

American Marine News



The Second Time Around

The Barrows and Allison families, from Cincinnati, Ohio and San Jose, California, respectively, have never met one another. Nonetheless, they belong to the Grand Banks family, not once but twice. Mr. and Mrs. William A. (Bill) Barrows Jr. received their Grand Banks 48 (hull number 3) in May of 1973. Their former boat was a Grand Banks 42 (number 205) named LI MING (Chinese word for sunrise). The Barrows family bought their new Grand Banks 48 from John Donnell Yachts in Miami, Florida just prior to the 1973 Miami Boat Show, in which their boat appeared.

Patricia and Bill Barrows are pictured at upper left with their dog Cindy who is reputed to be all seadog, but mostly Beagle. The new Grand Banks, to be named PATRICIAN, is the sixth boat the Barrows have owned. They purchased this Grand Banks because of its longer cruising range (1000 gallon fuel capacity) and bigger size. Their new boat will give them the self-sufficiency to remain away from civilization for four or five weeks.

The Barrows' sixteen year old son Jay will take an extended Bahama cruise in July with his parents to the Exuma and Berry Islands. The family enjoys fishing and scuba diving, as indicated by their extensive fishing and scuba gear.

Their 13 foot Boston Whaler dinghy with 40 horsepower outboard allows them to water ski wherever they go. The PATRICIAN is fully air-conditioned for Southern cruising. Extra equipment includes washer-dryer, additional generator and complete electronic navigation.

Mr. and Mrs. Doug Allison purchased their Grand Banks 42 after owning SKOOKS III, a Grand Banks 36 (hull number 243). Their new Grand Banks 42 (number 291) is appropriately named SKOOKS IV.

Lee Morris, Ammarine salesman at Clipper Harbor, Sausalito, sold both boats to the Allisons who purchased a bigger boat to increase their cruising range and comfort. Lee is pictured below right handing over the keys to the Allisons.

Pictured below is the SKOOKS IV christening celebration which took place on March 24, 1973. Mrs. Allison effectively douses the prow at upper right.

We welcome the Barrows and the Allisons to our family for a second time. We feel sure they will know one another if they should ever meet in one of those distant corners of the world that only a Grand Banks can find.



Communiques

Dear Sirs,

Would you please send me a set of brochures on all your Grand Banks motor cruisers from smallest to largest. Our dad talks about them a lot but we have never seen one inside or outside. My sister and I help our dad to do the pools (Ed. Note: government sponsored gambling) in the hopes of winning a large sum of money so we can buy one of your lovely ships. We willingly send you the postage for the brochures.

Timothy Lake, age 12
Devon, England

I have had the pleasure of my Grand Banks 42, FERBRU II, No. 67 for four years and have made many good cruises in the Mediterranean. Your 42 is formidable.

Andre Brunel
Monaco, France

We have had TAMARA, a Grand Banks 36 No. 204, for about thirty months. I wanted you to know how much we have enjoyed the boat.

I have been pretty deeply involved in small boating for something in excess of forty years, but always on sailboats. Surprising as it may seem, we have gotten more use and enjoyment out of TAMARA than with any boat I have ever owned.

My odometer now shows just over 4,500 miles and the engine hour meter registers about 800 hours. We have been to Southern California three times, have spent a week on two occasions in the Santa Cruz Island chain, and have cruised the Delta for two entire summers. I estimate that we sleep on the boat about 15% of the time. With our fireplace, cold or wet weather really does not bother us, and after as many years as I have spent on sailboats, I can assure you that I appreciate that hot shower.

I have never been as happy or as satisfied with a boat as I am with TAMARA. We certainly have appreciated the service and courtesies extended to us by Phil Harrill at Ammarine Sausalito and Carl George at the Balboa Marina.

B. B. Snyder, Jr.
Santa Cruz, California

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LAYC christening photos by Bob Walters, courtesy
of SEA Magazine

The cover photo by Whit Steed symbolizes
the many yacht christenings and the champagne
receptions at the openings of the new American
Marine facilities around the country in the
past months.

