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spray

THE MAGAZINE FOR GRAND BANKS OWNERS & ENTHUSIASTS



GRAND BANKS



On the Cover

American Marine-built "Chantyman" is re-christened **Plowman**, restored and ready for his first big cruise.



"All the news that's fit to print." So goes the famous proclamation of one of our most honored newspapers.

Those of us working on this edition of *Spray* have a slightly different take: fitting all the news to print into the pages of just one issue. A wealth of company news, new product profiles, cruising tales and other great stories – all worthy of attention – have each been vying for their ink.

Add to that a follow-up on last issue's story on Pat and Kim Clifford and their exhaustive restoration of a 1963 Chantyman. Now that *Plowman* has made a successful launch and has already had one shakedown cruise, we visit with the owners to tour the boat and get a look at the finished work.

Then we have part one of another two-part story. John Armati, Australian-based owner of a beautiful 64 Aleutian RP, was kind enough to send photos and an entertaining – and highly detailed (including coordinate positions) – account of his circumnavigation of Tasmania, south of the Australian mainland. Part two will cover the second half of his trip as he completes the voyage with some of his closest and most seaworthy friends.

You'll also get a behind-the-scenes look at a GB photo shoot around the small Bahamian island of Bimini, and an early look at the new 55SX as she prepares to make her debut at the fall boat shows.

One other important piece of news to note: Grand Banks Yachts recently announced a reorganization of its management team. As a result, we are proud to mark this first issue of *Spray* under the leadership of Rob Livingston as President of Grand Banks. Formerly Executive VP of Sales and Marketing, Rob will now assume responsibility for the daily operations of the company, while Bob Livingston continues in his role as Chairman and CEO.

Lots more news and owner coverage awaits inside – keep those stories and photos coming!

Jonathan Cooper
Jonathan Cooper
Editor

4] **Scuttlebutt**

Check in on the latest news and happenings.

10] **Plowman's New Day**

We recently profiled an extensive refit of one of American Marine's original trawlers, the Chantyman. Now that he is in the water and running strong, we introduce you to *Plowman*.

14] **Van Diemen's Land**

64 Aleutian owner John Armati takes *Liberty III* and several trusty sailors with him on a voyage of a lifetime.

20] **Bimini & Back**

An account of a whirlwind tour to the island of Bimini, Bahamas.



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Grand Banks University

GB hosts intensive training sessions for Authorized Dealers around the world.

She claimed to be nervous about the final exam, but on day three of GBU Hallie Brown proved she has what it takes to be a certified Grand Banks dealer. Her score – 74 out of a possible 75 – put Hallie at the top of her class for the West Coast session and gave bragging rights to the new dealer from Gulf Coast Yacht Group.

“It was a hands-on, interactive setting which I feel gave me the knowledge and tools to better represent the Grand Banks line.” – Hallie Brown

Hallie was one of dozens of dealers gathered in Seattle for the inaugural session of Grand Banks University, an intensive, comprehensive program that covers all aspects of the development, production, sales and service processes at Grand Banks. As noted by Neil McCurdy, Vice President of Sales for Grand Banks, “Dealers come away with a deep and thorough understanding of all the key features and benefits of each new model. As a result, they’re better armed and equipped to sell, and to effectively work with customers through the purchase and delivery process.”

The Seattle session was followed by a similar event in Baltimore for East Coast dealers. During the 3-day course, attendees spent time with top GB personnel in both classroom and on-board sessions. Not to be left out, dealers from Europe, Asia and Australia gathered at the company’s Malaysia factory for their GBU training.

“What I took from my GBU experience was a better understanding of and appreciation for the GB company history, and their philosophy and dedication to building a quality product,” said Hallie. “It was a hands-on, interactive setting which I feel gave me the knowledge and tools to better represent the Grand Banks line.”

It wasn’t just the “newbies” who benefited from the program: even longtime dealers like Jon Knowles (East Coast Yacht Sales) and John Baier (Oceanic Yacht Sales) praised the program for bringing new information and perspectives to their own efforts. It is no surprise then that Grand Banks plans to continue to the program and develop further courses to keep dealers informed and up-to-date on new products.

PHOTOS (OPPOSITE) < A group of GBU students gets a tour of the new 45 Eastbay SX in Baltimore, MD; an Eastbay and a Heritage moored in downtown Baltimore’s beautiful inner harbor.

PHOTO (ADJACENT) > Phil Lin accepts the Export Excellence award on behalf of the more than 1,000 dedicated workers who produce boats at GB’s Malaysia plant in Pasir Gudang.



Awards & Recognition

Over the course of our 50-year history, Grand Banks Yachts has regularly been recognized for excellence and achievement in a variety of areas, from design and manufacturing to sales and service. Recently, the company was honored with four very important awards.

2007 NMMA Marine Industry CSI Award :

In July, the National Marine Manufacturers Association announced Grand Banks as a recipient of its *CSI Recognition Award for Excellence in Customer Satisfaction* (Inboard Express Cruiser Boats category). According to the NMMA, Grand Banks maintained an independently-measured standard of excellence in customer satisfaction of ninety percent or higher, based on information provided by consumers purchasing a new Grand Banks between July 2006 and June 2007.

“We work hard to maintain a reputation for uncompromising quality and service,” said Neil McCurdy, Vice President of Sales for Grand Banks. “To be recognized by our customers as one of the best in the industry is the highest honor.”

2007 Employer Award :

Grand Banks Malaysia (GBM) was also honored recently by the Ministry of Human Resources in Malaysia. The *Employer Award* recognizes companies in Malaysia for excellence in employee relations and other human resources practices. Home to the company’s training center, GBM was commended in the *Competitive Employer* category for its commitment to “train employees to the highest standards of performance.”

2006 Export Excellence Award :

Each year, the Ministry of International Trade & Industry in Malaysia recognizes manufacturers and exporters for their business excellence and quality achievement. The Grand Banks factory at Pasir Gudang, Malaysia was recently awarded the Export Excellence Award for long-term excellence in export sales and its ongoing contributions to Malaysia’s export economy.

“We’re quite honored to be recognized by the Ministry and the business community here in Malaysia for our achievements,” said grand Banks CEO Bob Livingston. “It is a testament to the many years of outstanding work and unyielding dedication of our management and staff in Malaysia.” Among others on hand to receive the award was Phil Lin, Plant Director for Grand Banks Malaysia.

2007 Best of the Year Award :

This annual award from *Motor Boating* magazine/Time4 Media recognizes the industry’s “best” – best boats, events, safety gear, propulsion systems, etc. This year, Grand Banks was recognized for its *Grand Tour: Inside Passage* cruise. As the article states: “A masterpiece of planning, coordination and execution, the Grand Banks 50th Anniversary Grand Tour — an 800-mile, 19-day run up the Inside Passage to Alaska — was indeed the cruise of a lifetime.”

'07 Puget Sound

Even this bird's-eye view was not enough to capture all the boats in attendance at the beautiful resort town of Roche Harbor on Washington's San Juan Island. Over 120 GBs new and old made the journey in mid-May to join fellow owners for fact-filled seminars and fun-filled events during the three-day rendezvous. With nearly all the boats berthed together on a single dock this year, it made for an impressive and inspiring sight!

Once again, the women's boat handling courses taught by Passage Maker Yachts were booked full and highly praised by the many eager students. Grand Banks CEO Bob Livingston and Malaysia plant director Phil Lin came from across the globe to talk to – and hear from – the hundreds of GB owners in attendance (this was Phil's first GB Rendezvous, and he was duly impressed!).

Not to be outdone, Rendezvous Chairman David Little worked tirelessly to make sure it all went off without a hitch; he even managed to keep most of the rain away until folks set off for home (thanks, Dave). All in all, another marvelous and memorable rendezvous for the Puget Sound-area GB owners.

PHOTO (SPREAD) > Taken Thursday, a quick count yields over 75 boats that have already arrived to scenic Roche Harbor Resort & Marina on San Juan Island, Washington. Any gaps in these docks were filled up by Friday afternoon. Boats ranged from 32 to 72 feet, including several Alaskans, Eastbays, an Aleutian, and an American Marine-built Chantyman (featured in V611 & this issue).



