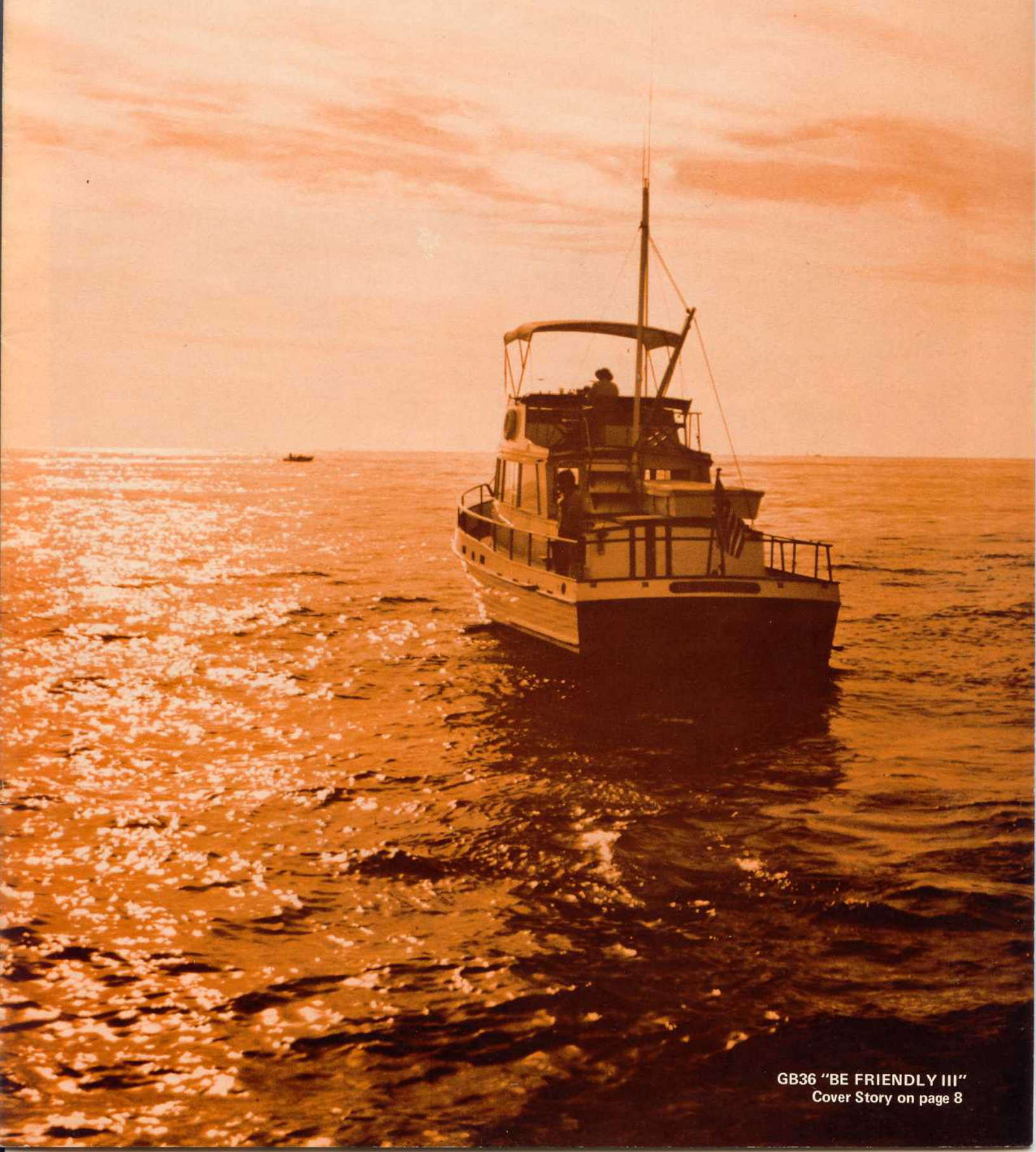


American Marine News

VOL. 5 NO. 1



GB36 "BE FRIENDLY III"
Cover Story on page 8



“PRINCIPESSA”

Signor Piero Attanasio wanted a safe, reliable boat to be used in rough water. This led to his purchase of the first Grand Banks 36 to be sold in Italy. She was delivered recently to her home port of Genoa, by American Marine's Italian dealer, Dr. Venturi.

The Venturi organization reports that the “Principessa” (GB36 hull number 209) is well equipped with a 100 watt

“Sailor” radio, radio direction finder, log and depth finder with flying bridge monitors by Brooks and Gathouse, Sestrel compasses, a Dunlop 6-person boat, and a Venturi I inflatable dinghy.

