

American Marine News

VOLUME 6 • NO 3 • GROUP CRUISING NUMBER



youngest GB owner announced!

Mr. Thomas A. Drew of Chicago, Illinois, has been awarded the "coveted" Youngest Grand Banks Owner award as a result of his entry in the Big Contest announced in the last issue of American Marine News.

Judging the contest entries and awarding the prize proved a larger job than the News staff had anticipated. One point not covered in the "official rules" was whether in the case of husband and wife owners, the younger of the two would be considered the owner for the sake of the contest. In order to strike a compromise and be as fair as possible, it was finally determined that where a husband and wife team entered together, their two ages should be averaged.

On this basis, at 26, (and a bachelor) Mr. Drew was clearly the winner, although there were a number of wives who were his age and younger.

Mr. Drew took delivery of his Grand Banks 36, HEATHER II from John Donnell Yachts, Miami, Florida, in February 1972. Since delivery, he has put several hundred hours on her engines, a lot of which was accumulated during a thousand mile cruise in the Bahamas. Mr. Drew is a mere 6'5", so as far as we know, Bob Dufek (see Vol. 6, number 1 of the News) is still the tallest GB owner.

Mr. Drew says that although he is "only" 6'5", he greatly appreciates, "the spaciousness of the Grand Banks.

ing a twin engine gas powered cruiser. Needless to say, there is no comparison between my first and second boat. I am looking forward to many more happy hours aboard HEATHER II."

The contest proved to be great fun for us here on the staff, and the number of entries we received should

demonstrate to us older types that we have no exclusive to GB enjoyment. One lady who entered suggested that she was not only the youngest, but the best looking Grand Banks owner. That created something of a stir, but we have decided not to run a new contest along those lines. Judging that one would really be tough!



American Marine News

VOLUME SIX • NUMBER THREE

ABOUT THE COVER

a Motor Boating and Sailing photograph by Pete Smyth. The MERRY WIDOW, a Laguna 11.5 Metre owned by Bob Davis. You can read what another magazine says about the 11.5 on page 10.

GROUP CRUISES

seem to be happening all over the place. Our special feature article begins on page 4, and tells you about group cruises including everything from three to sixty five boats.

NASTRO D'ORO ELEGANZA

MARE is a little difficult to say if you aren't Italian. But this important award in the Italian marine industry was presented this year to the Alaskan 49. See page 9.

THE BACK COVER

features the GB32, MIRO, owned by Mr. Myron Mull. Photograph by Scott Malcolm.

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group cruising





Several years ago, one of the Grand Banks advertisements was built around the theme, "Grand Banks Owners Have More Fun." Few people with any experience aboard GBs would dispute this statement, but perhaps the fun is more obviously demonstrated when a large number of GBs (and Alaskans and Lagunas) get together.

In 1970, Balboa Marina hosted a number of Southern California GB owners in San Diego; in 1971, Ammarine Ltd. sponsored their first cruise up the delta of the Sacramento River from San Francisco Bay. This year, however, has seen more cruises, with more boats in attendance, and even wider smiles on the faces of those who participated.

continued



GULF CRUISE

The most ambitious cruise this year in terms of time and distance covered, was hosted by Ammarine Ltd., Eden Isles (near New Orleans), Louisiana. The program and itinerary ran from Friday evening, May 19th, through Monday, May 29th! After a bon voyage party at Ammarine's Eden Isles facility, May 19th, the four GB32s and two GB36s attending departed the following morning for a cruise to the Broadwater Beach Hotel, Viloxi, Mississippi, for yet another party that evening at the hotel. Two days later found the intrepid group anchored at the Pensacola Yacht Club, Pensacola, Florida, and then on to other stops including the Sheraton Hotel at Fort Walton Beach, Perdido Bay, the Grand Hotel, Ship Island, and then back home.

In addition to the parties scheduled for the cruise, the participants enjoyed beach parties, horseback riding, golf, sightseeing, and a host of other activities. All in all, we understand that the first Gulf cruise was an outstanding success and promises an even larger number of participants for future group outings.

Perhaps Kirk and Dorothy Kirkpatrick, owners of the GB32 STUDIO TWO, summed it up best in a letter to Clarendon Jordan of Ammarine. "How do you top the perfect cruise? You're going to have to work mighty hard next year to do better, because frankly we think it's impossible . . . our congratulations on a cruise well-done."

NORTHERN CALIFORNIA

The 1972 Ammarine Cruise of the Sacramento River Delta, began with a rendezvous at San Francisco Bay's Angel Island, Friday, June 30th. The owners and guests from aboard 28 GBs went ashore for a "get acquainted" meeting and briefing.

Leaving Angel Island, the boats cruised "up river" to Antioch and anchored for the night at Mayberry Cut. Several families elected to go ashore for dinner that evening, so two of the boats took a group of about thirty people to the Riverview Restaurant in Antioch.

On Saturday, the fleet cruised on up the San Joaquin River, through False River and on to an anchorage near Mandeville Cut, in a quiet, protected slough where the entire fleet could raft together.

Two nights were spent at this anchorage with days devoted to exploring the area, fishing, water skiing, or just enjoying the relaxing delta atmosphere.

