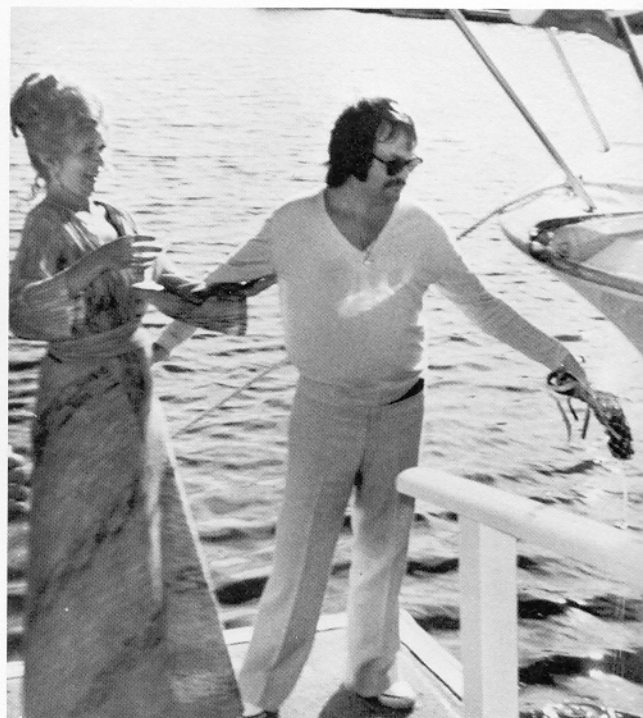


American Marine News



Welcome Aboard



Mr. and Mrs. Roger Palmateer recently bought a Laguna 11.5 metre from Balboa Marina's Chuck Hovey in Newport Beach. The Palmateers are experienced boaters, and chose the Laguna for its high-speed and sea-kindly performance. They also do quite a bit of entertaining, and the below-decks entertainment center seems to be perfect for them.

SEA SHERRY, hull number 28, will be moored in front of their home in Huntington Harbour where a grand christening party was held in June. Mr. Palmateer is pictured above with his wife just after he broke the ceremonial bottle.

We also welcome Mr. and Mrs. Lewis Hargis of Ashton, Idaho as the new owners of Grand Banks 48, ANGELINA, (named after their granddaughter Angela).

The Hargises own a grain farm operation in Idaho, and are able to take a month's cruise every now and then, between planting and harvest time.

They needed a boat that would be able to cruise for extended periods and they liked the aft stateroom the Grand Banks features.

Their christening party was held at the Balboa Marina July 14, which was attended by Mrs. Hargis' mother, Mrs. Henry Wallin of Atlanta, Georgia, who is 89 years young, (pictured below).

Their boat will be kept at Harbor Island in San Diego.

We welcome again the Hargises, the Palmateers and all the other new Alaskan, Grand Banks and Laguna owners.



Communiqués

Dear American Marine:

In July 1973, while in Hong Kong with my daughter and son-in-law, I had the opportunity to visit the American Marine Yard where our Alaskan 49, hull number 3, was built. My observations of the excellent workmanship in progress and the information supplied by Mr. Russell and Mr. Kong instigated an even deeper appreciation for our own ST. GABRIEL.

My husband, four children (Angela, Nicholas, Sandra and JoAnne) and I have spent twenty summers boating out of Cape May, N.J. and have recently spent spring and fall boating in Chesapeake Bay. We enjoy the Alaskan 49 much more than our previous boats because of the soft ride and many comfort features.

We truly enjoyed the chance to meet the craftsmen responsible for these great boats.

Sincerely,

Mrs. Thomas (Mary) Abbonizio

Dear Sirs:

We are very happy to have joined the ranks of Grand Banks owners and just want everybody in the world to know what a great little ship she is.

We've had the PETITE MICHELLE for two months now, and have spent every available moment aboard. Her charm and performance seem to increase with time and we have nothing but praise for her.

At present our cruising and fishing are limited to the northern part of the Portland Canal. With the predominantly cool and rainy weather here, we very much appreciate the snug cabin and the furnace. Such generous window space provides ample viewing of the magnificent mountains and glaciers, and there is plenty of room on the deck to handle the salmon and halibut we have been lucky enough to catch.

We studied brochures all winter, and then spent considerable time at the Vancouver Boat Show, shopping for just the right boat.

We purchased Grand Banks 32, hull number 342, from National Properties Ltd. Jack Falkins was a most sincere and dedicated salesman, and since his death, Logan Mayhew has been exceptionally helpful and attentive, something which novice sailors really appreciate.

We are especially happy with her seaworthiness and low fuel consumption.

Sincerely yours,

Mr. & Mrs. Clair C. Chamberlain

COVER PHOTO -- The new Grand Banks 48 with spacious owner's stateroom aft, and Grand Saloon. This Grand Banks proves that dependable diesel cruising seaworthiness can go hand in hand with solid comfort and luxury.

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Editorial Director, Jack Vincent

Editor, Dave Stroud

Production Manager, Kendall Mills

SAFE BOATING DAY PHOTOS courtesy of E. L. Overstreet, THE PENNANT, Newport Beach

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DELTA CRUISE '73



It's not whether you win or lose that counts, it's how you get there (and who you're with.)

Last June 27th an estimated 40 Grand Banks owners rendezvoused at San Francisco Harbor's Angel Island to enjoy the fun and excitement of Grand Banks cruising.

Hosted by Ammarine, Ltd. Sausalito, this year's cruise proved to be relaxing, scenic and competitive.

The first night's anchorage was at Bethel Island in the Middle Delta. The evening's activities were centered around a trip to one of Bethel Island's restaurants. 68 people were taxied to and from the restaurant by a Grand Banks 50. What a taxi!



far left: The fleet passing under the Richmond Bridge
upper left: "Le Mans" start for one of the dinghy races
center left: The "One man per horsepower" race
lower left: Second night's anchorage at Miner Slough
upper right: Miner Slough
lower right: The victors in the "One man per horsepower" event

The next night the fleet tied up at Island's Marina at Miner's Slough.

The third day's course was set for Disappointment Slough. Thanks to Mr. Algeo Brill, skipper of Grand Banks 32 NOMAD, the fleet was warned of a bridge out of commission. A change in course plans saved a lot of backtracking time.

