

American Marine News

VOL 6 NO 1 • BOAT SHOWS • LAGUNA 11.5 • FLORIDA CRUISE



Boat Shows



The Los Angeles Boat Show. A total of six American Marine boats were on display at the show, including a Grand Banks 32, 36 and 42, an Alaskan 49, a Laguna 10 Metre, and the brand new Laguna 11.5 Metre. This was the first public unveiling of the new bigger Laguna. As you can see from the pictures, the general public thronged to the boats. The waiting line at the Alaskan was at times so long that people had to wait 30 minutes to get aboard.

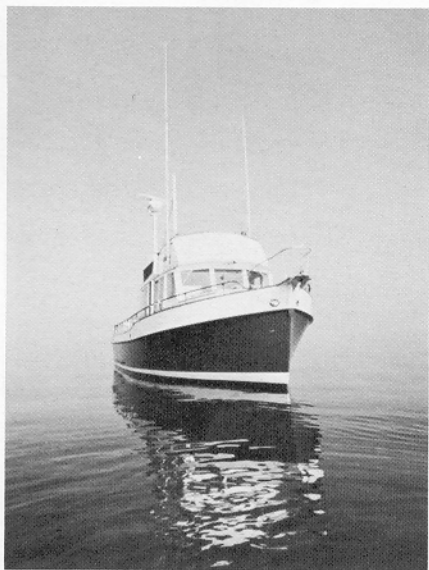


A Grand Banks 42, Laguna 10 Metre and Grand Banks 32 share the Venturi booth at the 1972 Genoa, Italy, boat show.



Duffy Marina and Yacht Sales of Mt. Clemens, Michigan, was the host dealership at the 1972 Mid-America Boat Show, held during a blizzard and below zero weather in Cleveland, Ohio. In spite of the weather, the show was a great success, with over 16,000 persons walking the ramp to view the first local unveiling of a Laguna 10 Metre, and the "Queen of the Show," the Grand Banks 42.

American Marine News



THE COVER

"Seadler," an unusual Grand Banks 42 owned by Bob and Sally Dufek of Glen Head, New York. For more about this beautiful boat, please turn to page 8.

MOVING?

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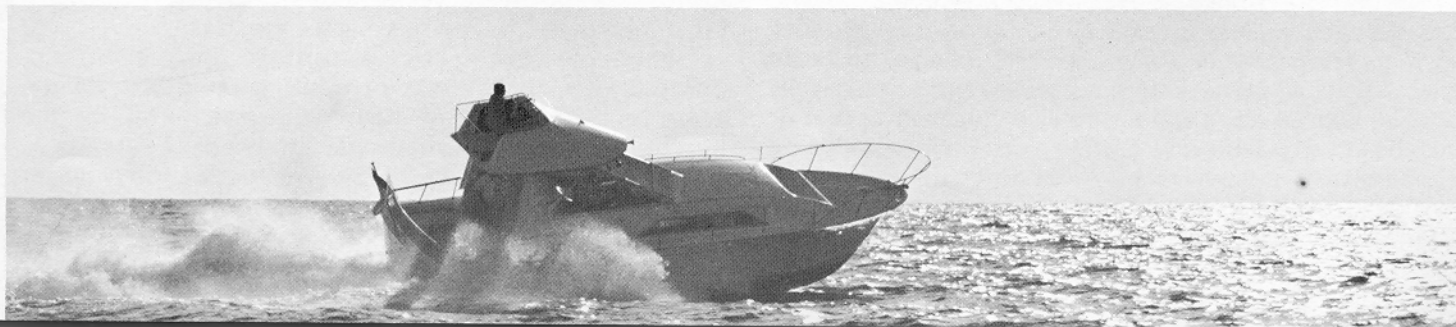
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Cruising to the Dry Tortugas

By Irving G. Snyder

Photo . . . Joseph J. Steinmetz

Florida based "La Vie IV," Grand Banks 32, number 57, has been moving around in the last three years! Witness nearly two thousand hours on her engines and so far, no injectors have been touched, nor has the head ever been disturbed.

