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spray

THE MAGAZINE FOR GRAND BANKS OWNERS & ENTHUSIASTS



GRAND BANKS



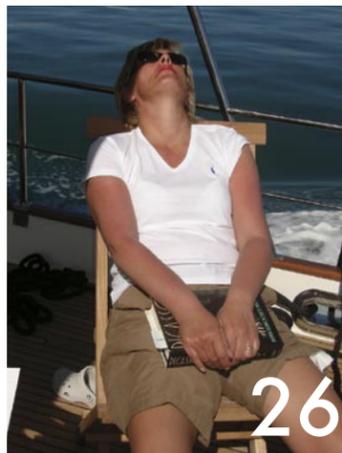
On the Cover

Why is there a sailboat on the cover you ask? Well, because it's the first ever boat by American Marine.



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- 4] Scuttlebutt**
Check in on the latest news and happenings.
- 14] Sailing Strong on a Mayflower**
Salty and proud, Captain John Stone sails his *Cutty Sark* ketch as often as he can. The Mayflower design was one of the first boats out of GB's old Hong Kong yard.
- 20] The Chantyman Sings On**
Pat Clifford puts 16 months of refit under the keel of a GB predecessor—a Chantyman—but there's work to do yet.
- 26] Australia's Own 'Southern Eagle'**
David Muir recounts the shakedown cruise of his new 52 Heritage EU along Australia's eastern shore.



This is the final issue for 2006, our 50th Anniversary year. To commemorate the event, we have a set of stories about two boats, and their owners, with close ties to the origins of Grand Banks. The first features Captain John Stone, owner of the original Mayflower ketch designs—one of the first (if not the first) boats that came from GB's American Marine yard in Hong Kong. The second story introduces us to Pat Clifford, who recently launched his masterwork-in-progress, an early-1960s Chantyman that also comes from the American Marine yard. Both of these boats were designed by architects Hugh Angleman and Charlie Davies, and both are seaworthy, classic, and well-loved.

Over time, we plan to offer more value to these stories by extending them off the printed page and onto the Internet. GrandBanks.com will become a resource for additional photos, stories, links, and addenda to original Spray articles. As these unfold over the coming months, we hope you'll find this new feature to be a rich supplement to Spray magazine.

On the news front, GB has plenty to keep you occupied. With two new models in line to debut at February's Miami International Boat Show, we are proud to introduce the new 45 Eastbay SX and the 47 Heritage CL. The 45SX is featured here on page five and we also have an interactive feature online, at: www.grandbanks.com/45sx

As always we hope you enjoy this issue, and here's wishing you, in advance, a very Happy New Year.

Warm regards and happy cruising,

Jonathan Cooper
Jonathan Cooper
Editor

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A New Beacon for GB Owners

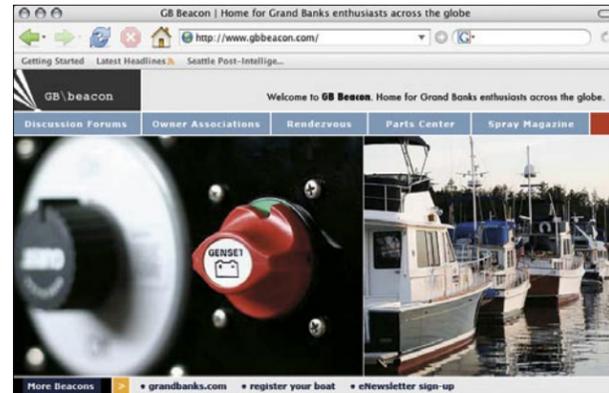
> GBBEACON.COM IS YOUR NEW HOME FOR OWNER DISCUSSION FORUMS AND MORE

GBbeacon.com is the new online home for the well-known GB discussion forum that Grand Banks owners have used for years. You'll find all the same great message boards, the same archives packed with answers to just about everything you might want to know, the same easy way to share and learn about all things Grand Banks.

The only difference is the new web address: **GBbeacon.com**

The discussion forum brings together GB owners from around the world to freely share their thoughts about common maintenance, engineering and cruising issues. While Grand Banks does not edit or control the boards, we will work to bring new features to GBbeacon for the benefit of our owners. This includes the chance to interface online with GB service personnel. Downloads for GB owners. And information from experts in boatbuilding, maintenance, electronics, and other areas of interest.

For now, the forums live on, same as always. You should also feel free to share and discuss your own suggestions. We hope you will bookmark this new web site and return to it often to contribute your ideas and insights about owning a Grand Banks.



◀ **WORLDWIDE DEBUT: COME SEE HER LIVE AND IN PERSON AT THE 2007 MIAMI INTERNATIONAL BOAT SHOW, FEB 15-19.**

Meet the new 45SX, a full-featured Downeast cruiser that complements her assertive performance with stylish grace. Her standard twin 455hp diesels will have you quickly nearing 26 knots, cruising atop a proven C.R. Hunt-designed hull that outperforms the imitators.

Inside, her wide 14'-6" beam creates a spacious living area, featuring a smartly redesigned helm station, standard power sunroof, and a main aft salon window that disappears at your command. The result is a bright and airy salon that opens gracefully to the aft cockpit, where built-in seating and hand-laid teak add to the feeling of comfort and luxury.

45 EASTBAY SX



NEW AUTHORIZED DEALERS

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Destin, Florida
Guntersville, Alabama

• **THIRTY SEVEN SOUTH LTD**
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Auckland, New Zealand

• **HT MARINE**
www.htmarine.ru

St. Petersburg, Russia
Kiev, Ukraine

GRANDBANKS.COM/DEALERS

Exceptional Yachts, with a Dealer Network to Match

> NEW GB DEALERS IN RUSSIA, NEW ZEALAND, & THE STATES

Grand Banks Yachts is known for building boats of exceptional quality and reliability. So it seemed only natural that we build a dealer network to match.

There's no better choice for buying or selling a new or used Grand Banks than your local Authorized Dealer. Grand Banks yachts hold their value better than other boats, and our dealers play an important role in maintaining and maximizing that value to your benefit. With a knowledgeable team, professional staff, strong financial backing and a proven record of success, each of these locations offers a superior experience for both new and long-time GB owners.

As our dealer network continues to grow, you'll now find Authorized Grand Banks Dealers in ports of call from Auckland to Alabama, Sydney to St. Petersburg, Venice to Virginia Beach and beyond—all to better serve and support GB owners around the world.

scuttlebutt

14'-6" BEAM

The 45SX is over a foot wider than her 43-foot predecessor. The added beam translates into generously-proportioned living areas below deck with a wide-open salon up top.

AFT GALLEY

This new, optional galley-up layout maintains plenty of seating space in the salon, while providing for an extremely comfortable, open and easy-to-use cooking area.

POWERED SUNROOF

All new sunroof design features large tinted glass windows, power-assisted for effortless operation.

ENTERTAINMENT SYSTEM

The Pioneer® entertainment system now includes an XM® Satellite receiver and speakers throughout the salon. Hand-crafted teak media center includes a flatscreen TV lift that raises and lowers at the touch of a button.