PHOTOS (from top-left) >

By sunset on Saturday evening, the marina is packed to the gills with glowing GBs; Tom Huse (& Susan Hall, not pictured) – Grand Tour vets who brought their "new" 49CL to the party; Saturday night entertainment included a fabulous catered dinner and a comic troupe that left kids and adults in stitches.

A Grand Reunion

One year later, Grand Tour travelers gather to commemorate the journey of a lifetime



A beautiful brunch buffet waited in the next room, but no one could take their eyes off the large screen in the restaurant's foyer. There, projected large as life, was a long and looping slide show of pictures taken during the Grand Tour to Alaska. The people, the places, the activities, the food (the food!) – the myriad of scenes from this incredible voyage stopped each new arrival in their tracks as they came to join the party.

Together the group watched and laughed and greeted each other as warmly as this lucky band of travelers had just one year ago. Finally, by the fourth time through the show, the group moved with a raucous new energy to the dining room at Roche Harbor Resort, where Grand Banks hosted a reunion for participants of the company's historic 50th Anniversary cruise.

The theme was "What I Did Last Summer After Grand Tour Ended," and the stories were as varied and delightful as the participants themselves, culminating with Ron Mauselle's tale of how his wife, Maxie, brought in some truly king-size king salmon off the west coast of Vancouver Island. Email messages from the few who could not attend in person were read to the group, and special recognition among attendees was given to Ron and Barbara Cockrill. The two traveled by car all the way from Reno just to join the festivities!

Special thanks to Susan Hall who orchestrated the event, and to all who attended. The reunion ended with lots of talk of another Grand Tour, so stay tuned to see if this once-in-a-lifetime event can ever be repeated.



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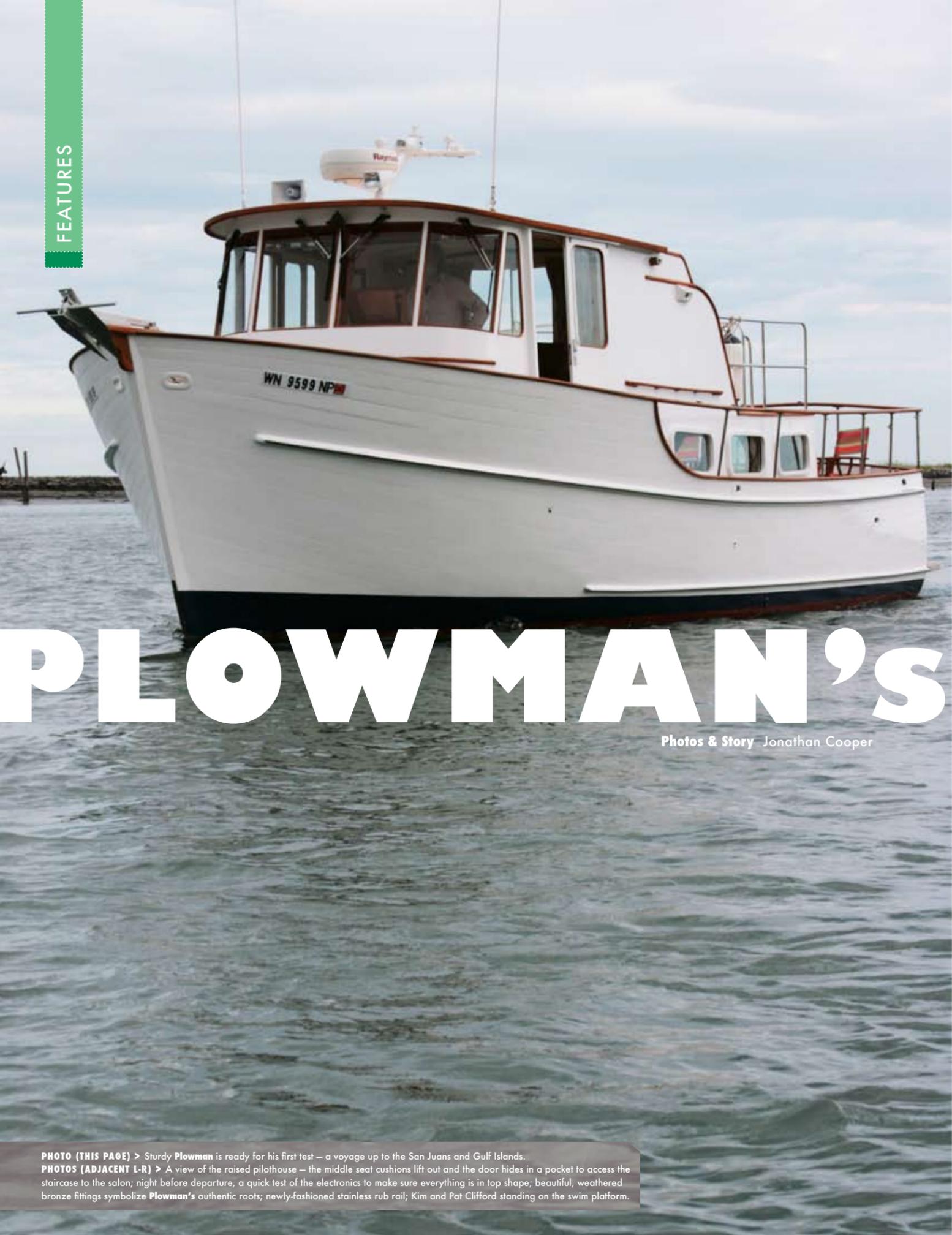
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PLOWMAN'S

Photos & Story Jonathan Cooper



AFTER YEARS OF DILIGENCE AND DEVOTION, PAT CLIFFORD PUTS HIS VISION IN THE WATER AND SAILS OFF

NEW DAY

In Spray [vol. 6 issue 3] we profiled the restoration of an American Marine-built Chantyman ("Singing the Sea Chanty," pp. 20-24). At press time, the boat had a few weeks left of painting and assorted finish work, and — perhaps most importantly — no name. One issue later, we present the follow-up.



Pat Clifford has the face of someone you know you're going to like. Bespectacled, bearded, tall but not imposing and whose smile is a near-permanent fixture. But it is Pat's modesty, earnestness, and devotion that are perhaps his most appealing charms. He is not about turning heads or drawing attention to himself, but when one of his passions involves the head-to-toe restoration of a rare wooden trawler, turned heads are inevitable.

Despite the unexpected attention, at just the mention of his labor of love — a stout 34-foot ship named *Plowman* — Pat beams like a new father. And why not? After a two-year refit in Everett, Washington, *Plowman* now has a permanent home on the water under covered moorage, merely a stone's throw from the end-

less playground of the San Juans, Gulf Islands, and the Inside Passage.

This displacement trawler's story was renewed by Pat and his wife, Kim, when they flew to see him at a marina in Dana Point, California. The boat was loved but languishing, and according to Kim, "the owner's broker told us that the owner had turned down five full-price offers by then." Armed with the broker's advice to "be charming," Kim says she let Pat work his magic. When the deal was done, Pat hired his friend's trucking company to move *Plowman* to Everett, where he resided until the work was finished. Pat was only satisfied with perfection, so all traces of rot were eliminated, no matter how far it went. It went pretty far.

PHOTO (THIS PAGE) > Sturdy *Plowman* is ready for his first test — a voyage up to the San Juans and Gulf Islands.
 PHOTOS (ADJACENT L-R) > A view of the raised pilothouse — the middle seat cushions lift out and the door hides in a pocket to access the staircase to the salon; night before departure, a quick test of the electronics to make sure everything is in top shape; beautiful, weathered bronze fittings symbolize *Plowman's* authentic roots; newly-fashioned stainless rub rail; Kim and Pat Clifford standing on the swim platform.



Eager to test *Plowman's* mettle, Pat and Kim took him on a shakedown to Roche Harbor on San Juan Island. At the GB rendezvous, the Chantyman received plenty of visitors, with many wondering whether Pat and Kim were lost. Sure, it may not be a GB in name, but its roots are evident in the popular raised pilothouse Alaskans that succeeded it as well as in its efficient, single-screw design of the earlier 36s and 32s.



