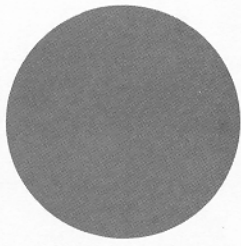


American Marine News

VOLUME 6 • NO 2 • LONG DISTANCE CRUISING ISSUE





Two boats recently delivered by Taiyoshoko Company Ltd., American Marine's dealer-distributor for Japan. The Laguna 10 Metre is shown at the Seabornia Yacht Club with its new owner, Mr. Kou Takeuchi. Mr. Takeuchi has named his Laguna MARIPOSA. Pictured aboard his new Grand Banks 36 at Takaishi Marine in Osaka is Mr. Hiroaki Sankouji.



American Marine News

VOLUME SIX • NUMBER TWO



The Cover . . .

SNOOKEM, an Alaskan 49 owned by Mr. and Mrs. Lloyd Dunkin and photographed for the News by Scott Malcolm. For the complete story on the Dunkins and SNOOKEM, see pages 8 and 9.

Our Long Distance Cruising Issue . . .

In truth, this issue did not begin as a special to feature long passages, but the editorial material so generously contributed to these pages added up that way. More and more people are taking longer and longer cruises aboard their Grand Banks and Alaskans — well prepared owners aboard well equipped boats designed for offshore cruising.

The Next Issue . . .

We hope to show you plans and photographs and provide you with some information about the latest member of American Marine's boat family, the Grand Banks 48. But to really make that issue complete, how about a story about you and your boat?

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American Marine Editor . . . Carl George

Editor Wilson Stone

Editorial Assistants Kendall Mills
Janis Stutheit

Art Director Anthony Giampa

Art Staff Patricia Gollong
Merlin Kastler
Marja Wicker



La Vida Christened

Laguna 11.5 Metre, hull number 3, was recently purchased by Mr. and Mrs. Robert S. McAlister, and was christened LA VIDA. Mr. McAlister plans to retire in a few years from his position as president of the well known youth-oriented clothing firm, Hang Ten. When they saw the Laguna at the Los Angeles Boat Show, the McAlisters decided that it should be a good way to keep their retirement full of action.

LA VIDA's name comes from the Egyptian ankh Barbara McAlister is wearing on a necklace in the photo. The symbol is known as the key of life, and the McAlisters feel that their Laguna represents a new sort of life for them.

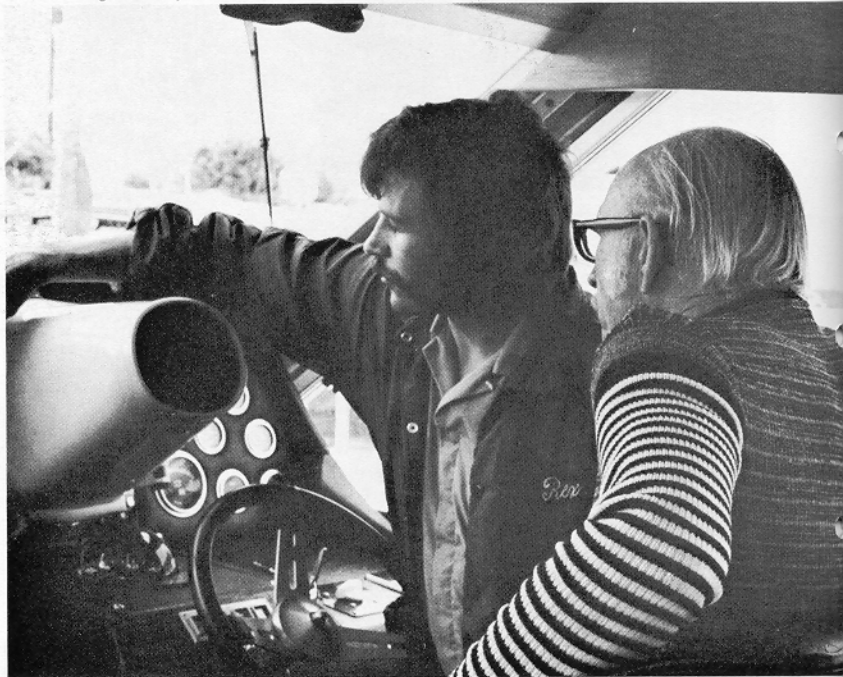
Immediate plans call for weekendding aboard, however the McAlisters expect to undertake more ambitious cruises later. LA VIDA's hailing port is the new Dana Marina in Southern California.

The operation of LA VIDA's radar is explained to Robert McAlister, right.

LA VIDA idles out of Newport Harbor, bound for the open sea and her maiden voyage to her new home port.



Salesman Bob Beehler of Balboa Marina, hands Barbara McAlister her new set of Laguna keys.





Norm and Patty Smith aboard AGUA VERDE in the Sea of Cortez, after rounding Cape San Lucas. (Photo, Miles Ottenheimer, American Boating)

"Agua Verde" cruises to Baja California

by Patty Smith

Ed. Note: Norm and Patty Smith are the owners of AGUA VERDE, Grand Banks 36 number 122. This is their second cruise to Baja California and Mexico. On the first they wound up staying two years! In February of this year, they headed south again. We thought these excerpts from Mrs. Smith's running account of the trip interesting.

February 17, 1972. We finally got out of the country! We left San Diego yesterday morning in company with EVENING STAR (a ketch-rigged motor sailer out of San Diego owned by Walt and Katie Maertin) and ran most of the time on just the starboard engine so our cruising speed would be more compatible with hers. We got our anchor down about 3:45 p.m. It didn't hold the first time, probably because three kids in three skiffs were trying to sell us a mooring. Anyway we're in, and it's so good to be away from the bumpers squeaking and docks creaking and low voltage at the marina in San Diego!