DUTCH-DOOR TO SALON

The top of the aft salon door can swing open separately from the base. With the main aft window down, the entire salon opens easily to the cockpit and the environs beyond.

SEATED HELMSEAT

Take a seat when you take the helm. In an all-new, cockpit-style seating design, drive in comfort while seated in a Stidd® helm chair.

POWERED SALON WINDOW

Let the sea breeze in: press the button and the main aft salon window disappears into the bulkhead.

VIP STATEROOM

Enhanced 45SX offers a generous guest stateroom that can be configured as a full double-berth or two twin bunks.



Grand Banks 2006 Worldwide Dealer Meeting

> TWO DAYS OF TEAMWORK, THEN A NIGHT OF FIERCE COMPETITION (& FUN)

Who knew a dealer meeting could be so exhilarating? The speed, the spinouts, the scent of burning rubber mixed with the smells of fuel, sweat and steely determination. Pride was on the line, and fates were being determined by fractions of a second.

We've seen them on the water, but who knew these folks could tear up the asphalt, too?

Sure, Fritz Kremer (Kremer Nautic) had the edge as an experienced auto-racing champion. But at the end of the evening, it was Jeff Sammis from East Coast Yacht Sales' Yarmouth office, who walked away with the prize, the fame, the adoration, and bragging rights as the best "Xtreme Indoor Kart Racer." Jeff sped his Bowman go-kart at speeds up to 45 mph to take the checkered flag after a series of elimination races, in which dealers from Sydney to Seattle to Southampton vied for best time around the track.

It's a side of your local GB dealer you probably never knew. So next time you're visiting their docks, be sure to ask about that hot night in Ft. Lauderdale when they left it all out on the track.

Chances are, they're already practicing for next year's race.

In addition, Grand Banks Yachts was proud to recognize all the members of our dealer network during a special awards banquet held at the amazing International Game Fish Association Museum. In particular, Grand Banks paid special tribute to the following dealers for their exceptional performance during the past year:

DEALER OF THE YEAR	NORTHEAST REGION	WEST REGION	SOUTHEAST REGION
Hal Jones & Co.	Boatworks Yacht Sales	Jay Bettis & Co.	Hal Jones & Co.
Fort Lauderdale, FL	Rowayton, CT	Seabrook, TX	Fort Lauderdale

EUROPE	BROKER
Passepartout Yachting	Steve Fithian
Italy	Hal Jones & Co.

Photos (from top-left) > Clute Ely (Boatworks) and Rob Livingston (EVP, Grand Banks) put on their "game faces"; Part of the European contingent at the Fishing Hall of Fame awards dinner; GBS engineers YP Wong and Linhuaq Bo get suited up for the main event; Receiving the top dealer sales award, Jay Jones (Hal Jones & Co., Fort Lauderdale); Above: The indoor GoKart track with racers whizzing by.



Fort Lauderdale Int'l Boat Show

> GB MAKES A SPLASH WITH AN ALL-STAR LINEUP OF OUR NEWEST MODELS

Owners, buyers and dreamers flocked to the docks at the 2006 Fort Lauderdale International Boat Show, eager to make up for missed opportunities after last year's show was shortened by Hurricane Wilma. They were greeted by an impressive lineup from Grand Banks—many called it the best collection in the show—that featured two boats from each of the Heritage, Eastbay, and Aleutian Series.

It was an ideal setting to view several of Grand Banks' newest models, including the beautiful 39 Eastbay SX, 47 Heritage EU, and 59 Aleutian RP. In fact, it was the first show with two Aleutian models on display—the 59 was joined by the fleet's flagship, a stunning new 72RP.

For five days the Grand Banks display was packed with customers and media coming to catch a glimpse. Thanks to everyone who attended—and thank goodness for an uneventful hurricane season!



▲ Meet Us in Miami

Miami International Boat Show
February 15-19 2007 • Sea Isle Marina

Catch the debut of two exciting new models, the much-anticipated 47 Heritage CL and the all-new 45 Eastbay SX. Both will be on display, along with other Grand Banks yachts, at our slips on Dock 8 of the Sea Isle Marina. See you there!

VIP Party

> GB & KEY BANK TOAST OWNERS AROUND THE WORLD ON ONE GLORIOUS SOUTH FLORIDA EVENING

What makes one a VIP? Well, if you own a Grand Banks, you're on the list. Many who were in Fort Lauderdale for the boat show joined Grand Banks CEO Bob Livingston, along with personnel from our factory and other offices, for an engaging evening at the Lauderdale Yacht Club, courtesy of Hal Jones.

This was the first event of its kind, and clearly cause for celebration. A strong contingent from the Florida Grand Banks Owners Association was complemented by owners from the Northeast, West Coast and Great Lakes alike. It was a wonderful opportunity for the GB team to hear directly from owners, and for owners to meet some of the people behind their boats.

Thanks to everyone who attended for making it such a special evening, especially to Key Bank for co-sponsoring the event with Grand Banks Yachts. With such positive response, who knows? We may have to do this again next year!

> Guests mingle for a few hours at picturesque Lauderdale Yacht Club, site of the Grand Banks-hosted VIP party on Friday, October 27.

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The world's finest boats and largest yachts demand it: a shine so lustrous, so deep – so unmistakably Awlgrip. When you finish with Awlgrip, you get a topcoating system that is as durable and consistent as it is beautiful. And with a full spectrum of colors, Awlgrip provides truly innovative solutions and unmatched global support, giving you help – and answers – wherever you go. When you want it all, it's gotta be Awlgrip. www.awlgrip.com

AWLGRIP



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NEW ZEALAND 686 Rosebank Road, Avondale, Auckland, New Zealand
 TEL: 64.9.828.3009 or 0800.150.527 FAX: 64.9.828.1129
ASIA 449 Tagore Industrial Avenue, 01-03 Hong Joo Industrial Building, Singapore 787820
 TEL: 65.6453.1981 FAX: 65.6453.1778



Genoa Int'l Boat Show

> EXPANDED ITALIAN SHOW AIMS TO BE EUROPE'S LARGEST IN-WATER DISPLAY

Past the rows and rows of white plastic look-alikes stood the Real Deal: two Grand Banks, a 72RP and her smaller Heritage cousin, the 46CL, turning heads for their timeless nautical lines and classic good looks. Local GB dealer Passepartout Yachting put on an impressive display that had the crowds of well-heeled Italians lining up to get aboard (sans heels, please). In a city that appreciates great style, Grand Banks continues to make quite an impression.



Maintenance Matters

> KEEPING THE SHINE ON YOUR BOAT'S BEAUTIFUL STAINLESS STEEL

Stainless steel is a common chromium/nickel alloy steel used in thousands of products from ocean-going craft to tableware. A protective chromium oxide film forms on its surface to give stainless its superior corrosion-resistant property. When properly maintained, stainless provides excellent luster, strength and durability. And in most applications, stainless will not rust or stain even after many years of service.

However, stainless steel is not stain- or rust-proof. When stainless steel is in contact with chloride salts, sulphides or other rusting metals, it will discolor, rust or even corrode.

