



AMERICAN MARINE NEWS





Grand Banks 42, hull number 364, owned by George Dovenmuehle leaving Newport Beach, California for Miami.

Diesel for Economy

You have wisely chosen the most dependable and comfortable boat in the world for long distance cruising. After you reached the important decision to purchase your Grand Banks, you have most likely learned many lessons pertaining to the economics of cruising.

You have probably learned how much food you need on a weekend cruise for two, four or six people. The first mate who does the shopping can probably come pretty close to an actual cost figure for food and beverage per person.

Here are a few estimates of one-way fuel costs for various destinations around the world based on local commercial bulk fuel prices effective in 1973 for the Grand Banks 32: San Francisco to San Diego, \$49.55; Long Beach, California to Ensenada, Mexico, \$22.25; Annapolis to St.

Michaels (Chesapeake Bay), \$2.60; Marathon to Key West, Florida, \$4.55; Antibes to St. Tropez (Cote d'Azur, French Riviera), ff14.70; Cannes to Palma, Majorca, ff171.98; Hamburg to Copenhagen, DM274.37; Travamunde to Nyborg, Denmark, DM66.91.

The 1,000 mile range of the Grand Banks 32 will allow you to make the 23 mile cruise from Long Beach to Catalina and back every other weekend for more than ten months without refueling!

Grand Banks diesel dependability is built into every American Marine, Ltd. boat. Economy of operation is just one of the benefits you enjoy because we have equipped the boats we build with the best.

Communiques

Gentlemen,

As I just sold (due to health reasons) my Alaskan 46 (hull number 10) to Mr. William Young Jr. of New York I suggest that you add his name to your mailing list.

PAMINY logged over 15,000 miles in her 4.3 years. New England in the summer and Florida in the winter. She left the dock 362 times during her life and never failed to reach her destination.

She was a joy in every way and I will miss her tremendously.

Very truly yours,
Thomas S. Horrocks

Dear Sir:

I am a young boater who has been around boats for the past twenty years. I don't claim to be a boat expert, but I feel I want to tell you this. I have a dream of some day being the proud owner of a Grand Banks; and I talk to many boatmen about your great dependability, comfort, long range cruising and safety and add, "I'll own one some day." The answer I receive is "well a Grand Banks!" or "ya they're great!"

The more I talk and think about the Grand Banks the only way I can describe it is, "It's a cut above the rest in its class," and I just want you to know that I feel this slogan fits no other boat but a Grand Banks.

A proud boatman,
Anthony Pintauro, Jr.



COVER PHOTO—Young sailor looks forward to a day of Grand Banks cruising.

AMERICAN MARINE NEWS

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Editorial Director, **Jack Vincent**

Editor, **Dave Stroud**

Production Manager, **Kendall Mills**

Art Staff, **Ed Deorr**

Sandy Bair

Editorial Assistants, **Gloria Brown**

Teresa Smith

FAMILLE photos by Doris Wilson, Tri Color Camera, Los Angeles.

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SO. CAL. CRUISE



The annual Southern California Cruise, sponsored by Ammarine, Balboa Marina, happened on an overcast weekend in October. However, the 60 skippers who braved the dreary mist did not let the lack of sunshine dampen their spirits.

By 11 a.m. on Saturday the 6th of October, nearly all of the boats had tied up at the facilities of the Catalina Yacht Club located in Cat Harbor on the seaward-north side of Catalina Island.

Ammarine General Manager, Bob Davis and his wife Betty, undertook the large task of feeding the entire fleet which was comprised of Grand Banks, Alaskan and Laguna owners from Marina Del Rey, Long Beach, Sunset, Los Alamitos, Newport, Dana and San Diego Harbors.

Chuck Hovey, John Imhoff and Jay Wood, from the Newport, Marina Del Rey and San Diego Ammarine sales offices respectively, were on the scene with their equally respective distaffs, renewing old and making new acquaintances. They took their turns manning the spatula at the barbeque pits.

Activities ashore were centered around the afternoon/evening barbeque. Some of the members of the cruise explored the formidable rocky shores which have seen an ancient Indian civilization come and go.

Some people explored the high mountain footpaths etched by herds of wild Spanish goats that roam freely throughout the 21 mile-long island. Others hiked to the landward side of the island where one of the oldest buildings in the Western United States is still standing as a historical monument and clubhouse for the Catalina Island Yacht Club. The structure was used during the Civil War for quartering a company of Union troops who were on the island to "keep the peace among the miners and inhabitants," according to the dedication plaque.

Many of the cruise members spent the day boat hopping and telling sea stories.

On Sunday morning most of the fleet had departed for home with fair weather and smooth sailing. As is to be expected when a fleet of Grand Banks, Alaskan and Lagunas congregate anywhere, a good time was had by all.



LIVE ABOARD

Probably one of the most peaceful, quiet and rewarding places to live is aboard your own boat in a protected anchorage.

Aboard ship one's appreciation of life seems to be accentuated by the tang of the salt air, the close involvement with the moods of the sea, its winds and its tides.

Living aboard a boat can offer you the best of two worlds: life at sea and life ashore. With a seaworthy boat you can experience the immediacy of the changing moods of the ocean and the beauty of her sunsets and moonrises. With a comfortable boat you can return to your dock and carry on with the normal affairs of the landlubber life. You can entertain "house guests," raise children, watch TV or engage in any of the other important and not-so-important diversions that one normally engages in from a landlocked home.