Planned activities included a series of dinghy races held Sunday afternoon and an after-race cocktail party aboard Ammarine's Grand Banks 42. At one time, there were as many as fifty-two people aboard the GB42!

Monday afternoon, the GBs proceeded to the Delta Marina at Rio Vista. The wind was quite strong, but typically everyone did a great job of handling the boats and all the GBs were tucked into the marina without a scratch. The stay at the Delta Marina was highlighted by a fireworks display over the river that evening. The following day the cruise officially ended, and the boats departed to make their own way to their home berths throughout the bay and delta area. Phil Harrill of Ammarine Ltd., came up with a few statistics about this very successful "meeting of the clan": The total weight of the boats on the cruise was some 320 tons and the total length of the boats was longer than the Queen Elizabeth II!

SOUTHERN CALIFORNIA

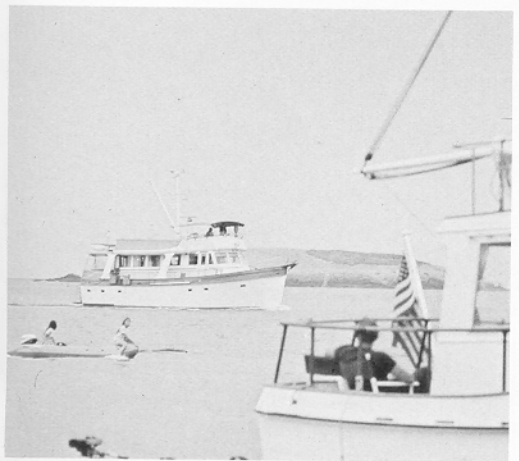
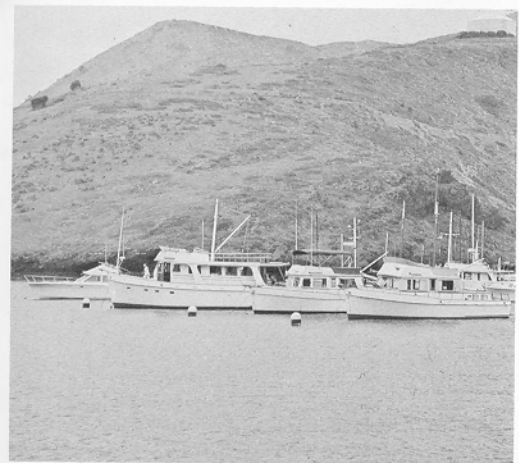
Take a modest, relatively undeveloped harbor on an island. Surround it with steep, undisciplined hills populated by little else than wild goats and bison, and you have what many of us would classify as an ideal stop-over for a cruise. Now, if you add no less than sixty-seven Grand Banks, Alaskans and Lagunas, and over three-hundred owners and guests to this tranquil scene, you will be able to picture in your mind's eye, about what the Isthmus at Santa Catalina Island looked like one weekend in early October!

That's right, no less than 60 Grand Banks, 4 Alaskans and 3 Lagunas were on hand when American Marine Ltd., invited Southern California owners to a weekend meet.

It's a little difficult to explain just how astounding a sight it was, but suffice to say that everyone in attendance seemed to have a great deal of fun and expressed themselves by consuming over 300 steaks, over 450 cans of beer, and (seemingly) tons of other assorted foodstuffs.

Because of the number of boats involved, it was impractical to organize a controlled cruise, so the plan was quite open. The owners were invited to converge on the harbor by Saturday evening for the barbeque ashore, and were free to leave at their convenience on Sunday. Although some eight or ten boats were on moorings by Friday evening, Saturday morning presented a parade difficult to have predicted. The seemingly unending arrival of Grand Banks - - -





one every few minutes or so - - - caused those crews already secured to sit and stare at the harbor entrance by the hour!

Among other festive rites and entertainments at the Saturday cookout, recognition was given to SEASCAPE TWO (32 no. 2) for being the oldest GB in attendance, and to ALJEAN (32 no. 8) for being the oldest GB present with her original owners. (*Ed. note: GB32 no. 1 is alive and well in the San Francisco area.*)

As well as anything else, the pictures give you some idea of just how much fun everyone had. And one additional note that speaks well for the type of people Grand Banks owners are: The harbor master's office at the Isthmus reported that although they are accustomed to groups of boat owners descending on them, the American Marine group was far and away the most orderly, the easiest to deal with in their experience.

CRUISING CLUB

Several Grand Banks owners at Marina Del Rey, California, have organized a Cruising Club. The newly formed group which is totally independent from American Marine Ltd., plans to sponsor a number of group cruises in the Southern California area, and for starters, cruised to the Channel Islands, off the California coast in August.

Rendezvousing at the Marina Del Rey fuel docks on Friday morning August 4th at 0700, were SOLITUDE, NO SALT, SEA SCAPE II, ADVENTURA, OOKPIK, ALCO, and HAPPY TIME. The group was joined as they cleared the MDR breakwater by LA CONTESSA out of King Harbor.