We'll go on to Santo Tomas tomorrow, where we hope to be able to buy lobster. We had fog yesterday, thick at times, but flat, oily seas. Didn't even get the cabin windows salty, and dry decks the whole way. But thank heaven for radar!

March 2. We left our Asuncion anchorage this morning at 8:30, and plan to run all night to get into Magdalena Bay in the morning. Another Grand Banks (a 42) has joined us. Alvie Daniels is the hired captain on board. We've known him for three years and like him and his wife very much.

Today is just one of those lovely days you do find on the Pacific side of Baja California. I put shorts on for the first time today, and spent a couple of hours on the bridge watching the porpoise follow us. We've had several good shows of whales, seals, and always the playful porpoise.

We promoted three dozen lobster at Turtle Bay and cooked and froze them. At Asuncion Bay we sent a box of cloth-

ing and food ashore. The Padre there is a ham radio friend of Walt Maertin, and said this little fishing village just south of him was in pretty desperate need. We stuck in two extra pairs of tennis shoes among other things.

The sun is about to go down, and as we run at night with no lights in the salon, I'll close for today.

March 7. We arrived at Cabo San Lucas yesterday morning. The auto pilot had been acting up a bit on the way down. Finally it made a hard-over turn to port and broke something in the steering. Were we glad to have that emergency tiller aboard, although when we bought the boat we never thought we'd need it. Fortunately we could follow EVENING STAR as there is no compass mounted near the emergency tiller. We steered with it standing one hour watches, for the whole night. As soon as the pilot and steering are fixed, we'll be off again.

"Kimberley Anne" Planning Mexican Cruise



Joe and Lil Schaeffer, owners of the Grand Banks 42, KIMBERLEY ANNE out of San Francisco, are planning to cruise south this fall. Their tentative plans are to coast down to Cape San Lucas at the tip of Baja California, and from there up into the Sea of

Cortez, across to the Mexican mainland, and then south again, probably as far as Acapulco. Their plans call for a leisurely cruise, returning to the U. S. early in 1973.

As they feel it would be an enjoyable cruise to share with other Grand Banks owners, Mr. and Mrs. Schaeffer are interested in contacting other owners with similar plans. Perhaps the cruise can be made in part or entirely in company with other boats.

If you are planning to cruise to Mexico this fall from the West Coast, please contact the Schaeffers by writing to them:

1220 N. Lawrence Expressway
Space 253
Sunnyvale, California 94086

More About GB Charters

As was noted in the last issue of American Marine News, Grand Banks are now available for charter in Washington State, Florida, New York, Mexico and Europe. And the list continues to grow

A new company, Pacific Coast Marine, has just taken delivery of the first two of a planned fleet of fully equipped Grand Bank 42s which may be chartered by experienced boatmen for cruising San Francisco Bay, the 1,000 navigable miles of the Sacramento River Delta, and even for offshore cruising along the California coast by special arrangement. Further information may be obtained by writing directly to Pacific Coast Marine, Inc., P.O. Box 663, Diablo, California 94528.

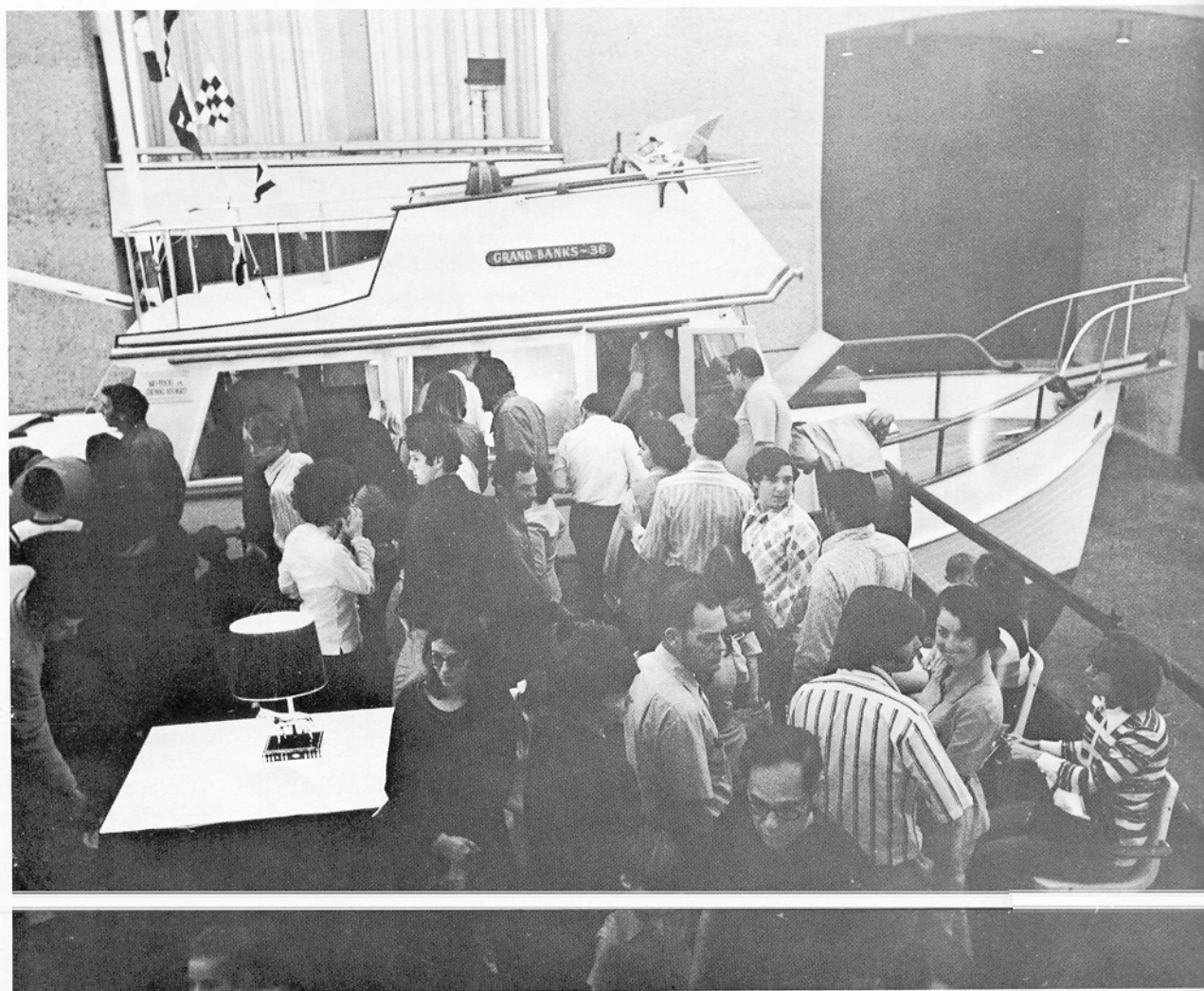
Word from Howard Cole in Seattle is that in addition to his GB32, 36, and 42 charters, he now has a Grand Banks 50 in his fleet. The 50 is equipped with Cat diesels and excellent electronics, as well as automatic clothes washer and dryer, automatic dishwasher, and fireplace in addition to the more typical luxury items aboard GB50s.