American Marine News

Vol. 6 No. 4



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New sales and service installations

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Office furniture in teak

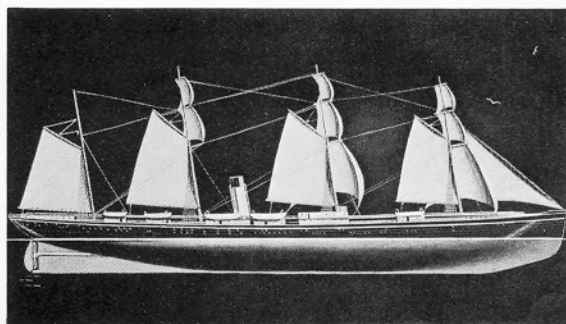


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Christening New Facilities

NEW FACILITIES:

We are proud to announce that Ammarine Ltd. has built two new sales and service facilities in Southern California. NEWPORT BEACH - AMMARINE LTD.

Since 1948, the Newport Beach Balboa Marina has been a familiar landmark near the East end of Newport Harbor adjacent to Shark Island, now called Linda Isle.

After three separate land acquisitions at the West end of Newport, Ammarine began construction on the most modern yacht sales and service center in the United States.

6,400 square feet of floor space provides new boat sales and brokerage service, engine sales and service and a parts and accessory department.

There is a "floating railway" boat lift which is capable of hauling every American Marine product out of the water. The system functions something like an underwater elevator with railway tracks, and has an internal pumping system to obviate the possibility of harbor pollution. Barnacle and paint laden liquids are pumped ashore to a holding tank.

A "fully articulated" hydraulic engine lift is able to carry loads of 1.5 tons. Full articulation means simply that the device is able to move in any direction. This handy

feature makes the job of moving an engine from boat to dock an easy task.

The new Balboa Marina hosted a Champagne reception March 30th. The champagne flowed freely for more than 1,000 guests who were greeted by General Manager Bob Davis and his staff.

The affair was, needless to say, well received by American Marine owners and friends alike. The Balboa Marina will provide the most complete yacht service in Newport Harbor with equipment that is specially designed for American Marine products.

CORONADO ISLAND - AMMARINE LTD.

The other new Southern California facility is Ammarine Coronado opening June 16th. Located on the famous "Silver Strand" next to the Hotel del Coronado, this new sales center is styled in a motif in keeping with the surrounding architecture of the hotel. Ammarine Coronado is fronted by Glorietta Bay Marina, a joint venture of American Marine Ltd. and the Trautwein Brothers Construction Company. This new Marina will house 95 boats, and offer rental and charter boat service.

Jay Wood is the Manager who will be overseeing the new and used boat sales.



SAUGATUCK – DUFFY MARINA AND YACHT SALES

Pat Duffy of Duffy's Marina, Detroit area dealer for American Marine will be opening a new sales facility in Saugatuck on the East shore of Lake Michigan. This office is constructed on a floating river barge that will be virtually surrounded by demonstrator boats. The atmosphere is delightful and the Grand Opening is scheduled for July 1st of this year.

PORTLAND – NORTHWEST MARINE BROKERS

The Portland, Oregon dealer for American Marine has also opened a new sales office. George Levens Senior and Junior of Northwest Marine Brokers recently finished the construction of a new building on Hayden Island. The new office, which held its Grand Opening on May 13th, is located on the scenic Columbia River ninety miles from the Pacific Ocean.

There are five covered slips forty-five feet in length, as well as a fifty foot boat house in front of the office which overlooks Portland's Jantzen Beach.

SEATTLE – HOWARD COLE INC.

Howard Cole is the American Marine dealer on Lake Union. Cole recently completed a two-story building to house the new and used boat sales offices and service department.

Cole's Marina has a charter fleet of fourteen Grand Banks that cruise the Northwest waters during the summer months.

They have twenty-six boat slips, most of which are covered.

The Marina had its Grand Opening March 9th that was attended by more than two hundred American Marine owners and friends.

THE REASONS

These five new facilities are a small part of what is to come. American Marine has been expanding sales and service dealerships conveniently located on waterfront property on a worldwide basis in the belief that the best way to serve our boat owners is to offer them world wide new and used sales with specialized service facilities.

The years of planning for and building these new facilities evidences our continuing goal of better, more efficient service for present owners; and an ability to sell and service future owners.



NORTHWEST MARINE BROKERS



HOWARD COLE INC.

Office Furniture in Teak

American Marine Ltd. has a new subsidiary named Robert Newton, Incorporated, in honor of the deceased father of Whit and John Newton, who are now President and Chairman of the Board, respectively.

"Simplicity with Character" are the words Fern Tardif, designer of the furniture, uses to describe this creation. After three years of research, design, factory construction and staffing, Robert Newton has a custom line of teak office furniture that can be delivered within twenty-four hours from a Los Angeles inventory.