The “Principessa” is certified as exceeding all RINA requirements for blue water operation. She will be used by Signor Attanasio and his family for extensive offshore cruising around Corsica and Sardinia.

Letters to the news



Lise Gerlinger at the helm of "Lupita"

To the Editor:

My family and I recently chartered the Grand Banks 32, "Lupita" from Yates Y Servicios Marinos, in Baja California. We have a motor sailer, so the GB32 was our first experience in a "power only" boat. The Grand Banks has a good feel and we enjoyed our trip on "Lupita."

Louis Gerlinger
Los Gatos, Calif.

GB32 charters are available at La Paz from:

YATES y SERVICIOS MARINOS, S.A.
Apartado Postal 290
La Paz, Baja California
Mexico

To the Editor:

I read with interest the article by David Blickenstaff — Cruising to Djakarta — in the last issue of American Marine News. I have always been interested in the possibility of cruising in the Indonesian area.

Our Grand Banks 42 (hull #29) is still giving us great enjoyment. We have traveled as far north as Montreal and as far south as the bottom of the Exumas — and just about every place in between. We and everyone who has been aboard agree it is a great boat.

Bernhard M. Auer
Executive Vice President
Time Incorporated
New York, N.Y.

To the Editor:

As the proud new owners of a new GB32 (hull #184) we are wondering if you will add our names to your mailing list for American Marine News. We have Vol. 4 and 3 and would appreciate any back issues you might have.

We have owned four boats since 1953, and our new Grand Banks will become WON-A-BET V with home port at Elk Rapids, Michigan. The first Grand Banks in Grand Traverse Bay.

Pat and Dick Cross
Rockford, Mich.

*The back issues have been sent, and you're now on the list! Happy cruising.
Ed.*

Editors Carl George

Bill Stone

Staff Artist Lillian Fox

AMERICAN MARINE NEWS is published quarterly for,

American Marine Ltd.

"Known Throughout The World For Quality Craftsmanship"

by MASTS

Marine Advertising & Special Technical Services

Postal Box 171, Balboa Island, California 92662

COVER STORY...

It's about time that AMERICAN MARINE NEWS recognized Joe Gearon! After all, he has owned three Grand Banks in a row . . .

Some five years ago, Mr. Gearon purchased GB32 hull number 7 and named her "Be Friendly." The Gearon family was quite happy with her until American Marine introduced a new interior on the 32's, and then they purchased "Be Friendly II", Grand Banks 32, hull number 42. Then about one year ago, it was felt that just a bit more cruising accommodations were in order for the family, so the Gearons bought their Grand Banks 36, "Be Friendly III", pictured on our cover this month.

"Be Friendly III" is moored in Newport Harbor (California) at the Lido Peninsula, where the Gearons have a trailer "cottage." She is a somewhat famous boat, not only for her cruising and fishing activities — the Gearons are avid albacore fishermen — but also because she is reputed to be the only boat in the world with Smirnoff Vodka on tap! (By way of explanation, Mr. Gearon is Regional Manager for Heublein Inc., producers of Smirnoff.)

She has also become known for her "No-Fail-Traffic-Clearer." As can be seen in one of the accompanying photographs, Joe has a sign that he hangs from the flying bridge when Newport Harbor becomes particularly crowded on summer weekends. It reads, "Student Pilot, Stand Clear!"

There is some rumor that the Gearons are looking at GB42's, but Joe denies this. He says that he isn't due to move up again for at least another year!



*Joe & Claire Gearon
with "Be Friendly II"*

IN MEMORY OF ROBERT J. NEWTON

Robert Newton of American Marine Ltd. passed away in February. He and his sons, John and Whitney, founded the company and although he was retired for the last several years, his love for the sea and boats and respect for those who shared this interest are reflected in the quality and integrity of the American Marine boats today.

Robert Newton's interesting and varied background included the import-export field, manufacturing throughout the Far East and years in the pineapple business in Hawaii. Finally his love of the sea and boats led to the founding of American Marine Ltd., builder for many years of large custom yachts and now the Grand Banks, Alaskans and Lagunas.

Those of us fortunate enough to have heard him reminisce about the old days in Shanghai or Singapore, or racing in the China Sea off Hong Kong, realize what a full, fruitful life he lived with his family.

Robert J. Newton will be missed.

