

American Marine News





Editor's Note...

This issue (Vol. 7 No. 2) reestablishes publication of the American Marine News on a regular quarterly basis after more than a year's absence. Throughout this issue and most of the next two issues we will be playing "catch-up" on the many items contributed over the past year by our world-traveling owners. Many of the articles in this issue are about 1974 events, but we're sure you'll find them interesting and informative. Our next issue (Vol. 7 No. 3) is already in production and will contain a broader mix of new material along with the "catch-up."

Please accept this open invitation to send us accounts and photos of your latest cruises, new boats, planned voyages, special installations, etc. We'll blend them all together to keep you well informed of the broad adventures of the American Marine Fleet. Be sure to let us know of your change in address! Let us hear from you soon. . .and HAPPY CRUISING!

Jack Vincent



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Editorial Director Jack Vincent
Production Manager and Editorial Assistant Becky Overton
Graphics Director Danya Henderson

COVER PHOTO — Robert Duke's Grand Banks 32 Hull No. 73
HANNIBAL at Pelican Bay, near Santa Cruz, California.

Welcome Aboard



Mr. and Mrs. Joseph Clement christened their new Alaskan 45 Hull No. 5 HUKILAU at the dock at Ammarine, Ltd. in Coronado, California. This is the first Alaskan 45 on the West Coast.



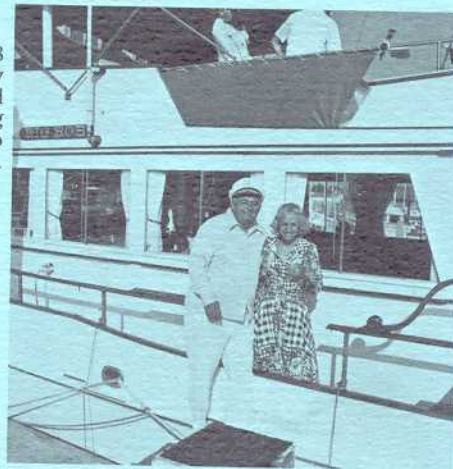
HONEY GIRL II is Dr. and Mrs. Clifford Marks' new Grand Banks 36, Hull No. 406. (HONEY GIRL I was their year-old GB32.) They took delivery in May, 1974 from Mike Reilly of John Donnell Yachts.



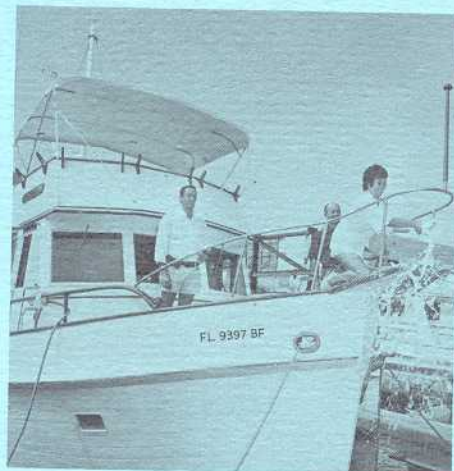
Bill and Joyce Lucas received delivery of the first Grand Banks 50 in Holland, Hull No. 61, just in time for their holiday in July, 1974. They named her THETIS II. Their former boat, THETIS I was the first GB 42 in Holland. Bill writes that they are enjoying cruising with their 3 sons and 4 grandchildren.



The BIG BOB, Grand Banks 48 Hull No. 46, was christened by Bob and Mary Fessler in August, 1974. She is equipped with the ultimate in electronics and fishing equipment for their cruises to Mexico and around the Southern California area.



The first fibreglass Grand Banks 32 in Canada, Hull No. 444, was christened MISS ELIZA by Jack and Ruth Williams in June, 1974. They purchased the new boat from National Boat Sales in Sidney, B.C. The Williams' departed soon after to spend the entire summer afloat.



Tom and Betty Morrison, with their dog Sam, took delivery of their Grand Banks 42 Hull No. 381 from salesman John Matthews at John Donnell Yachts, Inc. in Miami, Florida. They christened her QUERIDA.

Ted and Kitty Meredith broke a bottle of champagne over the bow of the TORTUGA, Grand Banks 50 Hull No. 42, at John Donnell Yachts. Mr. Meredith is the publisher of "Better Homes and Gardens" in Iowa, but the TORTUGA will be based in Sarasota, Florida for vacations.



Vacation For Two Aboard Raku

Harry and Joan Daniels were two happy and excited people as they left Duffy Marina, Mt. Clemens, Michigan, for a year's cruise to the Bahamas. Neither of them had ever owned a boat before, but they made the decision to drop everything, take a year off from work, and make this vacation the experience of a lifetime.