The "home is your castle" instinct is strengthened when you live aboard. Your boat is more self-sufficient than a house with permanent foundations that depends upon connecting lines for electricity, telephone, water and natural gas. The fact that your boat will perform, will go somewhere and behave while it is under way, adds a pride of ownership to your waterborn "castle" that doesn't exist with immobile houses.

Here are some impressions from three live-aboard boat owners in Southern California concerning the new style of living they have become accustomed to.

BRASS HAT, NEWPORT BEACH

Dr. William Blackmore is the Director of the University of Southern California Vivarium. As a veterinarian, Dr. Blackmore has occasion to care for various exotic animals.

It is not unusual to see Blackmore strolling down the Balboa Marina gangway in Newport Beach on his way home from work accompanied by one or two raccoons or a Rhesus monkey.

Blackmore's Alaskan 49, **BRASS HAT**, hull number 40, has not been modified to accommodate the occasional visitors from the animal world, although he has converted his forward chain locker into a hanging locker with expandable closet rods which are easily dismantled.

He has added portable electric heaters in the toilet compartment and main saloon and a booster on his TV antenna which amplifies the television signal. He has a complete stereo in the main saloon which is well secured for cruising.

"Some of my friends think it's a swinging deal to live on my own boat; others think it a quaint pastime for an adult," comments Blackmore. "The neighbors are a different group of people than you would find in a housing devel-



opment. There's a friendly, holiday mood. You don't get the total perspective of your neighbors' personal lives in a marina that you might get in other communities. You don't hear the same kind of gossip, you don't know when little Johnny down the main channel broke his arm, or that so-and-so has a cold.

"You are forced to live with fewer personal items, but you don't really miss a thing," continues Blackmore.

"The full size freezer and refrigerator on my boat allows great versatility. I have such dishes as cornish game hen, chicken tetrazinni and chicken divan which I buy from the frozen food counter in the grocery store.

"The only problem is that I have quite a long haul to work — over 60 miles to downtown Los Angeles — but it's worth the trouble since I live in such a beautiful place. The sunsets are magnificent."

Blackmore performs a complete cleaning once a week when he hoses down, vacuums and washes windows.

Blackmore says, "It's a home you can use for recreation, and you can move anytime."

ALLEGRIA, KING HARBOR

Alaskan 46, hull number 32, belongs

to Jack and Barbara Cowie who live in King Harbor Marina. They used to be sailboaters living in a tri-level home. They found themselves spending 80% of their free time on the sailboat so they decided to move aboard for a trial period.

When they first saw the Alaskan and sea tested her, they knew they had a permanent home, so they sold their house and furniture. Barbara claims, "It greatly simplified our lives. It was hard getting rid of a lot of things. We had a large home and it seemed insurmountable to move aboard permanently. I took everything to the boat I thought I would need and stored everything else. It turned out that I stored many more things later.

"Since Jack has a small business in Los Angeles," she continues, "he doesn't have long weekends. In fact, he hasn't had a vacation for 25 years."

Jack says, "We can be underway in five minutes with all movable items either tied down or stowed and all lines cast off. Once you're away from shore, everything seems better — your problems are washed away. Once you break the ties with the shore, you're on your own and the independent feeling is liberating.

"You can take a three day cruise and have many of the same experiences of a longer cruise."

The Cowies' Alaskan is named



Left: Dr. William Blackmore, Alaskan 49
Center: Jack and Barbara Cowie, Alaskan 46
Right: Claranel Jones behind Carol Hinsby, Grand Banks 42



ALLEGRIA, Spanish for "happiness." Barbara performs her first mate duties with all the cheerfulness the vessel name implies. She keeps a log on all the varnishing she does and maintains the boat in a scrupulously clean manner.

Barbara has noticed that cooking requires getting used to since the temperature of the butane flame is slightly lower than natural gas. She thinks it is just as easy to prepare a meal in the galley as it was in the kitchen.

Jack has a complete tool shop in the engine room. He says this is his "garage," a place for him to work without disturbing the household, which is comprised of J.C. Superstar, the parakeet; Little Guy, the Yorkshire Terrier and of course, Barbara.

Jack feels the camaraderie is stronger in the marina than on the neighborhood streets. "It's not like a neighbor leaning over the backyard fence," in Jack's words.

BACCHUS, MARINA DEL REY

BACCHUS, Grand Banks 42, hull number 36, is home for Claranel Jones who purchased her boat at the Los Angeles Boat Show. She lives in Marina Del Rey with her friend Carol Hinsby who is an airline stewardess.

Claranel and Carol have lived in two sailboats prior to the Grand Banks,

and Claranel lived in a three bedroom house before that. She found that she couldn't go away when she wanted to because of the garden, the lawn and other problems. "I felt guilty about selling the house but I did it anyway. I threw away all the junk that a person normally hoardes. When I moved aboard the Grand Banks, I started hoarding again because of all the room it has, but I think I'm out of the habit now, although I still do a lot of hoarding in my dock box," remarks Claranel.

"It was unheard of for a girl to live aboard when I first moved onto the sailboat. People thought I wouldn't last six months. I proved them wrong by sailing to Honolulu and Tahiti and have enjoyed living aboard ever since.