Proper care and maintenance of stainless in marine environments, polluted surroundings, salted highways, or other situations where stainless may be exposed to corrosive elements will help keep your stainless products beautiful and functional for years to come. Remember:

ALWAYS

- Clean stainless frequently with soap and water. Any cleaner safe for glass is usually safe for stainless.
- Remove rust spots as soon as possible with a brass, silver or chrome cleaner. Irreversible pitting will develop under rust that remains on stainless for any period of time.
- Use cleaner, like a good car wax, for added beauty and protection.

NEVER

- Use coarse abrasive like sandpaper or steel wool on stainless. These may actually cause rusting.
- Clean with mineral acids or bleaches.
- Leave stainless in contact with iron, steel or other metals which cause contamination leading to rust or corrosion.

Remember to visit gbbeacon.com to chat with other Grand Banks owners about maintenance, cruising, and ownership tips.



from the yard



The new wireless RemoteCommander both displays and controls onboard electronics, and doubles as a VHF handset!

NEW

The first remote control with VHF, intercom and cellphone functions

Whether your passion is sailing, cruising or fishing the new RemoteCommander from Simrad gives you the ultimate freedom. Using the power of SimNet the RemoteCommander provides complete wireless control of all your networked products and will even answer your cellphone.

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Visit www.granbanks.com/resources/insurance to apply today and get the benefit of having a deductible of only 1/2 of 1 percent of the property damage coverage.

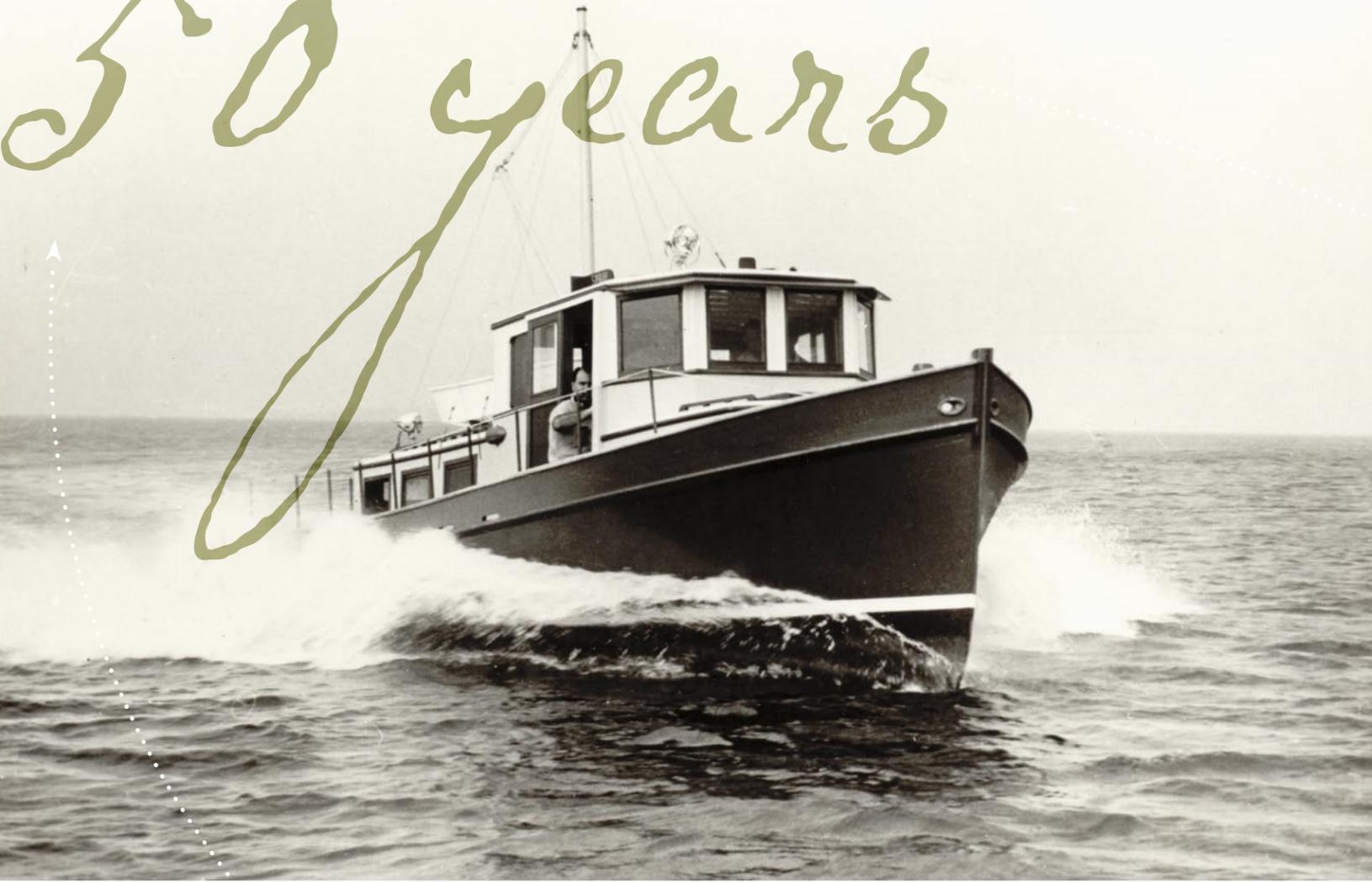
Partner sponsor of the Grand Banks Grand Tour.



stpaultravelers.com

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50 years



In this golden anniversary year we've devoted a number of pages in *Spray* to talk about happenings in the present (Grand Tour: Inside Passage) and future (see the new 45SX, page 5). But there's also an interesting and important history to Grand Banks, filled with stories of ambitious people, faraway places, and — most importantly — wonderfully original boats. Boats that hold a significant place in both the historic register and in the hearts of those who designed, built and owned them.

Here, then, in the final issue of the year, we look at two boats that played a vital role in the early years of Grand Banks

Yachts — or, as the company was known when they were built, American Marine Limited. Each — one sail, one power — was built in the original Hong Kong boatyard on Junk Bay. Unlike the industrial area it is today, Junk Bay then was a home to fishermen and their families who first eyed the newcomer boatbuilders with some suspicion (before many of them came to work at the yard, that is).

Like all Grand Banks stories, these articles are also a commentary on their owners, and on much of the GB community around the world. John Stone and Pat Clifford carry a love of the sea and a passion for boats that were truly built to ply

its waters. Their care and preservation of these early-year models serve us all by allowing a part of history to live on.

They're not alone, and it's likely that similar stories exist the world over. If you have a tale to tell about a part of Grand Banks' history, we hope you'll share it with us as well — and continue to keep the GB spirit alive for 50 years to come.