Howard also sent along a copy of a letter he received recently:

Dear Howard: It's all your fault. We had such a great time on the ALBATROSS (GB32) that we chartered from you last summer, that we are now the proud owners of a GB32, JEFFRIE LYNN by name, hull number 216.

We plan to cruise her to the San Juans this summer for a few weeks of island hopping. I'll take her (from Los Angeles) to San Francisco and my daughter and son-in-law and some friends will take her the rest of the way to Seattle. Yours truly, Harland W. Jones, DDS.

New Orleans Boat Show



Part of the crowds who viewed a Grand Banks 36 and a Laguna 10 Metre at the 1972 New Orleans Boat Show.

Sha Sha II

In the last issue of the News we mentioned Mr. Terji Reuter's Grand Banks 42, SHA SHA II. And in the June-July issue of PA KRYSS & TILL RORS, an excellent Swedish boating magazine, there also appeared a small picture of the same boat and the Reuter family, and a short article which translates something like this:

"We met this nice Swedish boat family on the island of Mallorca, or to be more exact, in pretty Puerto Pollenza, at the northernmost point of the island. The captain is Terji Reuter from Stockholm, and with him are his wife Bojan, daughter Annika, and son Bertil.

"In the background (of the picture) you can see SHA SHA, built in Hong Kong. It is a 42 foot Grand Banks with two diesel motors of 125 hp each and a dead weight of 15 tons. She was registered in England and built in 1969. She is a well built, practical and roomy vessel. The Reuter family has made their permanent home on Mallorca, runs a hotel and uses the boat as a family residence. Every so often, of course, they take the yacht on a cruise around the Mediterranean.

"The name SHA SHA was transferred from an older cruiser Mr. Reuter just sold, and which he had previously bought from the well-known yachtsman, Bengt Sjosten, who named all his boats SHA SHA. But when the yacht SHA SHA arrives at the harbors of the Mediterranean, small boys and girls start swinging their hips and dance the cha-cha because they believe that the name of the boat has something to do with that South American dance."

Alegre

Warner M. Wilson of Santa Cruz, California recently ran his Grand Banks 36, ALEGRE, from San Francisco to Seattle, where he plans a summer of cruising among the San Juan Islands. Mr. Wilson says of his passage to Seattle, "We ran both engines all the way. 1500 rpm and 9 to 9½ knots indicated. I forget the miles covered, but it checked out as 8½ knots over the bottom. Considering the southerly currents, I feel this is pretty good. Fuel consumption was exactly 5 gallons per hour. Mostly fairly smooth seas, except for 15 hours of great but easy swells and 12 hours of virile chop right on the bow that coated us with a brilliant layer of salt."

Some traditional yachts lined up in Seattle, Washington. From left to right they are ALBATROSS of Seattle, ANNIE LAURIE out of Salem, Oregon and NONSUCH, a British-built replica of a 17th Century ketch, currently visiting the Pacific Northwest. The NONSUCH is a duplicate of the vessel that crossed the Atlantic 304 years ago and led to the founding of the Hudson Bay Company in 1670. She is reported to be an exact replica, even to her hand-sewn flax sails. But one departure is admitted --- she has a diesel engine in her bilges for auxiliary power!





SNOOKEM



COVER STORY



When Janet and Lloyd Dunkin visited the Los Angeles Boat Show in February of this year, they really had no intention of buying a boat. They had just placed their order for what they had decided was to be their ultimate boat --- a 50 footer of another manufacturer. But they hadn't foreseen what would happen to them when they stepped aboard the Alaskan 49 on display at the show.

After returning to the show four times to see the 49, and a demonstration at sea, they canceled their order for the other boat and purchased SNOOKEM.

And SNOOKEM should serve the Dunkins well. Aboard her, they plan to cruise to the San Juan Islands off British Columbia this summer, and expect to winter either in the Sea of Cortez, or perhaps the Caribbean. With them on these cruises will be their 12 year old daughter, Dana, and their two dogs, Tinkerbelle and Bo Bo — all experienced seamen.

