Oslo, Norway

Dear Mr Lundenmeyer

Your boat was installed with 24" diameter x 18" pitch 3 blade propellers. However, if you plan to obtain replacements from your local

propeller supplier, we recommend that you should seek the size recommendation of that supplier.

You will need to provide basic information on the boat as well as engine and transmission data.

By the way, should you wish to replace your owner's manual, one is

available from American Marine through your local Grand Banks dealer.

For those who may have similar propeller questions, the table below has been compiled for your convenience.

### Propeller and Shaft Dimensions used on Grand Banks<sup>(1)</sup>

Engine	BHP	Transmission Model and Ratio	Rated RPM	Diameter x Pitch x Blades (Shaft Diameter)					
				GB32 Single	GB36 Single	GB36 Twin	GB42 Twin	GB46 Twin	GB49 Twin
Caterpillar 3208NA	210	Twin Disc MG 506 2.50 : 1	2800		26 x 20 x 4 (2.0)		28 x 22.5 x 3 (2.0)	26 x 22 x 3 (2.0)	28 x 21 x 3 (2.0)
Caterpillar 3208T	320	Twin Disc MG 507 2.54 : 1	2800				28 x 29.5 x 4 (2.0)	30 x 25 x 3 (2.0)	30 x 23 x 3 (2.0)
Caterpillar 3208TA	375	Twin Disc MG 507 2.54 : 1	2800				28 x 29.5 x 4 (2.0)	30 x 27 x 4 (2.0)	30 x 27 x 3 (2.0)
Cummins 6BT 5.9M	210	Twin Disc MG 506 2.50 : 1	2600	23 x 18 x 4 (1.5) <sup>(2)</sup>	26 x 21 x 4 (2.0)	28 x 25 x 3 (2.0)	28 x 24 x 3 (2.0)	28 x 23 x 3 (2.0)	30 x 20 x 3 (2.0)
Cummins 6BT 5.9M1	250	Twin Disc MG 506 2.50 : 1	2600		26 x 25 x 4 (2.0)		30 x 24 x 3 (2.0)		
Cummins 6BT 5.9M2	300	Twin Disc MG 506 2.50 : 1	2600				28 x 27 x 4 (2.0)		
Lehman 2715E	120	BW 13-003/4 2.03 : 1	2500	24 x 14 x 4 (1.5)	24 x 14 x 4 (1.5)	24 x 18 x 3 (1.5)	24 x 18 x 3 (1.5)		32 x 20 x 3 (2.0) <sup>(4)</sup>
Lehman 2725E	135	BW 14-005/6 2.47 : 1	2600	24 x 20 x 4 (1.5)	24 x 20 x 4 (1.5) <sup>(3)</sup>	26 x 20 x 3 (1.5)	26 x 20 x 3 (1.5)	25 x 20 x 3 (1.5)	
Volvo TMD 41A	150	MS4A 2.63 : 1	3800			22 x 17 x 3 (1.5)			
Volvo TAMD 41A	200	MS4A 2.63 : 1	3800	24 x 16 x 4 (1.5)		24 x 18 x 3 (1.5)			
Volvo TAMD 61A	306	Twin Disc MG 506 2.50 : 1	2800				28 x 27 x 3 (2.0)		
Volvo TAMD 71A	357	Twin Disc MG 507 2.54 : 1	2500				30 x 31 x 4 (2.0)	30 x 27 x 4 (2.0)	

(1) For a variety of reasons some GB's may be equipped with propellers that vary in size from this table. If you are in doubt, contact your local Grand Banks dealer or American Marine.

(2) Gear ratio is 1.97 : 1.

(3) 36 SE/EU equipped with 24 x 19 x 4

(4) Gear ratio is 2.93 : 1.

## CUSTOM CORNER

Mr. Harold Strickland of Vero Beach, Florida recently sent photos of a number of custom modifications to his GB42-814 Classic. Two of the modifications that other owners might enjoy seeing are the custom chart stowage drawer and the legal size file drawer for engine and other maintenance manuals.



*An open and closed view of the port side deckhouse step modified to handle popular sized charts and navigation tools.*



*A standard legal file drawer was adapted and installed in lieu of the self-contained airconditioning unit which was moved to accommodate the new drawer size.*



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## Boat Show News: London

The newly expanded Earls Court Exhibition Centre was the site of the 1991 London International Boat Show, January 3-13. With about half of the new addition to Earls Court open for this year's show, next year's show should offer almost twice as much exhibit space

as the original facility offered.

A portion of the professional staff of Boat Showrooms of London, the GB dealer for the United Kingdom, is pictured in the closing hours one night at Earls Court. The GB42 Motoryacht on display featured twin

Volvo power, an accommodating three stateroom layout and a custom interior decor package.

In keeping with the expanded size of the exhibition centre, Boat Showrooms's GB display next year promises to be even more grand.

*A young boater peers over the bow of GB42-1190.*



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## PROFILE Koay Yin Koon — Supervisor (Fibreglass)

Mr Koay joined American Marine in 1971 as a machinist in the metalshop. Through years of hardwork and study Yin Koon obtained a Diploma in Mechanical Engineering and a Diploma in Industrial Management with the Singapore Polytechnic. In 1985 he was promoted to head the Fibreglass Section. Since then, he has managed the fibreglass shop efficiently, meeting the tight production schedule while maintaining the high quality control standards Grand Banks are known for.

Yin Koon likes to devote most of his free time with his family. Occasionally, he plays badminton and joins his colleagues for weekend boating.





The *American Marine News* series on the design and construction of a Grand Banks continues next issue with Part II: Engineering — where it all begins.