The fourth day at Disappointment Slough saw defeat snatched from the jaws of victory.

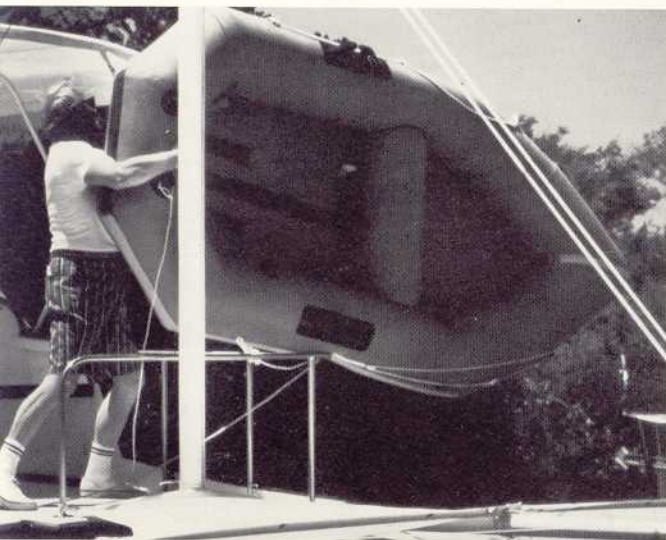
There was keen competition with several dinghy races scheduled. One race featured a "Le Mans" start. The oarsmen had to start the race from the aft deck of a Grand Banks 50, leap to their boats and row around three buoys

three times each. Another race was called the "one man-per-horsepower" event. There was also a one man rowing race which necessitated the use of two, one and then no oars.

There were a few "underhanded" strategists who tipped over their competitors and carried out other acts of aggression just short of drilling holes below the waterline of their competition. A good time was had by all.

A scavenger hunt by dinghy was held, and there was even a contest for the "best display of crew names."

The fleet left for home on the fifth day of the cruise having learned the valuable lesson that after you get there, it's whether you win or lose that counts.



upper left and right: How to launch an Avon the easy way

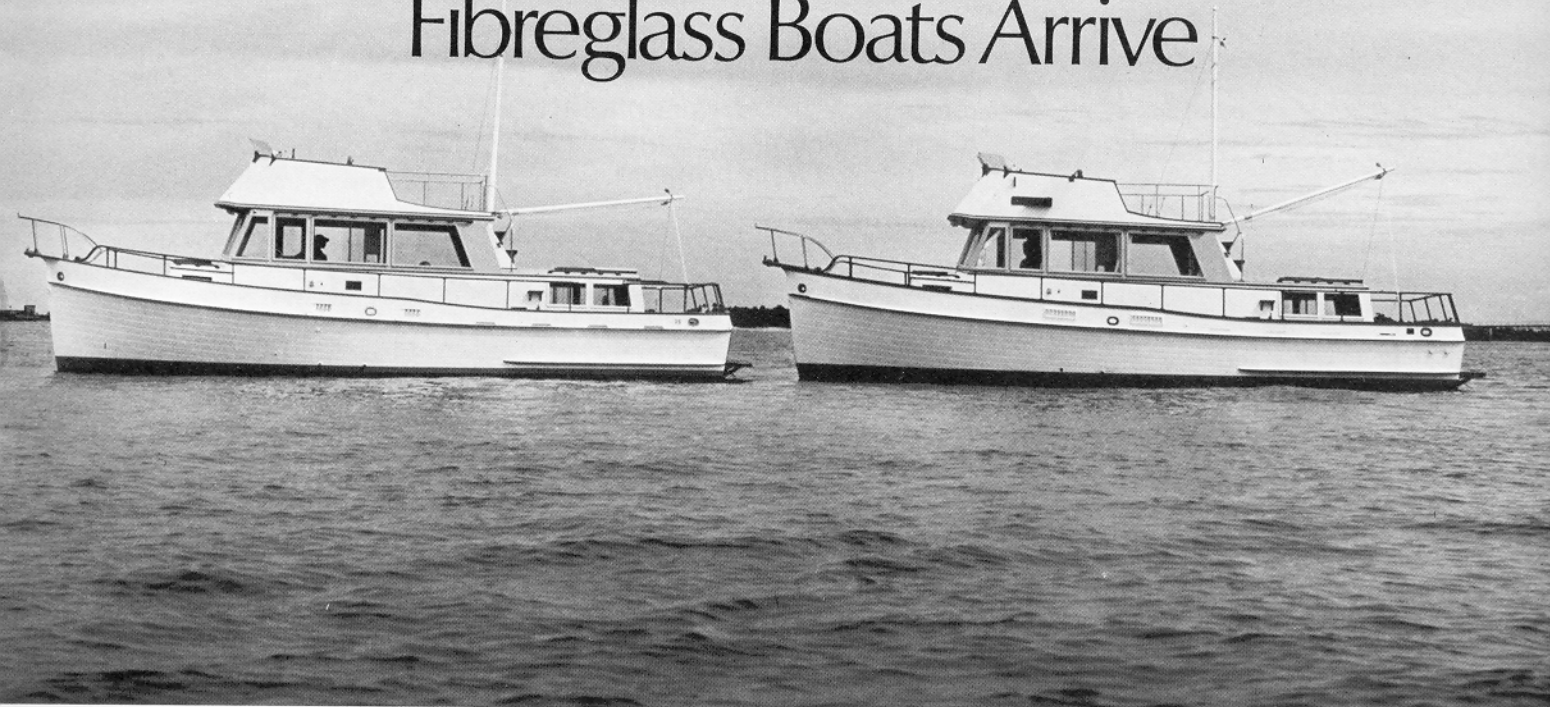
center left: (left to right, standing) Betty and John Davidson, winners of the most unique manner of displaying names of crew, Bill and Rita Cleaver, winners of one man per horsepower contest, Marilyn and Bert Snyder, balloon gathering contest winners, (kneeling) Lyn, scavenger hunt winner, Bonnie Cleaver, John Farrell, single-handed rowing contest winner and Marilyn, scavenger hunt winner

center right: Preparing for kite flying

right: The fleet at Disappointment Slough



Fibreglass Boats Arrive



In mid-June American Marine announced its change from wood to fibreglass construction in three models of the Grand Banks.