"I have never broken a glass on the Grand Banks, including my crystal champagne goblets. The amount of space available on this boat is amazing. We have more freezer and refrigerator space than most people have in their houses. Cooking is easier than in a regular kitchen because everything is so well positioned and convenient.

"There is always clutter on a boat, always something left out; an ashtray, a spoon or nail polish," remarks Claranel. "Small articles are never clutter in a house, but on a boat you have to put

things away. That's the only problem I can think of."

Claranel and Carol cruise to the Isthmus of Catalina Island every summer for diving, fishing and sunshine. Carol commutes to work on the 26-mile seaplane flight to the Los Angeles Airport.

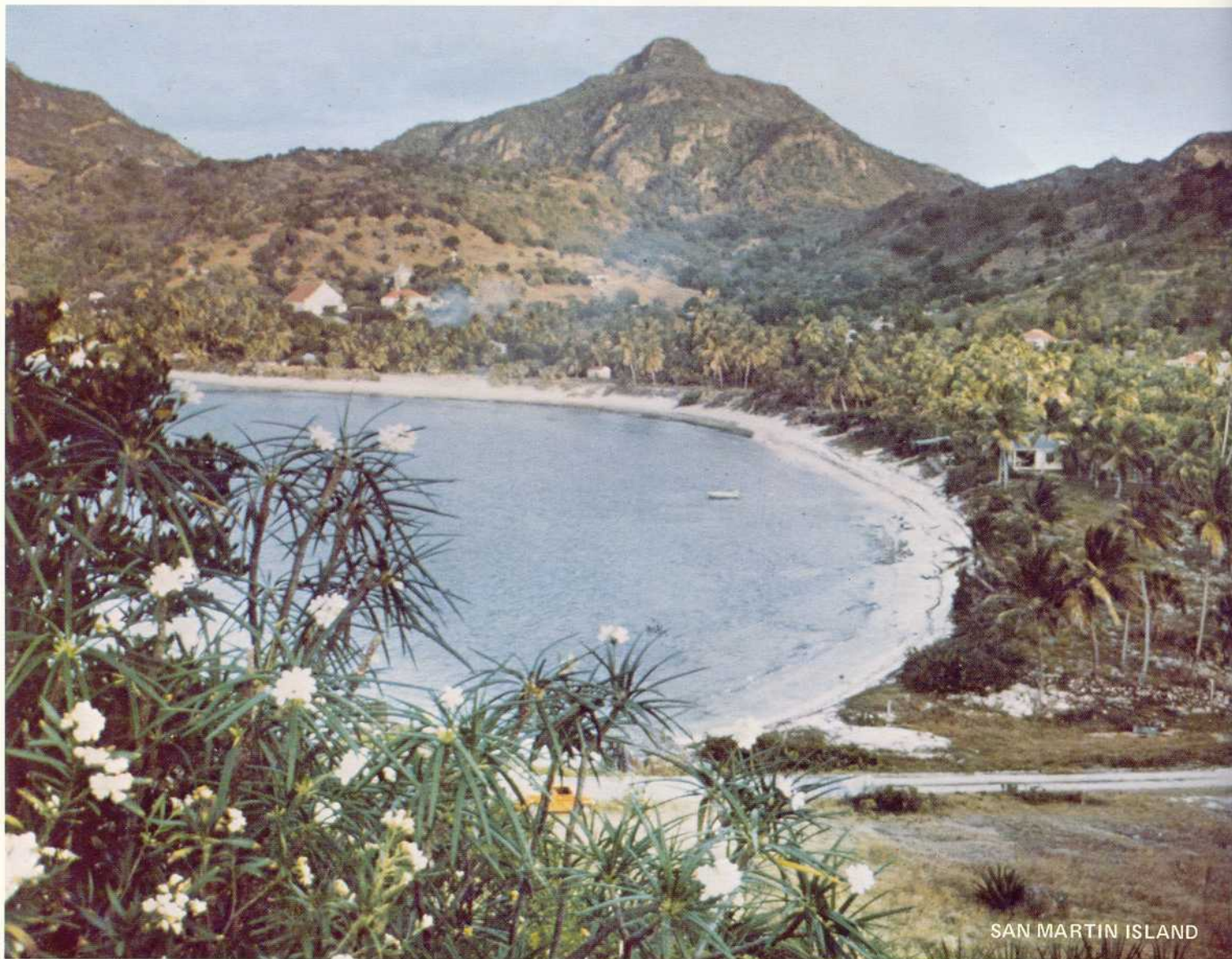
There was one observation that all three owners made besides the fact that their boats have more than enough living and storage space and that their refrigerators and freezers were more than adequate in size. They all noticed that they have become more particular about whom they invite to their homes.

They reasoned that since a boat does not have the same entertaining space that a house does, one becomes more particular about whom he invites aboard.

That is not to say that one becomes "snooty" or "standoffish." Quite the contrary. Once you've experienced the pleasure of cruising or living aboard, you are most anxious to share that experience with your good friends.

There is an analogy that has been proposed to describe the active yachtsman and his motivations. Most men dream of someday having their own island upon which they might retire, or upon which they can depend for sanctitude, rest and recreation. Until the dream is realized, their boat is their island.

FAMILLE THROUGH THE PANAMA



SAN MARTIN ISLAND



ENTRANCE TO ENGLISH HARBOR

This is a cruising story about a Grand Banks 50 named FAMILLE that made a 7,000 mile journey from Newport Beach, California to the Caribbean Sea via the Panama Canal.