3 SIMULTANEOUS ARRIVALS . . .

At almost the same time his two new Grand Banks were offloading at Panama, Carlos Kuntze's wife presented him with a new baby! Mr. Kuntze, long time boat dealer in Caracas, with his C.H.K. Agencia-Nautica, is American Marine Ltd.'s new dealer for South America.

American Marine's Ted Franklin and Mr. Kuntze supervised the offloading of the new Grand Banks cruisers, a 32 and a 36, from a freighter anchored off Balboa, Canal Zone, amid busy canal traffic, and with the audience of a number of yachtsmen, including Capt. John Carlson aboard his Grand Banks 32, "Moonlight."

The new 32, after what was described as an "exciting" offloading, was commissioned and delivered at Balboa to her new owner, Lt. Col. C. Smith, USA Ret., and then Ted, Mr. Kuntze and several friends, cruised the 36 through the canal with a pilot on board. The pilot was delighted with the 36, and showed his pleasure by taking her and crew on a tour of the old French portions of the canal en route.

Locking through the canal was an experience according to Ted, who relates sharing a lock with a large ocean-going tug forward of the GB, and a large freighter aft. He says it was a bit nerve shattering to stand in the cockpit, looking straight up at the freighter's stem-head! The GB 36 behaved well, as expected, however, and she made it through the canal without touching anything she shouldn't.

At Cristobal, on the Atlantic side of the canal, goodbyes were said and Carlos cruised the 36 on to Caracas, with one stop in Colombia.

Mr. Kuntze made his decision to become an American Marine dealer after spending some time aboard the boats at the 1970 Miami boat show. His business, C H K Agencia-Nautica, is a fine dealership with excellent office facilities, and slips available in local clubs.

Carlos reports that the new arrivals — all three of them — are doing fine!



NEW YORK TO FLORIDA ABOARD **SILVER BELL III**

by Les and Amelia Reynolds

Our boat sails under the name Silver Belle III, out of Oyster Bay, N.Y. She is Grand Banks 32 (hull #3) which we bought from Higgs Marine Service, Bronx, New York, on New Years Eve, 1965.

The engine is the 105 HP Ford with Lehman conversion, and the engine log reads over 1000 hours. The only engine problem we have ever experienced was due to a ruptured diaphragm in the engine fuel pump. This was repaired with a kit, but we now carry a spare pump.

For five years we have been seeing the tremendous interest in Grand Banks boats. Just yesterday, a Captain in the Coast Guard was asking about our boat. He has hopes of retiring some day to living on board his own Grand Banks. We recommended it!

We do like the craft immensely, and the mate is enthusiastic about the complete galley and the excellent visibility from the deck house.

We spent five years cruising Long Island Sound and New York State waterways. We also invaded Cape Cod. We are now in Clearwater, Florida, having cruised the Intracoastal Waterway south to Stuart, west to Fort Myers and vicinity, and north to our present location.

We intend to return to the New York - Connecticut area in the Spring. The boat has performed wonderfully, with no major problems.

The waterway is an interesting challenge and we enjoyed the whole experience. Of course, we scrubbed our bottom on the waterway mud a few times, but the big wheel dug us out and the heavy skeg protected our running gear.

If any Grand Banks or Alaskan owners have reservations about running the waterway, take our word that it is not a problem. Navigating within the confines of the channel markers is not difficult as long as one stays alert. Our brushes only occurred because of momentary carelessness.

We left New York on September 4th, 1970, and cruised south to Morehead City, North Carolina, where we left the boat. We returned to North Carolina on December 29th to continue south. We arrived in a snowstorm and finally departed January 2nd, after breaking ice to get out of the marina.

We endured cold, wind, fog, rain — and then enjoyed sun and summer temperatures all within one month.

We are now retired, and hope to continue living aboard. But we may decide to get a larger Grand Banks for year-round cruising.



the christmas ship

Again this year, Dr. Fred Remington of the Poulsbo Yacht Club took his Grand Banks 32, "Yankee IV" on a cruise around Bainbridge Island in the Port Madison, Washington area, for a weekend of Christmas carols and lighted Christmas ship.

The choice of vessels by his club was a good one as he encountered 40 knot winds with accompanying high seas on this trip the year before. The "Yankee IV" performed beautifully under these adverse conditions, Dr. Remington reports. A lesser ship would not have attempted the trip.

grand banks now available for charter in the northwest

Salmon Bay Marina, the Pacific Northwest U.S. dealer for American Marine, has announced a new department, "Grand Banks Charters." They have a GB32, two GB36's, and a GB 42 available for bare boat charter.

For more information and rates, write to Howard Cole, Grand Banks Charters, 2100 W. Commodore Way, Seattle, Washington 98199.