These fibreglass boats are being produced at the American Marine Plant in Singapore. As the photograph above shows, there is no discernible difference in appearance between the wood and fibreglass boat. The length, beam, draft and displacement of the fibreglass Grand Banks are identical to the wood boat.

The second photograph shows the second fibreglass Grand Banks 36 to arrive on the West Coast.

The boats are taken to Newport Beach and Marina Del Rey from Long Beach Harbor under their own power.

There are a number of improvements that have been made on the new fibreglass Grand Banks 32, 36 and 42. There is deeper locker and drawer space, wider berths and wider side decks. The fly bridge deck is teak-planked and the electrical hookup for the mast and spreader lights has been moved up to a position just underneath the overhead in the aft cockpit for a safer and dryer location. The side navigational lights have been raised about 2 feet to the side of the flying bridge. The lights are larger than before. The bow light is 7 feet higher for greater visibility at sea and you will find watertight bridge seat storage with scuppered hatches.

The instrument panel on the flying bridge is recessed for easier viewing while seated. A telephone type shower has been added to the improved head. Freeing ports have been designed $\frac{1}{4}$ inch above the deck to eliminate the previous flush-deck scupper problem of dirty water staining the hull sides.

The Grand Banks 32 now has a side deck locker on the port side. Both starboard and port lockers are long enough to store fishing rods. A teak parquet cabin sole is now in the forward cabin as well as teak-planked ceilings between the berths and overhead. An additional hatch has been placed in the main saloon for better access to the engine room. The water tank has been moved forward towards the center of buoyancy between the fuel tanks which now makes full lazarette space available.



The lazarette hatch is now in two sections and is hinged. Flooring has been added to the lazarette for easier storage. There is more than 4 square feet additional cockpit area where vertical handrails have been attached to the aft end of the house for easier and safer access to the side decks. The entry into the house is wider and higher than before and holding tanks are now available.

The Grand Banks 36 is equipped with windshield washers which work off the boat's water system. A teak-planked deck area has been added on the housetop at the access ladder to the flying bridge for better footing and durability. The fuel manifolding has been moved to the forward engine room bulkhead for easier access, and teak-planked ceilings forward are also on this boat as well as teak parquet forward cabin soles.

In addition to the extensive list of improvements already mentioned for our boats, the Grand Banks 42 has more useable space in the lazarette.

R

*Take one Grand Banks each morning
to a new and different place, eat
lots of seafood, take plenty of ice
and don't call me if there's any
change, I'll be cruising.*

Uncle Bernie

"One day I got tired of answering telephones and sick people, not that there's anything wrong with being sick, but I just wanted to meet some well people."

This is one of the reasons that Dr. Bernard W. Casselman gives for leaving his practice in Los Angeles, buying a Grand Banks 32 and heading south. His reasons for choosing a Grand Banks are as follows: "I knew that sailboats blocked out the sun, and I would never go up a mast unless there was an elevator. I inspected hulls, looked at interior diagrams and saw every kind of boat for 365 days. I liked the storage room, the big head with warm shower and large mirror, the standing locker and the large windows that would let me see everything that was going on outside of the Grand Banks."

Before Dr. Casselman purchased hull number 350 he spoke with many skippers concerning spare parts and equipment that should be included in the ship's inventory for a Mexican cruise. He listed over 1,000 items from signal flags to garlic oil, and began purchasing them at various locations near his home in Marina Del Rey, California.

After a considerable length of time he had assembled almost all of the items in his living room except for one last necessary item. A dinghy was needed as a taxi, a bridge to other boats, a fishing barge, and a plaything. Dr. Casselman saw what looked like a little orange plastic bathtub, weighed 45 lbs., would carry 750 lbs. and was almost indestructible. He purchased this last item and immediately adopted it as a permanent member of his crew, naming it "Super Dinghy."

On August 16, 1972 Dr. Casselman named his boat the UNCLE BERNIE, invited a few friends over to his house to help transport the ship's inventory from his living room to his boat, and had a christening party.

140 people showed up at the party and two days later UNCLE BERNIE headed south, saying goodbye to barber shops, telephones and all the friends that appeared at dockside to wish him well.

Uncle Bernie, as the Dr. has become affectionately known, and a crew of 2 departed October 21, 1972 from Marina Del Rey.

After one of the crew had placed his 5 lb. magnet in the flying bridge locker, not more than 3 feet from the compass, Uncle Bernie, not having discovered the magnet, decided to turn in at Newport Beach to take a refresher course in navigation and have his compass recalibrated. The UNCLE BERNIE made Newport by dead reckoning. After a two day inspection of the compass and all electrical equipment, the magnet was found. Uncle Bernie decided against the refresher course and the trio departed for San Diego.

Uncle Bernie has had 16 years of cruising experience aboard his 2 previous boats, 15 and 24 feet, respectively.

The UNCLE BERNIE was hauled, the boot stripes erased and bottom paint was brought up 12 inches for added protection to the hull which was riding low in the water due to the lavish provisioning.

One of the crew left the UNCLE BERNIE in San Diego.

The UNCLE BERNIE departed San Diego Harbor with a Grand Banks 36, SEA ANNIE II, on November 4, 1972. They set a course for San Martin Island. Arriving at Hassler's Cove at 4 a.m. on the 5th, they turned towards San Quintin since they were making such good time. There were strong winds at San Quintin so the pair made for Turtle Bay.

During the starless and moonless night of November



5th, UNCLE BERNIE was following the radar-equipped SEA ANNIE II. Somewhere off of Cedros Island a 110 foot power boat maintained a collision course with UNCLE BERNIE for 10 or 15 minutes. After changing course several times only to find the power boat still heading towards them, a rifle was produced from the forward cabin of the Grand Banks and brought to the flying bridge. The larger boat finally turned off after nearly running down the UNCLE BERNIE.

After making the anchorage at Turtle Bay, Uncle Bernie purchased 110 gallons of diesel from Gordo, the local gas dock owner. The fuel had to be siphoned from the cannery pier to the boat. Uncle Bernie uses a large funnel with three extremely fine stainless steel mesh filters through which the fuel must pass.

One barrel of fuel took 1½ hours to filter. The filter became so clogged that it had to be backwashed over the side. It was estimated that the worst barrels of fuel contained 15 gallons of water, 5 gallons of rust and 30 gallons of diesel. By the way, Gordo's prices are now up to 50 cents a gallon.