CAPTAIN WHIDBEY'S mayflower

PART PIRATE SHIP, PART OCEANGOING KETCH, AMERICAN MARINE'S FIRST SHIP – THE MAYFLOWER – IS A SPECIAL ONE. A LOOK AT THE UNIQUE USE OF THE **CUTTY SARK**, AND HER ADORING OWNER, **CAPTAIN JOHN STONE**

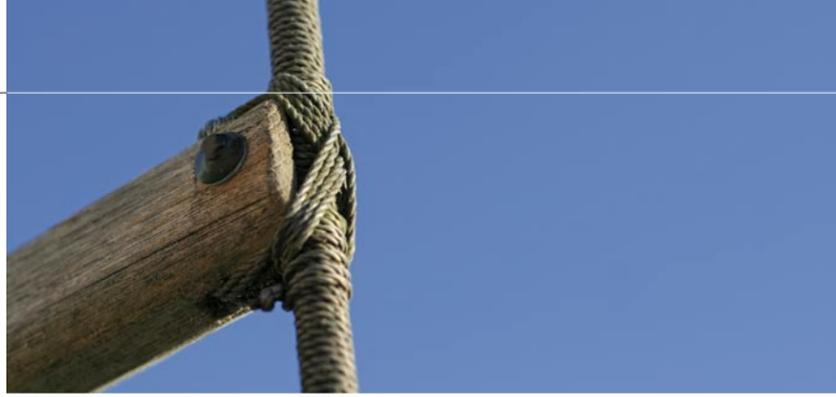


Mayflower

John Colby Stone has the name and the look of a character pulled from the tales of Twain or Melville. He is sailor to the core, all the way down to his longtime proprietorship of the Captain Whidbey Inn on Whidbey Island, Washington.

The look and personality are infectious. Warm, inviting, a fluid storyteller, Captain John Stone wears what we can only assume to be a long-standing, white beard. On this day, the beard serves as protection from a fierce November gale.

The main Inn is a splendid log cabin, with planked floors and panoramic views over a small bluff. We are meeting here to discuss another object of John's affection (with due apologies to his wife Mendy), an American Marine-built ketch known as a Mayflower. Not unlike its namesake, this Mayflower (#1 of 10)—dubbed *Cutty Sark*—is a yacht that screams of exploration, use, and salt. Examining her lines, one is left with little doubt of the *Cutty Sark's* stated purpose. With impressively sweeping freeboard, a useful pilothouse amidships (offering a second but protected helm), and rugged wooden spars, this seven-sailed ketch when fully armed is an oceangoing stalwart.



PHOTOS FROM TOP > Rigging detail shows the wood-and-rope ratlines that climb the main mast. > The teak wheel shows its age. > The original windlass is a work of art. > Bow detail. > Captain John and his wife Mendy at Bell Harbor Marina in downtown Seattle.

OPPOSITE > Mast hoops collect in a neat array along the main mast.

Like all kids, John had no say in his move up to Whidbey Island decades ago. A long, lush, undulating island, Whidbey shoots north, parallel to the inland coastlines of the Washington mainland. The third largest island in the contiguous United States, Whidbey is home to a naval air base, a fair number of residents, and growing throngs of summertime vacationers. John and Mendy have made a home on Whidbey, but the sea is what really calls him, and his plans to sell the Inn and retire to a life driven by tides is imminent. Mendy, for her part, seems happier to meet John when the boat has stopped heeling over, but that is not to say she isn't seaworthy herself.

Our first meeting is at downtown Seattle's Bell Harbor Marina, which sits in shadows under the city skyline. *Cutty Sark*, after a day beset by engine troubles, pulls in as John single-hands this unique 40-footer neatly into her slip. (The length on deck is 40', the length when counting the bow sprit and rigging is 58'.) This is the type of thing John does—he uses his boat and offers no apology for not having her in tip-top shape. He does, however, admit that the day's engine troubles have created quite a mess inside. To John, it is clear that a boat is meant to be used and loved, not coddled.

The Mayflower is a Hugh Angleman and Charlie Davies co-design. She was drawn for Chuck Cotton and his family, who intended to sail the boat on the open ocean, presumably around the world. In effect, this ship did sail numerous times between California and Hawaii, but apparently never ventured farther. In 1991, and three sets of owners in between, John saw *Cutty Sark* in a Port Townsend boatyard getting fitted for a full boat





PHOTO > There is nothing quite like the rigging of an old sailing ship.

deck cover to make a habitable "top floor" dwelling for liveaboard owners in Juneau, Alaska.

John wanted a few things in a boat that would replace his beloved 1960 Sunset 34. He wanted a pilothouse ship that offered twin steering stations, could comfortably sleep six, and most importantly, it had to be a size that was convenient enough for John to captain single-handed. The *Cutty Sark*, he knew immediately, would be that boat. It was love at first sight.

Adding to the seduction, *Cutty Sark* was already outfitted with some of the accoutrements necessary for offshore cruising (John's goal after selling the Inn): aside from the ship's basic design, she also had a windcharger and watermaker installed.

Another thing that makes John unique is his interest in integrated educational programs. Since acquiring *Cutty Sark* in 1991, John has created an itinerary and volunteered his time to educate middle school-aged youths in math, science, and history.

His method? John takes students and teachers out on learning-based adventures aboard *Cutty Sark*. Employing the Socratic Method in his approach, kids ultimately arrive at answers by asking pertinent questions. Students devise and calculate algebraic formulae using only the ship (and ship's captain) to guide them. John fervently believes in this approach since it provides for learning math, science, and history in a practical and enjoyable context.

In his favorite lesson, John provides students with the framework to understand "knots" as a measure of speed. He discusses with them how early explorers used a chiplog, but rather than dictate to them, John lets students "discover" through questioning that speed is simply the ratio of distance over time. With history as a guide, John says the kids enthusiastically problem-solve, think on their own, and come up with the right answers.

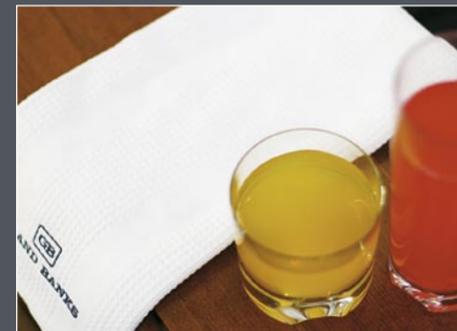
The *Cutty Sark* has had a rich 50-year history of sailing from Hawaii to California, and among the many nooks and crannies of Puget Sound. She has served as a workboat, sailed with the historic Tall Ships (she even has her own registration in their annual guide), endured harsh winters in Juneau, and helped educate kids for fifteen years. On her next adventure, John will take her sailing along with the ghost of Captain George Vancouver up the Inside Passage and into less-trafficked regions of the Northwest.

We know there were ten such Mayflowers built in its brief history, but we were charmed by this original ship and even more so by her owner, a kind soul with a love for sailing and the preservation of history's lessons. Perhaps some day one of his students will buy an old wooden boat and remember Captain Stone's teachings. ••

NEW FOR 2007: SHIPSTORE PRODUCTS ADDED

Just in time for the holidays, Grand Banks has added several new items to our GB ShipStore catalog. Top of the list is a new Galley Collection, featuring quality etched acrylic stemware and barware, galley towels, sturdy tote bags and more. Also, be sure to check out the new Ronstan Jackets, including the Inshore Jacket that served that served so well in all kinds of weather during the Grand Tour. Find them all at gbshipstore.com.