They took delivery of a Grand Banks 42 from Peer Krueger at Duffy's Marina in August, 1972. They christened her RAKU, a Chinese word meaning "the enjoyment of leisure time." During the next eight weeks they outfitted her for the trip, and studied navigation and seamanship. By the end of September they felt confident enough to begin provisioning RAKU. Harry, Joan and their cat Tiki left Mt. Clemens the morning of October 5 with high hopes if not a little trepidation.

And what a baptism RAKU and her crew had! Along the coast of Lake Erie, between Sandusky and Ashtabula, Ohio, they confronted 25 knot winds and 10 foot seas. They made this 100 mile distance in 9½ hours. They survived the ordeal, Tiki recovered from her seasickness, and all were better sailors for it, as their confidence in RAKU and their own abilities was confirmed.

From Lake Erie they proceeded effortlessly along the Barge Canal through Oneida Lake, to the Hudson River and south to New York City. What a thrill for Harry as they sailed past the Statue of Liberty which his father had passed 40 years before as an immigrant to the United States!

The RAKU was now in the Atlantic, tasting ocean waters for the first time, and heading toward Florida.

RAKU's inventory included two ten-speed bicycles. As the Daniels leisurely travelled down the coast, they took time for their own "bike expeditions" in many interesting and historic cities. Bicycling around Charleston, South Carolina, they passed many white-pillared colonial mansions with fancy gardens semi-hidden behind intricate wrought-iron gates. This city turned out to be one of their favorite ports of call.

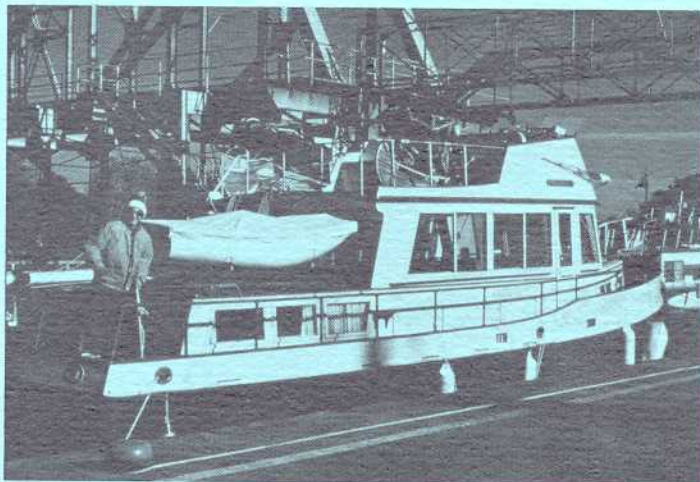
On ship, their work routine was fairly well established. Cooking and cleaning were the two main chores. Joan did most of the cooking, with Harry taking over the breakfast duties. Joan cleaned RAKU below decks; Harry cleaned topside.



RAKU at stopover in Ft. Lauderdale before cruising on to the Bahamas.



Joan Daniels and part of the provisions taken on at Ft. Lauderdale.



RAKU prepares to navigate one of the locks in the Erie Barge Canal system on her way to the Hudson River.



RAKU enjoys a colorful anchorage at Highborne Cay in the Exumas.



Joan and Harry Daniels on the fly bridge of the RAKU as they approach one of the many small islands in Bahamian waters.



RAKU finds deep water channel anchorage at Warderick Wells in Exumas. RAKU would swing 180° with each turn of the tide.

Not far from Cocoa Beach, Florida, something happened to interrupt their peaceful voyage. Harry's log tells the story: November 26, 1972

"Just after passing through Hanlover Canal, we were attracted by frantic waving of arms on a small houseboat that was listing badly. We stopped and while trying hard to stay in the narrow channel in a high crosswind, found that they were in fact sinking. We told them we could not go to them because of shallow water. They said they were drifting in our direction, and in a while did drift to the RAKU. The next 20 to 30 minutes were frantic. I stayed at the wheel trying hard to keep RAKU in the channel while the two men and Joan were unloading the houseboat of shotguns, ammo, outboard motors, miscellaneous gear and a large dog. All this going on in a 20 to 25 knot crosswind. They came aboard and we let the houseboat go adrift and proceeded to Cocoa Beach where their families were waiting.

"The next afternoon at the marina we were surprised to see the houseboat pull in. That morning they went searching for it and found it beached about 3 miles from where we left it the day before. They repaired her and brought her in. Everything turned out well. The owners of the boat treated us to a wonderful dinner that night and we made some nice friends."