Fresh lobsters were purchased for \$2 a dozen from the local fishermen. The sacrifices you make in obtaining fuel are counterbalanced by the ease with which you can obtain fresh seafood.

Turtle Bay offers Pismo clams on the south side of the bay and a very good bakery on the beach. All water is trucked in so no hoses are available for filling your tanks. The fish cannery will give you water if you bring your own container.

Turtle Bay is the usual place for your first visit from the Mexican Navy. They board your vessel to check tourist papers. Many Americans, it seems, think they have to bribe the Mexicans. It just isn't necessary and the Mexican government frowns on this practice.

If the sailors board your boat after stopping at 4 or 5 others, you can expect them to be pretty well inebriated.

When the Navy boarded the UNCLE BERNIE, the officer in charge commented on how beautiful a boat it was and that it must take quite a bit of money to own such a boat. Uncle Bernie responded the way all responses should be made in Mexico, with a smile. Uncle Bernie told the sailor that he was in fact a millionaire, to which the sailor smilingly replied, "then you should not mind giving us a few cartons of cigarettes and some whiskey." Uncle Bernie still smiling, looked the man straight in the eye and said, "I'm a millionaire because I give away not even a match." The sailors accepted this answer and quietly left the UNCLE BERNIE.

Bernie decided to remain in Turtle Bay for a few days since it takes time to calm down from city life, while the SEA ANNIE made for Cabo San Lucas. He observed the activity in the Bay and could readily surmise whether or not the boats at anchor were manned by a "green" crew or by a crew that had spent many months down south. The experienced cruisers seemed to be content doing nothing other than sitting on deck and perhaps taking a casual jaunt ashore in stark contrast to the frenzy of activity aboard the boats that were adjusting to the relaxed pace of Mexico.

After catching his first Dorado (dolphin fish) at Asuncion Bay, Uncle Bernie arrived at Punta Abreojos on the 12th of November, taking care to stay away from Smith Rock which is surrounded by shoals.

Arriving at Punta Pequena the 13th, they went ashore to collect the local cactus fruit in season. The fruit was vermilion red and, according to Uncle Bernie, the

most delicate tasting he had ever eaten. The next morning they went out with the local lobstermen to help pull up the traps. In the afternoon the lobsters were cooked while Uncle Bernie played American folksongs on his banjo and the Mexicans played their folksongs, called "Charo," on their guitars.

On the 14th, the UNCLE BERNIE ran out of bread and the first batch of flour tortillas was prepared from a package of U.S. ready-mixed ingredients. They were reported to have been very good.

If you don't have the ready mix, here is Uncle Bernie's recipe: Mix 2 cups flour with ¼ cup of lard and a pinch of salt. Add a little hot water for mixing and let stand overnight. Roll out and fry without grease until brown.

On the run to Bahia Santa Maria Uncle Bernie changed his fuel filters for the first time. He recommends the dual filters which can be switched over while the engine is running, to allow changing of one while the other is filtering.

The radio proves to be the most useful piece of equipment on the boat, especially since there is no Coast Guard in Mexico. Radio communications can reserve you a table at a Cabo San Lucas restaurant, give you important weather, navigational or medical information, and help you get to know people before you actually meet them. Uncle Bernie began making radio contact with other cruisers which was maintained for the duration of the voyage.

At Santa Maria they traded 5 gallons of water for 22 lobsters, although water should normally be conserved as much as possible in this section of Baja.

They arrived in La Paz on the 17th of December where they were reunited with many friends.

The KIMBERELY ANNE, SARSAPARILLA, SEA ANNIE and BLUE PETER were some of the Grand Banks laying in La Paz at that time.

There was a Christmas Eve party which started on the UNCLE BERNIE which was mentioned in the last issue of the AMERICAN MARINE NEWS. 11 dinghys were rafted together with 4 outboard motors for power. The current pushed them around the bay while the illustrious singers sang Christmas carols to other boats, the La Paz ferry and anyone who would listen.

The next day the sailboat MARA brought 18 water bagels over to Uncle Bernie with cream cheese donated by another boat. Uncle Bernie ate all 18 after which he enjoyed a Christmas feast. A 22 lb. turkey, English plum



pudding and all the trimmings were enjoyed by the lively group that had assembled for Christmas in La Paz.

On the 4th of January, Uncle Bernie lost a gold filling while blowing bubble gum bubbles with the daughter of one of the sailboat skippers in the harbor. He confidently went ashore to seek help from a La Paz dentist who refilled the tooth with silver. When he returned to his boat he had to call on his friends to help him file down the filling so he could close his mouth.

The next day the UNCLE BERNIE, KIMBERELY ANNE and the SARSAPARILLA left for Candeleros Bay on Espiritu Santo Island where they feasted on the rock scallops they selected from the bottom of the bay using scuba gear.

Uncle Bernie led the other boats to his own private cove located just north of the entrance to Candeleros Bay. Since the cove's name did not appear on local charts, by popular demand it is referred to as "Uncle Bernie's Cove." The entry is a bit tricky since there is no room to turn around in the cove. However, the beach in the cove offers 10 feet of water and pure white sand in which to drop anchor. There is an old Indian well about 100 yards from the beach. Indian arrowheads and pottery are to be found in the red hard rock cliffs and there are plenty of conch shells on the beach.

In early February the UNCLE BERNIE arrived in Cabo San Lucas for another Grand Banks convention. After taking on food, she left for Puerto Vallarta, a 280 mile cruise that took 43 hours. The UNCLE BERNIE ran into an unforecasted northeast blow. She tried to turn around but found it impossible in the 50 knot winds and 20-25 foot seas.

She arrived in Puerto Vallarta a few hours ahead of SIRIUS II who won the Vallarta race. SIRIUS confirmed UNCLE BERNIE'S reports of the heavy winds and seas.

Uncle Bernie worked with some of the local M.D.'s in Puerto Vallarta, teaching them surgical procedures. Uncle Bernie recommends the Oceana Hotel from 5 to 9 p.m., followed by Carlos O'Brien's bar for those who enjoy night life. He feels that Puerto Vallarta is the most lively city in the Americas.