The "Yankee IV" covered approximately 50 miles on her Christmas cruise. Night cruising, with driftwood conditions such as they are in this area, requires a captain and boat equally staunch. Dr. Fred and his GB32 fill the bill each year.

"KIMTAH"

Carter and Betty McClure of Bellevue, Washington have logged a lot of miles in their Grand Banks 32, "Kimtah" in the nearly five years they have owned her. "Kimtah" is GB32 hull number 26 purchased from Howard Cole of Salmon Bay Marina in November, 1966. In the subsequent years, the McClures and "Kimtah" have covered most of the waters of Puget Sound and the Straits of Georgia.

The longest trip to date was a thirty-day cruise, logging 850 miles, from Seattle to Campbell River, Desolation Sound and way points during July and August of 1970. Mr. McClure reports, "there wasn't much fish, but beautiful weather and a marvelous vacation."

The GB32 also turns up regularly at University of Washington home football games, where floats are available within easy walking distance of the stadium. A hundred or more pleasure boats moor here on game days.

"Kimtah" flies the burgee of the Seattle Yacht Club, and also Mr. McClure's Past-Commander's flag from the Bellevue Power Squadron.



Carter and Betty McClure on the float at Twanoh on Hood Canal, with Kimtah in the background.

Boat Report from **FLORIDA**



"CHINA DOLL" in Miami's Columbus Day Regatta

By Elinor Tyree

The sun was just rising from the horizon, a 10 to 15 knot wind promised good sailing and friendly voices called after us. "See you shortly." Our Grand Banks 42, "China Doll" glided out of Coral Reef Yacht Club Harbor into Biscayne Bay to take its stand as the Committee Boat in Miami's Seventeenth Annual Columbus Day Cruising Regatta.

The day and we were perfect! The proper flags were flying in the proper places. That wasn't "Mac" on the bridge, but Commodore Dr. H. MacM. White, Jr., Chairman of the Regatta Committee for 1970. He and his co-officials, Timothy Sullivan and Jack Suiter were resplendent in white flannel slacks, black blazers and hats befitting the Admiral of the Ocean Seas himself. The old, time honored chronometer rode in great protection. Two cannons were in Phil Rodgers' charge. Andy Tyree was the acting Captain. Betty White and Elinor Tyree were score keepers, cooks, deck hands, and happy to be along.

Cristobal Colon might never have known Florida, but Florida knows Christopher Columbus and claims him once a year for its own. The purpose of the race, stated by the open invitation, is fun. The common goal:

That the flotilla of approximately 180 boats may arrive safely at the finish line.

The starting congregation floated just off President Nixon's Florida front porch, and the President was in residence. Not only was it an impressive show; it was an impressive audience.

After the final class spread out past the starting line, the hovering helicopter and spectator boats headed south. China Doll hoisted anchor and made a run for the finish line. Finger sandwiches were hardly tasted in the excitement. Taking over from the official boat on station, we were just in time to start clocking the arrival of the first boats.

That afternoon the winners were toasted at the rendezvous off Elliot Key. Little clusters of boats, most rafted into groups of three or more, provided instant population in one of nature's remaining wildernesses.

Next morning the weather report was for 15 to 20 knot winds. A small boat warning forecast 5 to 8 foot seas in the Gulf Stream beyond the reefs — those reefs that struck such terror in the Spanish caravels. But for us the reefs were protection. The sheltered bay was only choppy while the sailing wind was grand.

Mac and Betty White had slept in their sailboat anchored nearby. They came aboard the "China Doll" to join us in a hearty breakfast, and our Grand Banks 42 left the rendezvous, honking, whistling and booming her cannon to wake up the late risers.

The wind was exhilarating and competition must have been fanned by it. Like the start, the finish was on spinners. The colorful sails with their marvelously varied designs billowed right at "China Doll" and frequently brushed her flybridge. The surge of competition led to some cheering heats, and several last minute attempts were made to cut the wind from the sails of lead boats by following boats that positioned themselves directly behind in the windward flow. Generally, good spirits were evidenced more than hurrahs. Many skippers of boats showing out of town hailing ports called out as they passed "China Doll," "Thank you!" "It was fun!" "See you next year!"

The tone of the Regatta was exemplified by the last boat in.

The skipper drew near and beamed us a sunburned grin as he announced, "I'm last." His boat crossed the finish line; then, we aboard China Doll could read the name on its transom: "Tranquility."

(a page from the Hearon photo album...)