Pat wanted a sturdy boat in foul weather because of a terrible experience in the wrong kind of boat. You never really want to wish for inclement weather, but on their return from the rendezvous, six to eight foot seas greeted them during a common convergence of tide and wind. At the beginning, there was hesitation as the boat took water over the bow. *Can this boat handle it?* By the fourth wave, Pat and Kim relaxed their grip and cheered on each new wave.

PHOTOS (CLOCKWISE FROM TOP) > A quarter-aft view yields a look at *Plowman's* beefy beam, ample deck space, and superb view from the aft pilothouse; The spacious salon sleeps six — a V-berth forward and a captain's berth in the pilothouse bring the grand total to nine; Pat, flanked by brother Bob (left) and Bill (right) set off for a two-week trek to the islands; Beautifully-crafted teak casings for the array of electronics above the helm; **(BELOW)** The finished work on restoring the Chantyman's teak decks (foredeck, here)

Plowman's stout performance in harsh conditions was the final proof through a long process of discovery — for Pat, it was proof that this was the right boat to pursue his dream of sailing to Alaska.

In July, Pat and his brothers Bill and Bob leave on a two-week cruise through the islands, to Vancouver, and back. Each day will be a new one for *Plowman*, who gets a second chance at life, puttering along leisurely with her original Ford Osco. One thing that's guaranteed: Pat won't be in a hurry to get anywhere. ••



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Van Diemen's Land

The circumnavigation of Tasmania on *Liberty III*

PART ONE [February 12 - 28, 2007]

Prologue: It seemed like a really good idea. Kate and I holidayed in Tasmania in December, 2006, with our children, Isabella, Alex, Siena, and Leo. We'd had a great time, driving up to the peak of Mt. Wellington, visited Pt. Arthur, toured Hobart, watched the Bicheno penguins marching up the beach, avoided the wide-spread bushfires and delighted in Tourville light. The scenery was beautiful. Crisp clear air highlighted the mountainous terrain, contrasting the land against the sea. My "good idea" was to take our boat Liberty III on a voyage so we could see this beautiful island from a different perspective. By mid-February we were on our way; our voyage of a lifetime had begun.

Story & Photos John Armati, owner, 64 Aleutian RP #12

The CREW

I needed a crew of three who could survive the hazards of cruising some of the world's most treacherous seas: Bass Strait and the Southern Ocean. And who could cope with the similarly risky challenge of living together at close quarters for six weeks.

My first call was to Malcolm McDonald, careful, practical and no nonsense. Malcolm has done lots on boats. He and I have spent many hours and traveled thousands of miles together during the ten or so years since we had met when Malcolm was on *Summer Breeze* his Riviera 35 and I was on *Liberty I*, my Grand Banks 42 Classic. We know each other well. (The best thing about a friend is that they know what you are really like – and still like you.) Malcolm was a surveyor in his earlier life around Sydney and Queensland's far north, so he was the perfect choice as navigator; his cooking is as good as his navigation is careful, so he started the voyage with lots going for him.

“Knowing the rivalry – something between contempt and hostility – which can exist between the various coteries who love the sea, I was slightly concerned that of the final 46 that started, only three were motor cruisers...”

Chris and Yvonne Gorman were next. Both very experienced. Chris thorough; very thorough. In December, 2006, Chris and wife Yvonne completed a gargantuan cruise from Sydney to the Kimberleys and back on *Adria*, their J44 yacht. Earlier they sailed extensively on the west coast of the United States; and Chris has done a number of Sydney-to-Hobart sailing races. Although first and foremost a sailor, Chris had been on the crew list of my Fleming 55, *Liberty II*, when we cruised north along the New South Wales Coast a few years ago.

The Gormans great northern cruise on *Adria* had taken them almost 9,000 nautical miles — the equivalent of circumnavigating Australia — so I thought Tasmania would be relatively easy for them. Once asked, they immediately accepted.

Weather and radio for Chris; the formal circumnavigation log for Yvonne who did many other things, not least of which was to have the best eyes on the boat for oncoming traffic.

For my part, I had skippered my four boats many thousands of miles: *Family Affair*, a Ranger 35 was the first; then *Liberty* (Grand Banks 42 Classic), *Liberty II* (Fleming 55), and now *Liberty III* (Grand Banks 64 Aleutian).

Family Affair had ventured only to Pittwater, but *Liberty* and I went north to the Whitsundays; *Liberty II* did more of the same, more often; and *Liberty III* had cruised to Lizard Island in 2005. More than 3,000 hours of coastal cruising, and I guess more than 30,000 nautical miles — but this voyage would be the most demanding and interesting of all.

The PLAN

Our simple plan was to circumnavigate Tasmania aboard *Liberty III*. By coincidence, we would follow a roughly-similar path to that of explorers Bass and Flinders, who ventured south from Sydney in 1798 and discovered, amongst other things, Bass Strait and the Tamar River and then completed an anti-clockwise circumnavigation of Tasmania.

Alone or in company? Almost as soon as I decided to go around Tasmania, news came that the Royal Yacht Club of Tasmania had organised another of its fairly regular anti-clockwise circumnavigations to start mid-February, so it was commonsense to join other mariners who had already made the journey.

Although applications to join the RYCT rally had closed with more than fifty applicants, the Organising Committee chairman Damien Kilalea told me final acceptances had not been determined and that our participation might yet be possible. On January 17, 2007 Damien gave us the green light. And with less than a month to make *Liberty III* ready for a six-week cruise, there was no time to waste.

We decided to join the RYCT yachts in the Tamar River at Beauty Point, Tasmania, instead of at Hobart, the official starting port. This meant *Liberty III* would later return to the Tamar to finally complete her 790nm circumnavigation.

Knowing the rivalry — something between contempt and hostility — which can exist between the various coteries who love the sea, I was slightly concerned that of the final 46 boats that started, only three were motor cruisers: *Liberty III*, John Dunn's 20m Whitoltz called *Ransom* and Vaughan Chapman's 19m Choy Lee named *Resilience*. I gave some considerable thought as to how the two cultures might coalesce — or collide — and what might be done to encourage the former and avoid the latter.

Motor boats are fast, noisy and flash; sailboats are unhurried, elegant and quiet.

As it happened there was some angst from the sailing fraternity with a few unkind words directed at us during the Beauty Point Barbecue and while we were in Macquarie Harbor. Perhaps because of these moments, or just coincidentally, our closest contacts were with our fellow travelers, *Ransom* and *Resilience*.

For our part we murmured a few wry comments when we saw a queue of sailing yachts at Strahan fuel wharf loading diesel — necessary because their sails were of no use in the light winds which had persisted during the journey from Three Hummocks Islands, 100nm to the north.

Part of our plan, therefore, was integration — but as you will read, it didn't quite turn out the way we had hoped.

The other part of our plan was to ensure *Liberty III* was seaworthy and, with her Master and crew, "fit to encounter the perils of the voyage she is about to undertake." Perhaps a higher duty of care applies to a commercial vessel in survey, but prudence and quite

likely the law demands that every ship or boat's master is obliged to exercise due diligence — because it is an offense to take any unseaworthy vessel to sea.

The VESSEL

Liberty III (64RP, #12) was the ideal vessel for such a voyage. A beautifully built boat with gracious interior design, she was labeled by some (yachtsmen) on the extended passage as the "sofa boat" perhaps more in envy than in denigration. But her beauty is far more than skin deep.

Her navigation equipment was, as to be expected on a vessel of this size and quality, expensive and sophisticated. The radar, digital sounder, chart plotters, satellite phone, HF and VHF were typical of most cruising power boats. But the addition of a JRC Automatic Identification System and a Swiss-manufactured *Anchor Alert* to some extent set *Liberty III* apart from the usual cruiser fit-out.

The AIS Class A (which sends Own Vessel data and receives other ships' detailed information via VHF) is mandatory on all commercial vessels over 300 tons worldwide and is thus somewhat unusual for a recreational vessel of *Liberty III's* size. Its value was continuously apparent, particularly at night, as the system displayed on our radar precise information, not the least important of which was the name and type of the vessel and its heading, speed and closest point of approach.

As we neared other vessels, sometimes at an aggregate closing speed of more than forty knots, there was a lot of comfort knowing the actual identity of what would otherwise be a purple radar return, and the skipper's rhetorical question: "What's that?"