Tardif, a graduate of Chouinard's Institute of the Arts, has employed a wide variety of interchangeable components so that each piece of furniture in Golden Burmese Teak is custom designed to suit the client's particular need.

The style of this furniture is not Scandanavian, Modern, Contemporary or Oriental. It has a character all its own that will blend with and complement any office.

At least thirty pages of plans and drawings were made for each piece indicating the placement of every screw. A 3/8 scale model was made for every example and photographed. All hardwood edges, matching veneer, "Accuride" door slides, adjustable sections inside drawers which are finished as beautifully as exposed surfaces and interior housing for typewriter and phone cables are a few of the details Robert Newton has built into its product.

Three hundred Chinese, Indians and Malaysians are employed at the ninety thousand square foot Robert Newton factory in Kuala Lumpur, Malaysia. Here, a blending of old world craftsmanship and new world technology makes it possible to have a completed product in three to eight days that is hand finished inside and out with final hand sanding of the facial surfaces.

The specially formulated "Satin Finish" displays a luster the name implies. Vic Freilich, General Manager of Robert Newton, Incorporated, is the creator of this secret formula, which completely resists discoloration and moisture penetration.

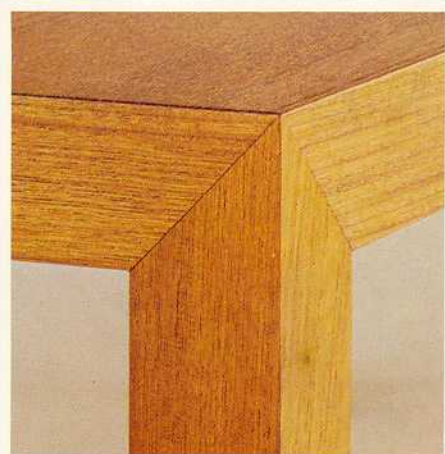
Future lines with bronze and stainless steel uprights are on the drawing boards to augment the A and C series, which are now available for immediate delivery. The company plans to have a showroom in many major commercial centers in the United States to be located freeway close to a shipping port. Most showrooms will be company owned and controlled to insure uniform quality of customer service.

The entire line of teak furniture may be viewed at the twenty thousand square foot warehouse and showroom at the new Los Angeles Industrial Park in Compton. A Champagne Grand Opening was held in May.

The positioning and finish of as small a detail as a lock is such that it becomes an ornament. The furniture is designed to function with the human form in as artful and practical a manner as possible.

To appreciate the subtleties of design which Fern Tardif calls "jewelry in furniture", one must witness firsthand.





Above left, 20,000 square foot warehouse and showroom at 624 W. Carob in the Los Angeles Industrial Park, Compton.

Top center, C-Series credenza with two components.

Above right, A-Series credenza with four components.

Bottom left, A-Series desk and credenza. Bases are mirror finish stainless steel.

Bottom right, corner miter detail.

Boat Shows

Grand Banks, Alaskan and Laguna models were well represented in the eight major United States boat shows this year. Four California shows in Los Angeles, San Francisco, San Diego and Anaheim were worked by the respective Ammarine dealers. Seattle, Miami, Houston and New Orleans also hosted shows this year. The boating public walked through instead of around our displays to more closely inspect the fine details of craftsmanship and design.

Our boats were also on display in eight major European shows where we were represented by our respective dealers. London, Dusseldorf, Brussels, Amsterdam, Genoa, Barcelona, Gottenberg and Tokyo were the host cities where we appeared.

Grand Banks joins LAYC



HOUSTON BOAT SHOW



SAN DIEGO BOAT SHOW

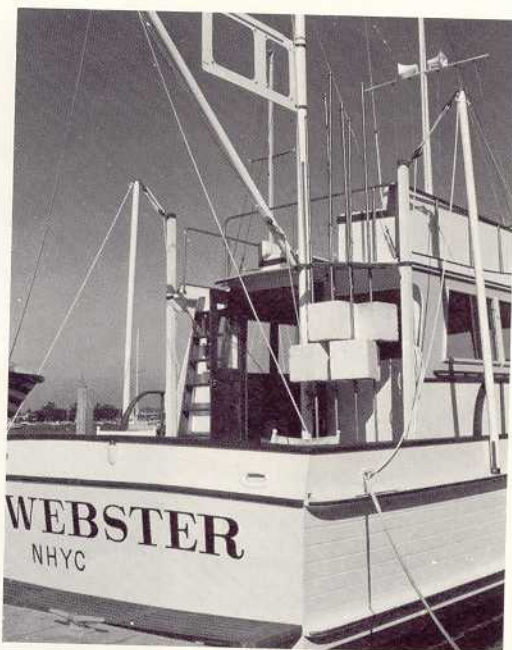


The Los Angeles Yacht Club, best known for its Whitney Series, Southern California's oldest ocean racing classic, began a search for a committee boat replacement a year ago. The quest was headed by their committee of Flag Officers. The LAYC wanted a seaworthy boat that would be in keeping with the cruising boats already in the club.