Lloyd Dunkin is an avid sportsman. In addition to the boats he has owned in the past, both power and sail, he has raced motorcycles, owned his own twin-engine airplane, fishes all he can, and plays golf in the high 60's to low 70's.

Janet likes motorcycles herself, and loves to fish. In fact to back up her fishing, she has installed a portable smoker, 30 quart pressure cooker, and a can sealing machine aboard SNOOKEM.

Lloyd's well planned additions to the Alaskan 49 include a Ritchie compass; Decca model 050 radar; SSB radio telephone; VHF radio telephone; solid state 10 band receiver; complete PA system including hailer, siren and automatic foghorn; Benmar auto pilot; Explorer III recording fathometer; EMI Electrolog recording speedometer and log; Benmar automatic direction finder; Konel DX automatic tracking loran; and a number of instruments including air and sea temperature, humidity and wind speed indicators. He spent two months working on the exact positioning of this equipment, and knows exactly where all wiring is in case repairs are needed. Additionally, Mr. Dunkin plans to install a watermaker to supplement the fresh water system.

All in all, the Dunkin family and SNOOKEM seem to add up to an attractive and seaworthy combination.



*Singapore to the Marshall Islands –
a cruise of five thousand miles through
exotically named equatorial waters
in a Grand Banks 32
combined necessity with pleasure.*

Asia to

Reaching a firm decision that the boat he wanted was a GB32, owner Tony Nagel had to devise the best method of getting her to her remote home port of Majuro, Marshall Islands. There were many considerations; the almost prohibitive freight rates in Micronesian waters, the difficulties of equipping a new boat twenty-two hundred miles from the nearest dealer, the extra miles involved if we were to receive her in California and, finally, the challenge of an adventurous voyage. The final answer was to take delivery at the factory.

After eighteen months of intensive preparation, our crew of five attended the boat launching at American Marine, Singapore in high spirits. We were treated royally by the American Marine staff and enjoyed the advantage of having our own equipment professionally installed. Some evidence of the careful planning could be seen in the extent and diversity of our supplies. Three first aid kits, in varying sizes, covered every contingency from sea sickness to an appendectomy. A complete line of hand and power tools, an abundance of putty kits, extra lines, engine parts and so on had been gathered to forestall any conceivable emergency from running on a reef to sustaining a heavy blow. A life raft with tarp and ten gallons of extra water were on hand in addition to a large selection of canned and fresh food.

The crew of the LE TAKINAL (Marshallse for Miss Sunrise) had no qualms as we weighed anchor in Singapore harbor on December first. In fact, there was a feeling of elation as we headed out the main channel into the South China Sea. Our ports of call were chosen on the basis of easy seven hundred mile passages and whether they were sizeable enough to provide supplies.

Our first stop was Pontianak, Borneo located ten miles up the Sungai Kapoas. The river mouth is shallow; therefore, safest at high tide, and the Indonesian buoy system uses "red left on return." To check in we dealt with representatives from customs, immigration, health and the chief of police - in person. Our formal entry was delayed until we produced an official boat stamp to properly legalize our papers. All this points up the need for consulting with other yachtsmen prior to trips on



what idiosyncracies to expect in other countries. We anchored in good mud and watched the floating islands go by. The people are friendly and helpful. Fuel and water are reasonably priced but not so dinner at the Hotel Equatorial where the proprietor arbitrarily multiplied the bill by ten!

We left on a full tide accompanied by a flotilla of powered house canoes motoring past the thatched stilt badungs back into the China Sea, through the Carimota Strait and south into the Java Sea. Two days later we passed through Selat Sapudi to the Bali Sea, then thirty miles on to Benoa. We had no time to linger in this beautiful place but pressed on to Dili, Timor – a four day run with plenty of tuna. We continued running at 1600 rpm and averaging one hundred and fifty miles per day which brought us into Portuguese administered Dili right on schedule. After we recovered from the shock of inordinately high prices compounded by the fact that this was our last chance to use our Portuguese escudos, we headed for Darwin where we dropped anchor on Christmas Day. Although we were gently reprimanded for not having radioed in

advance we were free to enjoy the holidays in Darwin. It is pure Australia from the grizzled prospector in the pub to the twenty foot anthills and the aborigine corroborees. Conscientiously checking out on 2181 kc, LE TAKINAL entered the Howard Channel soon losing sight of the continent.

In the Gulf of Carpentaria, the tropical cyclone warnings became more frequent whereas previously there had been only three in two months. Once across this vast stretch of open water we entered the Torres Strait after dark to reach Thursday Island. Fortunately the strait is well lighted. The chart, the sailing directions, five pairs of eyes, forty hand compass bearings and a six knot current brought us safely to the anchorage doing wonders for our confidence in our night piloting. The island, though small, was once the fishing center for all North Australian waters. In recent years the fishing industry has slowed down but the activities of the town have not. Attend one of a pub's mini-cabarets and you can bend elbows with transients from all over the world.

Ready to leave, we checked the

Micronesia

by John Myers



barometer; it was three tenths of an inch below normal. The dark clouds and weather forecasts warned of cyclone Carlotta tracking erratically east and after someone turned to page 825 of Bowditch: "the passage of a cyclone at sea is an experience not soon to be forgotten" we silently set another anchor and waited.

With the return of fair weather we stuck our nose into the Great Northeast Channel of the Torres Strait and cruised the eighty mile channel in eighteen hours and made Port Moresby. Here, a beautiful deep water harbor, a superb yacht club, an interesting people, beauty spots rivaling any in the world and numerous harbors on navigable rivers create an ideal place to explore in leisurely fashion. It is no wonder cruising yachts pass through here so frequently.