The first leg of the cruise led the eight Grand Banks to the Channel Islands Marina at Oxnard (still on the mainland) where the Alaskan PATTI PETITE was waiting for them. Carlos Coello, dockmaster for the marina, welcomed the group and graciously arranged floats for all adjoining the Lobster Shack Restaurant, where the group dined that evening.

They dropped their moorings early Saturday morning and cleared the harbor by 0630, setting course for Santa Cruz Island's Pelican Bay. Two more GBs were waiting to join the group there. LENELA and LORENZO. In the afternoon the MARTY caught up to the fleet. With the addition of another Alaskan out of San Francisco that just happened to be there, the little bay was full.

On Sunday morning, the group upped anchors and followed the coast of Santa Cruz Island to Anacapa Island where they visited the natural Arch of Anacapa. From there, it is reported to have been a beautiful eight hour cruise straight to the breakwater at Marina Del Rey, ending what must have been a great weekend.

We are advised by the club members that if you are interested in more information about their organization, they would be happy to hear from you. Letters should be addressed to the Cruising Club, c/o Ammarine Ltd., 13645 W. Fiji Way, Marina Del Rey, Calif. 90292. Ammarine will pass your letter on to the club.

SMALLER GROUPS

Of a more impromptu nature than the cruises we've discussed so far, but promising to be fun, and easy to arrange in just about any corner of the world, are the casual gatherings of GB owners who invariably get to know each other in their home waters.

An example of this was the Cowes Week salute to Queen Elizabeth II by three Grand Banks in England.

Cowes Week is a world famous yachting event which takes place annually at Cowes, Isle of Wight. Her Majesty, Queen Elizabeth II, and Philip, Duke of Edinburgh attended this year in the royal yacht, BRITTANIA.

On Saturday, July 29th, three English Grand Banks owners arranged to meet at Yarmouth, Isle of Wight. The GB32, ALDA II owned by Henry Harris; the 36, SABRA owned by Frank Wolfson; and WHITE BEAR a 42 owned by Sydney Belfer. It was decided to proceed to Cowes, some 20 miles distant, to steam past the royal yacht in line astern and dip their ensigns in salute.

In perfect weather, the three GBs passed the BRITTANIA as planned, with skippers at the helms and first mates at the ensign staffs. As each passed the royal yacht, its ensign was dipped, and each in turn was saluted by a dip of the white ensign by the Royal Navy seaman stationed at the stern of the BRITTANIA.

An interested crowd of spectators, officers and seamen lined the rails to greet the Grand Banks, and the Queen herself could be seen on the bridge, watching the GBs steaming past.

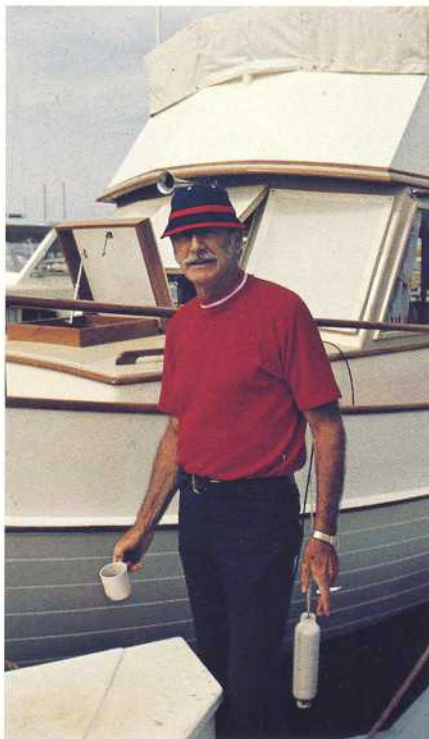


new GB32 for John Dehner

SAGITTARIUS is the spanking new Grand Banks 32 recently delivered to actor John Dehner at Marina Del Rey, California. Mr. Dehner is currently featured in the weekly Doris Day television series.

He says that he has been looking for just the right boat for some time. After looking at every conceivable boat, he finally returned to Ammarine Ltd., Marina Del Rey, and ordered his new 32.

John has converted the forward berths into a massive double by the addition of a wedge-shaped cushion, which you can see in the photograph showing Mr. Dehner reading (we hope) one of his favorite magazines.



Golden Key launched



Pete and Mildred King have had their eyes on a Grand Banks 36 ever since the introduction of the GBs. But they have been patient and waited for the right time in their lives to make the move. Having sold their motor sailer, they looked up Chuck Hovey of Balboa Marina, Newport Beach, California, and ordered their dream boat.

Mr. King has been a marine engineer for many years, and has served on tuna clippers and tugs, so we can rest assured that his love of a Grand Banks is based on knowledge. Mrs. King is a realtor and certified property manager.

After a particularly enthusiastic christening ceremony at Balboa Marina, GOLDEN KEY was moved to her new home port, San Pedro. The launching was a particularly memorable one for American Marine, too: GOLDEN KEY is GB36, hull number 300!

ALASKAN 49

wins high honors

by Geoffrey Warde

With the Italian flair for design and styling that has long been an accepted facet of today's luxury items throughout the world, a great deal of importance must be attached to the NASTRO D'ORO ELEGANZA MARE. This award is given annually to the boat chosen by journalists from the various Italian yachting press including NAUTICA, QUATTORRUOTE MARE, MONDO SOMMERSO, ITALIA, SUL MARE, FORZA 7 and VELA e MOTORE. The purpose is to recognize, "any Italian or foreign company which made improvements in the marine field in respect to better technical reliability without losing external styling or appearance."