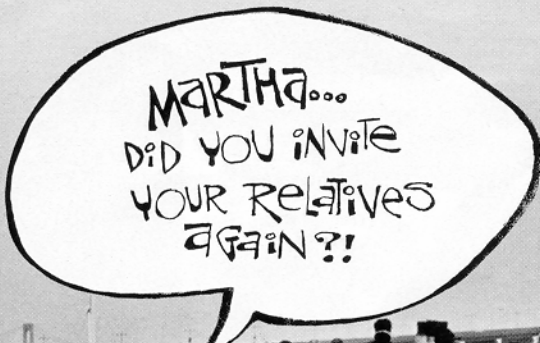
*Daughter Judith
aboard
"Be Friendly II"*



*"Be Friendly I" at
Newport Harbor, Calif*



IT'S A GRAND(BANKS) LIFE



Did you know that for years prior to the introduction of the Grand Banks, American Marine was busy producing boats? With the fantastic success of the GB's, the Alaskans, and now the new Lagunas, a lot of people have forgotten about those older boats.

They don't particularly look like Grand Banks or Alaskans, but the hundreds of custom and semi-custom power and sailboats built by American Marine in those years are still going strong — and almost without exception are selling on the used boat market for thousands more than their original cost!

The point is this: AMERICAN MARINE NEWS is designed to be a form of communications between all A.M. boat owners, and we would like you to help us toward that end. There are a lot of owners out there we don't know. If YOU know anyone who owns a Grand Banks, Alaskan, Laguna, or one of the older boats, and who does not receive the NEWS, please tell them or us about it!

We would like to add them to our free "subscription" list.

to: AMERICAN MARINE NEWS
c/o MASTS
P. O. Box 171
Balboa Island, California 92662

I own an American Marine boat, but I don't receive the News — please add me to your list.

Name _____

Address _____

City and State _____

Boat type _____

Hull number _____

Boat name _____

Home port _____



In the event you've never looked south in the main passageway of a northbound GB50, we thought you might enjoy this shot. That's the owner's stateroom clear aft.



Mr. and Mrs. Birnkrant accept delivery of their new Laguna 10 Metre — the first in the United States — from Chuck Hovey of Balboa Marina, Southern California American Marine dealer.

First U. S. Laguna Delivered

Mr. and Mrs. Harold H. Birnkrant of Lido Isle (Newport Beach) California, recently took delivery of the first Laguna 10 Metre delivered in the United States. Named the "Mi-Hal," the Birnkrant's new sports cruiser is moored in front of their Lido Isle home.

After spending a great deal of time checking the fast cruiser market, Mr. Birnkrant says he decided to wait and see if the Laguna 10 Metre would prove to be as great as Chuck Hovey of Balboa Marina expected. He apparently felt his wait had been worth while, for when the first Laguna was received at Balboa Marina, Mr. Birnkrant made his decision, and became the first U. S. Laguna owner.



"Mi-Hal" at speed during trials. Mr. and Mrs. Birnkrant can be seen in the flying bridge.



WOW, WHAT A BOAT!

ALASKAN 46 FOR ONTARIO

The above photograph shows a new Alaskan 46 unloading at Toronto in Canada, for Mr. W.F. McLean. Mr. McLean purchased his new Alaskan from Sound Boat Works, Parry Sound, Ontario.

Carl Groskorth of Sound Boat Works reports that the Alaskan was outfitted in Toronto, after which Mr. McLean, Mr. Groskorth, and two others cruised the boat across Lake Ontario, through the Welland Canal system, the length of Lake Erie, and

up the Detroit River, Lake St. Clair and the length of Lake Huron. Thence they cruised across the Georgian Bay to her new home port at Parry Sound.

This maiden voyage covered about 650 miles in four running days, without a moments trouble. Carl tells us that Mr. McLean is very pleased with his new boat, which he also cruised through the straits of Mackinac and the North Channel of Georgian Bay last summer.

"Kym-La" a Grand Banks 42 out of Newport Beach, California recently cruised to Cabo San Lucas at the southern tip of Baja California, Mexico — and on to Mazatlan. But we'll let Carl Kymla, her skipper tell you about it.

"I'd like to give you some statistics on my cruise to Mazatlan. We left Newport, January 30th at 9:00 AM, and arrived at Cabo San Lucas, February 3rd, at 9:00 AM, with a time of 96 hours. The mileage to the cape is 826; fuel used 396 gallons; cruised at 1800 RPM tops, but slowed down at times to 1600 RPM. Average speed, 8.5 knots plus. From the cape to Mazatlan was 210 miles, using 135 gallons of fuel.