Taking leave we set our course southeast into the Coral Sea running far outside in the areas of frequent rain squalls and then heading north through the South China Strait. Previously the general run had been from 3 to 6 days between ports. This time, however, after only two days at sea we stopped at Kiriwina in the Trobriand Islands. Why?

Because it was rumored this is THE South Seas paradise and the description proved fairly accurate. Not much fuel or water but with bare-breasted maidens playing softball — who cares? After watching an inordinate number of ball games we pushed on into the Solomon Sea where we encountered force six winds right on our nose. Everything was lashed down as we ran into head seas at reduced rpm to Rabaul, New Britain.

The monsoonal winds began to waver and shift to the north and finally died as we made the half circle into Rabaul. The harbor is the crater of an extinct volcano with the sides blown out. Three volcanoes surround the town; one, the South Daughter, is still active. There are forty-three sunken Japanese wrecks in the harbor and more along the length of the island. Scuba diving is a popular sport. Since many of the wrecks are quite a distance from the harbor by boat but not by car, we simply deflated our eight foot rubber dinghy, trucked it to the diving site and inflated it. After a few days diving and relaxing we began the next run — a passage of eight hundred and forty miles. A quick stop at New Ireland for coconuts and papayas; then

LE TAKINAL was steaming on a course of 45 degrees true. After three days of constant rain squalls we chose a compromise course affording us a stop before Majuro. So we arrived in Lele Harbor, Kusaie to see what the usually objective U. S. Sailing Directions describe as "one of the most beautiful islands in the Pacific." Here we enjoyed the famous Micronesian hospitality and took old friends out trolling for tuna and wahoo. From a visiting yacht we heard a harrowing tale of three storms in three hundred miles and of a magnetic anomaly that caused the compass card to spin constantly. After more Bully Hayes pirate stories and gifts of fruit we headed for home under increased rpm and shortly LE TAKINAL was anchored in her home port.

She will now receive a week of intensive cleaning and polishing and then be put into service for Micronesia Tours, Majuro to cater to diving and sport fishing tourists. She will also take eighty to three hundred mile tours to the outer islands. Of this we know she is more than capable. Our five thousand mile voyage was noteworthy in that the Grand Banks 32 performed flawlessly, never giving us any trouble or precipitating any sticky situations. Although LE TAKINAL is only thirty-two feet in length she is, to quote Lawrence McCall, of American Marine, Singapore not a boat but "a little ship."

For information write:
Mera Inc.
Box 61
Majuro, Marshall Islands
Territory of the Pacific 96960



Tango Time II

The Grand Banks 50, TANGO TIME II pictured in the harbor at Puerto Vallarta, Mexico. The GB50 is owned by Bruce and Margaret Eells of Palm Beach, Florida. The photograph was taken by George Levens, owner of Northwest Marine Brokers, Grand Banks dealer in Portland, Oregon.

Mildred V

Sid Finklestein of Knoxville, Tennessee, owns the MILDRED V, GB32 number 269, which he purchased from Ammarine Yacht Sales Gulf in 1971. Mr. Finklestein says that his is the first Grand Banks with a home port on the Tennessee River.

The Tennessee River system is made up of some 1,000 miles of quiet cruising waters with some 10,000 miles of shore line, all created by a series of dams and locks. The river mouth is at Paducah, Kentucky, where it joins the Ohio River, and there are nine major dams with locks between that point and Knoxville, 650 miles distant. The total rise in the nine locks is some 515 feet, however, the current is slight in all parts of the river.

Of his Grand Banks, Mr. Finklestein says, "At every port of call our GB draws a crowd of onlookers who are amazed at the superb quality of workmanship and solid construction. The skippers of gasoline powered boats look bewildered when I tell them that I fueled the MILDRED V in October, used her all winter and spring, finally refueling the last of May taking on only 184 gallons with a cost of around \$32. They just do not want to believe me! We previously owned a twin engine, gasoline powered boat, and the same amount of usage would have meant a fuel cost of around \$350. The difference really amounts to a gas operating cost of about 40 cents a mile compared to 4 cents a mile with the Grand Banks' dependable diesel power.

"Next year we are looking forward to a cruise down the Tennessee River, then the Ohio River to the Mississippi, and then down the Mississippi River to New Orleans to visit the new Ammarine facility there. Clarendon Jordan of Ammarine Yacht Sales has been most helpful since I took delivery of the MILDRED V."



Sandpiper Cruises North

2000 miles in seven days

The Grand Banks 32, SANDPIPER has completed what must be one of the more ambitious maiden voyages undertaken recently by a 32. She was run from Newport Beach, California to Seattle, Washington, in just a little over seven days at sea.

The new GB32 was delivered to her owner, Mr. J. J. Conway, in Newport Beach as Mr. Conway lives in Southern California during the winter months, although he calls Sitka, Alaska "home." Mr. Conway wanted to supervise the boat's outfitting and have her ready for an early spring cruise to Alaska. He is Chairman of the Board of the Bank of Sitka, and owns the Conway Dock Company.

SANDPIPER was fitted with a diesel-burning Pacific galley range replacing the standard GB stove. This is common in Pacific Northwest craft, and is excellent for cold weather cruising as the range acts as a cabin heater as well as a cook stove. Additionally, a "Bimini-type" top has been installed over the cockpit for extra protection from Pacific Northwest rains.

Mr. John Dennis, a free-lance boat delivery expert from San Diego, ran SANDPIPER up the coast as far as Seattle. From there, Mr. and Mrs. Conway plan a leisurely Inland Passage cruise on up to Sitka, visiting various spots in the San Juan and Canadian gulf islands, and calling at Ketchikan, Wrangell and Petersburg. Once in her home port, the GB will be used for fishing and for cruising to remote Alaskan islands for duck hunting.