The committee decided that the Grand Banks 32 had the versatility and seaworthiness suitable for a club that has been sponsoring ocean races since the turn of the century. Delivery of hull number 397 was arranged by Chuck Ullman, an old friend of American Marine and member of the LAYC.

The new boat was christened April 1st as "BOS'N." Pictured (below right) is Mrs. John H. Muchmore, wife of the Race Committee Chairman just after she broke the honorary bottle over the prow of BOS'N. LAYC's Commodore James Kuehn hosted the celebration which was well attended as the photo below indicates.

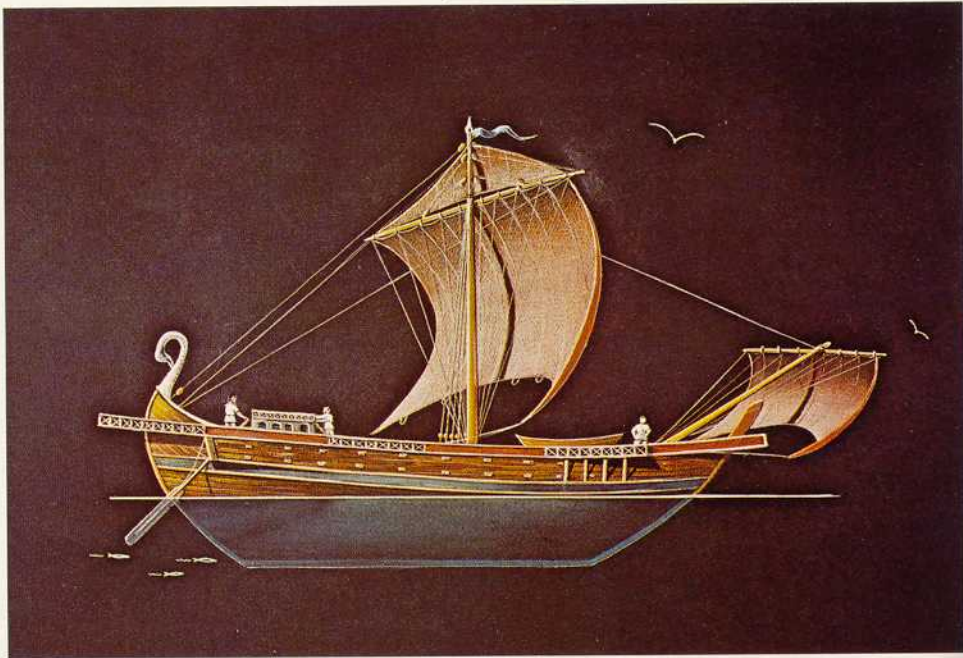
BOS'N is the second Grand Banks in service as a race committee vessel. The Newport Harbor Yacht Club's "JIM WEBSTER" (center and above right) is a Grand Banks 42 that has served as a committee boat since early in 1969.



*Top, Roman Merchantman of the
Third Century A.D.*

*Immediate right, the OCEANIC put
into Transatlantic passenger service
in 1871.*

*Bottom right, Dutch Botterjaght
GROOTE BEER built for
Herman Goering during Nazi
occupation of Holland.*



Don Gillette Yacht Profiles

These illustrations are by Don Gillette showing the evolution of the ship. This historical collection will be shown in the Queen Mary's Maritime Museum during the month of August.

Gillette uses an unusual technique that allows the finest details to be seen. He has drawn such prominent vessels as the Royal Yacht BRITANIA, the Onassis yacht CHRISTINA, John Wayne's WILD GOOSE and Jerry Lewis' PUSSY CAT TOO.