The man responsible for this formidable voyage is a professional skipper by the name of Joe Biescar, 25 year veteran seaman who has traveled the world on all types of craft.

FAMILLE is well equipped with navigational equipment, radios and air conditioning. Her deep draft, long keel, 59,300 lb. displacement and her luxuriously comfortable accommodations were well appreciated by the skipper on this long-distance cruise.

FAMILLE's owner, a Southern California resident, was not able to break away from his business long enough to join FAMILLE, although his mother-in-law, grandson and friends met FAMILLE in various ports during the nine month cruise. These meetings were arranged by



Left: Beachcombing on San Martin Island.
 Right: Doris Wilson, ship's photographer.
 Lower left: Skipper, Joe Biescar on deck, his wife, Thelma and a Dutch crewman, Dick.
 Lower right: Remains of sail loft and carpentry shop at Lord Nelson's shipyard, English Harbor, Antigua. Columns supported loft suspended over slip.



telephone calls which were made about once a week from wherever Joe was able to reach a phone. Joe and his crew were alone during much of the voyage enroute to the next port where they had arranged to meet the owner's guests.

On November 21, 1972 Joe and his deckhand left Newport Harbor for Puerto Vallarta. Within eight days they had covered nearly 1200 miles. After putting in at Puerto Vallarta for fuel, the FAMILLE immediately set out for Acapulco. With brief stops in Guatemala and Costa Rica, the FAMILLE made Panama in time to celebrate the New Year.

Joe kept the FAMILLE in Colon, Panama for nearly one month waiting for visitors from California. During that time he explored the surrounding area as much as possible. There is a bus service from Colon 18 miles east to Portabello. This city, which has five ancient forts protecting it, was used as an off-loading point for cargo before the canal was built. Portabello was captured for Britain by Henry Morgan around 1650 A.D. Rather than brave the fort's large cannons, which can still be

seen today, Morgan landed miles down the coast and attacked from behind with a band of armed sailors.

The Indians who live on an island just off the coast near Portabello were most amenable. Joe traded some American goods for carved statues and coconuts. During his visit to their island he found excellent reefs for diving and good anchorages with flat sandy bottoms.

FAMILLE made for San Blas Point, some 40 miles east of Portabello along a coastline that was difficult to negotiate due to the plethora of reefs and uncharted rocks. However, there is a deep channel that is free of obstruction 100 yards off the beach that extends nearly the entire distance from Portabello to San Blas Point. From San Blas Point FAMILLE had a straight course of 275 miles to Cartagena.

Upon entering the harbor of Cartagena with the "Q" flag flying, Joe was ordered to come alongside the Harbor Master's vessel. He was questioned as to whether he had any firearms on board. When Joe answered in the negative the Harbor Master

informed him that he ought to get a gun since the possibility of pirates boarding during the night was most likely.

During the usual ceremony of checking the crew list, visas, and cargo list (of which the Cartagena Harbor Master requires three copies each), Joe learned that the "pirates" originate from an island off the coast of Columbia where a penal colony has been located since the early 1900's. Some of the convicts who live here inevitably escape and have been a problem to the countries of Columbia and Venezuela both on land and sea.

There is a yacht club and marina in Cartagena that is well lighted and under 24 hour armed guard. Unfortunately for the visitor it is filled to capacity with locally owned boats. Joe anchored within 100 yards of this yacht club whose lights Joe theorized would scare off any would-be pirates. Joe purchased a 45 automatic pistol, left the house and deck lights on at night and slept in the main saloon as a precaution.



During the night Joe heard footsteps on deck. To his disbelief three men were casually lifting anything that wasn't nailed down off the decks and into their skiff. Joe roused his crew from FAMILLE's forward stateroom. The deckhand approached the pirates from the pilothouse door while Joe attacked from the two large doors which lead to the afterdeck from the main saloon.

Joe's crew was armed with an empty coke bottle which he picked up from the deck. He was slashed by a blade several times across the hands before he beat two of the intruders off the decks. Joe produced his 45 which prompted the third pirate to take to the water. The next morning Joe found that one of his friends, a skipper aboard a 60 foot motorship, was mortally wounded that same night when pirates stole aboard his vessel which was anchored nearby.

Joe recommends that yachtsmen stay away from Columbia, especially Cartagena and Santa Marta which seem to attract more bandits than anywhere else. He also cautions that Barranquilla, the next major port east of Cartagena, is most difficult to reach since you must negotiate a three or four knot river current and numerous free-floating logs. The FAMILLE did find peaceful surroundings with a good anchorage in Columbia just before the approach to the Gulf of Venezuela called Cape de la Vela. The Gulf is heavily polluted with crude oil and has numerous reefs. Joe feels it is really not worth seeing unless you are particularly interested in heavy industry and petroleum plants.

Just off the eastern peninsula of the Gulf of Venezuela is the island of Aruba, the westernmost of the Netherlands' Lesser Antilles. The FAMILLE had a few minor repairs performed at Oranjestad on Aruba. Joe found that the only place to tie up was at the wharves used by the oceangoing tankers. The pilings are covered with years of oily grime which, to the consternation of a concerned skipper, blackens the topsides beyond belief.

The people on Aruba speak English, Dutch and Spanish, and are used to doing business with ship captains from all over the world. It is an important transfer place for American, French and English goods in particular and you can pretty much have any service performed for your boat here.