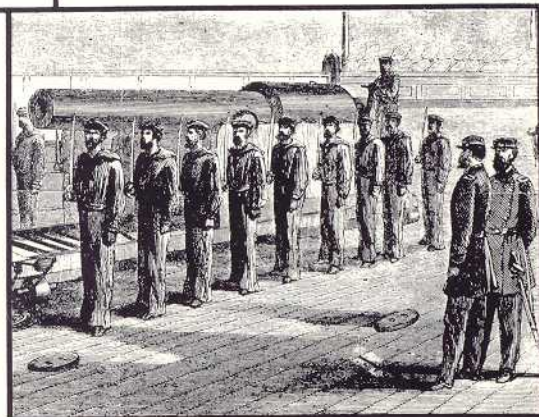
"We had 35 MPH winds and 20 foot seas. The kittens below just loved it — never a miss! But for the first time, I couldn't run the boat from the flying bridge. We were getting solid water over her. The next morning, we had squid all over the deck.

"Wow, what a boat!" ⚓

Do you have any comments, suggestions, questions, or answers for AMERICAN MARINE NEWS? If so, we would like to hear from you.

Stories from your cruises, hardware or equipment you have added to your boat — all of these things are of interest to other owners. These are the things for which the NEWS was designed.

Please write to:
American Marine News
c/o MASTS
Postal Box 171
Balboa Island, Calif. 92662





new DUCHESS of the gulf coast

E. Clarendon Jordan of Ammarine Yacht Sales, Madisonville, Louisiana, recently delivered Grand Banks 32 (hull #187) to Mr. William C. Dorsett of Biloxi, Mississippi.

Mr. Dorsett, his wife, Jeanne, and daughter Pam are shown aboard "Duchess" with Mr. Jordan and a deck hand as the new boat arrived at the Broadwater Beach Hotel, Biloxi.

Mr. Dorsett purchased the GB32 so that he or his wife could operate the boat by themselves to go afternoon fishing at a moments notice. An interesting point — the spit of land shown behind the vessel is said to have had water over the street lights during Hurricane Camille!



Solari Launches New American Marine Dealership

With the delivery of a new Grand Banks 36, Etablissements Rene Solari Et Fils, has announced the formation of a marine division of their firm in Papeete, on the island of Tahiti.

The company is an established automotive dealership in Papeete, carrying Alfa Romeo and American Motors Products. M. Michel Solari reports that

the new division will feature American Marine, Ltd. boats, as well as marine hardware and engines, and will offer marine repair services as well.

M. Solari's decision to become a dealer for American Marine followed his 1970 visit to the United States and American Marine, Ltd.

The Denis Alexanders Launch the "Au Mea II"

A new Grand Banks 36, purchased from Pilot Marine, Inc., was recently christened the "Au Mea II" with full honors and plenty of Hawaiian hospitality by Mr. and Mrs. Denis D. Alexander of Honolulu. The Alexanders and a number of guests celebrated the christening with a cocktail-luncheon and offshore cruise.

As the boat was moored on the seaward finger of the Ala Wai Yacht Harbor, the usual mode of christening with a bottle of champagne was not possible. Mr. Alexander solved the problem however by straddling the bow with a bottle of Okolehao in his hand.

Deck stanchions were wrapped with ti

leaves, champagne toasts were presented, and a Hawaiian prayer helped launch the boat on its maiden cruise.

Mr. Alexander is President of Condominium Associates, and plans to use the "Au Mea II" for visiting his condominium interests on the neighbor islands. He is a member of the Waikiki Yacht Club, the Outrigger, and the Transpac Yacht Clubs.



ALDA II to France

Ed. note. Henry Harris of London, England, is owner-skipper of Alda II, the first Grand Banks 32 delivered in the British Isles.

My boat is moored at Chichester (near Southampton) on the South Coast and every summer weekend she can be seen cruising along the English South Coast, visiting ports and marinas, and taking care to avoid being run down by such giants as the QE2 and the USS United States as they enter and leave the Solent!

As crew, Alda II has my wife Pat, and two daughters, Alison, aged 12, and Linda, aged 10. (Hence the name Alda) We all love our GB for her spaciousness, seaworthiness and reliability. Not a moment's uneasiness or worry have we had during the two years we have owned her.

Our great adventure this past season was our first cross-channel trip from Chichester to Deauville, France, a 95 mile crossing of the busiest shipping lanes in the world.