Boats manufactured in Italy and those imported by Italian distributors were judged. American Marine's Italian distributor, Dr. Fernando Venturi, accepted the award from the Hon. Vittorio Cervone, Sotto Segretario for the Italian Navy, at an award presentation ceremony at the Circolo Canottieri in Anzio.



The award.



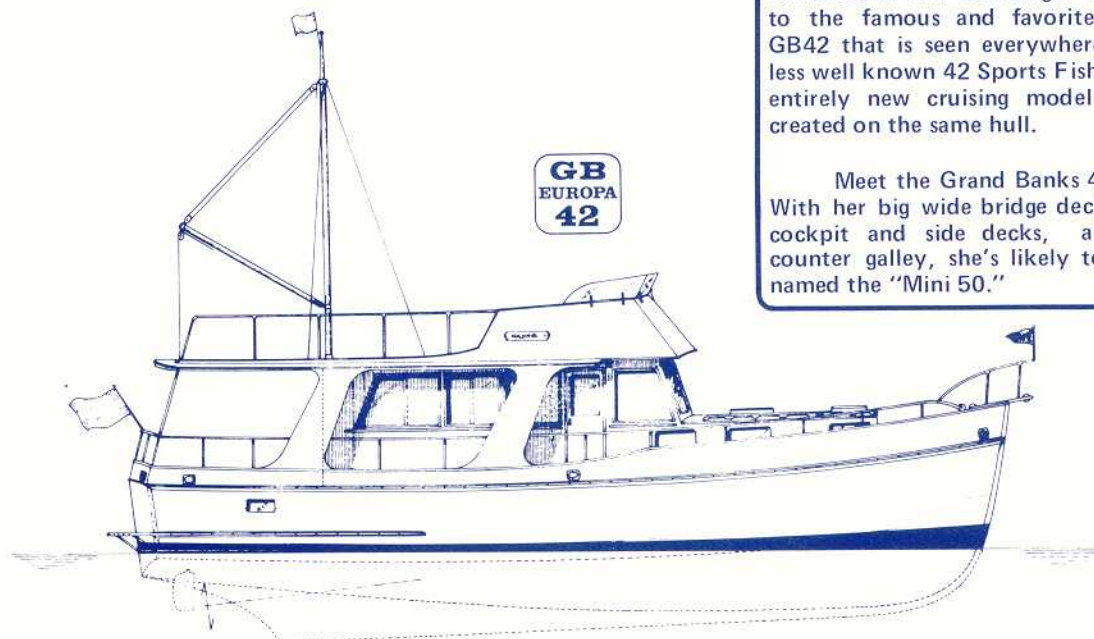
Geoffrey Warde (American Marine's European sales manager) and Marcello Venturi.



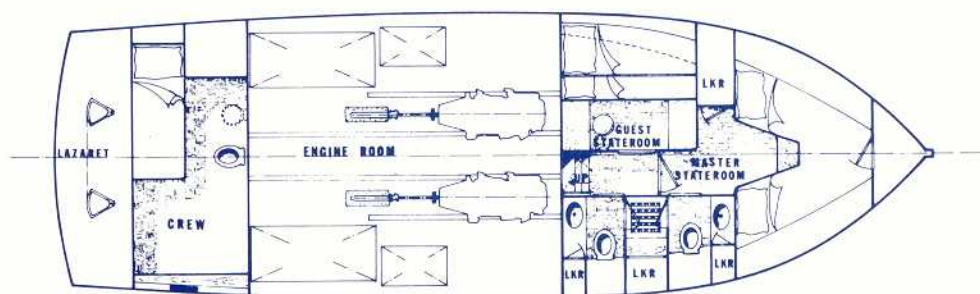
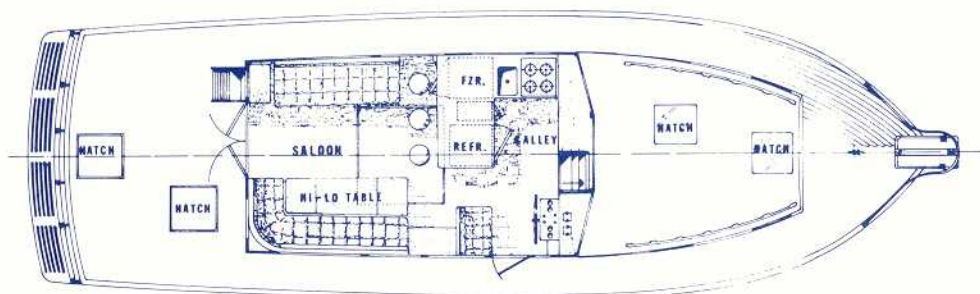
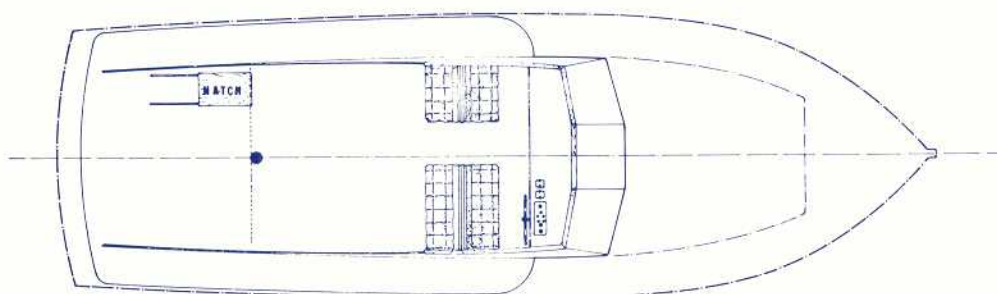
THE NEW GRAND BANKS 42 EUROPA