The second largest oil refinery in the world is located on Aruba at St. Nicolos so fuel only costs ten cents per U.S. gallon.

Just east of Aruba the FAMILLE put in at Willemstad, Curacao. It is against the local rules to enter the harbor if you



see any red signal flags flying from the mountaintop overlooking the fort. At night red lights are displayed from the same position. The signal works much like a traffic light warning the vessels entering the harbor that another boat is exiting.

Excellent marlin fishing and good diving is to be found near Willemstad.

The third island in the Lesser Antilles is in stark contrast to Aruba and Curacao. Bonaire has no industry, excellent docks and is quiet and peaceful. Used as a slave trading island in the 1800's, there is a museum at the south end of the island commemorating the slave traders and their unfortunate victims.

There are pink flamingos by the thousands near the museum and there are mountains of conch shells on the beaches.

The FAMILLE reached La Guaira, 30 miles north of Caracas, and found mostly commercial shipping facilities. She put in at Port Azul where there are four harbors and high-rise hotels that can compare to Acapulco's best. Here the FAMILLE was in the company of other yachts from all over the world.

The eye is treated to lines of mountains rushing to meet the sea whose beaches are festooned with tropical flowers, palm trees and coconuts.

The harbors are all man-made with excellent breakwaters and there are recreational facilities to delight the jet set.

The FAMILLE left for Grenada, the capital of the Grenadines, on April 14, 1973. The FAMILLE showed her seaworthiness at every step along the way, but here especially as Joe encountered several blows in between islands in the Grenadine, Windward, Leeward and Greater Antilles Island chains.



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Beachcombing

WELCOME ABOARD

Mr. and Mrs. Phillip Moses of Bloomfield, Michigan took delivery of Grand Banks 42, hull number 362, last November. They will use their boat, BARCATINA, on the Chesapeake out of Annapolis, Maryland. BARCATINA, by the way, is the Italian for "little ship."

The Moses are pictured with Ammarine-Atlantic's saleswoman Mary Crawford Doughty (center) who is the only saleswoman in the United States sales network of American Marine, Ltd.

Mary has met some customers who have been doubtful of her capabilities as a saleswoman. However, after she talks to them for awhile and answers a few questions, she is able to overcome their doubts and prove herself worthy of their confidence.

Mary has been in yacht sales for almost ten years and enjoys her job because in her words, "I'm able to help people realize a life-long dream, and that's rewarding."



BACK DOOR DRY DOCK

Grand Banks 42, hull number 341, is owned by Metropolitan Opera star Jean Fenn and her husband, W.T. Farwell. WON LON SONG is berthed at their summer home on Bainbridge Island in Puget Sound where the tide rises and falls twelve feet. WON LON SONG has her own floating boat house and tidal ways.

Mr. Farwell is sold on the Grand Banks as a cruising boat and as an investment. He sold their first Grand Banks 32 for over 30% more than her original cost after almost five years of ownership.

IN-THE-WATER BOAT SHOWS

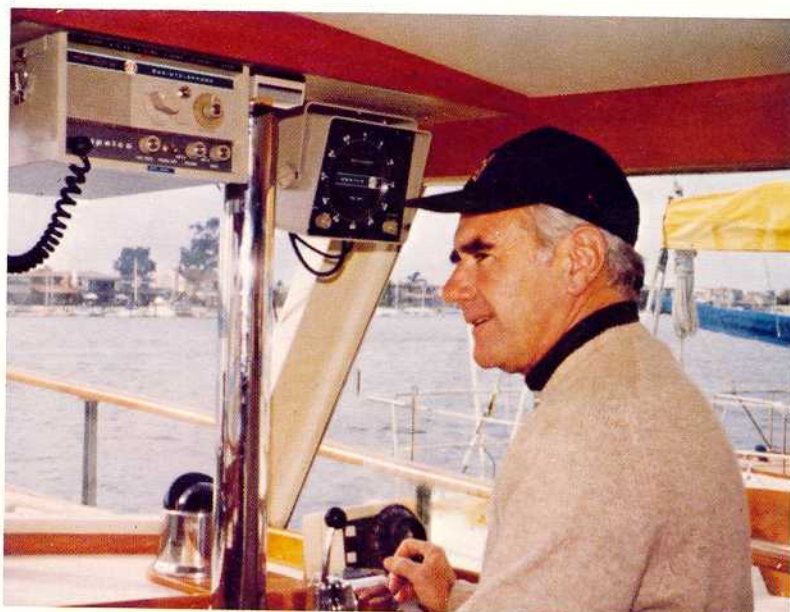
Ammarine sales offices in San Diego, Newport Beach, Sausalito and Marina Del Rey, California each held its own in-the-water boat show last September. The shows were well attended by old and new friends of Ammarine.



(Balboa Marina Newport Beach)

mach .84 to 8 knots

by Mrs. Wendy Johnson



The difference in the cruising speed of a Grand Banks 32 compared to a DC-10 does not seem to bother Capt. R.V. Johnson, skipper of a Grand Banks 32, and veteran airline pilot.

Captain Bob, now a vice-president in charge of flight operations for Western Airlines, purchased his Grand Banks 32, P.O.S.H., hull number 75, last March in San Francisco. He has cruised the Bay area, the coast of California from San Francisco to Newport Beach, the Channel Islands and as far south as Ensenada, Mexico. The Johnsons have also made numerous cruises to Catalina Island.