Because we navigate in degrees true instead of magnetic and almost always use the radar in true motion, the radar and AIS information stream is quite specific and needs little interpretation. What we see coming at (or going away from) us is in true motion, not relative, with no need for traditional radar plotting. But even with all the aids, a constant crew-watch was kept.

The *Anchor Alert* is another special aid. A bronze cylinder is shackled between the anchor shank and the chain. Within this anchor unit is an accelerometer and transducer. The system's counterpart transducer on *Liberty*

III is linked to a control panel in the pilothouse. Once the anchor is set, the panel tells me two things: one, of vital importance: whether the anchor itself has moved at any time and (relatively) how far; the other, how far the anchor is from us, measured in a straight line.

The alternative of setting an anchor radius alarm seems superfluous with the *Anchor Alert* turned on. It often meant that when anchored in significant winds (30 knots plus) we were able to differentiate between movement of the vessel — which on occasion was wild — and movement of the anchor. In the latter circumstance, the alarm sounded and the pilot-house panel would show the relative amount of movement of the anchor.

For almost the entire voyage, we made enough water for six people for six weeks and only once topped up the tanks from a local supply, and then in Hobart in the last week. The Village Marine unit makes up to 140 litres (37 US gallons) an hour, but when we were in Macquarie Harbour, and especially in the upper reaches of the Gordon River, we were producing up to 200 litres (53 US gallons) an hour because of the absence of, or very low, salinity. For the entire trip it performed faultlessly.

Liberty III has two C18 1,000 hp Caterpillar engines, with electric pumps, capable of a high cruise of 20 knots giving a range of about 400nm, or running at 8 knots for more than 1,500nm. Great speed options to take advantage of either a weather window or trolling if fish are running.

House power comes from a 22.5-kW Onan which generates about 94 amps; a 5-kW 20-amp inverter with a bank of eight batteries. Two 110 amp engine alternators feed the battery banks. Lots more power than we ever used, considering the air conditioning was not used at all. On the other hand, with AC refrigeration, dish washer, oven/stove, hot water, clothes washer and drier, there was need of consistently reliable power sources.

With a passage crew of four and up to two visitors, the three cabins — each with head and shower — fit everyone easily. A fourth two-bunk crew cabin with head and shower was also available — but mostly to store our beer and wine. The satellite TV was a big hit for the evening news, but the attractions and distractions of our adventure left little time or interest in television.



INDIAN OCEAN



LEG 1 : South to Tasmania! (February 12 - 13)

Chris and Yvonne arrived at midday for our departure. By the time they unloaded their goods and chattels, *Liberty III's* draft was greater by possibly a meter. I'm no slouch when it comes to equipment, but when Chris was finished we were as well equipped as QE II. "Just in case," he explained. They brought along some very interesting, and potentially vital, bits and pieces. All up, we had six emergency beacons — like kisses, you can't have too many; four satellite phones, an EPIRB tracker, SCUBA gear, emergency barbecue hot plate, two laptops ... name it, we probably had it.

Malcolm arrived from Port Macquarie a little later, with his beloved fishing gear. We were ready to leave at last.

Liberty III departed Gladesville's Empire Marina late in the afternoon heading just a few miles east in Sydney Harbour to anchor off Store Beach inside North Head, before setting out the next day on the "delivery" leg towards Beauty Point, Tasmania, 535nm south across the dreaded Bass Strait.

Malcolm's Log, February 12: Left Summer Breeze cottage at 0700. Heavy showers all the way to Sydney. Boarded Liberty III at 1700 and had drinks with The Admiral, Chris, Yvonne, and Steve Berry. Departed 1905 for Store Beach, Port Jackson, to overnight. Three metre easterly swells crossing the Heads. Yvonne cooked pork and vegetables.

Once anchored we relaxed with a few celebratory drinks on our aft deck: our great adventure had started! Poor weather had altered our initial plan to leave earlier in the day for Eden, 207nm south, which is why we laid up at Store Beach for the night.

The next day, despite an unsettled weather report, we motored through the Heads at noon bound for Jervis Bay, 87nm south. The sea was fairly comfortable although lumpy, and the voyage unremarkable until the dramatic form and majestic heights of Point Perpendicular came into view. We rounded the headland, then sought and found an excellent swell-free anchorage at Montagu Roadstead, towards the northeast corner of the bay.

The following morning we weighed anchor at 0600 rounded Bowen Island and made for Eden. *Liberty III* passed outside Montague Island and tracked directly to Twofold Bay where we tied up at the breakwater wharf and awaited the fuel tanker.

Malcolm's Log, February 14: Depart Montague Roadstead 0610. Cleared Bowen I. 0.5 nm 0630. Cape St. George abeam 0645; St. George Head abeam 0645. Fast alongside Eden breakwater wharf at 1400. Valentine's Day dinner at hotel. Ordered seafood platter which was great: raw seafood on a heated slab of granite so you could cook it yourself as you like it. Very tasty.

We had planned the 203nm southerly passage from Eden to arrive at Deal Island, deep in the heart of Bass Strait, in the late afternoon. Having heard much of the perils of the Strait we were a little apprehensive as we refueled at Eden and then were delighted by Chris' Buoy Weather report which forecast modest winds and seas.

Next day at 0350 we were underway and soon abeam Green Cape Light, the southernmost lighthouse in New South Wales and overlooking Disaster Bay — so named following the inexplicable wreck of SS Ly-ee-moon on the rocks below the 44-metre lighthouse on May 29, 1886, with the loss of 81 passengers and crew.

It was nearly dawn when we passed the Gabo Island light and as we altered course the air temperature dropped rapidly; the sea temperature also dropped sharply from 19° to 13°. Welcome to Bass Strait! The sea-state was so good as we crossed the Strait that *Liberty III* was making nearly 16 knots over the ground. Our waypoints passed rapidly. Could this really be the fearsome Strait which has claimed so many ships and people? At 1600 Yvonne's sharp eye sighted land ahead: the Kent Group, and this leg's final destination, Deal Island.

In 1798 Matthew Flinders was apparently the first European to see the islands during a voyage to Preservation Island to rescue the survivors of a Sydney Cove wreck, and for about fifty years running, Deal Island was



used as a base for extensive fur sealing. The only inhabitants now are volunteer caretakers. Deal, Erith and Dover Islands, and three islets, huddle together as a unique seafarer's haven in the midst of what is a strait of notorious and deathly character. Deal, to the east, is separated from the others by Murray Passage through which the tide was roaring at up to five knots as we headed for the security of East Cove.

We thought we would be alone in the Cove, although seeing four yachts anchored there was not too great a surprise. But we were surprised when our AIS alarm signaled a Dangerous Target astern: the Tasmania Police Marine Services' 23-metre high-speed patrol boat *M\Van Diemen*. Nine crew operate the vessel out of Hobart, and each of the boats in the cove was to have a "knock on the door" from the police.

The *Van Dieman* had been out from St. Helens for about a week policing rock lobster, abalone, scale fish and all types of aquaculture; seemingly endlessly roaming the seas to ensure that no fish are sold or moved contrary to the law. These islands are unusually rich in fish species and are claimed to have the highest diversity in Tasmania, possibly because the area is the focal point of a range of influences including the East Australian current and the westerly influence of the Bass Strait.

Three of *Van Dieman's* crew boarded *Liberty III* with the utmost courtesy but it was clear they wanted to know where we had been, what we were doing and where we were going. Malcolm, Yvonne and Chris had come on board with their own optimistic fishing aspirations and their own fishing tackle, but we received the official "ok," because rod and line is one form of fishing in Tasmania which does not require a license. Once we passed muster, one of them was interested in *Liberty III*; he and I spent some time in the engine room chatting about boats.

We had a quiet little drink on the aft deck, looking up at the adjacent curiosity which was the Deal Island light. The lighthouse was built in 1848 and is the highest in the southern hemisphere. Despite its 305 metre height this elevation did not provide the advantage envisaged. According to John Ibbotson, author of *Lighthouses of Australia*, even on clear nights, clouds will often form around the tower, obliterating the light for up to forty percent of the time. The light was upgraded but even that did not solve the problem and so alternative lights were established on North East and South West Island. The Deal Island light was extinguished in 1992.

