

American Marine News

VOL 5 NO 3 • LAGUNA TEST • CARIBBEAN CRUISE • TYPHOON



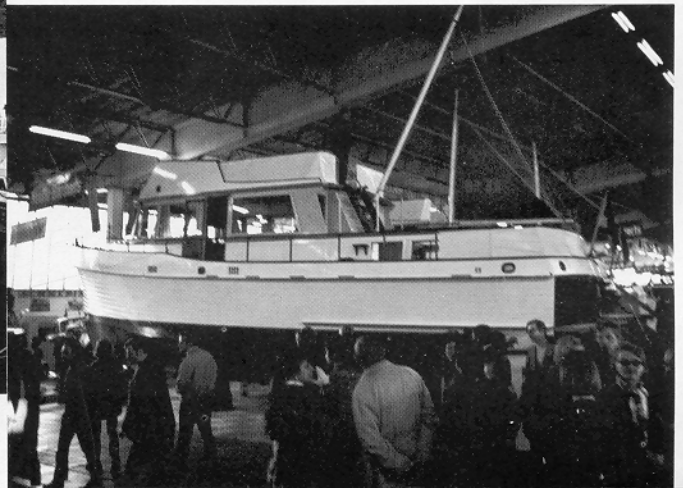
Steve Cholez

European Highlights...

Horst and Helga Lehmkuhl visiting the Grand Banks display at the 1971 Hamburg Boat Show. Mr. and Mrs. Lehmkuhl are the owners of "Borchen 2," Grand Banks 32 number 232. They bought their boat prior to the 1970 show — the first Grand Banks 32 delivered in Germany.

The Hamburg boat show is earning its place along with the London and Paris shows as a major European exhibition. American Marine's distributor for Germany, Nautic-Borcherts displayed three Grand Banks and a Laguna 10 Metre at the 1971 show which ran from October 31st through November 7th.

Horst Borcherts, owner of Nautic-Borcherts, reports that he and his staff sold a total of six boats at the show, including 2 Lagunas, 1 GB32, 2 GB36's and a GB42.



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THE COVER . . .

Stanley Sacks 'Grand Banks 32, "Kailana," off Diamond Head. A reproduction of an original oil by David Chavez. The accomplished Mr. Chavez has exhibited his work in shows and galleries in the Southern California area, and a number of his oils are now in private collections. Although he presently lives with his wife in Huntington Beach, California, he reports that he felt "at home" with this commission, as he spent much of his youth in Hawaii.