John Dennis reports the Grand Banks 32 was run non-stop from Newport Beach to San Francisco in 57 hours, but said that he was turning modest rpms on the brand new engine.

Another two days at sea took him to Coos Bay, Oregon, where he put in for only three hours, taking on fuel and provisions. Little more than two days later, SANDPIPER was lying at Seattle's Shilsoe Bay, ready for Mr. Conway.

Dennis states that the boat handled excellently and the owner was so pleased with her condition and appearance he could hardly believe she had just been run the nearly 2000 miles on her own bottom. No auto pilot had been installed, so Mr. Dennis and his crew of 2 steered the entire distance. As an experienced yacht captain, Mr. Dennis was astounded that SANDPIPER experienced absolutely no breakdowns on this long maiden voyage --- with the exception that one light bulb burned out. *(Ed. note: American Marine quality control should watch those light bulbs a little closer!)*



The gentlemen from Wheelhouse Compass, Newport Beach, swing SANDPIPER's compass prior to her departure. The stack for the new galley range can be seen above the flying bridge.

GB Cruising in

by Jane Metcalf

Ed. note: Bill and Jane Metcalf are the owners of CLAMITY, Grand Banks 36, hull number 86. Jane wrote the following account of a recent cruise from their home in Mt. Clemens, Michigan, north into Lake Superior.

This story may not seem unusual to Grand Banks owners who get to cruise the oceans, but we lake cruisers are sure not used to really large seas. Well, we had our fill of them in Lake Superior. We went through the Soo Locks with no difficulty, and it started out to be a really beautiful day. The weather report was good and we both thought that this was going to be a snap. We started up the St. Mary's River toward White Fish Bay and at each bend it seemed to get rougher. I started to stow loose gear and soon found myself scooting around on all fours. We have been in some pretty rough weather in Lake Huron and Lake Erie, but this was something else again. Luckily we were heading right into it. We figured the seas to be about 12 feet and our nose would go into solid water, and then lift right back up again. There was a 60 foot cruiser behind us who turned around and went back. But not Bill. Once Bill starts out, he never goes back. He did cut the engines down to about 1100 rpm and we just kept going on. It took us more than four hours to do 23 miles!

When we finally anchored in the lovely little harbor at White Fish Point, I fixed a nice lunch and Bill took a nap. I knew Bill would not sleep at night being anchored out, so we decided to go on to Grand Marais that afternoon.

On that run the sea did settle down a bit --- to six or seven foot swells! When we pulled into Grand Marais, the folks in the marina found it hard to believe we had traveled that far in such seas. If we had been in anything but a Grand Banks we would never have dared to try it.

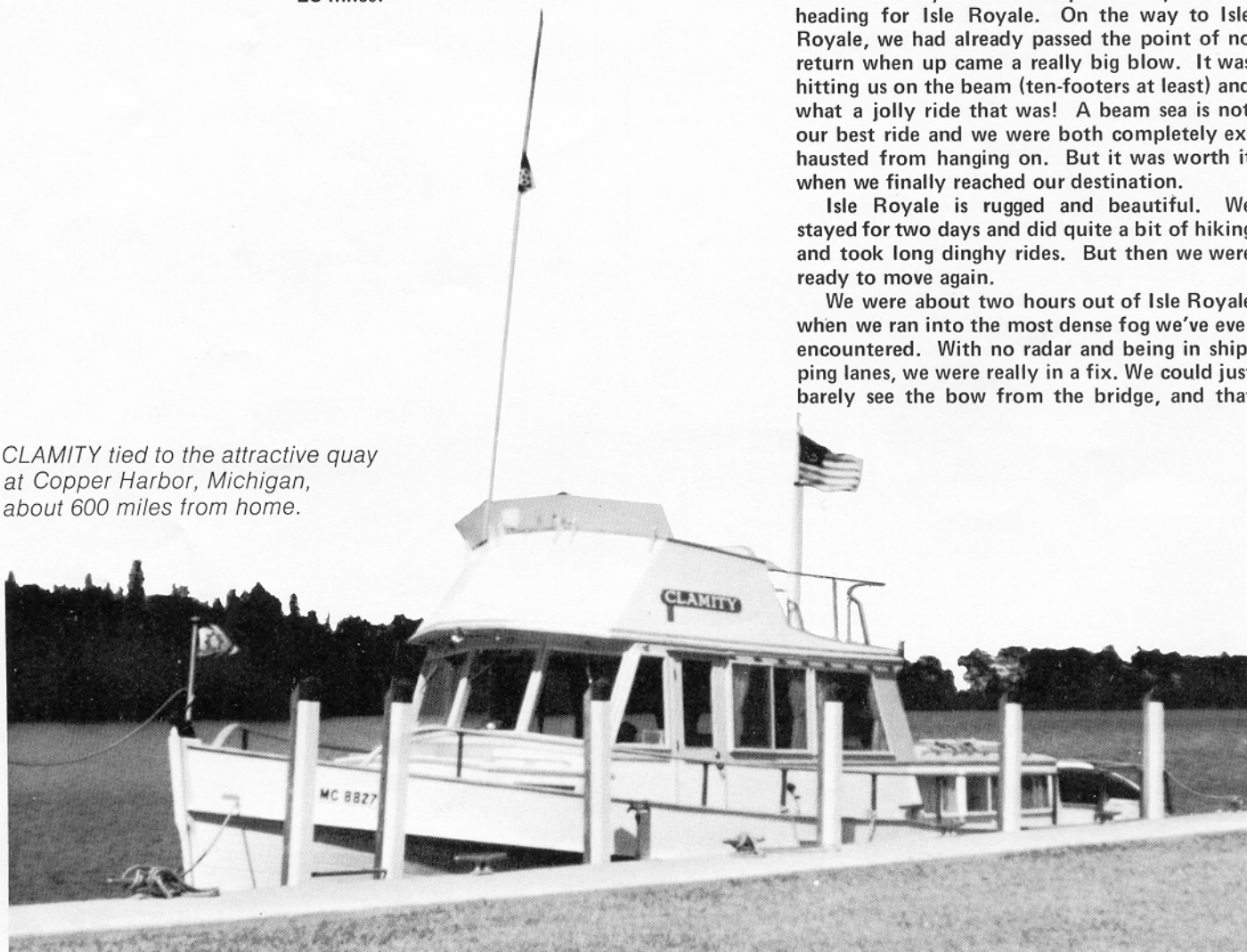
The next day however, the water was like a skating rink. We just put her on automatic pilot and spent a beautiful seven hours getting to Presque Isle where we tied up right next to a GB32, the **CONSULTATION**. (See the last issue of *American Marine News*. Ed.) We met the owners, David and Mary Jane Engstrom, and swapped boating tales and trivia, and of course they like their GB as much as we do ours.