After 20 years as a sailboat skipper, Captain Bob decided to cruise in comfort and the Grand Banks is a boat that makes the transition from sail to power an easy one. The traditional lines and the diesel dependability of this boat make it acceptable even to a "ragman." Capt. Johnson has won more than 50 racing trophies

in his former sailboats but feels the thrill of cruising and fishing in Grand Banks' comfort and luxury is reason enough to make the change.

Navigation is not a problem on the P.O.S.H. as Capt. Johnson was formerly Chief Pilot, International Operations for Western Airlines and was in charge of all in-flight navigation training. He says, "The absence of sophisticated navigation systems that I'm used to on the aircraft presents a welcome change." Navigation aboard P.O.S.H. is performed by the deadest of dead reckoning and an old Navy Mark II sextant. He has never been lost, but has occasionally missed an E.T.A.

The derivation of the vessel's name is from the baggage tickets used on the 1800 English steamships on the England/India route. The first class passengers who had to do without air condi-

tioning were booked passage on the port side of the boat going out since this was the most shaded side of the vessel during the hottest hours of the day. On the trip home, the starboard side was the most shaded and therefore the cooler side. Hence, baggage was marked P.O.S.H., an abbreviation for Port Out Starboard Home.

Capt. Bob has equipped his boat with bait tanks and outriggers. He is looking forward to some good fishing this season with his eight year old grandson Randy, who is permanent crew with his wife, Wendy.

P.O.S.H. is also equipped with a mini law library. Capt. Johnson is a non-practicing attorney who does a bit of legal research on cruises and at dockside.

P.O.S.H. is moored very close to the Johnson house in Newport Beach, California so she is easy to get to and enjoy — even in the slip.

The Tom Dennys' DAPHNE, Grand Banks 36, hull number 308, is probably called upon to serve them in as strange a way as any Grand Banks afloat.

DAPHNE is a service boat for the Dennys' summer home on Daphne Island, situated in Brentwood Bay, Saanich Arm, near the famous Butchart's Gardens. Saanich, by the way, is the name of the Indian tribe in the area.

DAPHNE runs supplies to the homestead, tows logs for floats, hauls loads of beachcombed bark for the fireplace, loads of cedar shingle bolts for handsplit shakes as well as loads of sand, cement or you name it. In the words of Tom Denny, "DAPHNE does the job."

DAPHNE is also a successful fishing boat and since commissioning a year ago, has 70 salmon, around 80 salmon trout, and innumerable cod, shrimp and crabs to her credit.

This sort of work schedule may lead you to think that DAPHNE is a rough and tumble work craft, dragging fenders and streaked with dirt and scored from rough work. This is not the case.

Tom Denny has a home furnishing and decorating business in Victoria, British Columbia, and often is referred to as "tiddly Tom" because he maintains everything he owns in meticulous condition, including DAPHNE. His job is made easy by the furniture workshop which is a boat length away from DAPHNE's Victoria slip. The workshop is a veritable ship-chandlery since Tom's children keep their boats at the same slip. One boat is a Danish sloop and the other is a 50 year old gaff sloop.

DAPHNE

"does the job"

DAPHNE is used throughout the year and clocks up over 500 hours of running time. Cruising the Canadian Gulf Islands between Victoria and Nanaimo is the usual pattern, but the big event is the annual cruise north.

The Dennys' previous yacht was a heavily powered 42 foot sloop which they used for 18 years — twice around Vancouver Island, in and out of hundreds of inlets and coves on the British Columbia Coast. No doubt DAPHNE will be called upon for the same sort of performance.

In July, 1973, DAPHNE cruised gradually north among the islands and inlets as far north as Bull Harbour on Hope Island, just northwest of Vancouver Island. Here one is able to walk through an isthmus from a sheltered anchorage to Roller Bay on the exposed side where five miles of beach with breakers and driftwood are there to explore.

To mention a few better known areas visited on this 1000 mile cruise, there was Blunden Harbour, the huge old Indian village now abandoned, Fife Sound and Kingcome Inlet, rimmed with snowcapped 10,000 foot mountains and numerous waterfalls. DAPHNE also visited Sullivan Bay with its general store, post office and vegetable garden — all on floating logs. They visited Brooker Lagoon with its reversing tidal falls; Chatham Channel, named after the early explorer Captain Vancouver's support ship; and Yuculta Rapids for a thrill with a fast tidal run. At Hole-in-the-Wall the Dennys caught their largest salmon of the trip. It weighed in at 17½ lbs. After a brief stay at Cortez Island, DAPHNE was headed back to her Daphne Island berth near Victoria, B.C.