Malcolm's Log, February 15: Anchored East Cove 1730. Depth 11. 8 m. What a fabulous anchorage; fancy being in the middle of the Bass Strait!!

The weather which farewelled us on our departure from Deal Island and through Bass Strait south was the same as had greeted our arrival at Deal the day before: perfect!

Malcolm had plotted the course with his usual precision, with named waypoints in the chart plotter, but as we approached the Tamar River on the foredeck Chris and Yvonne were unaware of our planned track. Great consternation, much waving and shouting came from our companions as we headed directly for destruction — or so they feared — on West Reef. Later we had to explain to them that Malcolm and I, on the flybridge knew we were about to turn sharply to port, and safely into the channel.

Liberty III turned precisely onto the Lagoon Bay leads, passing the towering East Cardinal mark and then safe in the mouth of the Tamar, a mighty river which rises more than 40nm to the south.

The European history of the Tamar Valley dates from November 3, 1798, when Bass and Flinders anchored *The Norfolk* offshore from what is now the settlement of George Town, having sailed from Sydney to determine whether there was a strait between the supposed island of Tasmania and mainland Australia. Their arrival at a place subsequently named Port Dalrymple set in motion the subsequent establishment of George Town Pilot Station and the Low Head lighthouse.

Our destination was Beauty Point marina. Hardly beautiful and definitely not the marina for *Liberty III*. Because of our size the marina offered no comfort and after considering the options, we decided to move back downstream and, ultimately, to a floating marina at George Town which was to be our home for more than a week.

Chris had been in contact with Tamar Sea Rescue during our passage from Deal Island and developed a warm rapport with the colourful character who presided over the north coast's VHF radio waves, Bryn Warwick. Bryn directed us to the sizeable floating marina in York Cove which was not only more than big enough for *Liberty III* but also empty. Such was Bryn's favour, we found him a bottle of his favourite Glen Fiddich whiskey which we presented at the adjacent ferry wharf where we were refueling.

Van Diemen's Land, continued

We were ecstatic that we had crossed Bass Strait unscathed. But we were yet to begin our 790nm circumnavigation — and then had another 535 nm to get home.

We were days ahead of our schedule because the weather had been so good and now we had more than a week to wait until the first of the group barbecue at Beauty Point's Tamar Yacht Club on February 24.

Malcolm's Log, February 19: Another sleep in. Into George Town with John. Purchased pickup. Easy afternoon fishing, caught Parrot Fish and Flathead. Blue Eye barbecued in foil (lemon, parsley, shallots) Beautiful! Fuelled today alongside George Town pontoon. Low Head and walked around the historic homes at the Pilot Station. Drove back across Batman Bridge (1968) to Beauty Point.

Two memorable highlights of our visit to the George Town region were Low Head Pilot Station and Low Head Lighthouse, the latter which had been our welcoming landmark as *Liberty III* closed on the Tamar River entrance. The Pilot Station, established in 1805, gave aid to vessels entering the Tamar. In 1808 the *Hebe* was wrecked on the reef which now bears its name. In the following 100 years, at least twelve ships were lost entering the river. With an ebb tide and current, the Tamar runs at up to five knots, and with current against the flood we observed significant eddies and overfalls.

Until 1827, when the decision was made to build the Low Head Lighthouse, vessels standing off the Tamar entrance at night were signalled from the port by the sight of fires lit for the purpose. The light, originally known as the George Town Station, was built of local rubble with a coat of stucco to make it durable and visible.

As we arrived off the Tamar in daylight on both our visits, the light was a prominent and welcome landmark. Yvonne wondered aloud if its broad red band was in some way relevant as a *de facto* port hand marker, but the records show that the band was positioned around its middle in 1926 to ensure visibility during daylight hours.

Our pleasures were many and varied as we anticipated the invasion of the other 44 yachts in the circumnavigation fleet. Not the least of which was watching the throng of school children each afternoon as they made the George Town pontoon, in York Cove, their riverside home.

Running, diving, swimming — everything prohibited by the Council signs, which might also have banned fun as well if space on the sign had allowed. It was sheer delight for them to enjoy the simple pleasures which kids in an earlier era took for granted. Fishing was ok, so there was plenty of that and a few fish to show for the effort. Malcolm got lucky as well and landed a couple which made just enough for a breakfast entrée.

After a quick trip back to Sydney, I arrived back at George Town with Kerry Jiear — a good friend from our good-old days. Kerry was sharing the next leg of our journey starting next day to Stanley and, later, on to Hell's Gates — the aptly-named, sometimes-ferocious and often non-navigable entrance to Macquarie Harbour.

That evening was the first social gathering of the boat people — yachties and stink boats alike — at Beauty Point Yacht Club. *Liberty III* was moored about five miles downstream from Beauty Point, so at the appointed hour we boarded our tender and powered up the Tamar dressed appropriately for the cool evening and each wearing life jackets — compulsory in Tas-

manian waters when a dinghy ventures further than a half-mile from its mothership.

The wisdom of the law soon was evident: the Tamar, especially during ebb tides which run at up to five knots, can be a turbulent stream replete with severe eddies and overfalls. And as cold as ice.

In many ways the evening was great. The food, including a seafood and steak barbecue, was excellent, and despite some niggling which Malcolm received from some of the more extreme sailors, there was much to remember of the night.

What was also memorable, but far less pleasant, was the trip back to *Liberty III*. The night had started off cold and turned colder; and then colder still with heavy rain which felt like shards of ice on our faces as we made our way downstream to *Liberty III*. Our life jackets helped us keep a little drier and a little warmer than otherwise.



Yvonne was quick out of the tender; quicker into the shower; and even quicker out of it. As this crucial moment the fresh water pump did not deliver the anticipated stream of warm shower water. There was no water pressure! Pardon the pun, but this issue put a slight dampener on the balance of the trip — because to shower, flush toilets, run clothes washer or dishwasher, we needed to start the generator. Inexplicably the inverter just wouldn't start the pump. Inconvenient, but no disaster.

Next morning we were to leave for Stanley, 70nm towards the north west coast of Tasmania. The Buoy Weather Forecast was great, so we looked ahead with great enthusiasm.

"Better to have fished and failed, then never to have fished at all." Or so I was told. After four hours trawling with all weapons loaded and primed, all Chris could say to me was: "Think how much diesel you saved!"

[Story continued on back cover.]

Bimini & BACK

SCENES FROM A WHIRLWIND TRIP TO
THIS TINY BAHAMIAN NEIGHBOR

Don't get us wrong: attending photo shoots for Grand Banks can make for a very enjoyable break from the office. But what sounds like the ideal job perk is more often an anxiety-ridden, unglamorous marathon of work and worry. Within a two- or three-day window, all the stars must align correctly – seas and weather, photographers and models, chase boats and helicopters, plus the supporting cast and crew – to produce the beautiful images we depend on for so much of our work.

CONTINUED NEXT >



PHOTO 1 [45SX #1 WHIPS PAST BIMINI THROUGH TURQUOISE WATER]



PHOTO 2 [KIDS LEAPING FROM 47CL #1]

Bimini & Back, cont.



And that's just the start: then it's up before dawn to catch the "good light," followed by a day of prepping and propping, coordinating and cajoling, shooting and stressing – all into the wee hours of the night, when we collapse into sleep before it starts all over again.

Okay, so it could be worse. At least we get to do it all on a Grand Banks. The results are photos of the brand-new 45 Eastbay SX and 47 Heritage CL (photos 1 and 4, adjacent), along with a few travel journal excerpts from our shoot around this small, westernmost island of the Bahamas.

Located just 50 miles off the east coast of Florida, Bimini gained its fame from Hemingway and fishing. The author and avid fisherman spent a few seasons in Bimini writing "To Have and To Have Not" and later based his novel "Islands in the Stream" here. Tragically, the Compleat Angler Hotel – where Papa himself stayed and home to a small Hemingway museum – burned to its foundation earlier this year.

On our last day editors from some of the boating media joined us for sea trials. A 30-minute run to Cat Cay for lunch provides the perfect testing ground for the 45SX, where swells of 5-6 feet and above are no match for her sure-and-stable Hunt-designed hull. The seated helm proves ideally positioned for maneuvering through the great haystacks that greeted us at the harbor's mouth.