When the Daniels arrived in Ft. Lauderdale, December 4, they were well justified in their feeling of accomplishment. They had arrived safely after a journey of 2500 miles, with practically no difficulty.

Joan and Harry spent the next two months exploring Florida waters, in and about Ft. Lauderdale, Miami, Stuart and Ft. Pierce. They made ready for the next phase of their cruise—the Bahamas.

The easily-navigated waters around these islands are known world-wide for their clarity and variety of colors. They range from deep blues to light greens, with patches of red, purple, brown or black where the coral lies just beneath the surface. There are nearly 700 islands in the Bahamas, offering secluded coves and exquisite beaches, waiting to be discovered.

On the morning of February 6, they got under way. As they entered the Gulf Stream, they experienced a new thrill—being out of sight of land for the first time. Approaching Bimini, they checked the blue and green hues of the crystal waters to gauge depth. They spent 3 days on Bimini Island, and took short jaunts to Cat Cay and Chub Cay in the Berry Islands. For the next crossing, 40 miles to Nassau, RAKU headed into and conquered 8 to 10 foot seas when many other bigger boats were turning back.

Nassau is the center of activity in the Bahamas. Located on the island of New Providence, it is a modern metropolis of over 100,000 inhabitants who still enjoy the "easy life." The architecture there ranges from picturesque old forts to ultra-modern hotel complexes, night clubs and casinos. The Daniels bicycled all the way around the island!

After two weeks in the capital city, Joan and Harry spent the next 5½ months cruising the Bahamas, learning the island waters, diving, bicycling and meeting the Bahamians. Everywhere they went RAKU received lots of attention, particularly from sailing enthusiasts.

The 10th of July the Daniels took part in a special celebration. The Bahamas, a British colony since 1783, was granted its independence that day. Harry and Joan were in Nassau, and helped tow some of the sailboats to the starting line of the Independence Regatta. At midnight everyone watched a spectacular display of fireworks from the harbor.

The time to head for the mainland and for home was approaching all too rapidly now. A few more days in the islands and Harry and Joan returned to Florida. The RAKU had performed beyond their expectations, making their voyage the most exciting vacation of a lifetime. They left her in Florida, in anticipation of future cruises in the tropical waters, and departed Ft. Lauderdale by car on July 18. The Daniels arrived home in Ann Arbor on August 15, loaded with memories and mementos of their year's holiday at sea.





High Tide Beaching

The PETITE MICHELLE is a Grand Banks 32 owned by Clair C. Chamberlain of Stewart, B.C., Canada. Stewart is about 800 miles north of Vancouver, British Columbia, at the top end of the Portland Canal that separates British Columbia from the south end of the Alaskan Pan Handle. In a letter to Logan Mayhew of National Boat Sales, Grand Banks dealer in Sidney, B.C., Mr. Chamberlain described his method of taking advantage of the great tidefall of Northern British Columbia waters to clean and repaint the hull of his PETITE MICHELLE.

"Prior to our beaching operation, we had two supports made up for us using 2" and 2½" pipe telescoped together. Holes were drilled every 4" up the supports so we could extend them using 2¾" bolts to get the right height.

"One support is 3 feet long (5 feet extended) and the other is 4 feet long (7 feet extended). At the base is a 10" square plate and at the top is a 1" diameter pipe, 8" long. Ends of the pipe are covered with hose, so as not to mar the boat.