The UNCLE BERNIE acquired a new crew member, Bob Gould, in Puerto Vallarta just before she left for Yelapa, a tropical island 14 miles south of Puerto Vallarta. There is an open roadstead, but worth the trouble because of the untouched beauty of the island. Uncle Bernie collected coconuts on the island for the concoction he calls, "coco-loco." Use complete juice of one green coconut, 5 ounces of 190 proof ethyl alcohol, obtainable in any pharmacy in Mexico, 3 ounces Damiana and ice. Do not stand up for 12 hours.

By the latter part of March the UNCLE BERNIE was on the move again. This time she made for Santa Isabella Island, halfway between Mazatlan and Puerto Vallarta.

This island is the nesting ground for the Frigate bird which has the longest wingspan per body weight of any bird in the world. The birds are so tame you can walk right up to them. The bird's feeding habits are brutal. They get approximately 30% of their food by diving at other birds until the victim throws up the food in its stomach.

The anchorage is especially dangerous on this 1x1½ mile island. Lobster and fish are readily available here, and there is a shark rendering operation which is the most efficient of any in the world.

Every part of the shark is utilized. Leather and sandpaper are made from the hide, the meat is salted

livers cooked for oil, fins sold to Oriental countries as a delicacy, entrails dried for fish meal and the vertebrae used for fertilizer.

On the 29th of March UNCLE BERNIE weighed anchor for Los Frailes Cove. She encountered waves with the crests blown off of them by a Force 8 wind. What should have been a 24 hour cruise turned into a 36 hour one. She made for Cabo San Lucas instead of Los Frailes, after contacting the U.S. Icebreaker, GLACIER, in Mazatlan and obtaining two-day old weather.

Uncle Bernie found the Cape absolutely full of boats and had to anchor in 60 feet of water.

He left the Cape for a cruise to Frailes, Muertos and La Paz on April Fool's Day. Easter Sunday he encountered the largest school of marlin he had ever seen. They were so thick the water looked like a crop of marlin spikes, interspersed with frenzied birds going after uneaten scraps. The bird frenzy for the uneaten scraps was most entertaining. The school was approximately 10 miles long and 5 miles wide. The UNCLE BERNIE stayed with the school for two days to lead other boats in to the big fish after loading its freezer with marlin.

Uncle Bernie began contemplating his return to the United States after a stay in La Paz and a return visit to his cove on Espiritu Santo Island.

The UNCLE BERNIE departed Cabo San Lucas on May 18 for San Diego, stopping only in Magdalena and Turtle Bays since there was a rare dead calm.

They arrived in San Diego on June the First, having logged 700 engine hours in 7 months' time.

Uncle Bernie likes cruising because everyone is equal on the ocean. No one is impressed with your money, your looks or your life's accomplishments when you're at sea. "But if you've got ice," according to Uncle Bernie, "you're in."

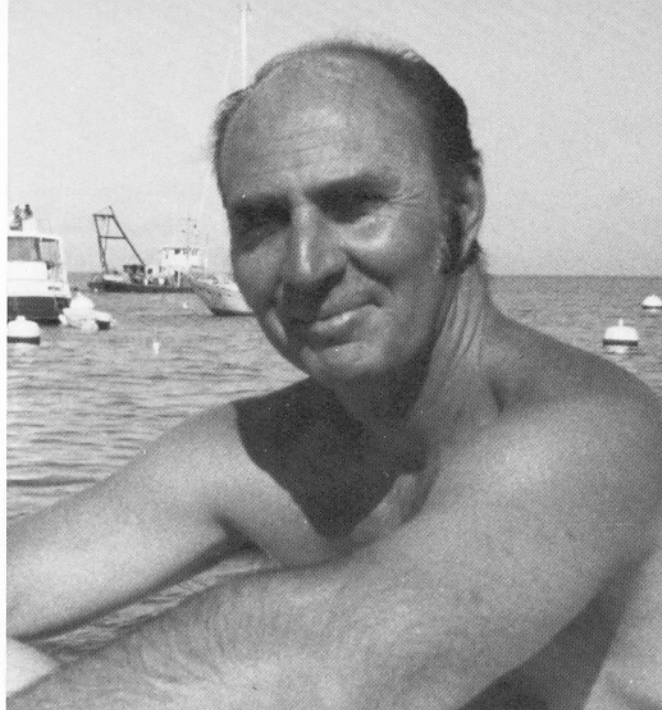
The ocean, the great equalizer, makes cruising people dependent on one another. There's always somebody around who can contribute something to your trip, if in no other way than to sew up your bathing suit. At sea, much different than on land, there are times when you are required to help others. There are people who would give someone else almost everything they have to help.

Uncle Bernie is one of these people. Even though he intended to leave his practice behind him, he saw literally hundreds of patients, Mexicans and Americans alike, aboard the UNCLE BERNIE. The diseases and injuries ranged from tonsillitis, broken limbs, and typhoid, to leukemia.

Though Uncle Bernie's office is perhaps not as well equipped as a land-locked M.D.'s, his emergency cases are probably more grateful to receive help than the average landlubber-patient. The main saloon and after deck of the Grand Banks was filled with patients many times to standing-room only capacity. Uncle Bernie carries the equipment to do major surgery in an emergency, although the Doctor would rather get the patient to a hospital.

Uncle Bernie monitored AM channel 2638 at the hours of 8, 12 and 4 during the day. These times are referred to as "children's hour" when emergency messages, weather information and medical advice are transmitted to those in need.

For Uncle Bernie, the lure of boating is that people accept you for you alone. He believes a boat is the ideal place to perfect the art of living with fewer material artifacts. For Uncle Bernie, and some of the rest of us, a boat allows one to better evaluate himself and the things around him.



High Performance Laguna For

Chuck Hovey, sales manager for Balboa Marina in Newport Beach, has been in the boat business for more than 15 years.

He has been sales manager with Balboa Marina since 1965 and is the top performer having sold more American Marine boats than any other salesman.

This kind of achievement is a result of Chuck's dedication to spreading the word on the quality of the Grand Banks, Alaskan and Laguna, and springs from Chuck's commitment to his organization. The commitment has been apparent in his deep involvement with the interior planning of the Laguna diesel cruisers as well as the Grand Banks and Alaskans.