"La Vie" was purchased in Miami and made her maiden voyage across Florida to her home port of Sarasota. Twice since, she has been across the Okeechobee waterway, and once up the east coast to Daytona where my wife and I enjoyed the London Symphony and then cruised for a lovely, lazy thirty days without a night ashore.

On another occasion when we "rounded the horn" of Florida, really doing the Keys, we were most thankful for "La Vie's" generous skeg as we plowed our own channel into some far away places with strange sounding names. We cook our meals on a gas stove so we get by with a small generator installed in our lazarette and only use it for our air conditioner and television.

Our most memorable cruise so far was to the Dry Tortugas, that westernmost landfall of the Florida Keys. This is a spot for Grand Bankers who want to get away from it all. There is no fuel or water available there so it's beyond the range of most other power boats.

We left Naples, Florida at 18:00 on a lovely May evening, estimating an easy night-time passage to reach Pulaski light at dawn. Our timing was right but all night long we had 20 knot winds and eight foot waves on our port beam. My wife and I were tired sailors when we raised the light at dawn and tracked down the anchorage.

Old Fort Jefferson is located here. It's an hexagonal structure, covering an entire key, complete with moat



and drawbridge. Each leg of the structure is over a quarter mile in length. A furnace is located in the courtyard that was to have been used for heating cannon balls red hot before transferring them to the hundreds of cannon ports. The walls of the fort are some forty feet high and over twelve feet thick. The entire structure is built of red brick brought from the mainland. A marvelous, magnificent fortress from which a shot was never fired!

When visiting the Dry Tortugas, bird watchers thrill to the frigate birds hovering overhead like kites on strings, and the tens of thousands of Sooty and Noddy terns who nest on adjacent Bird Key, their only rookery in the world. A great, great place to visit in a Grand Banks.

After four days of wonderful fishing, exploring and loafing, it was time for our return and we decided to make a daytime run. Leaving Garden Island at 04:00, we picked our way be searchlight out the North channel, then set our course on automatic pilot for San Carlos Bay. It was spectacular to pass near groups of shrimp boats with their nets swung out at all angles. The return trip differed only from the outbound voyage in that we could see when we were about to be clobbered by a huge wave! Twelve and a half hours later we steamed into San Carlos Bay, north of Naples, not fifty feet off the light. What a boat; what a pilot; what a navigator!

Enough of the peregrinations of "La Vie IV," another time we'll tell you of cruising to Miami via the Keys on \$22 worth of fuel. We are thankful for the hundreds, verily the thousands of happy hours we've had on our Grand Banks 32. Believe me, she looks better than the day we took delivery—she's a thing of beauty and joy forever!



A couple of off-loadings on San Francisco Bay, a Grand Banks 36 and a Laguna 10 Metre come off the ship. This was the first Laguna in the Bay area, and was the boat which later appeared in the San Francisco Boat Show.



Mrs. George Clark takes aim with the bottle as Mr. Clark looks on. The occasion was the christening party for their new Grand Banks 32, "Verminta," in Sausalito, California.

Saint Nicolas was good to at least three families in the San Francisco area, as attested by this lineup of wrapped gifts. Sharing a Christmas christening party were (left to right) Mr. and Mrs. Gene Thomas aboard their new GB42, "Miss Muffit," and Mr. and Mrs. Doug Allison and family aboard their new GB36, "Skook III," and Mr. and Mrs. Bernard Vogel aboard their new GB32, "Dorothy."