We came here for the water color, and mother nature obliges with unbelievably vibrant and varying shades of turquoise (photo 2).

Arrgh! Food poisoning! Two of us are down for the count! (We won't mention where we ate, but always be sure the cracked conch is fresh, not frozen.) Fortunately the able crew steps up, bringing back some amazing sunset shots – along with soda crackers and ginger ale for the sick ones.

Just after this photo was taken (photo 5), the entire crew showed up: two captains, four models (including the kids' parents), another photographer and his assistant, a stylist and yours truly. As we all sat around the salon and step-down galley chatting about the next day's plans, it didn't escape our notice that thirteen people were comfortably milling about the main deck!

After four days in Bimini it was all over, time to make the quick run back to Lauderdale for a flight home. Somewhere during that time we found about five minutes to step off the boats and onto the island – where, of course, we ran into a pair of GB owners!

Jeff and Pam Martell were in the fifth month of a dream cruise from their homeport of Boothbay, Maine; they graciously showed us around Annie M., a 1976 42 Heritage CL originally commissioned for an Australian owner with a distinctive blue stripe below the cap rail. We returned the favor and took them through our 47CL – bigger and beamier for sure, but not yet filled with the palpable pride of ownership that the Martells had showered upon their own GB.

That will come, of course: our much-photographed boat soon sold to a new owner in the Northeast. Maybe someday she will revisit Bimini, where family members instead of fashion models will be the true stars of the photo shoot ...

Go to www.grandbanks.com to see more photos of the 45SX and 47CL in Bimini. In addition, you can learn more of Jeff and Pam's cruise by following the link to their blog at GBbeacon.com. ••

We came here for the water color, and mother nature obliges with unbelievably vibrant shades of green and turquoise.



AT THE END OF THE WORLD SALOON ON BIMINI



WILDLIFE EVERYWHERE WATCHING THE SHOOT



PHOTO 4 [47CL AT SUNSET]



PHOTO 5 [AMPLE SALON OF 47CL]

What your insurance broker never told you.

By Bill Davis, owner GB46CL #83, *Sirius*

Grand Banks owners are usually experienced boaters, and, some of that experience doubtless includes shopping for insurance. But as an owner of a 46 Heritage CL and a marine insurance broker with nearly 30 years in the industry, I can tell you a few things about buying yacht insurance that are frequently overlooked. For simplicity, I'll break them down into two categories: coverage and pricing.

Coverage

I'm putting coverage ahead of pricing because the most expensive policy is the one that doesn't cover your loss. Too often, agents and brokers fail to explain the specific differences between the policy forms offered by competing insurers – and as you may have heard, the devil is in the details, often called "exclusions."

Today, many companies have changed the first sentence in the policy exclusions from "We exclude loss caused by..." to "We exclude loss caused by or resulting directly or indirectly from..." The difference can be quite significant.

Consider the typical exclusion of "freezing or extremes of temperature." If the boat has heat to protect her from freezing, but during a severe cold snap a car accident takes out a power line that supplies the heater, one would expect the proximate cause of any resulting freezing damage to be the car accident, something that is not excluded on the policy and is therefore covered. But if your policy excludes "caused by or resulting directly or indirectly from freezing or extremes of temperature," then your underwriter might well deny your claim. This could be devastating to the owner of a boat that sank as a result of a frozen hose from a through-hull splitting open.

Similarly, some underwriters have denied claims that resulted from critters eating their way through exhaust hoses. A policy that excludes such damage might pay for the incursion of sea water that damages a boat as she sinks, but it won't pay for the damage caused by the little critter eating the hose. Fair enough, but policies that exclude damage "caused by or resulting directly or indirectly from vermin or marine life" may pay nothing at all.



Not all policies read the same, but depending on the size of the premium, it may be possible to negotiate changes with your underwriter if an acceptable alternative insurer can't be found. I've had success getting underwriters to delete both of the exclusions used in these examples, but not all underwriters will accede to the request. Fine-tuning your coverage means adding coverage enhancements of value and eliminating exclusions that can't be tolerated. This is most easily accomplished for large premium accounts or by participating in a large class of desirable business that develops overall profitable results for underwriters.

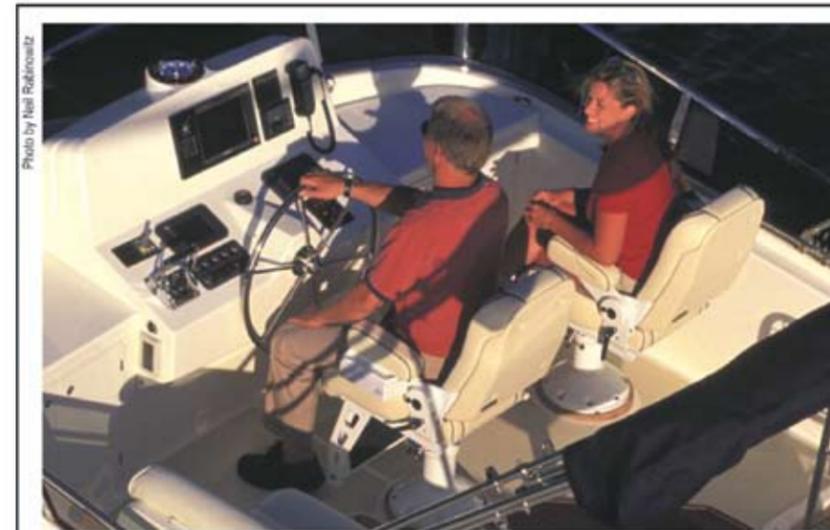
Pricing

Aside from shopping for the best price, the most effective way to assure competitive pricing is to be part of an underwriting class that has earned better rates. Having a Grand Banks is a step in the right direction, and most underwriters recognize Grand Banks owners as a better-than-average risk and will discount their premium slightly. But most underwriters will still lump all their yacht business into one book, and if the overall experience for that book is poor, special coverage or special rates will be hard to come by.

The underwriters at Travelers (formerly St. Paul Travelers) write Grand Bank's commercial insurance, and they are so impressed with the quality of the yachts and the profile of the "typical owner" that they decided to offer a group yacht insurance program exclusively to GB owners. It offers broader coverage and usually better pricing to those insured inside the GB yacht insurance program than for those owners with the same risk pooled with the rest of their yacht book. Each risk is individually rated based upon its own merits, but it is also underwritten as a member of a preferred class. That is why I have my own GB46 insured in this program.

Hey, I'm in the business, and if I could find a better way to insure my boat, I'd use it, but the fact is, this is the best program I've found.

Check it out for yourself at:
www.grandbanks.com/resources/insurance



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Hull Color Options

Stan Miller Yachts in Southern California was the first to order a non-standard hull color. Their choice was the fetching 'wheat' 47FB, pictured below. Look for hull number one of the all-new 55SX at the Fort Lauderdale International Boat Show to see the color up close. Any boat can be ordered with standard white or *Flag Blue*, just ask your local, Authorized GB Dealer to learn about other possible color options. To see more photos of this 47FB in wheat, go to: www.grandbanks.com/yachts/eastbay/47fb



S. Florida Rendezvous

The stunning Ocean Reef Club is the gracious host for this year's event.

Leave it to the folks at Hal Jones & Co. to set an idyllic stage for the annual Florida Rendezvous event. Their setting was the famed and fabled Ocean Reef Club, a two thousand-acre oasis stretched luxuriously across the northern tip of Key Largo.

Although breezy weather and lumpy seas made the inbound journey a bit of an adventure, everyone arrived with their appetites intact. Which was fortunate, given a calendar of social events that proceeded from a welcoming cocktail party to a Caribbean dinner (complete with roast pig!), to a closing night seafood festival.

Visiting skipper Oscar Breeding was overwhelmed by the popularity of his women's boat handling course, and many other educational events were held throughout the four-day Rendezvous. Prior to the closing festivities, the group gathered to watch Jeff and Mardee Libert christen

ten *Libert-y*, their newly acquired Grand Banks 52 Heritage EU.