Now there are three different models of Grand Banks 42s to whet the appetites of even more people looking for boats in that size range. In addition to the famous and favorite aft-cabin GB42 that is seen everywhere, and the less well known 42 Sports Fisherman, an entirely new cruising model has been created on the same hull.

Meet the Grand Banks 42 Europa. With her big wide bridge deck, covered cockpit and side decks, and island-counter galley, she's likely to be nicknamed the "Mini 50."



Scale in Feet
10 8 6 4 2 1 0



(Editor's note: Two issues ago in American Marine News, we promised you an in-depth look at the Laguna 11.5 Metre. We didn't get around to it in time for the last issue, and although we were working on it for this time, we have instead asked AMERICAN BOATING for permission to reprint excerpts from their October, 1972, article.)

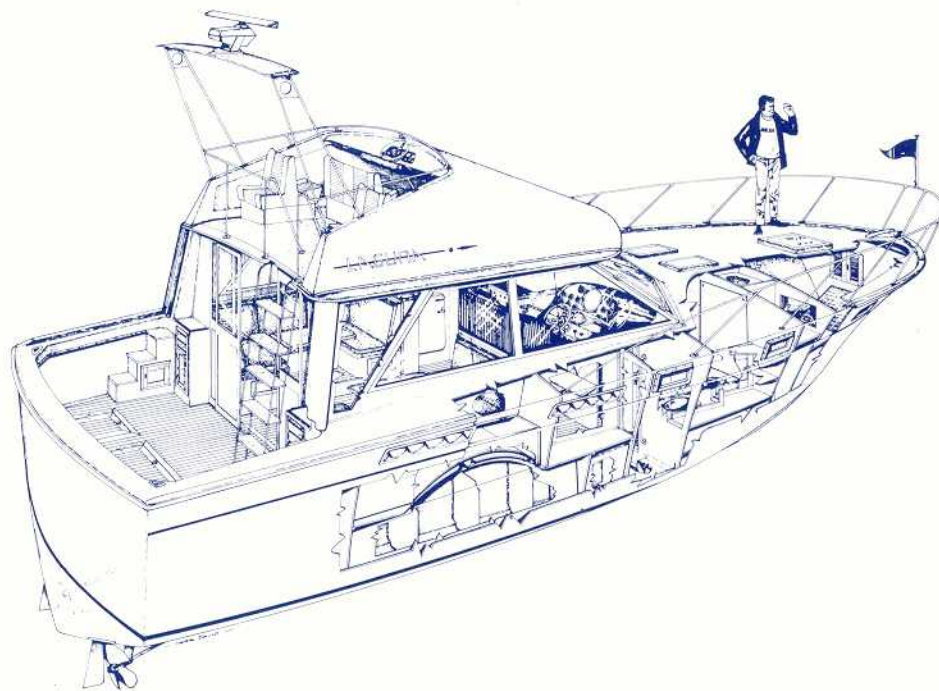
The boat is produced in the Singapore yards of American Marine. Designed by Bob Dorris, the raised flush-deck concept of the Laguna reflects the lines that have been popular in Europe for the last few years. The hull is a hand laid-up laminate of fiberglass cloth, mat and woven roving, stiffened with longitudinal stringers. FRP sandwich construction is used below the chine from the forefoot back to the water-tight engine compartment bulkhead. A unique feature of the design is a triangular-truss box girder that connects the deck to the hull the full length of the sheerline joint and adds strength and integrity to the entire structure. The moderate-to-deep Vee lines create semi-displacement/semi-planing hydro-dynamics across the hull surfaces, an achievement in a 11½ ton boat.

The layout of the Laguna borders on rank hedonism: pure comfort. Forward is the guest stateroom with 2 large single bunks and individual lockers in teak. The head, complete with pullman counter, tub, shower and inlaid teak parquet sole, is to starboard; the master cabin, to port. The owner's stateroom has 2 overlapping berths, a locker, 2 bureaus, full length mirrors and built-in stereo speakers connected to the deckhouse tape system. And of course, carpeting throughout.

The deckhouse is laid out with the control station to starboard; the galley, forward to port. With power coming from a 7½ kilowatt diesel generator, the galley includes a refrigerator and a freezer and an ice-maker. An electric 2-burner range, a microwave oven, and a set of fine china and glasses in their individual locker are all standard. The after portion of the deckhouse has 2 facing settees that convert from a dinette area into 2 full-size double beds. The cockpit aft is relatively short and wide with a laid teak deck, high bulwarks and unique mooring fairleads. Fresh water tank capacity is 120 gallons.