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> SHIRTS & JACKETS



NEW COLORS AND STYLES

> ACCESSORIES



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Your Vision

ThermoVision® Mariner

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NONE ARE CREATED BY CUTTING CORNERS.

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There are many different qualities that shape a Grand Banks yacht and distinguish it from any other. And for more than 60 years, Onan marine generator has focused on one goal, developing the best-designed, most innovative marine generators in the industry. Together with Tritex, the most recognized name in marine distribution in Asia on sales and services of quality marine products, we've stood in the face of mother nature and created a partnership strong enough to withstand the elements of times for many decades.



Tritex is a preferred supplier of Grand Banks for Onan marine generator. Together in this partnership, we have provided unparalleled service and attention the world's finest yacht builders choose - Onan.





story \ photography **Jonathan Cooper**

singing the sea Chanty

AMERICAN MARINE'S **CHANTYMAN** IS A GRACEFUL, PURPOSEFUL CRUISING BOAT. IT IS ALSO AN UNCOMMON SIGHT.

THANKS TO RETIRED SCHOOLTEACHER AND GRAND BANKS AFFICIONADO PAT CLIFFORD, THIS **CHANTYMAN** SINGS A MODERN TUNE WITHOUT SACRIFICING HER TRUE NATURE.

Every time I see Pat Clifford he is dressed the same: Blue jeans, plaid flannel shirt, down vest. The head tops off in a roughed-up NFL Seahawks cap that can barely contain Pat's mass of silver hair. The outfit is his signature, but his boat sitting nearby on those all-too-familiar wooden crutches is that which gives him celebrity status at the local boatyard. Walking around, you'd be hard-pressed not to run into some local craftsman—be him woodworker, electrician, or fiberglass expert—that hasn't had a hand in Pat's prize possession.

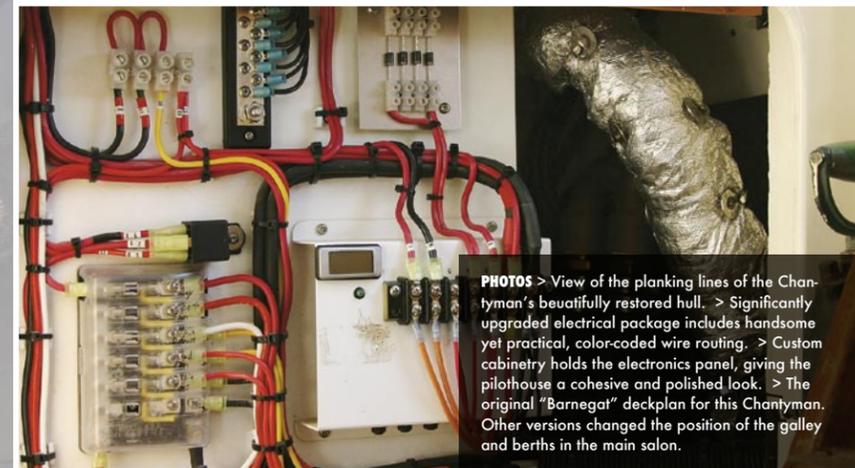
Pat is sincere and exuberant, happy to share every tiny detail of his labor of love, the 35-foot displacement trawler originally marketed as "Chantyman." He knows all of her refit details intimately, having patrolled this yard for over sixteen months watching his wooden ship come back together, piece by piece.

A retired schoolteacher and avid Pacific Northwest boater, Pat dreams of cruising from Puget Sound to Alaska. His first introduction to these waters, however, was rough. In a 1965 Owens cruiser, Pat timed his first outing with a message from Mother Nature. In the wrong kind of boat at the wrong time; the sea churned up for Pat, an event that made him rethink how he would pursue his dream.

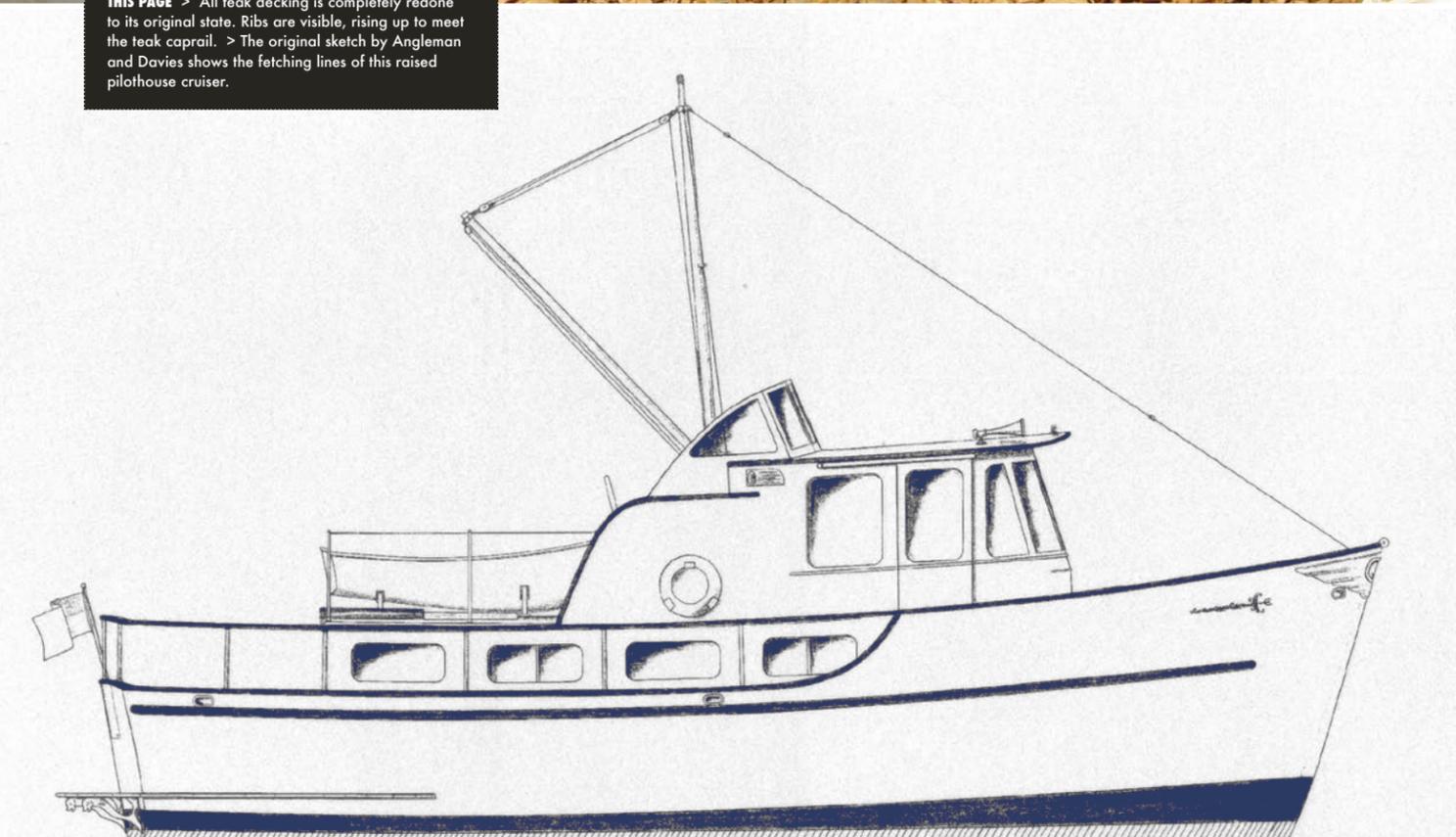
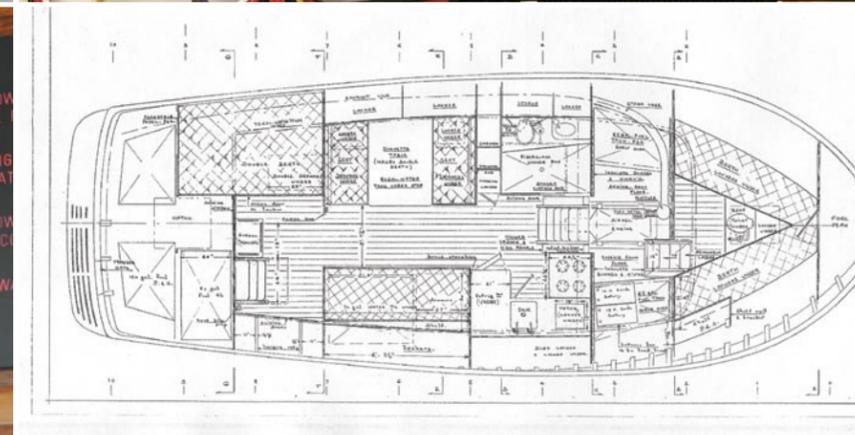