He has been aboard countless new and used boats of all sizes and types. He has taken demonstration cruises, maiden voyages, christening joyrides, parade boat cruises and committee boat patrols - on someone else's boat.

Chuck and his family have never taken the time to do any social boating, since most of Chuck's weekends have been devoted to selling. Now the Hoveys have the time to take weekend cruises so Chuck decided it was time to practice what he had been preaching; namely, that boating is a family activity, and that it is one of the healthiest ways to enjoy yourself.

Because Chuck likes high speed, because his wife, Donna, is, in Chuck's words, "a boat nut," and because Chuck took such an active part in the design of the Laguna,

the Hovey family bought a Laguna 10 Metre.

HOT SHOT, hull number 77, docked at the Balboa Bay Club, is probably one of the most frequently used Lagunas going.

Chuck and Donna take their two children, Brian and Charisse to Catalina, Santa Barbara, Long Beach and San Diego on weekend jaunts from their home port in Newport Beach. They are also active in boating and social events at the Newport Harbor Yacht Club.

The smooth and dependable high performance in all seas gives the Hoveys all the confidence in the world when they are aboard HOT SHOT.

They enjoy the Laguna's entertainment center on the main deck with icemaker, wet bar and lounge. Donna fixes an Avalon breakfast at the wet bar area every Sunday morning the Hoveys are in Catalina.

The accompanying photographs show what the Hoveys normally do on one of their regular weekend cruises through Catalina channel waters.

Chuck can be seen regularly boarding the 8:30 sea-plane flight from Avalon to the mainland on his way to work. Donna and the children, judging from the immaculate condition of HOT SHOT, probably stay on the boat all day cleaning and polishing.

The truth is, Chuck does all the maintenance on the Laguna. More than pride of ownership, it's pride of LAGUNA ownership.

High Performance Salesman

Diesel For Dependability

Since you've seen many advertisements for American Marine, Ltd.'s products, the phrase "dependable diesel cruiser" should ring a bell.

There's a reason for our making the statement that a diesel is dependable. We will spell out the reasons for American Marine, Ltd.'s exclusive use of diesel power.

By way of preliminary information, the diesel is a type of internal combustion engine in which the rapid burning of fuels is the motivating force transmuted into forward or reverse motion through an arrangement of gears and shafts, called a drive train. This article will involve only the engine unit which propels the drive train whose eventual task it is to turn wheels in an automobile, or a propeller in a boat.

The 1872 internal combustion engine, invented by George Brayton, burned gasoline which was ignited by means of a spark plug inside the cylinder. This ignition, a product of electricity, oxygen and fuel, forced the piston down because of the rapid expansion of the burning gasses.

The diesel engine's operative cycle is similar to the gasoline engine's cycle only in the power and exhaust strokes.

In 1893 Dr. Rudolf Diesel patented his engine which was based on Brayton's design with some modifications.

Instead of drawing in a combination of fuel and air on the intake stroke, Diesel's engine took in only air. In modern-day diesels, the fuel is injected into the combustion chamber by means of a pressure pump. The fuel is atomized by the injection itself, eliminating the need for a carburetor and contributing to the diesel's relatively maintenance-free operation.

High temperature is created in the combustion chamber by the compression of air during the compression stroke. This high temperature, between 800 and 1,000 degrees Fahrenheit, is the means of ignition of the atomized fuel, eliminating the need for a spark plug and further contributing to the diesel's maintenance-free characteristics.

Herein lies the fundamental difference between the gasoline and diesel engines. The diesel, a true internal combustion engine, gets its heat for ignition from inside itself, while the gasoline engine gets its heat for ignition from an external power supply.

The need for pre-heating of the fuel in some diesels is because the engine is not able to generate the necessary heat to ignite the fuel. Hence, an outside energy source is needed to heat the fuel before it is able to ignite, as in the ONAN diesel engine.

The compression ratio of the diesel engine (two numbers which express the increase in pressure inside the cylinder at top-dead center T.D.C. compared to atmospheric pressure) ranges from 15 to 1 in some, all the way up to 22 to 1 in others. The average gasoline engine is around 8 to 1.

This high compression allows the engine to function more efficiently than a gasoline engine since more of the energy resulting from the controlled "explosion" is harnessed by this higher compression.

This efficiency benefits the engine and its user in two ways. First, it allows the engine to reach its maximum power at a lower rpm than the gasoline engine. This is because of the more complete and slower burning of the diesel fuel. Because of the complete burn of fuel, called flame propagation, there is a lower emission of unburned hydrocarbons compared to the gasoline engine, a factor in air pollution.

Secondly, the diesel uses less fuel per horsepower output than a gasoline engine because of this more complete burn and therefore more efficient usage of available energy.

Because a diesel does not depend on electricity for ignition of its fuel, it is completely impervious to moisture. Since the bilge of a boat is one of the dampest places imaginable, this factor eliminates many starting and running problems which exist with the gasoline engine.