The Laguna 11.5 is powered by twin turbocharged 637 cid V-8 diesels. The matched, counter-rotating engines carry the designation "Ammarine AT-637." The list of mechanical extras that go with the engines is close to endless: flexible mounts, fresh-water cooling with remote heat-exchangers, deck fills and dip sticks, centrifugal blowers, twin

LAGUNA 11.5 METRE REPORT



heavy gauge fuel tanks, salt water strainers and fuel/water separators, aluminum plate engine room sole, etc., etc.

The boat has duplicate steering stations; one on the flybridge and one at the console. The cabin station must be a variation on the cockpit of a 747. The adjustable leather covered wheel protrudes from a black leather dash panel that holds 18 (count'em) Stewart-Warner gauges, a Danforth Constellation compass, stainless Morse throttles and an undetermined number of switches and lights. The deeply padded helmsman seat folds down to provide a 3-sided cushioned standing station. Cabin ventilation is insured by worm-drive adjustable sedan air intakes and lower windshield openers. The station topside has duplicate slave-unit controls and a stainless 3-spoke wheel.

We had the use of the Laguna 11.5 Metre for a day courtesy of Phil Harrill of Ammarine Yacht Sales in Sausalito. Our tests included an early morning dash through the Golden Gate, out about 10 miles into the blue Pacific, maneuverability runs at sea, and a close quarters drill while watching the start of a prestigious large sailboat race just off the San Francisco waterfront.

In every manner, in every way, the Laguna 11.5 is the surest, most stable, most impressive power cruiser afloat today.

At slow speeds, the twin screws gave fingertip control (we needed it as we threaded our way through the spec-

tator fleet at the weather mark of the sailboat race.) Visibility from either station was exemplary.

Perhaps the most unique thing about the boat was its ride. Great legends abound about the swells that roar through the Golden Gate. Dead into the wind at top speed, we didn't know they were there. The sensations of motion are so restrained that all feelings of speed are absent. We could only confirm the performance of the hull by watching a smaller 30-foot cruiser crashing through the waves beside us. Another nice feature was the aerodynamics of the flying bridge. With a small spoiler and no windshield, all the force of the on-coming wind was deflected up and over the seats: we could sit there traveling at 25 knots and only feel the lightest of breezes.

A concluding phrase does not come easily to mind; sooner or later all the adjectives begin to wear thin.

The Laguna 11.5 is perhaps the finest example of design, engineering and craftsmanship that will ever be available outside the custom market. If the sheer pursuit of excellence is an ideal that still exists, if a devotion to intelligence and quality is still a marketable commodity, the 11.5 Metre will be a raving success.

The Laguna will stand as a landmark on an increasingly dull horizon, an example to all men, builders and buyers, of what can be. In a word, a masterpiece.



beachcombing

..... a collection of information and thoughts about Grand Banks, Alaskans and Lagnas --- and the interesting people who own them.

When the MUSILLOYD docked in San Francisco recently, she had nine American Marine boats on board. That's some kind of record for number of boats on one ship! The crews on these ships must feel pretty good when they have so many --- safe luxurious --- lifeboats on board!

If you have read American Marine News for very many years, you will recall the story in 1970, of David Blickenstaff's cruise from Singapore to Djakarta aboard his GB32, BARRACUDA.

We now learn that Mr. Blickenstaff has been transferred to Tunisia. BARRACUDA went with him. She was shipped to Naples, from whence David cruised her down to Tunis, her new home port. He reports that he is enjoying cruising the Mediterranean, and promises to send us a story about that.

The Grand Banks 50, TITEA III, is a Swiss vessel, owned by Mr. and Mrs. Folliet, shown on board with their family. The Folliet's bought TITEA III this past summer, and so far have cruised for two months around Corsica and Sardinia. After wintering in the south of France, where this picture was taken, they plan next year to cruise to Yugoslavia and Greece.

Chuck Ullman of Balboa Marina, Newport Beach, shot this picture of the Richard Jordan family aboard their Grand Banks 32. Judging from all the happy faces, it would seem that their GB is aptly named. The Jordans own HAPPINESS in partnership with the H. B. Benjamins.





Mary Alida Corneveaux stands on the foredeck to take a picture of husband George, while cruising aboard NEW HORIZONS. The Corneveaux family just completed a six month cruise aboard the GB36, most of it in British Columbia waters, and Mrs. Corneveaux reports that they loved every minute of it.

Phil Harrill of Ammarine Ltd., Sausalito, California, hosted Senator Ted Kennedy and his party aboard a Laguna 11.5 Metre in September. The Kennedy Party cruised across San Francisco Bay, from Tiburon to Oakland aboard the Laguna, to attend a football game.

The recent Los Angeles to Tahiti race ended, appropriately enough, at Papeete, Tahiti. We understand from Rene Solari of Etablissements Rene Solari Et Fils, American Marine's dealer in Tahiti, that Grand Banks 36, hull number 208 (sorry, her name wasn't mentioned) was on hand to welcome GREYBEARD the first boat to finish. The 36 was used as a committee boat for the race.