The following day was just as lovely so we traveled up the Keweenaw Waterway to Hancock where we stayed for a couple of days before heading for Isle Royale. On the way to Isle Royale, we had already passed the point of no return when up came a really big blow. It was hitting us on the beam (ten-footers at least) and what a jolly ride that was! A beam sea is not our best ride and we were both completely exhausted from hanging on. But it was worth it when we finally reached our destination.

Isle Royale is rugged and beautiful. We stayed for two days and did quite a bit of hiking and took long dinghy rides. But then we were ready to move again.

We were about two hours out of Isle Royale when we ran into the most dense fog we've ever encountered. With no radar and being in shipping lanes, we were really in a fix. We could just barely see the bow from the bridge, and that

CLAMITY tied to the attractive quay at Copper Harbor, Michigan, about 600 miles from home.



the Great Lakes



was all! We ran in this fog for about three hours and it suddenly lifted. Were we ever glad to see some shore line again. Then about an hour before we arrived at Copper Harbor, it began to blow again. We've never seen such changes in the weather in so short a time as on Lake Superior.

The next day the lake was, again, as smooth as glass as we cruised the 120 miles from Copper Harbor to Grand Marais. After having an automatic pilot we think it is one of the nicest accessories any boat owner could have. It gives you a freedom to move around and relax or read. We took turns watching for debris and traffic but we didn't see another boat in all that 120 miles.

We were weathered in at Grand Marais for two days and we couldn't have been stuck in a nicer port. It's a very small town with one grocery store and one little restaurant that was open only when the owner felt like it. We enjoyed walking down to Agate Beach and picked up hundreds of pretty stones --- probably not an agate in the bunch --- and watched the rollers coming in.

As pleasant as Grand Marais was, we got itchy feet to travel again, so we started for Sault St. Marie. We had another wild ride into White Fish Bay and to the locks. I wonder if that bay is ever quiet! Let me tell you, if you've never been through locks, it's much easier going up than going down. We locked through with an excursion boat and of course it was loaded with people on the decks. We swear every eye was focused on us. Well, poor old CLAMITY got away from us as I had the bow lines and the current was too strong for me to hold her. We started going sideways and Bill got up to the controls just in time. He straightened her out just fine, but we sure felt foolish with our big audience looking on.

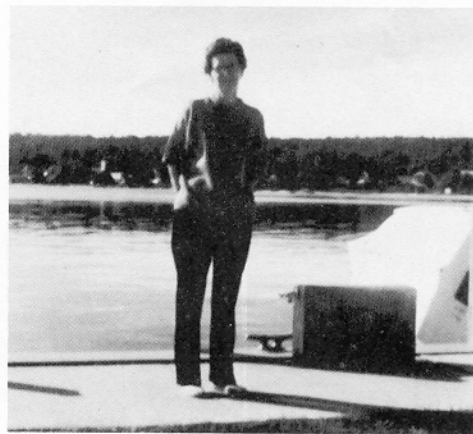
We stayed two days in Sault St. Marie and when the weather report finally sounded good again, we were off, down the St. Mary's River. Well, needless to say, Lake Huron was just about as rough as we've ever seen it, so we had another perfectly wild ride all the way across to Presque Isle. But the rest of the trip south was lovely and uneventful and most of all, it was warm. We had never had our coats off in Lake Superior. That's the first time we ever went on vacation and lost our tan!

This story may sound like nothing but trials and tribulations, but we wouldn't have missed it for all the tea in China. You couldn't find more beautiful country or more accommodating people anywhere else in the world. And Lake Superior is perfect for Grand Banks cruising. It has many challenges that most boats could never meet.

Would you believe that we didn't put a single scratch on our precious boat until we pulled up to our own dock at home? We had been gone for a month and we were so glad to see home that we forgot to put down our radio antenna, and whack --- it busted in two.

So ends the story of two middle aged people on an old, wild lake, in the most wonderful boat ever built, our own CLAMITY.

Jane and Bill Metcalf at Grand Marais, Michigan.