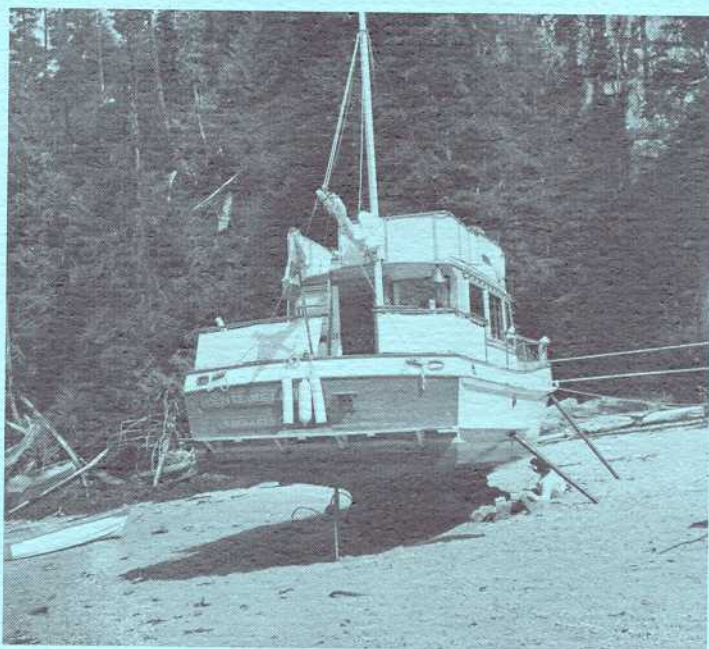
"We eased the bow onto the beach just after high tide. There was about a 20-foot tide that day. Two friends were ashore first with the dinghy. They anchored the bow line to a huge log about 45° off the beam and I held the stern off the beach with a boat hook so the stern was about 1½" lower than the bow. The stern line was then set at about 45° and two mid-ship lines were set, giving the PETITE MICHELLE about a 5" list into the beach. Supports were placed as you can see in the pictures, and we then waited for the tide to recede. I had my waders on for setting the supports as 40° water is a little cool without them!

"Also, I started scrubbing down the hull while there was a foot or so of water available to wash her down. We had her cleaned and completely painted by low tide. She looked like a beach house, so high above the water! We had a very nice party aboard waiting for high tide. She floated off beautifully and we set the anchor off the same beach for the night.

"The hull was without a scratch except for some slight ice damage. We plan to get a gum wood strip installed at the waterline to protect her from the ice this winter.

"We have now had the PETITE MICHELLE 15 months and will turn 900 hours on the engine soon.

"The last of April and the early part of May, we took a 13-day trip to Ketchikan, Alaska and north around Revillagigedo Island via the Behm Canal, then to Prince Rupert for a couple of days and then home. No radio or telephone, just fun."



Notes From "Down Under"



Sydney area boating enthusiasts were able to come aboard Grand Banks at the 1974 Boat Show, where Lars Halvorsen Sons Pty. Limited displayed a GB 32 indoors and a GB 36 outdoors.



Australian underwater filmmaker, Ben Cropp and his wife Eva, are cruising the Barrier Reef and the area of Cape York in their Grand Banks 48, Hull No. 47, filming footage for three wildlife television specials.



Mr. Cropp has produced 20 TV specials, and has so far sold 27 films to Japan and 26 to the United States. He has written five books which have sold widely throughout Australia.

The Cropps find the GB 48 the ideal cruising yacht for their purposes. Ben explained: "The flying bridge is essential for reef work and for crossing bars; the long range means we can keep out at sea for extended periods and we will be able to take the boat right up to Cape York and spend about 2½ months in the Gulf...It has a very extensive and comfortable living area and, although we will be visiting some very remote spots, the built-in extras will keep us living in luxury. But even more important, it makes an ideal floating workshop for underwater film assignments." The aft sun deck provides ample room for compressors, lights and other equipment, and the 110 volt alternator can also be used to feed power to large lamps for underwater filming. Good luck and happy cruising, Mr. and Mrs. Cropp!



Reg and Joy Grundy's Grand Banks 42, Hull No. 413, the CAROLYN J, serves a dual purpose. Besides being a vacation yacht, Reg finds she provides the perfect "branch office" for his work. He is the Managing Director of Reg Grundy

Productions which produces game shows such as Temptation and serials such as The Class of '75 and Until Tomorrow. He says, "It's the only place I can really relax and it's a bit of an office for me, too. I have a radio telephone to contact the office and a video-cassette to see what's happening in the shows under production. My work largely involves thinking, planning and assessing. I can do that anywhere, probably even do it better on the boat." The Grundys moor her off the private jetty at their home in N. Sydney.



Mr. Brian Ivens, owner of Laguna 10 Metre, Hull No. 99, is a member of the Royal Volunteer Coastal Patrol and participated in the opening day parade for the official opening of the Lake Macquarie Division's base at Marks Point in New South Wales, Australia.

Barcelona To La Coruna

Mr. Manuel Perez-Alcalde proudly took delivery of his Grand Banks 42, Hull No. 327, on November 2, 1974, from Yates de Jacobo in Barcelona, Spain, and readied her for her maiden voyage to his home in La Coruna. These two cities in Northern Spain are almost directly opposite each other, Barcelona being on the East Coast, and La Coruna on the West Coast. The total journey is approximately 1400 miles. This was quite an undertaking for the ARTABRO as these seas, particularly in the Atlantic Ocean, are very heavy in winter, and there are frequent storms.