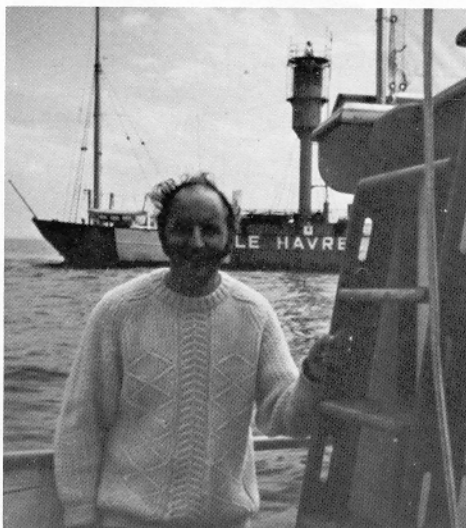
Our plan was to spend a few weeks away, first sailing to Deauville, a delightful harbour and resort on the North French Coast with sandy beaches for the girls and a casino for Pat and myself! Then, using Deauville as base, we would explore the area of the Seine and Normandy Coast.

We set sail from Chichester at 0400, Saturday, 27 June, 1970, with our French courtesy flag flying bravely from the masthead. I called up Ntton Radio to give them my ETA at Deauville, and received a favourable weather forecast of sunny intervals, wind force 3-4. Course was set for our first landfall, the Le Havre Light Vessel.

Alda II behaved beautifully and we arrived "spot on" at the light vessel at 1530 as predicted. It was a proud moment to sight Le Havre after having been at sea for 11½ hours, 8 of which we had been out of sight of land. From Le Havre, we set sail for Deauville, some 13 miles distant. Singing "La Marseillaise" at the top of our voices, we steamed into Deauville Harbour at 1730 hours, only a half hour behind our ETA.

Our welcome from the Deauville Yacht Club was warm and friendly, and we found the Secretary, Admiral Mesney, and all the members most helpful.

We stayed at Deauville for almost two weeks, swimming on the glorious, sandy beaches and making the rounds of the many picturesque and quite reasonably priced restaurants in the town, and helping the inhabitants in their celebration of Bastille Day on 14 July.



The time arrived for our return to England, and promptly at 0730 on Friday, 17 July, we set course for home. Winds were light and variable, force 2-3, with hazy sunshine. We saw many more ships than on our outward crossing and our greatest thrill was dipping our Ensign in salute to the QE2 which we passed in midchannel.

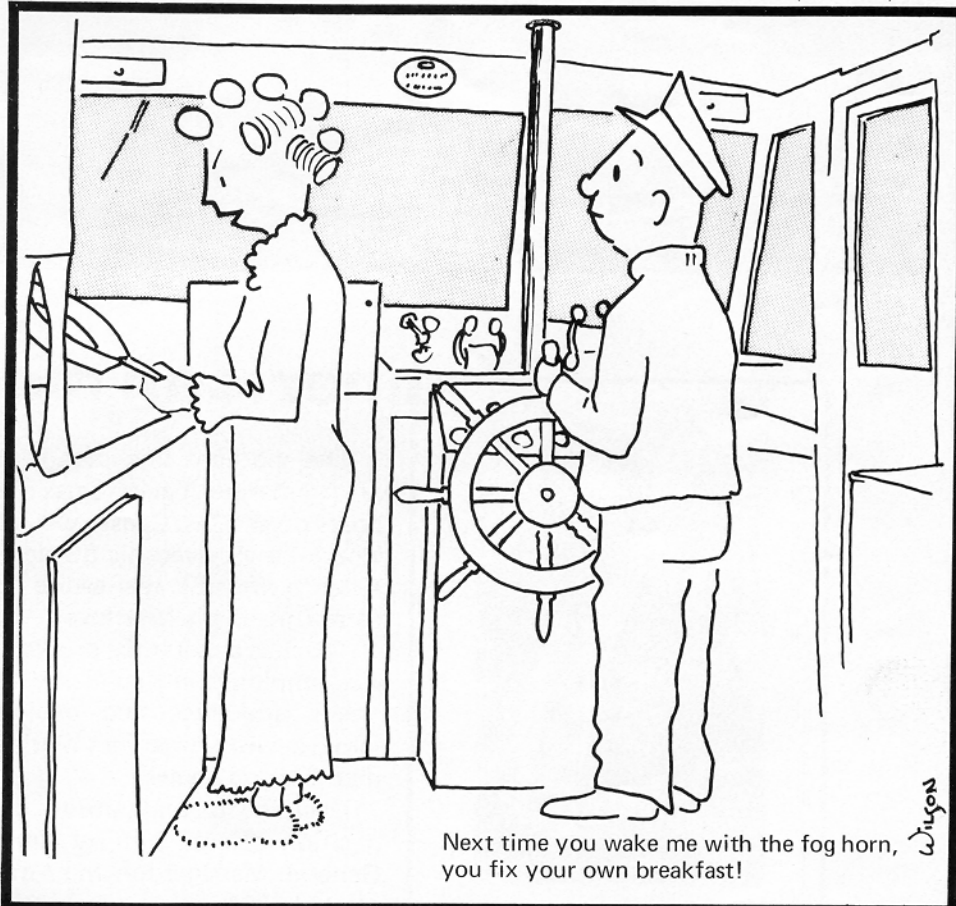
At 2000 hours we spotted the Nab Tower, seven miles off Chichester, and radioed our marina asking them to keep the lock gates open for us.