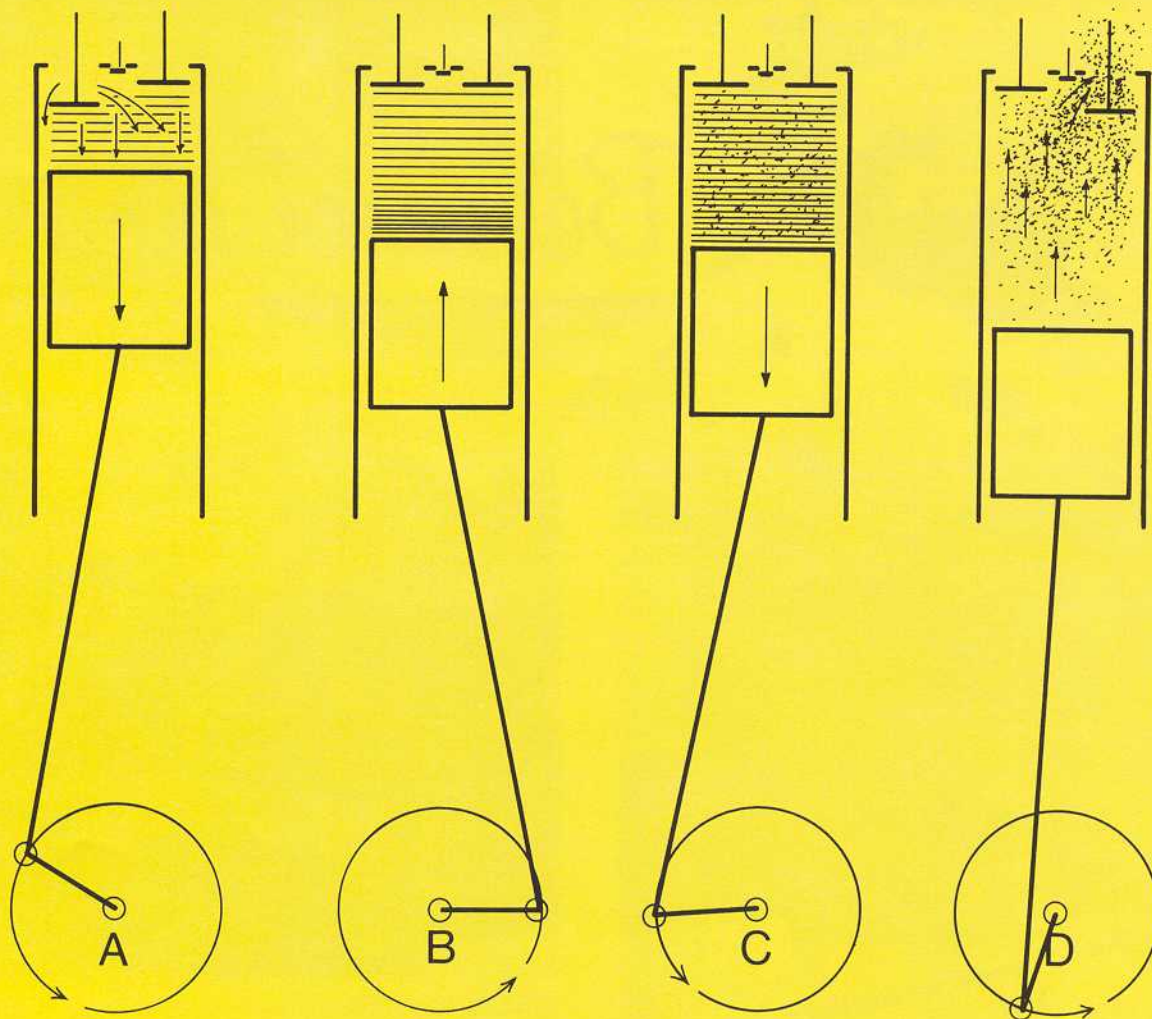
The safety factor of diesel over the gasoline engine is the most important one. Diesel fuel and gasoline differ in volatility, or the ability to vaporize. Any liquid will vaporize at a certain temperature, however, not all vapors are combustible. Gasoline and diesel vapors are highly combustible. In fact, one cup of either gasoline or diesel when vaporized has the explosive potential of approximately 30 sticks of dynamite.

The safety factor of diesel over gasoline is apparent when the thermal point of vaporization (or flash point) is compared. Gasoline becomes a vapor at minus 50 degrees Fahrenheit, while diesel vaporizes at 200 degrees above zero Fahrenheit. For this reason a lighted match will not ignite a barrel of diesel fuel if it is dropped into the barrel, as long as the fuel's temperature is not more than 200 degrees.

Under normal operating conditions, no part of the diesel engine, including the external surfaces of the exhaust manifold, exceeds 200 degrees F. In the event of a simultaneous fuel leak and overheated engine, the fuel would be vaporized if the leak should be directly on to the overheated part of the engine. However, because of the movement of air in the engine compartment, and the relatively low air temperature (100 degrees) the vaporized diesel fuel will return to liquid and will not burn.

Gasoline, of course, with its flash point at 50 below zero, would remain in a gaseous state. The electrical system of the gasoline engine is all the heat needed to ignite the gas vapors.

Diesel for dependability and safety has become a well-known precept in maritime circles. Now you know why we chose to equip your boat with the best.



THE FOUR EVENTS IN A FOUR-CYCLE DIESEL ENGINE

(a) In the first stroke (intake) the piston travels down; intake valve open; cylinder is being filled with pure air (in turbo-charged engines air is pumped in).

(b) In the second stroke (compression) the piston travels up; all valves closed; air in cylinder being compressed and thereby heated.

(c) In the third stroke (power) the piston travels down after fuel has been injected and gases burn and expand.

(d) In the fourth stroke (exhaust) the piston travels up; exhaust valve opens; burnt gases are being expelled from cylinder (in turbo-charged engines exhaust gases drive air compressor pump for air intake stroke).

DIESEL FOR DEPENDABILITY



Beachcombing



BOAT SHOWS

His Royal Majesty Prince Albert of Belgium is pictured above with sales manager J.P. van Eeckhout on board Grand Banks 50, hull number 27, which was shown in the Brussels Boat Show last March by Peetersco, the American Marine dealer in Belgium.

Prince Albert purchased the Grand Banks 50 and keeps it in Port Vauban at Antibes on the Cote d'Azur of the French Riviera where it is maintained by the American Marine dealer Nautica.

CONTEST PROGRESS

Here are a few of the entries under consideration for the "Create a 'contest' contest" publicized in the last issue of the AMERICAN MARINE NEWS: Most beautiful legs aboard a Grand Banks (we didn't see any pictures for proof), the most Grand Banks purchased by one owner in the fewest number of months, the most amount of people to sleep in the cabin of a Grand Banks 32, the most beer and beverage spilled, and the longest continuous ownership of a Grand Banks. There is still time to get your entry in. Send them to the address on the first page of this issue. Consult the last issue for official rules.



GREAT LAKES

Duffy Marina and Yacht Sales, the Detroit area American Marine sales and service center, has recently delivered its first fibreglass Grand Banks 36, hull number 367, to Mr. and Mrs. Robert Fuller. The salesman, Bob Hulsebus, is pictured on the left with the Fullers at Duffy's Saugatuck location on the East Shore of Lake Michigan.

CLEAVER FAMILY RETURNS

Last June the cruise story entitled, "To La Paz and Back" featured that happy family, the Cleavers. Bill, Rita, Bonnie and Linda are pictured below returning to San Francisco Harbor from their La Paz cruise. Bill, a restaurateur and sarsaparilla extract manufacturer, (hence the name of his Grand Banks 36, SARSAPARILLA), operates an establishment serving authentic miner's recipes in Columbia, California, the Mother Lode of the Gold Rush Country.