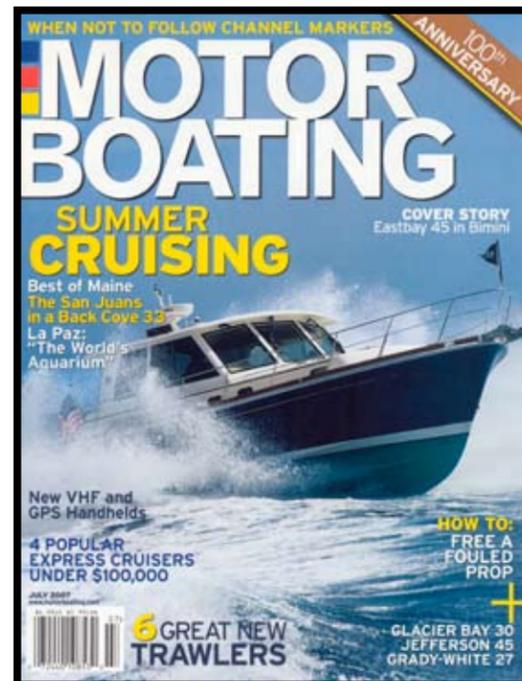
As the event began to wind down after an enjoyable grand finale banquet, Jay Jones pledged to bring the event back to the Ocean Reef Club again in 2008. Certainly no one who made the trip will have any complaints about repeating this spectacular weekend again next year.



Read All About It!

Our new models have launched a wave of press coverage, including the following feature articles:

- *Yachting*, May – Grand Banks
- *Boat Digest*, May/June – 45 Eastbay SX
- *Power & MotorYacht*, June – 45 Eastbay SX
- *Southern Boating*, June – 47 Heritage CL
- *Club Marine* (Australia), June – 47 Heritage CL
- *Pacific Yachting*, June – 47 Heritage EU
- *Open & Fly* (Italy), June – 47 Heritage EU
- *Motor Boating*, July – 45 Eastbay SX (Cover Story)
- *Yachting*, July – 47 Heritage CL
- *Pacific Motor Yacht* (New Zealand), July – 47 Heritage EU
- *Boat Digest*, July/August – 47 Heritage CL (Cover Story)
- *Motor Boating*, August – 47 Heritage CL



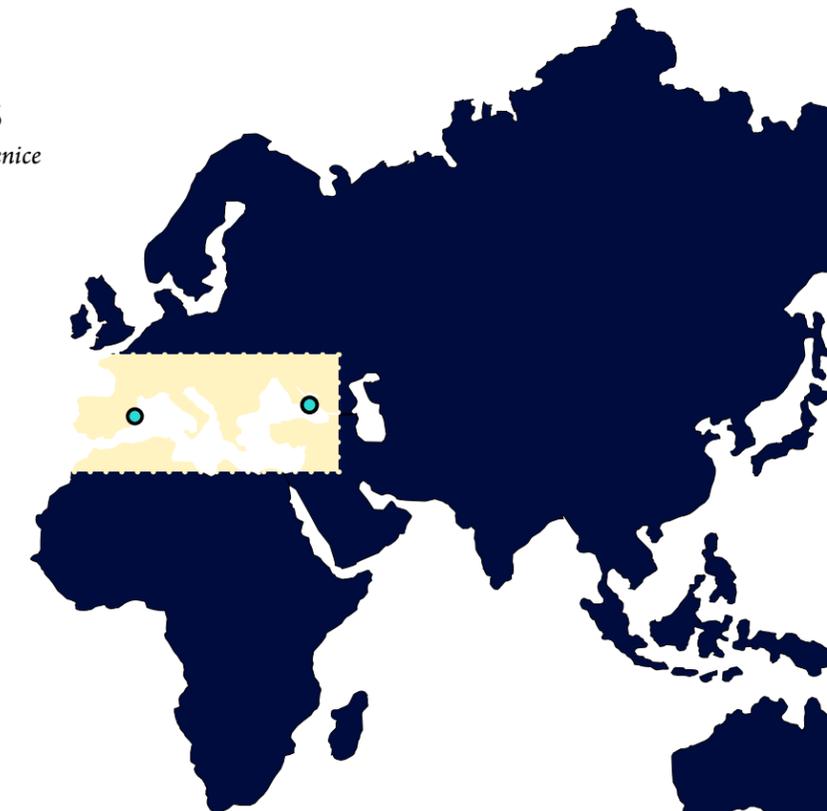
New Dealers, New Locations

Grand Banks adds a set of new dealers from Auckland to Venice

Grand Banks continues to expand the horizons of our worldwide dealer network, with two new Authorized Dealers in Europe:

- Grand Banks Spain** - Mallorca
- Grand Banks Turkey** - Istanbul

From Auckland to Alabama, Sydney to St. Petersburg, Venice to Virginia Beach and beyond, there's no better choice for buying or selling a new or used Grand Banks than your local Authorized Grand Banks Dealer.





> In June, Grand Banks was pleased to announce a new team effort with CMD designed to enhance owner value and make our boats even easier to operate. As a result, all Grand Banks models with power requirements less than or equal to 715 hp will now include CMD engines as standard equipment – along with new electronic throttle controls, digital engine readout displays and full “plug and play” wiring harnesses and integrated systems. In most parts of the world, upon delivery, customers will also receive a *Captain’s Briefing* from a CMD representative to review and familiarize new owners with CMD engine operations and controls (*Captain’s Briefing is not available in all regions*).

The New Standard for Diesel Propulsion

Today’s recreational boaters demand a higher level of performance from their vessels. Advances in boat building materials and techniques; improvements in vessel design, comfort and safety; and significant innovations in marine electronics have raised expectations across the board.

Cummins MerCruiser Diesel, a joint venture of Cummins Inc. and Mercury Marine, is leading the way to meet this challenge by delivering levels of performance and reliability that set new global standards for marine diesel propulsion.

With a range of 115 to 715 hp, Quantum engines are the most powerful compact diesels ever.



Engineering Expertise

World-class research and engineering expertise are the cornerstones of CMD. A collaboration between two industry leaders, CMD boasts a technological leadership unmatched in the marine industry. This leadership is exemplified in the Quantum Engine Series.



Quantum engines feature specialized high-pressure common rail or electronic injection fuel systems that provide exceptional torque, increased power-to-weight ratios, cleaner starts, and less noise than traditional diesels. The smoke and odor often associated with diesel engines are

all but eliminated. With quiet, effortless startups and impressive acceleration, these engines contribute to superior boating experiences.

Other features of Quantum engines include advanced piston design for durability and a smaller footprint that allows them to fit in spaces previously unimaginable—a great benefit when repowering. Front engine supports have been strengthened and designed for easier installation. A raised turbocharger location reduces exhaust connection complexity. Handed fuel and lube filters can be installed on either side of the engine for easy servicing. Add a corrosion-proof belt guard, and you can begin to understand the level of detailed planning that goes into our products and the resulting confidence you can have in them.

Advanced Monitoring and Control

To ensure maximum performance, all Quantum Series engines are SmartCraft™ capable. Transfer of information between the engine and vessel sensors to the helm is accomplished over a datalink, meaning that all gauges, sensors, and controls work through a single wire. Multiplexing digital control and communications systems constantly monitor not only engine performance but also fuel tank levels, GPS, steering, water depth, and temperature. Instant diagnostics are readily available on an easy-to-read VesselView color helm display.



Electronic throttle-and-shift (ETS) affords the smoothest operation imaginable. Unlike other electronic control systems, ETS uses a single control processor in the engine room, with no mechanical cables. ETS also features transmission lockout, engine synchronization, slow idle, and cruise presets for new levels of control.

Environmental Leadership

CMD not only sets performance benchmarks, but also leads in protecting the environment. CMD earned one of the first EPA Tier 2 and IMO emission standards certifications. Field-tested for thousands of hours in a variety of boats and in all types of environments, the full-authority electronic control system continually monitors operating conditions and adjusts to provide optimized performance.

Largest Worldwide Network

To provide professional diagnostic, repair, and maintenance services, CMD sponsors Certified Application Engineer training and Qualified Marine Technician training for our field staff. To respond quickly to customer needs, there are more than 1,500 worldwide distributors and dealers who stock quality parts and accessories for our marine power systems. No other marine provider has this level of global availability.