Gillette is an avid sailor, having lived aboard his ketch OCEANIA for many years. He believes that the coastal area is one of the "last frontiers" available to the artist. He is presently organizing a Junior Mariner Art Foundation for junior high school students. This is to be a non-profit organization dedicated to helping young artists capture the beauty of the sea, ships, coasts and harbors. Scheduled for opening by the summer of 1974, the first

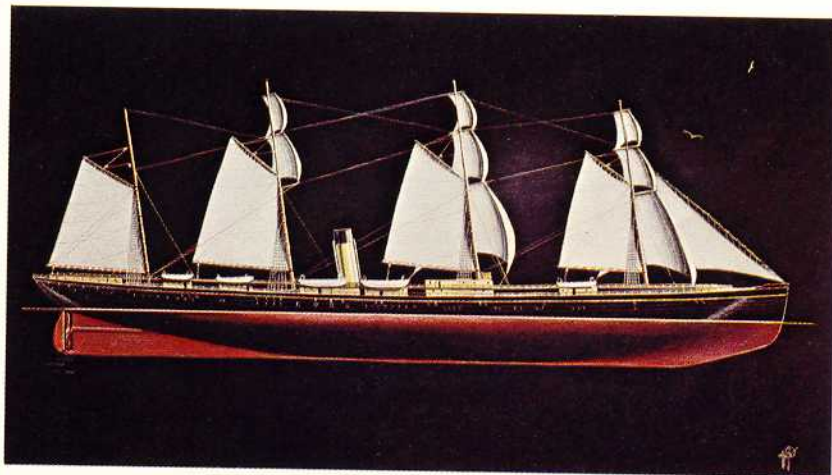
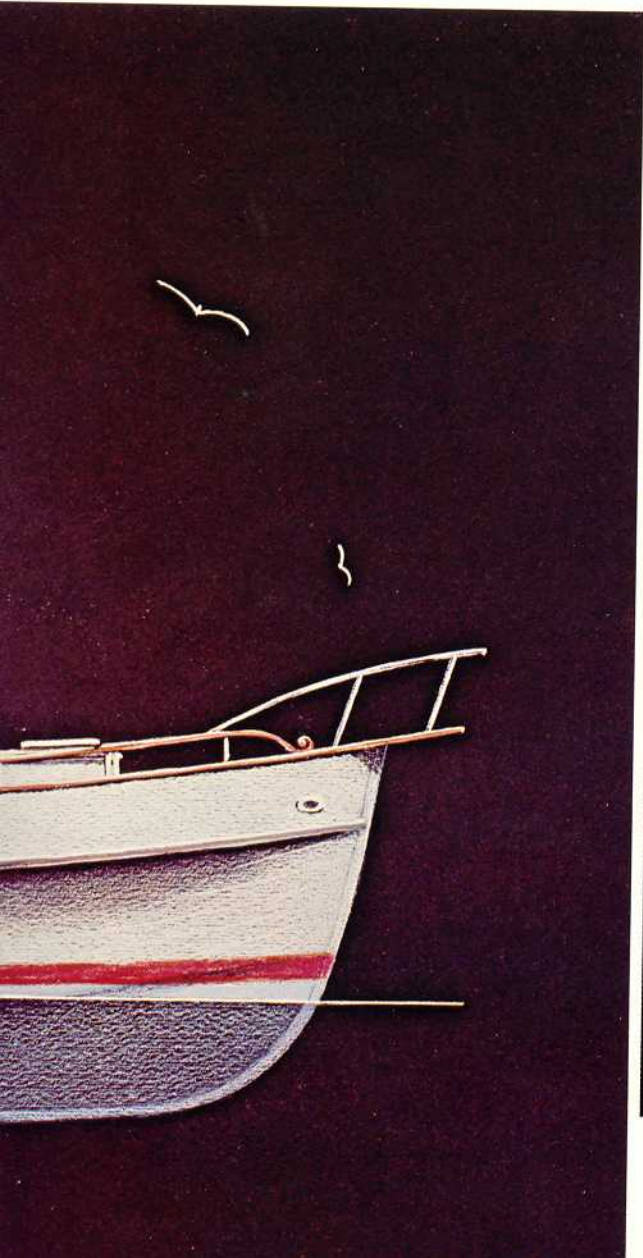
session will include shipboard sketching, a mobile unit for transportation to waterfront locations, and a classroom where students will be instructed on the developing of sketches into final work.

The students will learn the folk songs of the sea and will be allowed to act as junior crew while aboard ship between sketching sessions. The Foundation's sole source of funds is through contributions and sponsored scholarships. For further information contact Gillette.