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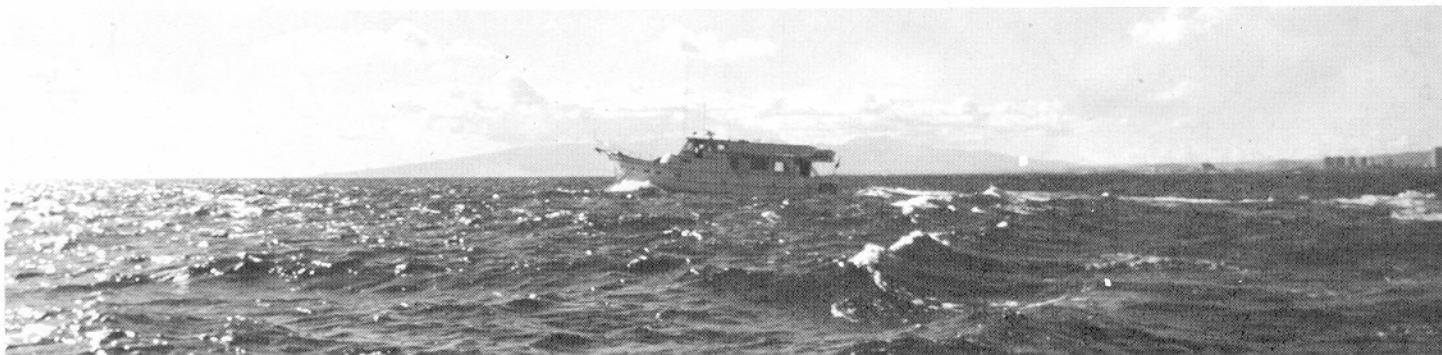
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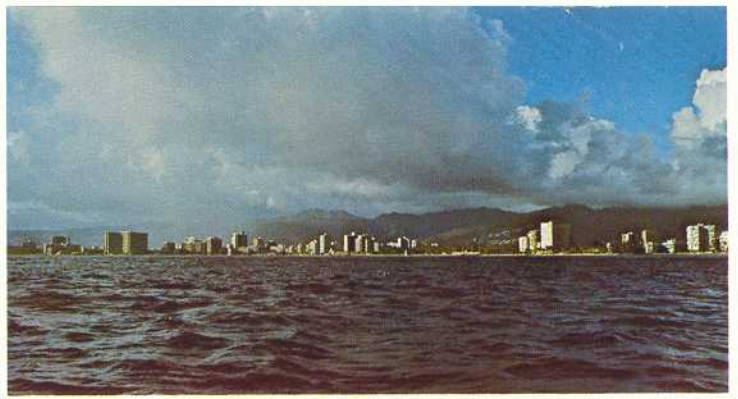
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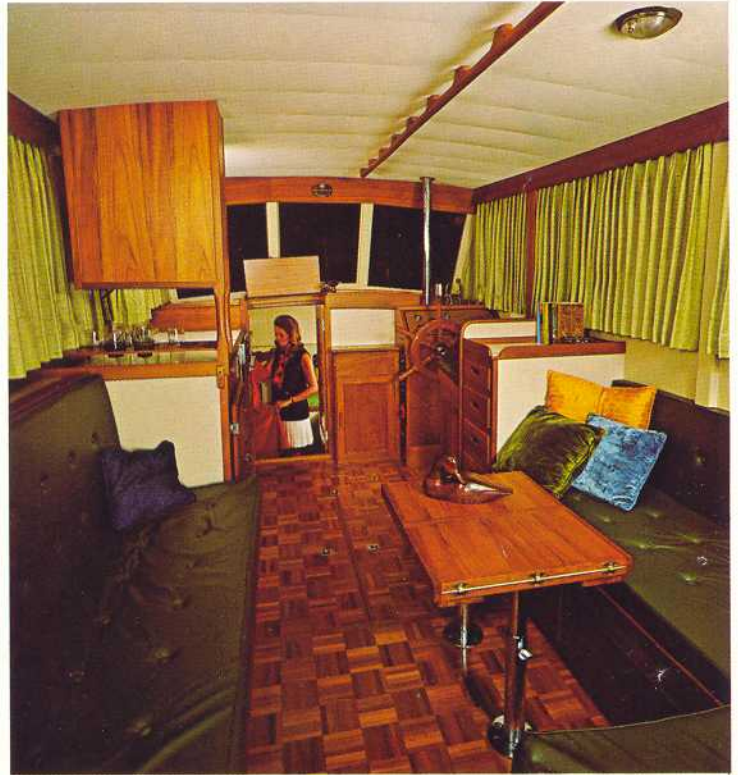


The beautiful lady who posed for our cover is "Kailana", a Grand Banks 32 purchased in September, 1969, from Pilot Marine, Hawaiian dealer for American Marine Ltd. Her owner, Stanley Sacks, is a member of the Hawaii Yacht Club and an avid sports fisherman. Having lived and worked in various parts of the Pacific for years, he has fished a good portion of that ocean too.

"Kailana" calls the Ala Wai Yacht Harbor her home, but it seems she is seldom there. In the two years of her life, she has accumulated over 1,000 hours on her dependable diesel engine, running Mr. Sacks and his friends to the good fishing areas in Hawaiian waters.

It's a fact that the Molokai Channel between Honolulu and the island of Molokai is known for its short, steep seas. Most local yachtsmen and fishermen will go to great lengths to steer clear of the area. But Mr. Sacks and "Kailana" have found some of their best fishing there, so never hesitate to take it on.

Ken Bohlin of Pilot Marine, reports that Sacks has some 8 marlin to his credit at last count - - - the largest weighing in at around 500 lbs. Mr. Sacks has modified his Grand Banks 32 to some extent with the removal of her rail in way of the cockpit, and the addition of a fighting chair and outriggers.



GRAND BANKS 32
IN A
CRUISER'S
PARADISE...

HAWAII



"RIJUTA" MEETS TYPHOON ROSE

On Sunday, August 15th, Typhoon "Rose" was being written off as a nuisance and nothing more. It was a small typhoon, then about 95 miles south of Hong Kong and heading northwest. We were all very complacent about it until Monday morning when the radio announced that the typhoon had slowed down during the night and come to a standstill for several hours while intensifying considerably. When it started to move again, it was on a heading straight as an arrow for Hong Kong, and we knew we were in for it.

Since I would probably stay awake all night anyway, I sent the paid hand ashore and remained aboard my GB42, "Rijuta," for the night. My mooring was five thousand pounds of concrete blocks, a 5/8" chain and a 1" nylon bridle. Additionally, an array of anchors laid out ready for use on the bow gave me some feeling of security.