Tired, but elated at the success of our trip, we gave the "thumbs up" sign to the lock-keeper as we steamed through. Within minutes of taking our berth a customs official arrived to look over our boat. He gave us his official all clear, and told us we could haul down our "Q" flag.



One of our most delightful side trips was to the ancient port of Honfleur, which dates back to Norman times. We moored overnight in the Ancien Bassin which is in the centre of the town. The top of the gang-plank resting on main street, and the sidewalk cafes and historic buildings on three sides of the boat.

IT'S A GRAND (BANKS) LIFE



Next time you wake me with the fog horn, you fix your own breakfast!

INTRODUCING THE NEW ALASKAN 49

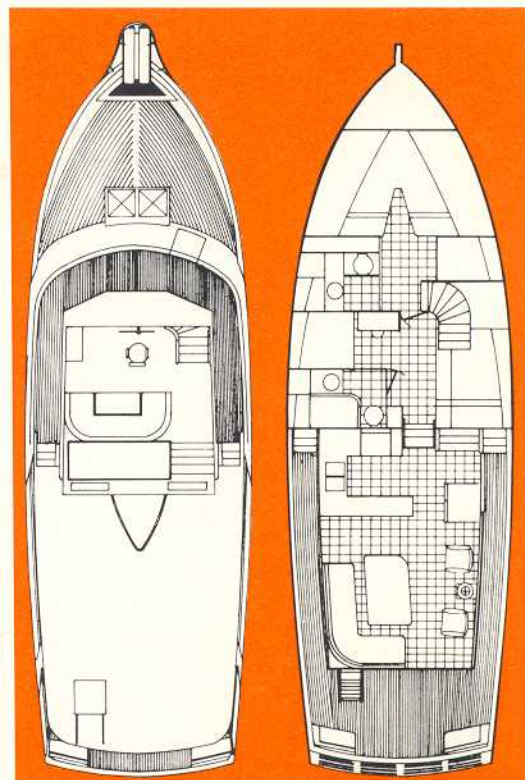
The precedent has been set by her sisters, the Alaskan 55 and Alaskan 46 — offshore diesel motorships combining the finest features of the most elegant yachts, with the very best in seagoing hull configurations. Joining this fleet, the Alaskan 49 has a lot to live up to, and she does it magnificently!

Her designer, Robert S. Dorris, N.A., has allowed no sacrifice in her prime requirement — that she be an Alaskan, the finest blue water, long range cruiser of her size in the world!

Her luxurious, tasteful appointments

and accommodations are ideally suited to either formal or casual entertaining. With her 22' long, single-level living area including the main saloon, the covered aft cockpit, and the galley, she can handle a crowd. Her large wheel-house with its U-shaped settee and table, will support another small party of its own.

But with only two or three couples, or a family aboard, she's comfortable too — a home afloat, complete with hearth if you wish. She's a real motorship, this newest Alaskan. The Alaskan 49.



L.O.A. — 48'8"
L.W.L. — 43'10"
Beam — 15'2"

american marine people



The spotlight this issue is on Phil Harrill, General Manager of Ammarine Yacht Sales California. Phil grew up around boats on the East Coast, and attended the University of Florida where he received his BS degree in Business Administration. After trying the real estate field for three years, he decided to return to his first love — boats.

This has apparently proven to have been a wise choice. Phil was employed in the Miami area for a number of years, in the yacht brokerage and dealership field, where he became familiar with American Marine boats, by selling them for the then Florida dealer.

Deciding to emigrate to the west coast, Phil accepted the position offered him by American Marine, and took over as General Manager of the Ammarine dealership in Sausalito, in mid-1970.