The handsomely done profile of the Grand Banks 42 at lower left will be offered as a prize in this month's American Marine contest. The picture is 24" x 30" and is framed in walnut with a metal plaque engraved with boat name and home port.

Each yacht profile is personalized in color with the vessel name, dinghy, dodgers, biminy top, radar antenna, flags and pennants. They are available to owners of American Marine products for one hundred-forty dollars, plus shipping cost. You may send your request with check or money order to Don Gillette, P.O. Box 6021, Orange, California, 92667. You may phone him at (714) 538-0697.

He will need a side view color photo of your boat so he can include your extra equipment.



To La Paz and Back

The confusion vanished as we passed under the Golden Gate. We began to relax as we realized all the preparations were behind us. We wouldn't see San Francisco for three or four months.

My wife Rita, our two daughters Linda, 16, and Bonnie, 10 had taken many shakedown cruises in our Grand Banks 36 to prepare for this trip to Baja. The SARSAPARILLA had cruised the Delta area and the Santa Cruz Islands to get the feel of living aboard for an extended period of time.

I did not set down a strict schedule for us. We had decided to adhere to the philosophy that the faster we got somewhere, the less the trip would be worth. I had studied descriptions of the Baja waters for four years, so I felt as prepared as possible for the otherwise unfamiliar territory south of the Mexican Border.

We made Morro Bay after discovering a Grand Banks 42 who had laid over there for radar repairs. The KIMBERLY ANNE, owned by Joe and Lil Schaeffer of San Jose, was to be our constant companion for the rest of the cruise. Her skipper and crew decided to follow us as far as Turtle Bay. They became so attached to the SARSAPARILLA'S all girl crew that they stayed with us all the way to La Paz and back. We now have a friendship that will last a lifetime.

In two weeks we had made our way as far as San Diego, putting in at the various marinas that are spaced a comfortable one day's cruise from one another.

We called on Ensenada, Cabo Colnett and San Martin Island with smooth-going all the way. When we neared Geronimo Island, we found ourselves in a gale with forty-five mph winds and twenty-five foot seas. The island offered no protection, so we weighed anchor and set a course for Cedros Island at 8:00 P.M. We were unable to find shelter at Cedros because of the strong onshore wind. Thirty-six hours later we made Turtle Bay, the longest sea voyage of the trip. Our Grand Banks performed flawlessly in the rough seas.

We basked in 80 degree sunshine in Turtle Bay for a week while we relaxed and fished.

By this time my two daughters and their mother had begun to function as well as any crew I have seen. There is a lot of heavy work with anchors and mooring lines in Mexican waters. We received many compliments on the way the girls handled themselves with the Grand Banks.

I found that I was getting to know my family all over again. We practiced the art of conversation and cooperation as we never had before.

One skipper we met commented that he had never really talked with his daughter until cruising with her. The cruising family has a distinct advantage in a world where close family ties are so difficult to achieve. Everyone pulls together for a common purpose.

When my daughters saw me at the helm striving for a goal upon which their lives might depend, they gained a respect for me they never had before. When your wife sees you growing closer to your children she doesn't seem to mind the rough seas as much as she used to. It's worth every penny one can invest to have an experience like this.

Before reaching Cabo San Lucas we called at Asuncion and Magdalena Bays for a day or so. I carry full scuba gear and air compressor on board, so we did some spearfishing and sightseeing underwater.

When we made Cabo San Lucas on the tip of the Baja Peninsula, we felt as if we had "arrived". The water temperature jumped eight or ten degrees from the Pacific side of the Peninsula. We found a small village there with most of the supplies a yachtsman would need. There were two hotels for those who like to dine out.

Cabo San Lucas is a sort of Grand Central Station for Mexican waters, with none of the banalities of a modern American metropolis. You meet everyone who cruises regularly. There were always seven or eight boats getting together for a party. We took turns fishing for one another and shared the bounty. There is a camaraderie among boaters down there, especially sailboaters, into which the power boat crowd isn't always accepted. The sailboat people did befriend the SARSAPARILLA and the KIMBERLY ANNE probably because our cruising range and speed was comparable, and our attitude towards cruising was as relaxed as theirs.

Judging from the amount of Grand Banks we saw, there are many people who agree that the Grand Banks is the best boat for cruising. Although we saw hundreds of sail and power boats, the most common single type of boat was Grand Banks. We felt that we never had to take a back seat to any boat for comfort or dependability.

We saw some incredible acts of sacrifice between some of the boats. A forty foot ketch, MARGARITA, had lost a gear box on its trip down. She was bound for La Paz, so after a two week stay in Cabo San Lucas we agreed to escort her to La Paz.