PREVIOUS PAGE > The specifications include a 5- 1/2" think mahogany keel. Much of the initial work involved making the hull seaworthy again.

THIS PAGE > All teak decking is completely redone to its original state. Ribs are visible, rising up to meet the teak caprail. > The original sketch by Angleman and Davies shows the fetching lines of this raised pilothouse cruiser.



PHOTOS > View of the planking lines of the Chantyman's beautifully restored hull. > Significantly upgraded electrical package includes handsome yet practical, color-coded wire routing. > Custom cabinetry holds the electronics panel, giving the pilothouse a cohesive and polished look. > The original "Barnegat" deckplan for this Chantyman. Other versions changed the position of the galley and berths in the main salon.



34'-0" CRUISE CRUISER
OUTBOARD PROFILE
1" = 1' - 0"

After such a battering, one thing he could no longer ignore was the need for a solid, seagoing ship. Poring through articles, reviews, and online owner forums, Pat researched the perfect boat, settling on a Grand Banks woodie. On a routine search through listings of 36s, Pat found the lesser-known, American Marine-built Chantyman sitting forgotten but proud in Dana Point, California.

The Chantyman was originally put to paper by the skilled hands of Hugh Angleman and Charlie Davies, naval architects in partnership who designed several proven offshore sail and power boats. Once designed, American Marine's Hong Kong yard was commissioned to build her.

Run by founding brothers John and Whit Newton, American Marine put a number of Angleman/Davies designs to the water, including the venerable Sea Witch and Mayflower ketch designs. In 1961, it was the Chantyman, and hull number twenty shipped to the California coast, registered first in 1963 for a total of five dollars. Last year, it was acquired, trailered, and trucked to the Northwest by Pat.

As any owner of a wooden boat can understand, getting her shipshape took some effort. There was a leaky hull to consider, water rot in a number of corners and hideaways in the house, and then there was the question of modernization. That is, determining what should

be added to this boat to make her a safer, more technologically updated ship. And this is where Pat has spared little expense.

After the hull had been stripped and the planks chinked, Pat hired a craftsman to build a beautiful teak swim platform. The platform, much like that on a modern-day GB, was larger and weightier than the original, requiring new supports under the original bronze dolphins. Moving up, the teak decks were routed out and recaulked, freshwater washdown added to fore and aft, and a Lewmar windlass now adorns the bow.

The boat's electrical system was completely overhauled. Adding a hot water heating system, all new Raymarine® E-series electronics, Sirius® satellite radio, an integrated alarm safety monitoring system, transducer, inverter, and a slick bilge pump-out, Pat considered all these upgrades to be essential to safe boating to distant waters.

The electronics panel in the cozy pilothouse is something to behold. Standard matte black panels are custom built, inset in rounded-over teak frames, and backlit in red LED. All alarm systems are brought into the pilothouse so the captain is instantly aware of any onboard failure. A look behind the panel yields not a muddle of spaghetti wire, but a neatly routed, color-coded method to the madness. >

Access to the original 98-hp Ford Osco requires only stepping down from the pilothouse into the salon and lifting the pilothouse staircase, much like that of a sailboat. Pat had the transmission rebuilt but said that otherwise the engine was in sound mechanical condition. Lifting the steps is a glance into yet another world of order and ease of access, important features for troubleshooting underway.

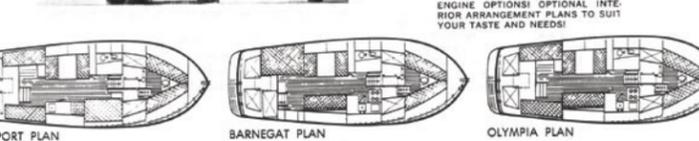
The interior layout survived any major changes, save for a restructuring of the supports under the trunk cabin. Given how much it used to flex under the weight of minimal load, Pat had steel I-beams engineered and then cleverly hidden in teak soffits, providing all the strength needed for a heavy tender or a gang of revelers without destroying the aesthetic balance of the salon.

The arrangement itself is masterful. Much like a sailboat, this relatively short length on deck can comfortably sleep eight. From the pilothouse forward, one takes three steps down to a v-birth cabin

Looking aft and port, there is a comfortable head/shower combo, followed by a dinette that drops to sleep two passengers. Following the dinette is a sailboat-style quarter-birth that offers at once storage and two additional births. Looking aft and starboard lies the small but useful galley, a bench settee (again sleeping two by way of convertible bunks), and additional storage at the aftermost exit point to the deck. This is called the "Barnegat" interior plan, and according to surviving documents the two other plans only alter slightly the salon/galley arrangements.

Originally designed for offshore cruising, the Chantyman is purported to have a 1,200 nautical mile range. This ship has yet to be fully tested by Pat, but he knows after plenty of hard work that the day is near. (At press time, Chantyman #20 launched and took up her new residence in a covered moorage, with only final coats of paint and varnish standing in the way.)