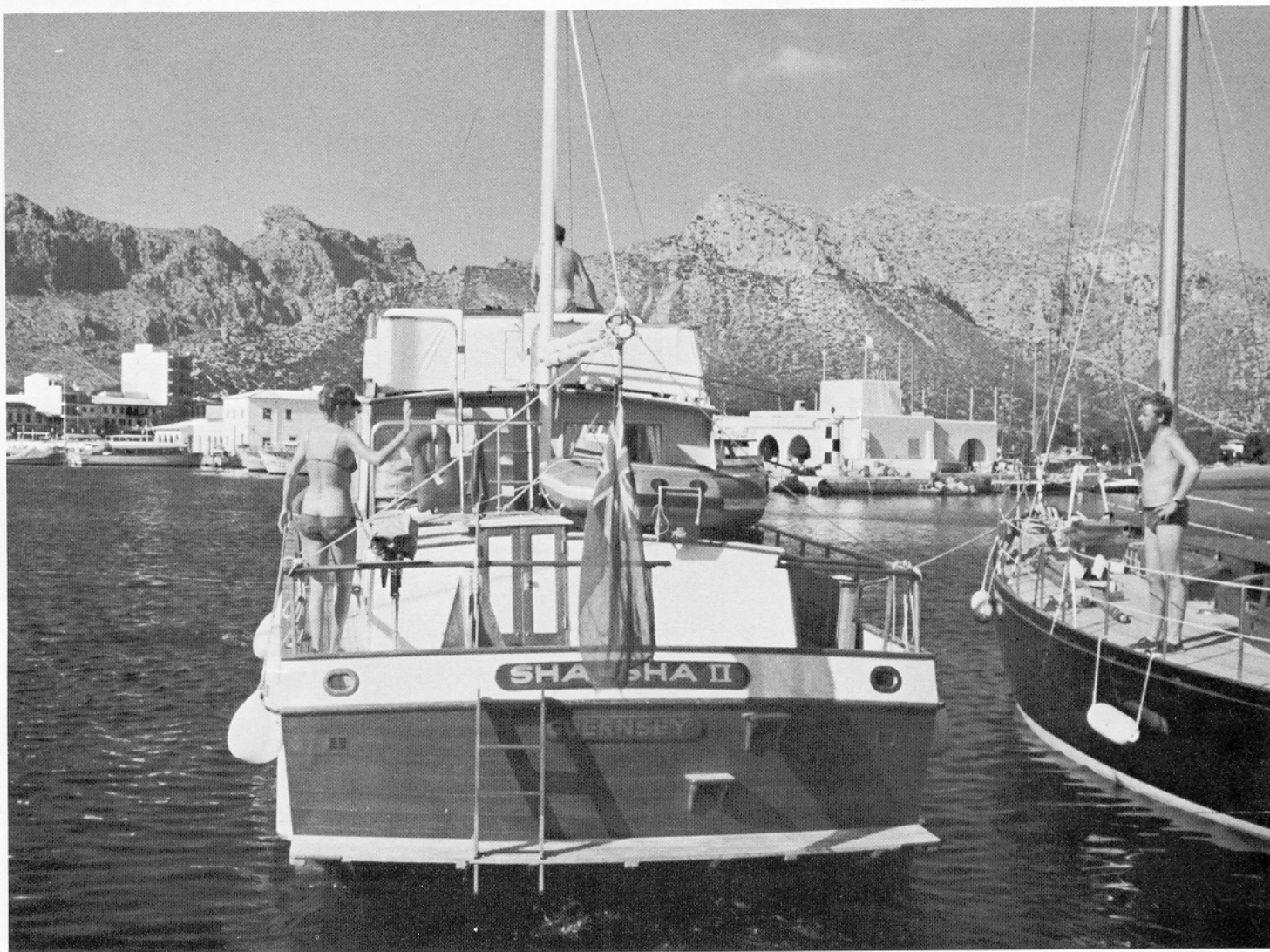




Grand Banks 42 in the sunny Mediterranean

The Grand Banks 42, "Sha Sha II" from England, owned by Mr. Terji Reuter, cruised from Solent Yachts, Warsash, to the Mediterranean last year, and subsequently went on a 3,000 mile cruise around the Med.

The photographs show "Sha Sha II" off the Isle of Majorca, and in her new home port, Pollensa, Isle of Majorca.



NEW DEALERSHIP IN THE PACIFIC

American Marine Ltd. has announced that Taiyoshoko Company, Ltd., Tokyo, Japan is now exclusive dealer-distributor for Grand Banks, Alaskan and Laguna boats for Japan and the Northeastern Pacific. This brings to four the number of dealers

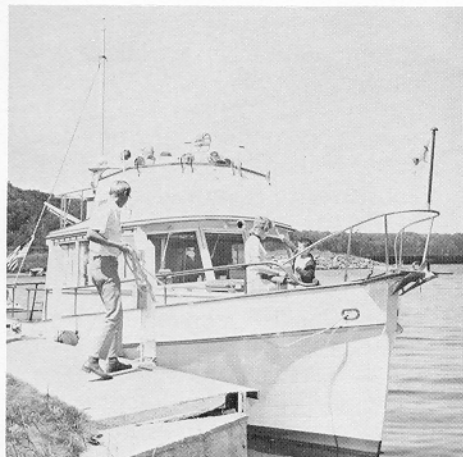
in the Pacific, including dealerships in Tahiti, Singapore and Hong Kong.