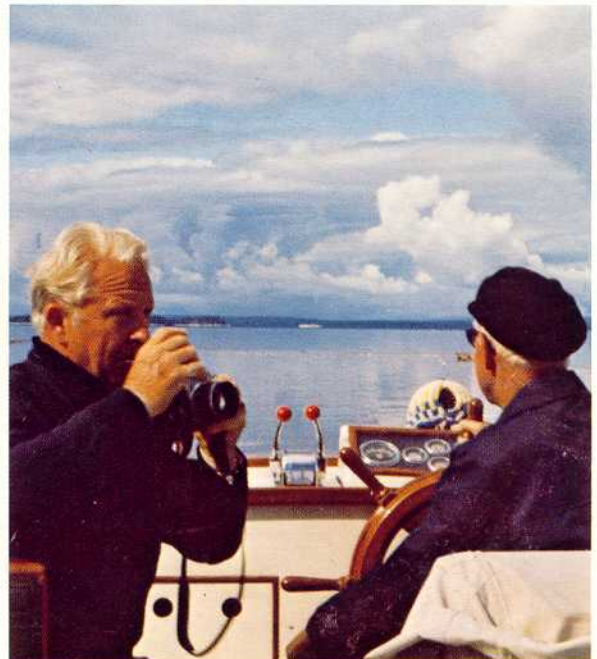
The Dennys saw many of their friends start with small boats and work up to larger and larger boats until they finally ended up with too much of a boat which drove them out of boating altogether. Not so for the Tom Dennys who settled on a smaller yacht with lots of comfort and seakeeping abilities, the Grand Banks 36.

They wanted a self-sufficient craft with good range so they could remain two, three or four weeks away from marinas and civilization. They are most satisfied with their Grand Banks because it fully lived up to their expectations and does everything well that it is called upon to do.

Welcome to the Grand Banks family, Mr. and Mrs. Denny.

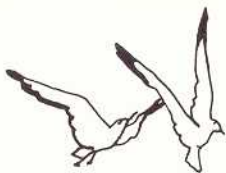


Top: DAPHNE has guests at Daphne Island
Right: Tom Denny with camera on the fly bridge
Lower Left: DAPHNE going places



BEACHCOMBING

continued from page 10



GB MAKES A BIG SPLASH DOWN UNDER

BONITA is a Grand Banks 36, hull number 407 pictured here in front of the Sydney Opera House in Sydney Harbor, Australia. BONITA was purchased by Mr. and Mrs. Kibbey from the new Australian dealership for American Marine, Lars Halvorsen Sons Pty. Ltd., Sydney. The Kibbeys will keep BONITA in Sydney until 1975 when they plan to take her to Melbourne, her home port.

NEW SALES AND SERVICE FACILITY

Ammarine-Atlantic, located at Rock Creek, Maryland, is being developed into one of the finest sales and service centers on the Chesapeake Bay. The facility, fully protected from wind and wave, lies just off the inland waterway adjacent to the Maryland Yacht Club near Baltimore, Maryland.

There are 22 covered slips and 120 open slips as well as a large, heated, covered work slip which will allow year-round in-the-water service for up to four 48 ft. boats.

The travel lift will accommodate boats up to 25,000 lbs., and the 100 ton railway will haul boats up to 100 ft. in length. There is also a mobile crane for mast and engine work.

General Manager Swede Hoff is in charge of the sales and service staff.



THE FUEL SAVER

The Grand Banks has one of the most efficient and seaworthy hull designs in the world. The benefits to the cruising family are many. They include plenty of living and stowage space, a comfortable ride, safety and economy.

Look for our "Fuel Saver" advertisements in the yachting magazines which give one-way fuel costs to various cruise destinations around the world. It's part of a world-wide campaign to spread the word about the practicality, efficiency and economy of the Grand Banks.

We hope this program is interesting as well as educational. We invite your suggestions and comments.



SEATTLE TO NEWPORT — NINE DAYS

Rob Meany I and Rob Meany II, uncle and nephew respectively, brought their Laguna 11.5 Metre, hull number 11, through January storms experienced along the Pacific coast.

The cruise from Seattle to Newport Beach, California took nine days. They ran with some 40 foot quartering seas several times during the journey which will end in the Virgin Islands this July.



SON OF A GUN II

Grand Banks 42 owner Joey Bishop of Newport Beach calls his boat SON OF A GUN II. The origin of the expression "son of a gun," unbeknownst to Mr. Bishop, dates back several hundred years when the British Navy impressed men into naval service. Press gangs were sent into the streets to forcibly take men into the ships as crew. The captains were understandably reluctant to let the men ashore on leave since pressed seamen would desert at the earliest opportunity. However, the navy would let the crew's wives come aboard and visit them when the ship was in port. In fact, overnight visits were allowed. The men's hammocks were usually slung on the gun deck. Offspring resulting from such conjugal visits were soon referred to as "sons of guns."

NECESSITY, THE MOTHER OF INVENTION

Mr. and Mrs. Myron Jacobson of Portland, Oregon recently purchased a Grand Banks 32, hull number 296. Because of the difficulty the Jacobsons experienced in finding the equipment they wanted to outfit their boat, they opened their own marine hardware store. Their store called the Crow's Nest, carries what they feel is a complete line of marine accessory items, a one-stop shopping center for pleasure boaters.



CONTEST WINNER

The contest announced in *AMERICAN MARINE NEWS*, Volume 6 No. 4 entitled "Create a Contest" has a winner.

Our judges finally reached a decision after many hours of reviewing entries from all over the world.

There were many original and interesting bids for the prize which is a yacht profile of the winning entrant's boat. The decision was a close one. "Most beer and beverages spilled aboard a Grand Banks," "First boat to tow a UFO," and "First steambath aboard a Grand Banks" were some of the entries under final consideration.

Mrs. Marion Inkster of Essex, England submitted the winning entry entitled "Owner of the most Grand Banks in the shortest number of months."

The Inksters have owned three Grand Banks since June, 1970. First, a Grand Banks 32, then a 36 and most recently a Grand Banks 42, hull number 297.