The Sea of Cortez was a boiling cauldron after a half day's cruise from San Lucas. The wind was dead against us making it impossible for the MARGARITA to sail, so she put in at Frailes Cove. We kept a course with the KIMBERLY ANNE for La Paz. By maintaining radio contact with the MARGARITA we heard that the skipper's father had died. The skipper's wife and children remained on the boat while he flew back to the states.

The skipper of a small boat in Frailes came to their aid. He left his wife and boat in Frailes and sailed the MARGARITA to Mazatlan. He then took a ferry to La Paz where we met him. We gave him a ride back to Frailes where he found his family.

This six-day journey portrayed the kind of camaraderie that exists between cruising people.

No description of a cruise in this area would be complete without some mention of Uncle Bernie. He is actually Dr. Bernard Cassleman, retired Los Angeles general practitioner who lives aboard his Grand Banks 32. He has been the savior of many lives of boaters and local Mexicans alike. He has a ham radio set aboard his boat and is in contact with people around the world. We met Uncle Bernie in a cove on the peninsular side of Espiritu Santo Island named, "Uncle Bernie's Cove". He is now one of our most treasured Baja friends.

We felt like world cruisers when we were north of the Mexican Border. Other boaters would ask us where we were bound and how long we planned to stay. We would answer that we had planned a four month cruise to the Sea of Cortez. The usual response was, "fantastic", or, "I wish I could do that". Our self image was shattered when we met people in San Lucas and La Paz that had been cruising for

two years and didn't know when or if they would return home.

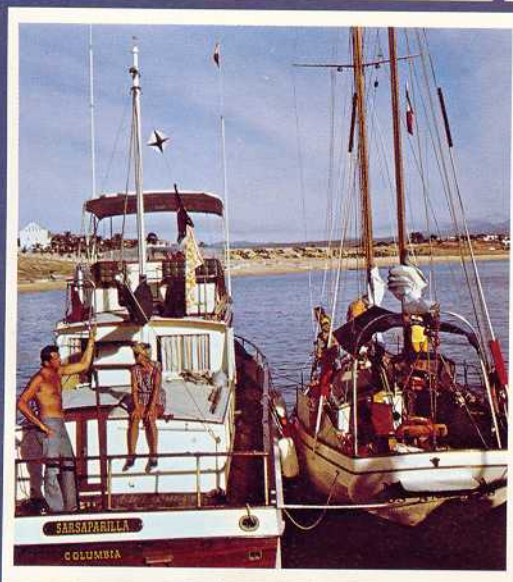
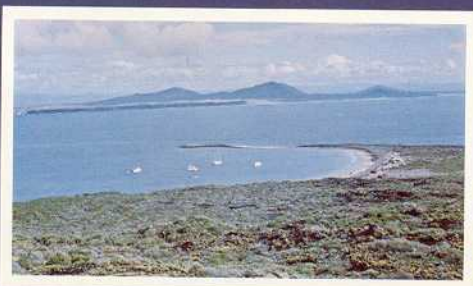
This trip opened a new world for us. We realized there are cruising possibilities we never dreamed of.

We headed back for San Francisco some three months after leaving the Golden Gate.

We briefly visited most of the ports we had called on

going the opposite direction.

We arrived in San Francisco harbor on February 24th, four months and nine days after we had left in October, 1972. We had logged over four thousand miles. We had spent a Christmas in La Paz and had come to know each other very well. We returned not just as a family, we were a team.



Upper left, Rita and Linda (daughter) with their Wahoo.

Upper right, cove on the landward side of San Martin Island.

Center left, Sarsaparilla, Kimberly Anne and Uncle Bernie in Bernie's Cove.

Center right, Bonnie and Bill in scuba gear.

Bottom left, Rita with a hook up.

Bottom right, Sarsaparilla with Margarita alongside in Cabo San Lucas.



OCEAN MOTIONS

VESSEL		OWNER	DATE	DEPARTURE	ARRIVAL
Sun Bay	GB 42	Basora	Jan '73	Hato Rey, Puerto Rico	Anegada, British V.I.
Makagi II	GB 32	Marchisio	Oct '72	Newport Beach, Calif.	Seattle, Washington
Dulcinea	GB 50	Johnson	May '73	Acapulco, Mexico	Newport Beach, Calif.
Maia	GB 36	Baker	Mar '73	Newport Beach, Calif.	La Paz, B.C., Mexico
Sarsaparilla	GB 36	Clever	Feb '73	San Francisco, Calif.	La Paz, B.C., Mexico
Kimberly Anne	GB 42	Schaeffer	Feb '73	San Francisco, Calif.	La Paz, B.C., Mexico
Nord Friedland	GB 32	Paulsen	May '72	Newport Beach, Calif.	San Francisco, Calif.