Taiyoshoko Company, Ltd. is located at the Kita Building, 8,1 Chome, Kofumecho, Nihonbashi, Chuoku, Tokyo 103.

A cruise with a purpose

by David V. Engstrom, D.V.M.

ED. NOTE: David Engstrom is a veterinarian and the owner-director of the Marquette Veterinary Clinic, Marquette, Michigan. He and his wife Mary Jane and two sons, Chris and Dan, spend most of their free time aboard "Consultation II" their Grand Banks 32 purchased from Island Yachts, Milwaukee, Wisconsin. They report that their "future dreams include a Grand Banks 42 and being able to spend more time aboard."



The Marquette Yacht Club had decided on a July weekend cruise to Big Bay, approximately 32 miles North Northwest of Marquette, Michigan. This safety harbor built by the Michigan Waterways Commission happens to be located close to the Bay Cliff Health Camp. Handicapped children from all over the Upper Peninsula attend this camp for a six-week session of physical therapy, special education, camping and fun. Their defects range all the way from cerebral palsy to speech defects and other physical handicaps. They are tested, given dental care, medical treatment and good nutrition. We decided to help the fun part of their summer in a small way. Many of these children come from indigent families and have never been aboard a boat or been out on beautiful Lake Superior.

Seven skippers volunteered their boats and time for this weekend of activity. The fleet ranged in size from a 20 foot I/O to Grand Banks 32, "Consultation II." Some of the skippers and their families left Friday evening and had good weather. We left in the fog on Saturday morning. Fortunately, the fog burned off so we could enjoy the rugged forest covered shoreline with the Huron Mountains rising

in the background. We arrived in Big Bay Marina at noon and were joined by other members with cars and station wagons to shuttle the campers to the marina.

A pre-set number of passengers was designated by the skippers but this varied as the day progressed to the point where "Consultation II" carried as many as thirty-five children and counselors for one trip. So many of the children insisted on the Grand Banks fly bridge that at times I wondered if the cabin roof might collapse. Kids give a boat a test of strength and durability and I felt safe with the children aboard. The Grand Banks came through with flying colors. The counselors were all impressed with her safety features.

On Saturday afternoon and Sunday morning, we gave thirty minute rides to 300 children and 50 counselors. It was a smooth operation with no mishaps. The camp director invited our group for supper with the children at camp, a tour of their fine facilities, and a swim in their pool.

Now, as the cold winter winds blow and the snow piles high, there are seven skippers, and their families whose hearts are warm. They have memories of children with big eyes watching the wash from the bow, those kids with the quiet smiles that said thanks, the small hands that reached over to feel the wheel and the pulse of the throttle.

A great bunch of well behaved children plus a great bunch of club members equalled a cruise to be remembered and repeated.





Bob and Sally Dufek probably own one of the more distinctive Grand Banks 42s afloat, but the individualities don't stop there. At 6'9", Bob might just qualify for the "Tallest-Grand-Banks-Owner" prize, and at 33, he may be among the youngest of the lot too. Bob is in real estate, Sally is an editor at Oxford Press. They bought their 42 in May, 1971 from Higgs Marine, New York American Marine dealer. But as you can see from the photographs the GB42 is also distinctive in that she has a deep

blue hull, and a few other personal touches, including a unique radar mount on a mast mounted on the extreme port side of the cabin top. "Seeadler" is equipped with a Decca Super 101 radar, Raytheon phone, Ensign VHF, and a Seafarer depthfinder. The freezer and refrigerator are operated by a Grunnert holding plate, 110 volt system, which Mr. Dufek says works perfectly.

Bob says, "Our cruising has been limited to Long Island Sound, with several trips to Block Island. The roughest weather we've been in so far was when returning from Block Island. We had to abandon the flying bridge because waves were breaking over it. Except for our pork roast popping out of the rotisserie several times, necessitating our having to chase it around the cabin sole, the passage was like a ride on a pond!"