Accompanying Mr. Perez-Alcalde on the cruise were Captain Gabriel de Llano, his friends Carlos Bande and Luis Araujo, and Jose Maria, a mechanic from Yates de Jacobo. They departed early on the morning of November 4, but were forced by strong winds and seas to drop anchor after just two hours. The storm subsided somewhat later, and navigating through the night they made their first port, Alicante,

260 miles to the south, on the afternoon of the 5th. And so went the trip, the ARTABRO seeking refuge from especially heavy seas in small ports along the coast, but making her way through the Straits of Gibraltar and around the Iberian Peninsula. Other major stops were at Almeria, Malaga, Cadiz, Setubal, Peniche, and finally at La Coruna.

Mr. Perez-Alcalde writes that he selected the Grand Banks on the basis of her quality, accommodations and magnitude of the interior, and he was more than impressed by her performance. He had absolutely no difficulty on the entire journey, and thanks American Marine for trouble-free passage.

Now on weekends he cruises the Spanish coastal waters with his wife Ofelia, his daughter Patricia, 15, relying on his able sons Manuel, 14 and Alvaro, 12 for his crew. This summer they hope to plan a trip to England. Welcome to the Grand Banks Family, Mr. Perez-Alcalde!

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FIRST CLASS
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NEWPORT BEACH, CA.



CHESAPEAKE '74

The first Ammarine-Atlantic cruise brought a turn-out of some sixty skippers, wives, children and guests aboard eighteen Grand Banks, Alaskans and Lagunas, for five days of cruising, fishing, swimming and relaxing in the sun. This, the largest fleet of American Marine boats ever assembled on the Chesapeake, visited some of the most famous harbors in American history. Ammarine-Atlantic itself is only two miles from the location where Francis Scott Key watched Fort McHenry by "the dawn's early light."

All boats and cruise members rendezvoused at the Dockside Hilton in Annapolis on Sunday evening to enjoy cocktails and get acquainted. Monday morning we set course for Solomon's Island, a distance of 46 nautical miles. That evening was boat hopping, with all the boats tied at one dock. We had a steak fry at Calvert Point, overlooking the harbor.

Tuesday took us across the bay to Oxford, Maryland in about four hours. Each evening, we had dinner reservations ashore. The Robert Morris Inn, built prior to 1775, was our host in Oxford.

Wednesday we cruised 33 nautical miles to St. Michael's harbor, site of the Chesapeake Bay Museum. Mary Doughty's request to be towed in a glass-bottom dinky at cocktail hour ended up as a Dingy-Train in a seagoing cocktail party, visiting each boat and picking up a dink in tow. Norm Phelps handed hors d'oeuvres trays to the "Train" with Mary Hoff donating a bottle of champagne to each dink, and Senator Breeden inviting all aboard the SKICOAK for cocktails. For dinner, the fleet met at the Crab Claw for steamed crabs and beer.

Thursday was up the Miles River and through Kent Narrows to Great Oaks Yacht Club. The 4th of July buffet was served overlooking the swimming pool, followed by dancing, drinking and fireworks.

This was a fantastic cruise, covering 145 nautical miles and 25 hours of engine time, where everyone had a fun and relaxing time. Ed and Dottie Hammill aboard their Alaskan 49 MY FAIR LADY, hosted the Ammarine-Atlantic crew (Bill Moran and Pete Vecchioni), providing the Fleet Flag Ship. The other cruise participants were: Bud and Carol Baker, owners of GB 36 CAROL SUZANNE; Sen. and Mrs. E.L. Breeden of GB 42 SKICOAK; William and Peggy Cochrane of GB 42 SUNDOWN; Christy and Jackie Conner of GB 50 JACQUELINE; Mr. and Mrs. Fred Crowther of GB 36 WAY OUT; Dean and Helen Flint of GB 36 CHRISTINA; Swede and Mary Hoff of GB 32 TON O FUN; Tony and Lois Loverchio of GB 36 PLACID II; Mr. and Mrs. Paul Lucas of GB 32 LA TOUE; Jack and Kathy Maxey of GB 36 MYTH; Larry and Ginger Misanik of GB 42 VAGRANT; Mr. and Mrs. Peter Niel of GB 32 JANTARA; Mr. and Mrs. Norm Phelps of L 11.5 N.T.P.'s; Charles and Johanna Ruark of L 10 PREMA; Jim Stonebrook of GB 32 PAPILLON; Charles and Dorothy Sumner of GB 42 VAGABOND; and George and Ruth Toothman of GB 36 SALTY TOOTH.