**Grand
Banks
42
goes to
work
in the
Virgin
Islands**





Turtle Bay Terrace
at Caneel Bay Plantation

CINNAMON BAY, a new Grand Banks 42, has been put into service at Caneel Bay Plantation, St. John, U.S. Virgin Islands. Caneel Bay Plantation is a 130 room, 170 acre resort operated by Rockresorts, Inc., of New York. Other Rockresorts include Dorado Beach Hotel and Cerromar Beach Hotel in Puerto Rico; Mauna Kea Beach Hotel, Hawaii; Little Dix Bay, Virgin Gorda, British Virgin Islands; Woodstock Inn, Woodstock, Vermont; and Jackson Lake Lodge, Grand Teton National Park, Wyoming.

Caneel Bay Plantation was opened by Mr. Laurance S. Rockefeller in 1956, and since that time its distinctive, informal setting has attracted numberless guests from around the world.

A feature of vacations at Caneel Bay is a series of boat trips to neighboring islands in both the U.S. and British Virgin Islands. CINNAMON BAY has taken her place in this program in addition to making freight runs --- for which she was specially modified. The U.S. Coast Guard has certified CINNAMON BAY to carry 40 passengers plus crew on international voyages.



Carl George, Executive Vice-President of Ammarine (wearing the necktie), presents the winning predicted log team with the American Marine Perpetual Trophy. The occasion was the Shark Island Yacht Club invitational awards dinner, May 6th, at Newport Beach, California. The winning team from California Yacht Club are (l to r) Mr. Weldon Fulton, Dr. Morris Edelstein, and Mr. Bob Guhl.

BIG CONTEST

NO BOX TOPS REQUIRED!

In the last issue of American Marine News we mentioned that Bob and Sally Dufek just might be the youngest Grand Banks owners, but rumor (and letters) claim otherwise. So the race is on! Entries close prior to publication of volume 6, number 3 of American Marine News, and the winner will be announced in that issue. The prize will be a specially engraved brass plaque mounted on a genuine American Marine Burmese teak base, proclaiming the youthfulness of the winner, and suitable for mounting on any bulkhead of his boat.

OFFICIAL RULES:

1. Contestant must be the owner of a Grand Banks, Alaskan or Laguna.
2. Contestant must complete the OFFICIAL ENTRY BLANK and mail it to American Marine News.
3. Contestant must not cheat on his or her age. You don't have to be young to enter, but it may help you win!

OFFICIAL ENTRY BLANK

I'm the youngest Grand Banks (Alaskan or Laguna) owner I know of, and I just might be the youngest anyone knows of!

Name _____

Address _____

I own a GB _____ Alaskan _____ Laguna _____

Hull number _____

Boat name _____

I hereby certify that on my last birthday I was _____ years old.

Mail to:
American Marine News
Masts Marine Advertising
Postal Box 7
Balboa Island, Calif. 92662

Letters to the News

Last spring, 1971, I saw the Grand Banks 32 at the Toronto Boat Show, and met Carl Groskorth of Sound Boat Works, Parry Sound. Sometime later I arranged to buy one and got number 255. It was delivered to Halifax, Nova Scotia, and Mr. and Mrs. Groskorth flew down. We got it off the ship and took it to the Royal Nova Scotia Yacht Squadron. They welcomed us and their hospitality was the best.

As soon as we got the compass, ship to shore, anchors, etc. aboard, and a grocery order, we sailed around to Saint John, New Brunswick on a two day cruise. The rest of the summer was spent cruising on the Saint John River.

My future plans are for perhaps a Grand Banks 42, and a trip down South to the Caribbean.

Russ McFarland, President
Acme Sales & Warehousing, Ltd.
Moncton, New Brunswick
Canada

The American Marine News, the most recent issue of which arrived yesterday, is a most welcome publication.

I can't help but chuckle, though, at the editing of the photography. SEEADLER is featured, but both on the cover and on page 9 the negative has been reversed so that the helmsman, amazingly enough, has a port-sided steering station, and the radar mast is on the starboard side, quite contrary to the text and contrary to what I assume are the correctly printed negatives on page 8.

John S. Wyper, Vice-President
Connecticut General Life Insurance Co.
Hartford, Connecticut

Honest — we do know the difference between port and starboard! But unfortunately our printer doesn't, and by the time we caught the error all 15,000 copies had been printed. You're correct, of course. To see what SEEADLER really looks like, you'll just have to hold the front cover and page 9 in front of a mirror. For this issue, our printer has promised to take a U.S.P.S. course.



About the back cover . . .
 Marlin fishing from a Grand Banks 36
 --- from an untitled watercolor by Stephen Mills.
 Although Mr. Mills now lives in Laguna
 Beach, California, his work is better known in the
 Eastern U.S., due to a number of one-man
 and juried shows in New York and
 Connecticut. Over 50 of his paintings hang in
 private collections in the U.S. and Europe.

Metropolitan Opera star Jean Fenn stops for a Grand Banks talk
 with John Donnell in Miami, while there to star in the Miami Opera
 Guild production of "The Merry Widow." Miss Fenn owns
 WON LON SONG an aptly named GB32 which she keeps at her
 summer home on Bainbridge Island near Seattle, Washington.
 Mr. Donnell operates John Donnell Yachts, Inc., American Marine
 distributor for Florida and the Southeastern United States.

Shelby and Edith Jones, Havertown, Pennsylvania aboard their Grand Banks 36, MY GIRL. Mr. and
 Mrs. Jones took delivery of MY GIRL in the spring of 1971 from Riverside Marina, Riverside, New Jersey.
 Earl Meierdiercks of Riverside tells us that the Jones --- who previously owned 40 and 44 foot cruisers ---
 are delighted with their Grand Banks,
 aboard which they cruise
 Chesapeake Bay and the New Jersey Coast.

Some of their enthusiasm apparently
 rubbed off on a friend, Mr. Guy Knight,
 who subsequently bought a GB32
 from Riverside Marina.