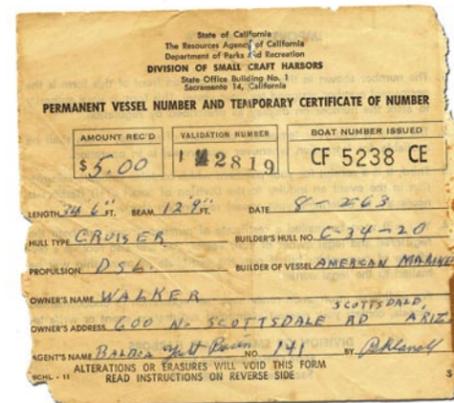
One thing impresses about Pat: he is not just a guy throwing money at a boat. He is a student of history, fascinated by the ship's origins, how she was built, and where she fits in to the historic register of boats that sailed from American Marine's regarded past. The Chantyman was one of many remarkable boats, including Spray, the first GB trawlers, raised-pilothouse Alaskans, and several sailboats that came from this Hong Kong shipyard. Undoubtedly her designers Hugh Angleman and Charlie Davies had a great trust in the craftsmen at American Marine to build the ship to their specifications.



Inspect the commodious main cabin and functional wheelhouse! Note the outstanding panoramic vision! Functional design and utility are keynotes in the areas most important to the Skipper... and Skipperette alike! The Chantyman combines the most outstanding characteristics of tried and proven conventional Ocean Cruisers with a score of unconventional, modern, imaginative concepts which, in total, make this yacht more desirable than the usual 40-45 foot design. We invite your critical (and possibly professional) study of the Chantyman... her design and specifications. You will see the Chantyman offers: MORE SPACIOUSNESS • MORE PRIVACY • MORE STOWAGE • A SUPERIOR HULL FORM • A GREATER RANGE • A MOST ATTRACTIVE (and ultra-competitive) PRICE • A PRIDE OF OWNERSHIP... AND THE RESPECT OF "OLD SALTS"

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and integrated head. The space is tight but private, and perfect in terms of proximity for the captain's usual obsessions. Aft of the pilothouse and down, the salon is large and open, taking advantage of the Chantyman's nearly 13-foot beam.



PHOTOS > Above: the original registration of the Chantyman preserved today, shows the registration of \$5 for hull #20. > Left: the original marketing sheet promoting the Chantyman.

Pat is bent on preserving this history by taking a trawler and turning her into a modern, capable sailor without sacrificing her important heritage. Pat is hardly alone—his love for the wooden boat and beguilement with the sea do not necessarily set him apart. But it is Pat's spirit for preservation and his almost childlike exuberance that are helping this Chantyman come alive, allowing her history to live for decades more. ••

> Over the coming months, look for more photos of Pat Clifford's Chantyman at www.grandbanks.com/spray. We will be adding online supplements to this printed magazine as more photos become available.



Photo by Neil Rabinowitz

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the famed gold coast, and
thousands of miles under
her keel.

all in a maiden voyage for
australia's **Southern Eagle**.

story and photos | david muir, owner 52eu #38



After a wonderful holiday in Alaska last year aboard a 52 Europa we chartered from NW Explorations, it was not long after that we decided our 46 Europa was to be replaced. The additional space seemed ideal for our family's requirements.

We fell in love with Jeff and Susan Bland's *Mystic Eagle*, but after considering the difficulties of freighting it to Australia, dealing with the different voltage as well as various taxes and charges, we decided for a new 52, with very similar specifications to *Mystic Eagle*. Our new boat was subsequently named *Southern Eagle*; indeed a sister ship to the original.

After arriving in Australia in July and being commissioned by the local GB agent, it was time to get moving. After fixing two or three minor matters we decided to embark on an 1,100 nautical mile trip up the east coast of Australia with the final destination of Port Douglas, a small holiday village some 600 miles south of the equator and favored by former President Clinton and other celebrities.

The plan was to have crew changes every week, the first three weeks to be three groups of mates, and the final week was to be a far more relaxed (and healthy) family week.

The initial leg was the longest at 600 miles, which at nine knots required many hours at the wheel and two all-night passages. This part of the Australian coast is quite beautiful, with natural, protected anchorages along the way and several areas that require a high level of concentration. Our final destination this week was Hamilton Island, a boating Mecca in the exquisite Whitsunday Island Group.

It was planned that this leg would show up any teething problems with the boat. When pulling up anchor on our first morning the windlass stopped working requiring us to pull up the anchor by hand. We were certain there must be a circuit breaker or fuse somewhere but no amount of looking helped. A telephone call to Bugs Yeow at GB's Singapore office resulted in us locating the fuse. Bugs kindly sent two new fuses to rendezvous with our next destination and it was no longer a problem. Our only other problem was a starboard navigation light that refused to cooperate.

After experiencing relatively calm weather for most of the trip, our luck ran out some 150 miles from Hamilton Island. We were traveling through the night with mirror calm seas and Humpback whales jumping and playing beside the boat. At 2:00 am the wind increased to about 10 knots ... 3:00 am to 15 knots and by 6:00 am it was a steady 35 knots and deteriorating. With the various tides going in and out of the many islands it was not long before the sea was boiling in confusion. Several onboard thought their demise was near, but after a few hours the tired crew was able to pull in behind a beautiful tropical island, take shelter and give the overworked Naiad stabilizers a rest.

Our arrival at Hamilton Island and the arrival of the new crew resulted in quite a celebration. It was decided to have both crews on board (a total of 11 people) and travel a short distance to what must surely be one of the world's finest beaches. (Whitehaven Beach is featured on the international Qantas Airlines commercials). A perfect day on a perfect beach.



PHOTOS (TOP TO BOTTOM) > David (red shirt) and his wife Sandy (on his right arm) pose with their crew at South Stradbroke Island. > Enjoying their time at sea: the first leg of the trip is reserved for the "blokes" > Spectacular sunset in Mooloolaba on the Sunshine Coast, Queensland. OPPOSITE > 52 Heritage EU #38, *Southern Eagle*, sits proudly at anchor on her maiden voyage up the eastern coast of Australia