"We are planning a trip for next season, through the Erie Canal to the Apostle Island group in Lake Superior where we have a home. Bayfield, Wisconsin is 'Seeadler's' hailing port.

"The boat was recently run to Florida by a professional captain. It was his first trip aboard a GB, and he reported to me that he was extremely impressed with her.

"I must emphasize our good relationship with Bill Higgs, of Higgs Marine, who was extremely helpful when we were shopping for a new boat and in the time since we bought. Sally and I are already looking covetously at the Grand Banks 50!"





cover story...

BOB & SALLY DUFEK'S

seeadler

TANG LANG...the multiple use Grand Banks 32

by James W. Guerin *Editor's note: Mr. Guerin is a consultant in public works financing, has been what he calls an "amateur seaman" all his life, and has owned a total of six boats. As if this wasn't enough to qualify him as being an expert, he is also a retired submarine commander, USNR. "Tang Lang" is the ex "Tiresome Ed."*

"Tang Lang" is Grand Banks 32, hull number 45, built in 1967. I bought the boat in September, 1971, the former owner having modified some details aboard her, such as replacing the original wire life-lines with a capped rail, consistent with the rail used on the GBs being built now.

I have cruised "Tang Lang" on San Francisco Bay and "outside" several times since purchasing her, without any problems. Having owned both planing and displacement hull boats, I have been very favorably impressed with the Grand Banks' surefootedness, sea-kindliness and remarkable single-screw

maneuverability. Fast, she is not, but the airlines are always available for quick business trips. As anyone who knows something about boats will concede, most of that spectacular speed capability of some other types simply is not available in a typical San Francisco Bay chop, and when it gets a little heavier than typical, I can keep up with the James Bond models very well, with the additional bonus of comfort and security.

Aside from my favorable impressions of the Grand Banks' design and construction, my principal reason for settling on this boat is that the large deck house affords much-needed supplemental office space. My office is in my home, a thing which the local zoning ordinance tolerates as long as I use no more than one room for that purpose. As files, publications and equipment have accumulated during the year and a half since I stopped commuting to Montgomery Street, I rapidly ran out of conference space. "Tang Lang," which I moor at my front door on the San Rafael Canal, offers a comfortable, attractive, pleasant, full-head-room setting for conferences with business callers, and the cabin seating arrangement requires no modification for that purpose. Also, if I need to separate current work from the accumulation of other items on my desk, isolation and privacy are readily available on the boat.

The unusually generous stowage space, particularly the main cabin drawers, makes it feasible to keep files of current projects on the boat without interfering with her shipshape condition.

There is plenty of room for typewriter, dictating equipment and other business-related items, yet all can be quickly and easily stowed when cruising is contemplated.