We've talked quite a lot in this issue about the new tendency toward group cruises. There is another trend going on too. Living aboard.

Nancy and Laurence Forsdick might be considered pioneers in living aboard in less than ideal climatic conditions. They have been living aboard their Grand Banks 42 (hull number 124) summer and winter, for several years at City Island, New York. They say they love it.

But Mrs. Forsdick has even gone one better. She has developed a business aboard too. This past year she has been busy painting transom lettering, coves, and trailboards on large boats and small, power and sail. A commercial artist formerly with a New York design studio, she quit her job to devote full time to start an, "independent little business of my own, easily-transportable, that I would always be able to take with me."

As are many Grand Banks owners, Ed and Helen Sokopp of Manchester, Massachusetts, are former sailboat owners. Mr. and Mrs. Sokopp cruised their sailboat, the SYRENA, some 25,000 miles in four years, including an Atlantic crossing, and cruising in the Windward and Leeward Islands and the Bahamas. But when they sold SYRENA, last year, they had no intention of tearing themselves away from cruising.

The Sokopps consider the Grand Banks, "sailor's power boats," so it seems natural that SYRENA II was a Grand Banks 42. As an example of their enthusiasm, they traveled to Hong Kong so they could watch her development from keel laying to launching.

Officially accepting delivery at Miami, Florida, the Sokopps have put over 5,000 miles on SYRENA II's log, cruising from Florida to the Bahamas, and then North as far as the coast of Maine, and then back again to Florida, from whence they have cruised off toward the Bahamas. It sounds to us like Mr. and Mrs. Sokopp lead a wonderful cruising life — the sort of retirement living that must be close to ideal.

We pulled the following story from a local newspaper in Southern California: "Comedian Joey Bishop was credited by the Coast Guard Monday with rescuing a man whose boat was sinking off Marina Del Rey, the second such rescue by Bishop in three weeks. Bishop, cruising three miles off shore in his yacht SON OF A GUN II, sighted the partially submerged sailboat in the fog and hauled aboard the pilot who was clinging to it. Bishop, a member of the Coast Guard Auxiliary, came across a disabled boat carrying five people three weeks ago, and towed it to shore."

SON OF A GUN II is Mr. Bishop's new Grand Banks 42.

Mr. and Mrs. Marcel Barbe are pictured aboard STOLVENZEIN at Port Vauban, Antibes, France. Mr. and Mrs. Barbe purchased their Grand Banks 36 in 1969, and here are two indications of how highly they regard her: First, STOLVENZEIN has to be one of the cleanest, most beautifully maintained boats we have ever seen. Second, Mr. Barbe's brother has recently bought a GB36 for himself!

Mr. and Mrs. Barbe live in Brittany, but spend quite a lot of their time in the south of France, and use their boat year round. They have cruised most of the western Mediterranean.

Of interest in the photograph is

the very nice gangplank that has been fitted, and the unusual and quite attractive weather boards that have been installed aft, between the bulwarks and rail. (The September, 1972 issue of MOTOR BOATING AND SAILING magazine carried an article on how to build similar weather boards.)

Royal and Patty Treadway have purchased AU MEA II, a Grand Banks 36 formerly owned by Denis Alexander (American Marine News, Vol.5, No.1). Mr. Treadway, who is a resort management consultant in Hawaii, reports that Mr. Alexander maintained AU MEA II in perfect condition in the two years he owned her. So far the Treadways have undertaken what they call, "a couple of great cruises in Hawaiian waters."

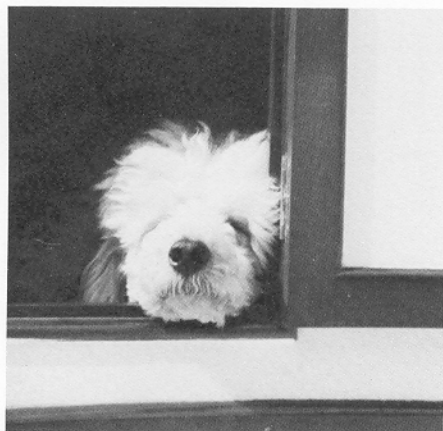


When you stop to think of it, we really have quite a lot in common with this fellow. He loves the sea — as we do. He isn't noted for being particularly handsome — some of us aren't either. He likes to fish. He's something of a loner. He goes about doing the things he has to do without complaining too much. In fact, I've never met a Pelican I didn't like.

But there is one area in which we are different. While our species is proliferating, his is declining. If someday he is gone entirely, it will be our loss too.

And speaking of living aboard, Mr. and Mrs. Barry E. Parker (and their 2½ year old daughter) have sold their home and moved aboard their brand new Grand Banks 42, purchased from John Donnell Yachts in Miami. They report that their little girl loves it as much as they do.

Mr. John Inkster of Essex, England, has recently purchased a new GB42 from Solent Yachts, Ltd. But if history is to repeat itself, you might look for him in a year or so in a GB48 or GB50. The 42 is Mr. Inkster's third GB! He first owned 32 number 197, and then 36 number 224!