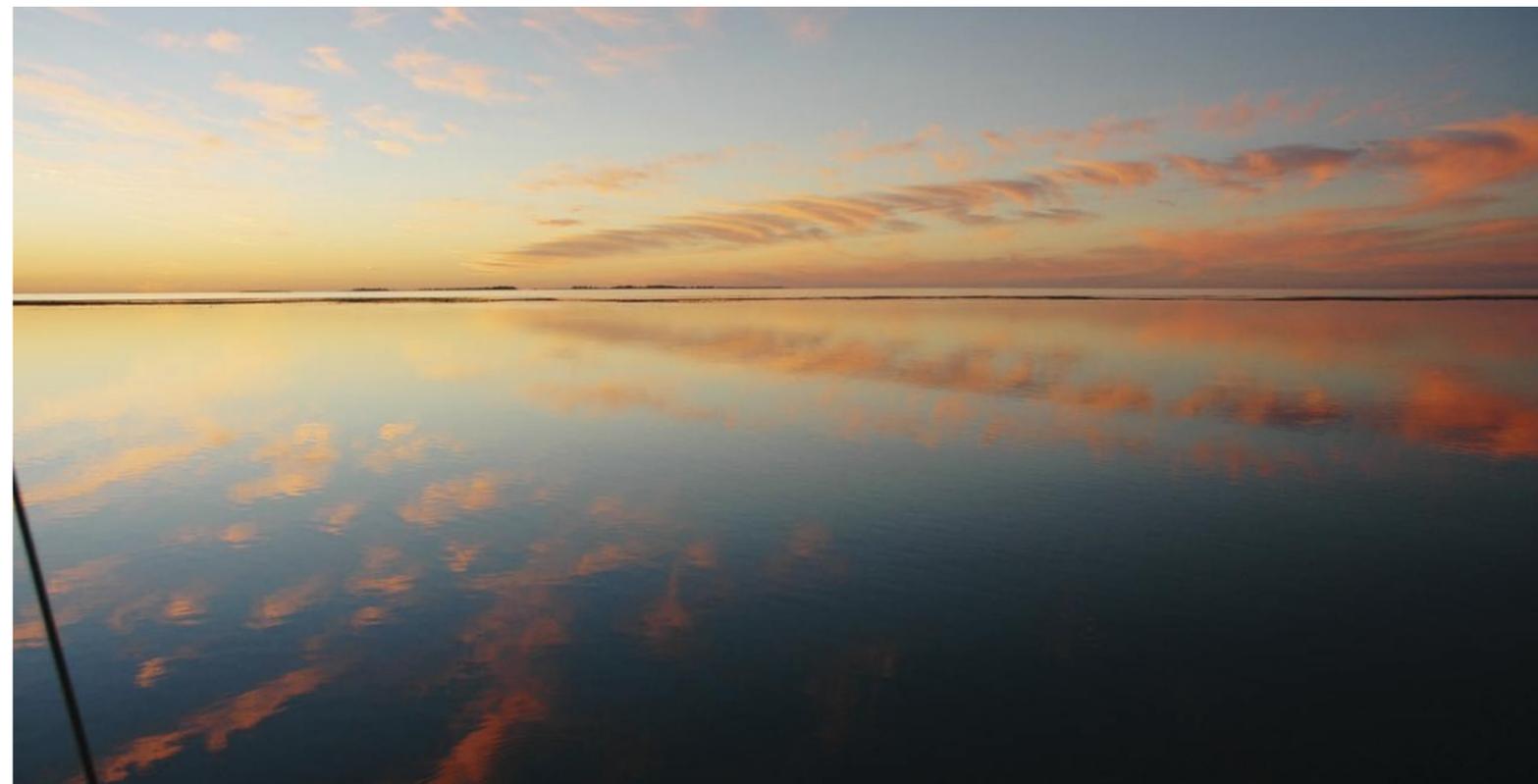
Our next leg was to continue for some 200 miles inside the Great Barrier Reef, but once again, strong winds made a delightful trip mere misery with a week of 30 knot gales. One night, tired of the wind and corresponding seas, we pulled in behind a well-known sand spit for shelter. Even with ten to one scope out the boat continued to drag anchor until the second anchor was deployed. In thousands of miles of offshore boating I have never needed a second anchor. It will be part of the boat's standard gear from now on.

The various guests onboard were full of praise for the practical layout of the boat. They were also surprised by the respect and favorable comments shown to the vessel when tied up in marinas. The common gossip around the marinas is that you do pay extra for a GB but like other things in life you get what you pay for. Given the weather we faced on this trip and the ability of the boat to handle it with ease, I felt it was worth it.

With this boat we chose twin 525 BHP, 12.5 liter John Deere diesels. At around 10 knots, this is an almost completely silent ride at 1,000 RPM with a very economical fuel consumption rate of 30 to 35 liters per hour (approximately eight USG per hour). The evolution of these boats contributes to continual small improvements, all of which go to make the next boat slightly better than the one before. The 52EU is not the prettiest in the GB fleet, but it certainly must be the most practical. (A further compliment must also go to Raymarine for the new E-Series electronics, which worked marvelously for the entire trip.)

The conditions finally improved and we made our destination at Port Douglas, very close to where the celebrated "Crocodile Hunter" Steve Irwin was tragically killed by a stingray some two weeks earlier.

Southern Eagle has now returned to her home port on the Gold Coast in Southern Queensland after a 2,200-mile roundtrip journey. Her comfort and seaworthiness is a credit to Grand Banks workmanship; we look forward to many future adventures on 52 #38. ••



beachcombing



Alan Blum & Julie Reinstein
Lincolnshire, Illinois
49SX, hull #97, *Chapter II*
Agent: Brent Reed
Toledo Beach West

Alan and his fiancée Julie will become the owners of 49 Eastbay SX hull #97, which is currently under construction in Singapore. *Chapter II* will be completed this winter and will ship to the port of New York in 2007.

Alan and Julie plan to extensively cruise the Great Lakes around their home in Illinois.



Len & Michelle Schiraldi
Essex, Connecticut
54SX, hull #19, *Destiny*
Agent: Bob Jarrett
Boatworks Yacht Sales

Len and Michelle took delivery of *Destiny* in Essex, Connecticut, in June 2006. They had previously enjoyed cruising New England waters aboard their Tollycraft 44.

The new 54SX was planned with Bob Jarrett and built to the owner's requirements over the course of a year. Some of the custom features include a built-in wine rack, flip-up companion GPS/Radar display, cockpit grill, and a handy TNT lift with Novurania tender.

The Schiraldis absolutely love their boat and spend every weekend onboard. Hailing from Essex, they enjoy cruising New England coastal waters and aspire to reach the Chesapeake and beyond.

Len and Michelle co-own and manage a Real Estate Development and Management firm in Cromwell, Connecticut.



Winston & Joanne Lauder
Hamilton, Montana
59 Aleutian RP, hull #1, *About Time*
Agent: Steve Fithian
Hal Jones & Company

Winston and Joanne Lauder of Hamilton, Montana took delivery of their brand new Grand Banks 59 Aleutian RP, hull #01, in March 2006. They christened the new yacht, *About Time*.

The Lauders immediately took their yacht on a long voyage down through the Caribbean and spent the next few months cruising from island to island, tallying up over 300 hours of running time.

About Time returned to Fort Lauderdale last summer and will continue to be used extensively in the area.



Richard & Marcy DeWolfe
Key Largo, Florida
49HX, hull #91, *Exclusive*
Agent: Steve Fithian
Hal Jones & Company

Richard and Marcy DeWolfe of Key Largo, Florida and Milton, Massachusetts, took delivery of their new Grand Banks 49 Eastbay HX, hull #91 in August.

Now that they have christened her *Exclusive*, the DeWolfs plan to cruise their boat in Florida and the Bahamas throughout the winter months and the Northeast during the summer months.



Terry Bieker & Jeanne-Marie Varga
Vero Beach, Florida
47FB, hull #6, *Cavalier*
Agent: Bob Peckham
Hal Jones & Company

Terry and Jeanne-Marie bought their 47FB new in December 2005, christening her *Cavalier*.

After a relatively quick shakedown cruise to the Bahamas, including the Abacos, Exumas and Andros in the spring of '06, the couple took *Cavalier* northward.

In May, they cruised up the ICW and on the Atlantic, ending up in Maine by the middle of August.

Terry and Jeanne report that the boat ran wonderfully, and have plenty of shots zipping along on flat seas outside of Cape Hatteras, and running down-sea in eight-footers off Cape Fear.

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