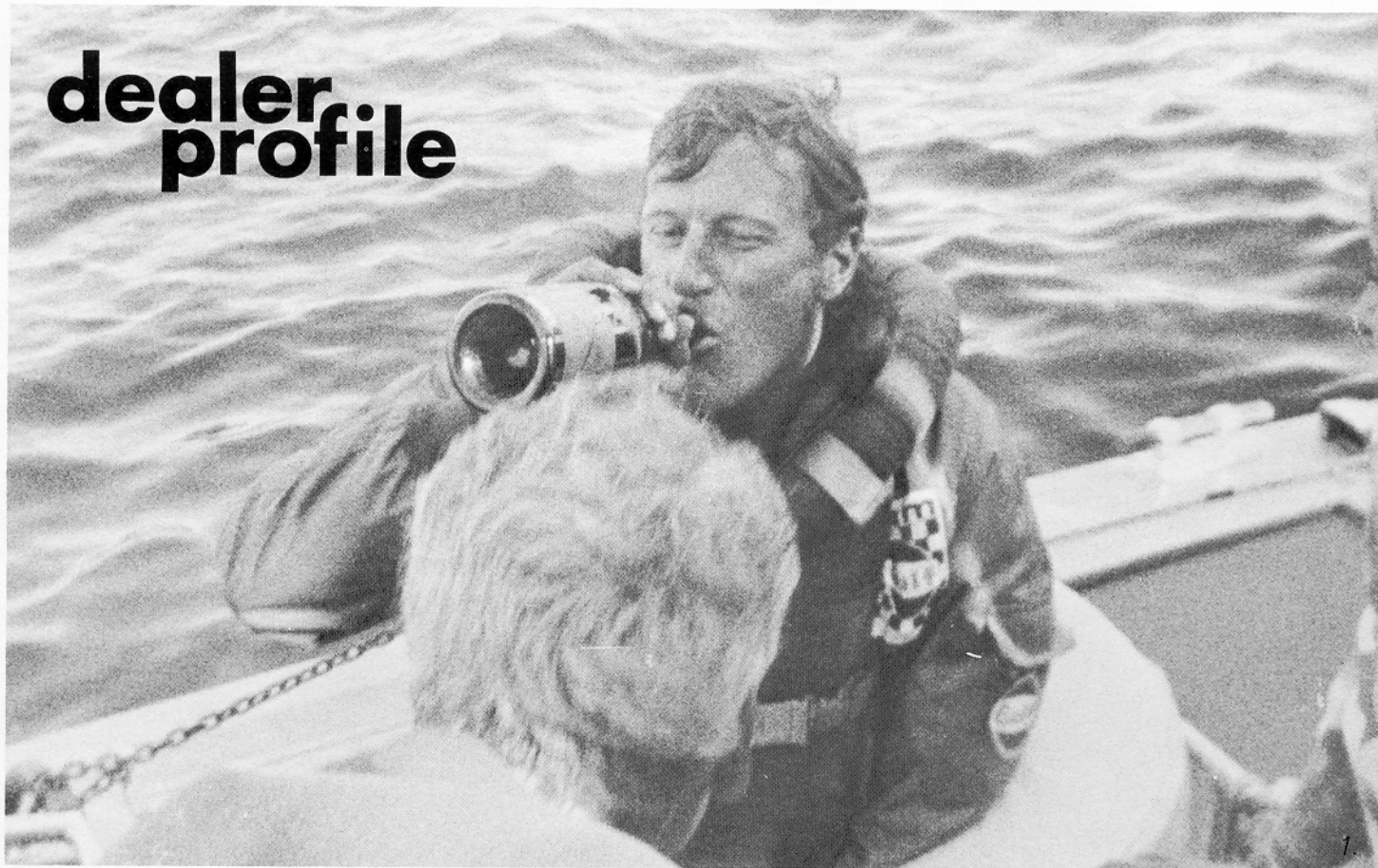
As bachelor uncle of 42 nieces and nephews, I expect to do some summer cruising with guests, probably in the Sacramento River Delta and possibly to Baja, California (Mexico). So far, however, cruising has been local because of business commitments.



The photographs show "Tang Lang" with Mr. Guerin on the bridge, on the occasion of moving a new floating dock to Mr. Guerin's home. The dock was built to Mr. Guerin's specifications, and was picked up at the manufacturing site, and moved to his home, using "Tang Lang" as a tug!



dealer profile



American Marine has recently signed Ake Westerlundh Yachts, Lidingo, Sweden, as their first Scandinavian dealer. Mr. Ake Westerlundh, owner of the dealership, has been active in the boat business since 1957 when he formed a company to manufacture a 15 footer known as the Sea Fun, one of the first fiberglass boats built in Sweden. Two years later, he became associated with a boat and outboard motor import and sales firm, and then formed his own company, Coronet Boats AB, distributor for Botved/Coronet in 1968.

His new dealership will now handle Grand Banks, Alaskan and Laguna diesel cruisers and is located on the water only some 15 minutes from the center of Stockholm in a newly remodeled exhibition building large enough for four to five Grand Banks and Lagunas to be on display inside on a year-round basis.