We had to include this photograph. Logan Mayhew of National Properties Ltd., Western Canada's American Marine dealer sent it to us. By the way, if you haven't figured it out, the dog is looking out from the flying bridge console of a GB32.

Mr. Mayhew says, "Even an old dog loves a Grand Banks! Our 12 year old poodle never has been a good sea dog until the GB32. He loves it and even behaves himself. When he is hoisted to the Command Bridge, his favorite spot is as shown in the photograph. Since the photo was taken he has had a shave and a haircut and again looks like a poodle."

Quite frankly, Logan, we kind of like him the way he looks in the picture!

All of us like GBs. Otherwise you probably wouldn't be reading this — and I probably wouldn't be writing it. But still it's fun to hear the enthusiasm from just about every corner of the world when people start talking about their own Grand Banks.

This letter from Mr. H. L. R. Emmet, is the kind that really makes our days complete:

"During early June of this year, two other men and I picked up my GB36 Sedan, LUNA II at Warsash, Southampton, from Solent Yachts Ltd., and sailed her to my home port of Kinsale (County Cork, Ireland.)

"During the past summer and autumn, I've used her at least five days a week for fishing in Irish waters. Never

have I had a finer boat. She was perfect on the trip over and has performed in great shape since.

"Next Monday we will sail her back to the Solent and leave her there for the installation of a generator and other things. Before leaving, I just wanted to send you a short note of appreciation.

"Maybe in a few years, when I am too old to fish, I'll go for a larger Grand Banks and just cruise with my wife."

Here's another animal story: G. Matsumoto of Taiyoshoko Company Ltd., Japanese dealers for American Marine boats, tells about a dolphin who came to visit. On the evening of October 15th, a dolphin weighing 65kgs. (about 143 lbs.) jumped through the center saloon window on the port side of a GB32 that was at anchor with no one aboard. The dolphin was badly cut when it went through the glass, and died apparently of these wounds and injuries it sustained while thrashing about the saloon, where it was found the next morning.

Japanese legend has it that good luck will follow a fish entering a boat. Even though a dolphin or porpoise isn't a fish it seems that this 32 is due for about 143 pounds worth of good luck! But we are sorry about our tomodachi (friend) the dolphin, though.

It would be fair to say that some of us put in quite a few hours of cruising without ever having the opportunity to test ourselves or our boats under really rough going. Hank and Sunny Linke, the owners of the Grand Banks 42, SUNNY II out of Channel Islands Marina, Oxnard, California, had the chance recently when they got caught out in a Santana, the nasty Northeasterly so well known to Southern California yachtsmen.

"We were both on the bridge as it was quite a comfortable morning. All of a sudden at 0700, things began to happen. The sea was boiling and waves seemed to be coming from all directions. Hank slowed her down gradually to 1200 rpms, but not before we both got a lapfull of what felt like ice water! We shut off the auto pilot, and hand steered to keep our "beauty" out of the troughs. We followed this procedure with no sight of the island (Santa Catalina) until 0850, when we seemed to come out into a new world of sunshine, the isthmus in sight and no more hugh crossing waves coming at us from all directions So we gave our SUNNY II a pat for good behavior and

locked the auto pilot back on course. It became smoother and smoother, so we revved her up to 1800 rpms and relaxed with a good hot breakfast. We've had the SUNNY II for a year and a half, but never had to put her to the test before — and she feels mighty good under you on that big old ocean. You can believe that!"

Myron and Marje Jacobson recently took delivery of their new Grand Banks 32 from Northwest Marine Brokers, Portland, Oregon. Helping the Jacobsons launch their new boat was Rabi Yonia Geller of Sharie Torah Temple, Portland.



VII
ON BOARD THE MAGGIE VII

Jack and Margie Rau
Request The Pleasure
of Your Company
at
The Christening of Our New Boat
MAGGIE VII
Sunday, November 26, 1972

TWO TO FIVE P.M.
CEREMONY AT THREE P.M.

| | |
|--------------------------|-------------------------------|
| Ammarine Docks | 1715 Strand Way Coronado |
| R.S.V.P. 714 435-4848 | PLEASE: RUBBER SOLED SHOES |

Mr. and Mrs. Jack Rau invited friends to the christening of their new MAGGIE VII with the invitation shown here. The MAGGIE VII is a Laguna 11.5 Metre the Raus purchased from the newest American Marine dealership, Ammarine, Ltd., on Coronado Island, San Diego, California.

While American Marine's advertising agency was out shooting pictures of GBs a few months ago, a totally unplanned photography subject just happened to drift by on the long pacific swells off Corona del Mar, California. It was MARMORIN with her skipper Ken Warde on board with a friend. Just as they drifted by the camera boat, Mr. Warde's guest hooked a fair sized fish, so all cameras were swung around in MARMORIN's direction as these pictures show.

W.R.S.





So new she isn't wearing her name yet, a saucy, colorful Grand Banks 32 officially gets her feet wet for the first time — and shows her new master that she is everything she promised to be.

Of the many satisfactions in boat building, the greatest comes with each new delivery — each new owner grinning at the end of the trial run.

AMERICAN MARINE, LTD.