As the night progressed and the winds continued blowing from the S.W. quarter, I began to worry more about the other boats in the area than my Grand Banks. I knew that the "Rijuta" would ride the storm out without any difficulties as long as the ground tackle and my mooring lines held. I was not so sure about the other boats which were moored close by. My biggest concern was that they would break loose and bear down on me. About 1:30 a.m., when the eye of the typhoon was less than 10 miles from Hong Kong, a 26 ft. sloop lying inshore about 300 ft. from the "Rijuta" was knocked down and promptly sank. All around me in this normally sheltered cove were boats of various types and sizes, including modified junk hulls and more conventional sailing craft. All seemed to be swinging wildly on their moorings when, from time to time, they became visible.

The sea, picked up by the wind, added to the rain, hurtling horizontally, struck the "Rijuta" with staggering blows. My main engines had been running for the last several hours; I held myself ready to try to make way against the wind and weather in case the "Rijuta" should break loose, although this would in fact have been a futile exercise. Obviously, with visibility being what it was, if the "Rijuta" came off her mooring, there was no hope of being able to thread my way through the numerous boats moored in the cove and find my way out through the "cut" and out to sea. I would surely have gone ashore with the more than twenty other boats that suffered this sad fate.

By 2:15 a.m., when the full force of the typhoon hit Hong Kong, we were spared the worst of its fury at the eastern end of the Colony, but experienced gusts as high as 110 knots. Reports were coming in of numerous ships having broken loose from their mooring in the Harbour. The "Fat Shan," venerable Hong Kong-Macau Ferry, had capsized and some eighty lives were feared to have been lost. The "Regulus"— U.S. supply ship in the harbour — broke loose from its mooring and was blown ashore. The "Regulus" now looks like a total loss. As I listened to these reports, there was not much I could do but look around the interior of the "Rijuta" to see what effect the storm was having. I would have expected a good deal of water to come in, but much to my surprise, the forward and aft cabins were absolutely dry. The deck house was also dry except for about a cup full of water which got through one of the windows on the port side. Apparently the drain for the window slide was clogged. The automatic bilge pump had not kicked in. Some water did get down to the bilges through the chain pipes and the hatch covers on the after deck, but had not risen high enough to trip the switch. By six in the morning the worst of the storm was over. It continued to blow hard for a couple of hours more. The wind diminished to what now seemed like a zephyr of 30 to 40 knots, with gusts of about 50 to 60 knots.

(Story continued on page 14)

Louisiana's Tchefuncte River...a Grand Banks Haven

by Joy Chaney

It was "big boat day" at Ammarine Yacht Sales Gulf recently, as the photographer caught an Alaskan 55, a Grand Banks 50, an Admiralty 50 and an Alaskan 49, all in a row.



The charms of the winding Tchefuncte River in Louisiana are as many as they are varied. From the mouth of the river which opens into Lake Ponchartrain, to the city of Covington, you can view nearly every size and description of motor, sail or hand powered vessel.

The widest point in the river is about 900 feet, with an average depth of 20 feet after crossing the bar, and a controlling depth of 8 feet. The Tchefuncte is a fresh water river feeding Lake Ponchartrain. The abundance of natural artesian wells flowing into the river cause the water to move constantly. Although the river winds beyond Covington to Franklinton, Louisiana, it is not considered navigable beyond the Masonic Temple in Covington.

Facilities offered in the Tchefuncte area include gasoline and diesel fuel docks, snack bars, an elegant French restaurant and lounge, grocery stores, motels, laundromat, campgrounds and a country club, not

to mention the fabulous new marina now being built on the river at Madisonville by Ammarine Yacht Sales Gulf, American Marine's dealer for the Gulf Coast. This modern marina will offer the boating public both open and covered boat slips, a complete service yard, sales office, laundry facilities, tennis courts, swimming pool, gasoline and diesel fuel, and much, much more.

Regular visitors to the river include Kirk and Dorothy Kirkpatrick of Baton Rouge, Louisiana, aboard the GB32 "Studio Two"; Marvin and Toots Shultz from Ocean Springs, Mississippi, owners of the GB32 "Sweethang"; Charles Gambel aboard his "Skylark", a GB32 out of New Orleans; the William C. Dorsetts of Biloxi, Mississippi, with their Grand Banks 32, "Duchess."

Representing the larger GBs are Thomas and Rosemary McElhinney from Webster, Texas, aboard their GB36, "Mary Mac IV"; the Les Lamptons of Jackson, Mississippi; owners of the "Chelonia", a GB42. Visitors from farther away have included the GB42 "Miss Muffet" out of Pensacola, Florida, with owners Milt and Marth De Reyna and their daughter Muffet on board.

Doctors Alice and Findlay Maier and their three children were recent first time visitors to the Tchefuncte, from Pascagoula, Mississippi, aboard their Grand Banks 32, "Circe." Although their GB is new, the Maier family has previously owned power and sailboats.



Alice and Findlay Maier with their three children, Edgar, Catherine and Christine, relax aboard their Grand Banks 32, "Circe."