AMMARINE CORONADO

Last June 16th several Grand Banks and Laguna owners rendezvoused at Ammarine's new location on Coronado Island in San Diego. This addition to the network of Ammarine sales and service centers should be a welcome one to cruisers who are heading south since it is the last stop before crossing the border.

This sales office will be hosting an in-the-water boat show Sept. 22 and 23. Stop in and see the new facilities and American Marine's line of diesel yachts.



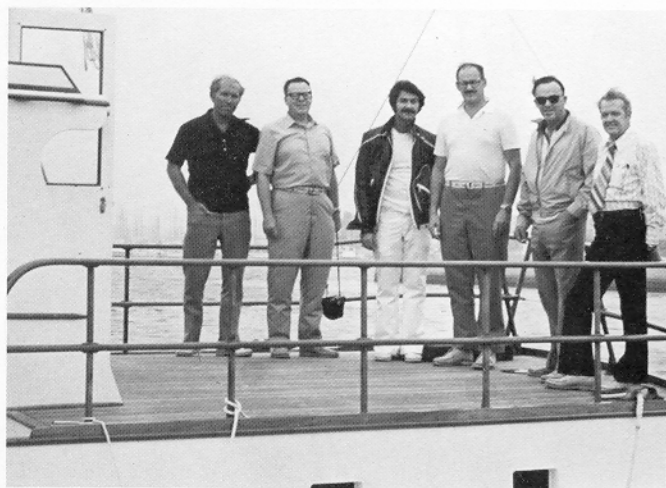
SAFE BOATING WEEK - NEWPORT BEACH

July 7th Newport Harbor hosted a parade to commemorate the National Safe Boating Week. Some 35 yachts steamed the 10 mile route around the harbor. Comedian Joey Bishop was the Grand Marshall with his Grand Banks 42, SON OF A GUN II.

YACHTING "EYES" A BOAT

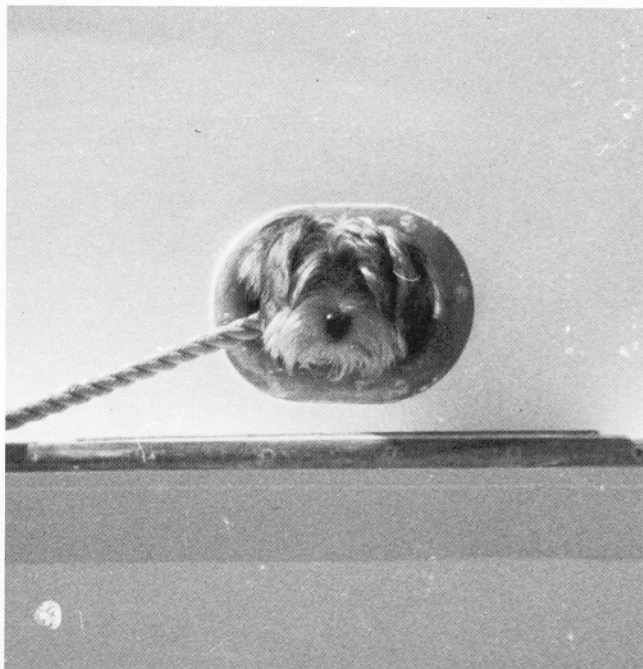
Two boats were tested this July by YACHTING Magazine. Val Ely and Jack Smith took a Grand Banks 48 from Marina Del Rey, Calif., to Catalina for an overnight stay. The new owner of the boat, Arnold Kaufman, was most happy to have these experts use his boat for the article which will appear in the October issue.

Bruce and Alexis Crabtree, also from YACHTING, took an Alaskan 55 from San Diego to the Coronado Islands for their boat test. This article will appear in early 1974.



(left to right) Mal Ehlers, salesman, Jack Smith, writer, Arnold Kaufman, Val Ely, writer, with John Imhoff and Bob Davis, sales managers.

The little fellow pictured below is aboard POSEIDON, Grand Banks 50, hull number 18. The owner of Rebel, the dog, is Howard Carson, a Long Beach resident who recently sold POSEIDON and bought a Grand Banks 32. Buck Scott, of Denver, Colorado, is the new owner of POSEIDON who plans to cruise Mexico, through the Panama, and eventually to Detroit via the Hudson River and Great Lakes. Buck is planning to complete this ambitious maiden voyage in one year, after which he is contemplating an Atlantic crossing.



OCEAN MOTIONS

"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.

PLANNED CRUISES				
VESSEL	OWNER	DEPARTURE DATE	FROM	TO
TRINKET GB 36	Speer	Oct '73	Newport Beach	Mulege
AQUARIUS GB 42	Dietrich	Oct '73	Newport Beach	Mulege
CRUISES IN PROGRESS				
SIMPATICA GB 50	Johnson/West	June '73	Newport Beach	British Columbia
TANGO TIME II GB 50	Eells	May '73	Puerto Vallarta	Marina Del Rey
PROUD EAGLE GB 50	Braun	June '73	Newport Beach	British Columbia
SARSAPARILLA GB 36	Clever	August '73	San Francisco	Newport Beach
COMPLETED CRUISES				
VESSEL	OWNER	COMPLETION DATE	FROM	TO
LUCKY LIEF GB 36	Engomar	April '73	Newport Beach	La Paz
DENADA GB 42	Holden	May '73	San Francisco	Mulege
SIMPATICA GB 50	Johnson/West	June '73	Newport Beach	La Paz
TILLEE GB 36	Renfro	June '73	San Francisco	La Paz
SEA ANNIE II GB 36	Williams	June '73	Marina Del Rey	La Paz
SEA LURE GB 42	Rogers	May '73	Newport Beach	La Paz
WALRUS A 46	Wall	May '73	Marina Del Rey	Puerto Vallarta
CARINA GB 32	Zillgith	July '73	Newport Beach	San Martin Island
COTTORRA GB 36	Bilby	June '73	Newport Beach	Manzanillo
CALLISTO GB 42	Carter	June '73	San Francisco	Muertos
UNCLE BERNIE GB 32	Casselman	June '73	Marina Del Rey	Puerto Vallarta