The Premiere Vessel Integration Solution

With models from 115-715 HP, Quantum engines deliver increased power, total propulsion system control, instant diagnostics and improved fuel economy. Quantum engines are some of the cleanest and most efficient compact diesel engines to ever hit the water – combined with our advanced drives, electronic control systems, SmartCraft™ vessel integration and worldwide service network, make it clear that CMD is the premiere vessel integration solution.

www.cmdmarine.com



Per & Charlotte Blinkenberg-Thrane

59 Aleutian RP, hull# 3, *Da Vinci*
 Charlottenlund, Denmark
 Agent: Julia Møller, Sven Petersen
 DBC Marine

Charlotte and Per received their beautiful 59RP (hull# 3) in late June 2006. Their baby girl, Rebecca, was born as the boat was commissioned by DBC Marine in Denmark. The 59 – the first with a navy hull – was ready for the holiday cruising season, and after the christening of *Da Vinci*, the growing family took off for a tour of the lovely western Swedish archipelago.

After their shakedown cruise, the family was kind enough to take the boat, along with Sven Petersen (DBC Marine), to show *Da Vinci* at the *Norwegian Floating Boat Show* in Oslo in early September.



The Walsh Family

Fort Lauderdale, Florida
 47 Eastbay FB, hull #30, *Excavator*
 Agent: Dan Parrott
 Hal Jones & Company

Mr. and Mrs. John Walsh of Fort Lauderdale, Florida, took delivery of their new Grand Banks 47 Eastbay FB, *Excavator*, in December 2006.

The Walsh's plan to take their yacht to their summer home in New England and then cruise the Great Lakes and Canada.



The Denton Family

Princeton, New Jersey
 49 Eastbay HX, hull #86, *Amwell*
 Agent: Steve Fithian
 Hal Jones & Company

Mr. Harold Denton and his family took delivery of their new 49HX in March 2006. Christened *Amwell*, the Dentons plan to cruise from their home in New Jersey all the way down the ICW to the Florida Keys.

Previously, the Dentons owned a 43 Eastbay HX.



De Voogd Family

Antwerp, Belgium
 47EU, hull #2, *Seafun II*
 Agent: Frits Kremer
 Kremer Nautic

Sailor and powerboater alike, Wouter de Voogd is an active boater from the Dutch waterways all the way down to the Mediterranean and the Caribbean.

He has participated in a number of sailing regattas, including the Heineken Regatta at St. Martin. As a youngster, Wouter saw his first GB and decided then that he would own one some day.

Wouter purchased hull #2 of the new 47 Heritage EU in January 2007 and christened her *Seafun II*.

[continued from page 19]

Trolling at slightly under eight knots as instructed and burning about 35 litres an hour, *Liberty III* was in serious trawler mode. The sea, Bass Strait again, was delightful and the weather warm, but what of the fish? Not a single bite.

Malcolm's Log, February 25: Departed George Town 0900. Glorious morning. Trolling three lines out. Cockpit looks like a laundry drying out the clothes from last night. BBQ sausages for lunch in the Bass Strait. Tells you how calm it is! Admiral Armati still driving at lunchtime.

Yvonne saw Stanley's landmark, The Nut, rise from the water as we headed toward the tiny port – days ahead of our sailing fleet, well pleased that we would be able to berth alongside the harbour wall.

We crept into the harbour between its leaning lateral marks, which looked to be much too close together. Just an optical illusion, as it turned out. We had long springs, head and breast lines ready to cope with the 3.5 metre tides. We just hadn't fully anticipated a 30-knot blow when three boats rafted-up outside *Liberty III* the next day.

"Do you know what I'm thinking, mister," he asked?

I replied that I had no idea.

"Luxury," was all he said; and that said it all.

Welcome to Stanley. This little guy stood atop a wharf pile, barefoot and with school knapsack on his shoulders and cycling hat on his head. He had heard of the impending arrival of the fleet, and *Liberty III* had captured his imagination and attention. I didn't get his name, which is a pity because his comment was so beguiling that it deserved further recognition.

We secured *Liberty III* with an array of very long fore and aft springs, long breast lines, and all our fenders and fender boards. Should be OK, we thought. Then Mark Hursey arrived and made a few suggestions as to how it might have been done better.

Mark gave us a hand several times. At four o'clock one morning it was blowing 30 knots at the wharf; Mark was there checking his fishing fleet, and offering to help if needed.

We bought crays from Hursey's Seafoods which Malcolm, with his usual culinary dexterity, served as a feast on the aft deck as another sunset faded to black.

If you spend long hours at sea for years, tragedy will touch you. There is a mariners' saying: "You never beat the sea; she merely lets you go," and the Sea cruelly took one of the Hurseys.

On May 11, 1986 Patrick Hursey, then only 19, took the 12-metre from Stanley in ferocious conditions to search for a lone kayaker attempting a Bass Strait crossing. The 20-ton fishing vessel (LFB 2361) had set out with Patrick at the helm and deckhand Phil Critchlow, to join six other vessels in their search.

Patrick located two life rafts dropped from the air about 18nm north of Table Cape and was attempting to get alongside when *Moya Ann* was pitch-poled bow-over-stern by huge seas. She sank taking Patrick with her, although his offside was rescued by the fishing boat *Albatross II*. The kayaker had already lost his life when *Moya Ann* went down. Patrick's death and the loss of *Moya Ann* brought widespread condemnation of adventurers risking the lives of others when their expeditions end in disaster.

I'd met Graham Hanlon as he rode past *Liberty III* on his daily exercise. I asked if Stanley had a rent-a-car outlet; he said the closet would be at Wynyard, about 50 km away. No more said. Next morning he arrived with his

car, fueled and washed: "Please use mine; if you don't want it today, it will be in the back yard with the keys inside."

Malcolm's Log, February 27: Plotting our course through Hunter Passage and onwards to Hell's Gates. Picked up the car from Graham and Maxine at 0900. Breakfast at our favourite cafe; Admiral declined. CG recovering from food poisoning??

Off to Dismal Swamp via Commodore station wagon; remind me never to buy one, please. Dismal Swamp, a bit run-down. A nice facility but needs a cash injection.

Back to Stanley and a tour of an old, famous, property Highfield House. Highfield was built by the Van Diemen Land Co. and designed by Henry Hellyer, surveyor, after whom Hellyer Gorge was named. Unfortunately he shot himself in 1832 and is buried in Stanley Cemetery. The house is well preserved; a beautiful veranda detail, Regency Style.

Returned our car to Graham with some money for the fuel, a bottle of red and a carton of Crownies; lovely people.

Drinks aboard Resilience at 1830. Lots of yachts rafted-up in the Harbour. Graham and Maxine came down for drinks. Maxine's ancestors built Hayfield in 1828-32 and Graham has lived in Stanley all his life.

Another crayfish dinner tonight. I am so sick of crayfish – not! Lots of laughs again; great company.

With a few days to look around, our first excursion was into Stanley. A lovely old-fashioned village famous for many things, one of which is the birth place of Joe Lyons, the first (and only) Tasmanian to become Prime Minister of Australia; another being The Nut which, at 152 metres, dominates the landscape from every direction. here's a marvelous story about The Nut. As told by a sign near the top, the tale goes like this:

"Imagine how the earth beneath your feet would shake if 5,000 pounds of dynamite exploded right now. Workers building a breakwater in 1892 set off the charge, but much to everyone's disappointment, nothing happened. Then 12 years later, the fractures caused by the blast finally gave way and 200,000 tonnes of rock suddenly crashed to the ground."

That was some delayed reaction!!



We survived the climb, although all of us except Malcolm took the chair lift down and we arrived at the wharf to find *Resilience* rafted alongside. A bit of a shock to be honest; but when two yachts turned up a day or two later, we were definitely not ecstatic. Then when the wind turned to 25 knots, gusting 30, we were unhappy — and very concerned. Apart from *Liberty III*'s displacement of 60 tons, another 80 tons of boats were hanging off us.

> Stay tuned to the next issue of Spray, as we resume Captain Armati's story of circumnavigating Tasmania. In the next issue, travel with Liberty III as she heads down the oft treacherous western coast, and south, dipping into the famed Southern Ocean and back.