You may expect a full report on the Inksters and their boat in *Beachcombing* in the next *AMERICAN MARINE NEWS*.

FAMILLE

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One could spend 365 days exploring these islands which are still untouched by civilization. Excellent anchorages and good fishing and diving is to be had. You can always see the next island which makes navigation easy, as long as you aren't there during the hurricane season from August through December.

FAMILLE was in Trinidad during the political riots when the airports were closed for several weeks. Joe had many offers from would-be charters; however, FAMILLE was not put into service as a taxi for those attempting to flee the country.

The remaining three months of the cruise after Trinidad were probably the most memorable of all. Each island in the Caribbean had new treasures to reveal. FAMILLE visited St. Vincent, St. Lucia and Antigua, where English Harbor is worthy of mention. From this harbor Lord Nelson commanded the British fleet which could be totally refitted at the extensive boatyard and wharf facilities still intact today. You can see sail lofts and the gigantic capstans used for winching the old square-riggers on their sides. This shipyard, needless to say, gave Britannia an advantage over the Portuguese, French and Spaniards in a day when maritime supremacy meant more territory in the New World.

FAMILLE was serviced on the same tidal ways that hauled these wooden ships at English Harbor.

By June 5th FAMILLE had made San Juan, Puerto Rico before a brief stay in Santo Domingo, Dominican Republic, where Joe found beautiful beaches etched with stone walkways leading to roads, which featured some weather shelters every mile or so. He visited the caves near Boca Chica a few miles from Santo Domingo. The caves open at the top of a mountain, and inside are three crystal clear lakes that are a one-half day's hike inside the mountain. Two of the lakes are lukewarm and one is ice-cold. The stalagmites and stalagmites are beautiful to behold.

They visited Port-au-Prince, Haiti and found no facilities for pleasure yachts and a port captain that couldn't read or write.

By July 1 Joe had deposited his final guest in Kingston, Jamaica and the FAMILLE set off for the Panama.

Joe, being a seasoned skipper, had no real trouble with port officials in any of the places he put in. However, he knows how to size up each situation from his years of experience. His advice is to inquire at each departure as to the forms needed for the next arrival. You are required to have the official stamp of the port last visited on all entry papers.

Some places require two or three copies of everything, although the official in Bonaire wanted seven copies. Generally the only forms needed were a complete crew list, vessel registry, and visas for every person aboard. A few ports required a cargo inventory, however these ports were the ones accustomed to handling commercial vessels.

Joe's philosophy is to make the port official feel welcome aboard your vessel. If you offer him a drink and a cigarette you are usually in a good position with the man; however, some officials may be offended by such an offer, while others may be flattered to the point of requesting cases of liquor and cigarettes, so discretion must be used.

Joe saw several Americans aboard one boat who refused to pour the Port Captain a drink. They waited for three days before the official would even look at their papers. Meanwhile, the unlucky and perhaps unwise yachtsmen could not leave their vessel unless they were in their dinghy on their way to or from the Port Captain's office. The methods used to delay anyone who was not a favorite of the officials were, "The secretary is out right now and we cannot type up your papers." Another favorite was, "We are temporarily out of your form."

The "landing fees" or "mooring fees" ranged from a nominal \$1.50 to \$30 (Bonaire was \$20).

Joe Biescar returned FAMILLE to her home in Newport Beach on August 23, 1973. She looked better than before she had left which is a tribute to the boat and to Joe's careful maintenance.

Joe has another charge and is at sea this very minute exploring more of those islands that you and I hope someday to see.



FIRST FIBREGLASS

GRAND BANKS IN SAN FRANCISCO

This is Grand Banks 42, hull number 360 which was purchased by Mr. Lee Adams of Belmont, California. The boat has just been off-loaded from the freighter in San Francisco and is enroute to Ammarine Sausalito.

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
ISLAND GIRL GB 42	Van Riper	Jan '74	San Pedro	Acapulco
CRUISES IN PROGRESS				
EDWIN CHAPMAN GB 50	Alexander	Nov '73	St. Thomas, V.I.	South America
MAREE SEA GB 42	Fink	Nov '73	San Francisco	Sea of Cortez
PASSING FANCY GB 36	Kruft	Dec '73	San Diego	Guaymas
KILGORE GB 50	Townsend	Nov '73	Newport Beach	Acapulco
UNCLE BERNIE GB 32	Casselman	Nov '73	Marina Del Rey	Acapulco
TANGO TIME II GB 50	Eells	Nov '73	Marina Del Rey	Puerto Vallarta
COMPLETED CRUISES				
VESSEL	OWNER	COMPLETION DATE	FROM	TO
DAPHNE GB 36	Denny	July '73	Victoria, B.C.	Bull Harbour, B.C.
ROCINANTE GB 36	Stephens	July '73	Biloxi	Bahamas
MCKAY GB 50	Mack	June '73	Newport Beach	Minneapolis
FELICITA GB 36	Carmichael	July '73	Gig Harbor	Alaska
YO-HO-HO A 55	Rees	Sept '73	San Francisco	British Columbia
WINDREKA GB 42	Ness	July '73	London	Hamburg
BOUNDLESS GB 42	Crockett	Nov '73	Charleston	Bahamas
ALDA II GB 32	Harris	Aug '73	Chichester, Eng.	Deauville, Fr.
P.O.S.H. GB 32	Johnson	April '73	San Francisco	Newport Beach