Prior to the early 60s, Mr. Westerlundh was active in sailboat racing, but since that time has been noted for his powerboat racing activities. He was overall winner of the 1964-65 Roslagsloppet, the largest offshore powerboat race in Scandinavia, with some 200 entrants. From

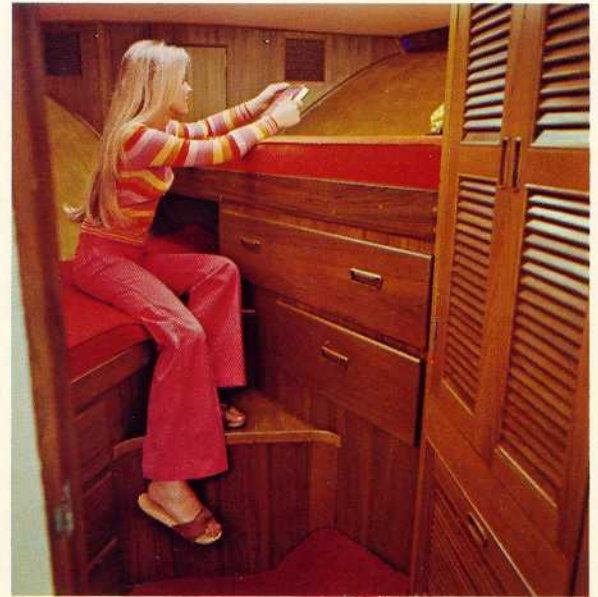
1965 to 1969, he competed internationally and placed at the top of standard production in the 1967 Cowes-Torquay race, with the first houseboat in the 1967 Miami-Nassau race, entered the 1967 Bahamas 500 in what was the world's fastest diesel boat, and won the 1968 and 1969 Swedish offshore championships.



Ake Westerlundh Yachts AB

1. Ake is congratulated by Mr. Tage Boghammar, widely known Swedish shipbuilder, upon winning the 1967 Gettingloppet, international offshore race.
2. Helene and Ake Westerlundh
3. Ake and salesman Curt Fahltin examine some samples of Grand Banks components.

American Marine's Newest--the Laguna 11.5 Metre



Following on the heels of the excellent Laguna 10 Metre, American Marine introduced their latest Laguna --- the 11.5 Metre --- at the Los Angeles Boat Show in February.

The public reaction to the new boat is no less enthusiastic than it has been for the 10 Metre over the past year. The new boat is 37' 9" overall, with a beam of 14' 5", 36" draft, and 23,000 pounds displacement. Like her smaller sister, the 11.5 Metre is built in fiberglass by American Marine at the new Singapore plant, and if the reaction from the public and the boating press is any indication, naval architect Robert S. Dorris has done it again, combining grace and beauty with excellent accommodations and truly fantastic performance.





The photographs will give you some idea of the beautiful workmanship that American Marine has put into the Lagunas. The staff had so much fun reviewing the 10 Metre for the last issue, that we are standing in line for a ride on the 11.5, and we'll give you a full report on that in the next issue.



To the Editor:

We have just bought a used 1968 Grand Banks 32 (hull number 97). Would you please put us on your mailing list for receiving the "American Marine News" publication, and can we obtain all of the back issues? We would like to start a collection. The only copy we have now is Volume 5, number 2, which was given to us by our close friends Mr. and Mrs. Henry Linke, who just bought a new Grand Banks 42.

Mr. and Mrs. Ray Roberts
Burbank, California

To the Editor:

We own "Hours," Grand Banks 32 number 18, built in 1966, which we purchased used this past year. We have been living aboard since our retirement last August, when we left Ithaca, New York and cruised South, ending up at Fort Myers, where we expect to establish a land base for further cruising.

We just saw Volume 5, Number 3, of "American Marine News," and would appreciate being added to your mailing list. Any back issues?

Donald W. Hughes
Fort Myers, Florida



You're both on the mailing list now, and what back issues we still have, have been sent. It is relatively easy for us to keep track of the first owners of American Marine boats to make sure they receive the News, but second or third owners are often unknown to us unless they drop us a line. If you meet any other owners of American Marine boats in your cruising, who do not receive the News, please ask them to write us so we can correct the oversight.

The editor



Left to right, Pat Duffy of Duffy Marina and Yacht Sales, Mt. Clemens, Mich., "Miss Ohio Boating," Mr. Robert Wing. Mr. Wing purchased the Grand Banks 42 during the Mid-America Boat Show, Cleveland, Ohio, and will take delivery of the 42 after "the ice breaks

in the Great Lakes," at Mount Clemens. Having owned five boats, the most recent being a 42 of another manufacturer, Mr. Wing says, "I was tired of being bounced around on Lake Erie. I wanted comfort and dependability, and I know I have found it with this Grand Banks."