"Ocean Motions" will be appearing regularly for your participation. We encourage owners in all countries to keep us informed of their travels. It's fun to meet a member of the American Marine family in another part of the world. Include the month of departure and arrival of past or future voyages along with vessel name.

Beachcombing

EUROPEAN SERVICE AND WARRANTY MANAGER

Tom Nighy has recently been appointed European Manager of service and warranty. Nighy holds a Master's Certificate of Competency (Foreign Going), has worked as Second Officer on a South African mail run with the Castle Mail S.S. Company Ltd., and has worked with the largest boatyard on the Upper Thames as the Personal Assistant to the Managing Director, among his other extensive qualifications.

Nighy's presence at American Marine in Europe will greatly increase our effectiveness in the area of warranty and customer service.

IN THE MOVIES

BOATING MAGAZINE, published in New York, is releasing a 16 mm. motion picture for boat manufacturers. The subject matter of the film deals with the general uses of the pleasure motor yacht in the United States. Mr. and Mrs. Hal Weaver, owners of a Grand Banks 32, hull number 356, were chosen as representatives of those boat owners who use their boats for cruising purposes. Their Grand Banks, named SHRIMP BUCKET, was filmed on a sunny afternoon in Marina Del Rey, California, and off the coast of Palos Verdes.

The film will be released in July of this year.

Mr. and Mrs. Paul Schmidt purchased a Grand Banks 32, hull number 362, in January. MOUSE TRAP, sold by Dick Newcomb of Balboa Marina, Newport Beach, is one of the best equipped 32's around.

The wet bar, a small part of their added equipment is a custom installation by Balboa Marina.



Salesman Dick Newcomb with MOUSE TRAP'S wet bar.

MEDIA WRAP UP

Sea Magazine has a story about the new Grand Banks that recently joined the Los Angeles Yacht Club, MOTOR BOATING & SAILING has

an article about charter cruising the Sea of Cortez in a Grand Banks, and NOR'-WESTING has an article about the new sales offices of Howard Cole, Inc. in Seattle, Washington. The May SAN DIEGO LOG features a story about the San Diego Boat Show in which Grand Banks and Laguna models were shown. BAY & DELTA YACHTSMAN will feature the Clever cruise story in three parts; June, July and August issues.

Pictured below is a Peterbuilt tractor pulling the special American Marine trailer rig which has dramatically simplified the task of boat hauling. The tractor was sold to American Marine by Frank Kirksey who owns Grand Banks 36, No. 34, MURRAY K II. While Frank is rather young himself, he has owned his boat for 7 years, making him one of the oldest original Grand Banks owners.



? **CONTEST** Create a Contest You Can Win!

In twenty-five words or more, describe a contest, complete with contest title, in which you would be the winner.

We recently sponsored a contest for the youngest Grand Banks owner. This time it's up to you to come up with a contest theme. Here are a few ideas to start your creative juices flowing: most amount of alcohol consumed on your boat; most amount of people aboard your boat; biggest fish that got away; most engine hours; most unique boat name; most famous person on board your boat; longest non-stop voyage.


There are unlimited possibilities but all facts must be "reasonably verifiable"; only the owners of an American Marine Ltd. product may enter. The winner will be chosen on the basis of originality, humor and verifiability.

If you have any unusually interesting feature about your boat, or if your boat has been in some unusual situations, you qualify as a contestant in this "name the contest" contest. Simply compose a story describing the particular situation or feature of your boat that would distinguish you as the winner of the contest whose title you must submit.

Any photographs that will illustrate or prove your story will be considered in the evaluation. (Please include negative or slide).

There is an unusual prize for the winner of this contest. Don Gillette, featured on page 8, will draw a rendering of your boat in color, personalized with vessel name and special equipment.

The next issue of AMERICAN MARINE NEWS will have a progress report on the contest. The contest entry deadline is October 31, 1973, for the benefit of those who are away from home during the summer. The winner will be announced in December.



*Tomorrow we again embark
upon the boundless sea...*
Horace, 65-8 B.C.