American Marine announces new sales and service facilities.

The management of American Marine Ltd. is happy when an opportunity comes along to provide larger and more convenient showroom and service facilities for the ever-increasing roster of Grand Banks, Alaskan and Laguna owners. So they're doubly pleased to announce new acquisitions affecting two of their dealers.

Southern California yachtsmen will be interested to learn that American Marine has recently bought the assets of Pacific Marine Yachts, Inc., on Mariner's Mile in Newport Beach. The company plans to develop this choice waterfront property in cooperation with Balboa Marina, exclusive Southern California dealer for American Marine's boats. Complete sales and service facilities will be established on the site.

If you're familiar with the area, you'll know that Mariner's Mile --- with its many fine restaurants punctuating the row of marine supply houses, shops and boat yards --- is one of the most sought-after waterfront locations on the Pacific Coast.

On the Gulf Coast, Ammarine Yacht Sales Gulf will be relocated shortly at Eden Isles on Lake Pontchartrain, where a 69 acre marina and ultra-modern sales and service facility will be developed. Eden Isles is a new 2400 acre development slated to be one of the most ambitious new boating-oriented communities in the nation. Located in Louisiana only some 20 minutes from downtown New Orleans, it will be complete with homes, schools, churches, yacht club, commercial facilities and some 35 miles of navigable waterways.

Lake Pontchartrain is already a favorite cruising ground, and provides ready access to the Gulf of Mexico and points beyond.

NEW GRAND BANKS ADDED TO CHARTER FLEET



Four of the five new GBs leave Newport Beach, California for their trip to their new home in La Paz, Mexico.

Yates y Servicios Marinos in Baja California, Mexico, has been offering charters aboard a Grand Banks 32 and two other boats for some time. The company reports that the other boats in their fleet had proven less dependable (and less popular) under a heavy charter schedule, so those two boats have been retired and the company ordered five new Grand Banks for the fleet in a single purchase.

The five Grand Banks, including two new 32s and three new 36s, arrived

aboard a single ship at Los Angeles, were off-loaded and run to Newport Beach where the masts were stepped and the water and fuel tanks topped up, and within two days of their off-loading all five left on their own bottoms for La Paz, almost 1,000 miles distant.

All six GBs are now in service running charter groups out of La Paz, with crew member, food, fuel, fishing and diving equipment, and all the other comforts of cruising in your own boat.

grand banks owners charter grand banks

In the "busman's holiday" department, it has become increasingly more popular for Grand Banks owners to charter boats like their own away from home waters when time doesn't allow cruising that far aboard their own craft.

A number of Grand Banks and Alaskan owners are now offering their vessels for charter, including the owners of "Seeadler," the GB42 on the cover of this issue.

In addition to privately owned boats, some of American Marine's dealers and at least one independent organization are offering Grand Banks charters in various parts of the world. As an example, both a Grand Banks 42 and a Grand Banks 50 are available in Europe this summer, and Grand Banks 32, 36 and 42 charters are offered out of Seattle, Washington.

For European charters of a GB42 or GB50, out of Belgium, write to: Peetersco Yachting, 402, Brusselse Steenweg, 1900 Overijse, Belgium.

In the Pacific Northwest, write directly to: Howard Cole, Grand Banks Charters, 2100 W. Commodore Way, Seattle, Washington 98199.

For Baja California and the Sea of Cortez: Yates y Servicios Marinos, S.A., 5451 Provence Place, Riverside, California 92506.

The GB42, "Seeadler" may be chartered out of Florida in winter or Long Island Sound in summer. Write to: Robin Disston, Yacht & Marine Management Inc., Oceanic House, Oyster Bay, New York.



An Alaskan 55 steps out on her maiden voyage — toward an empty winter horizon.

One of the real pleasures in life must be the time you take delivery of a fine vessel — one for which you have planned and hoped — and at last step aboard her and put to sea.

And finding she is at home, a part of the sea — you, too, are at home, a part of her.

AMERICAN MARINE, LTD.