

# American Marine News

VOLUME 7 NO. 4





## Editor's Note...

Dear Readers,

We are happy to present to you another issue of the "AMERICAN MARINE NEWS" and we hope that you will enjoy reading the publication. The new management is trying its utmost to revitalise the magazine. In order to stimulate more awareness and interest, we appeal to readers to write freely to us their views and comments. We greatly welcome photographs, illustrations and articles from readers and owners on their adventures and latest cruises which will bring added interest to the publication.

Hope to hear from you and have fun cruising.

AMERICAN MARINE (S) PTE. LTD.  
SINGAPORE.



# American Marine News

VOLUME 7 NO. 4

Published quarterly by **American Marine (S) Pte. Ltd.**  
No 26 Jalan Terusan, Jurong Town, Singapore 22

### COVER PHOTO:

AMERICAN MARINE COMMERCIAL 42,  
OWNED AND OPERATED BY SMIT  
INTERNATIONAL, WORKING ON THE  
SUCCESSFUL SALVAGE OF THE KRITI SUN,  
A 122,000 DWT. TANKER SUNK BY LIGHTNING  
IN SINGAPORE WATERS.

# BOAT SHOWS



## ▲ VANCOUVER BOAT SHOW

A GB42 and GB32 show their charm at the recent Vancouver Boat Show SEPTEMBER 11-19 1976.



## ▲ SEATTLE BOAT SHOW

A Grand Banks 32 BEING EXHIBITED AT THE SEATTLE - IN THE WATER BOAT SHOW SEPTEMBER 23-26 1976



## COPENHAGEN BOAT SHOW NOVEMBER 6 - 14 1976

The Grand Banks exhibited at the Copenhagen Boat Show during NOVEMBER 1976, by Vianaut represents a major landmark in American Marine's history of building our celebrated Grand Banks dependable diesel cruisers. For this is a Grand Banks 36 and her hull number is FIVE HUNDRED. This represent five millions man hours of superlative craftsmanship in wood and fibreglass. There are now nearly 500 GB36 owners in most of the major nations. People of wide ranging nationalities, languages, customary behaviours and with different incomes and pleasure habits. These owners are actively cruising in all the major oceans of the world. There are few places left where you will not encounter one of these lovely and sturdy yachts. Imagine a line of GB36s stretching for 4 miles, pulpit to swimplatform!

Nearly 500 people have spent the equivalent of over 25 million U.S. Dollars to buy the highest quality long range cruising yacht on the market: experienced, mature professional and successful people for whom the average is not enough.

With GB32 and GB42, sisterships of the GB36, there are now over 2000 Grand Banks in commission.

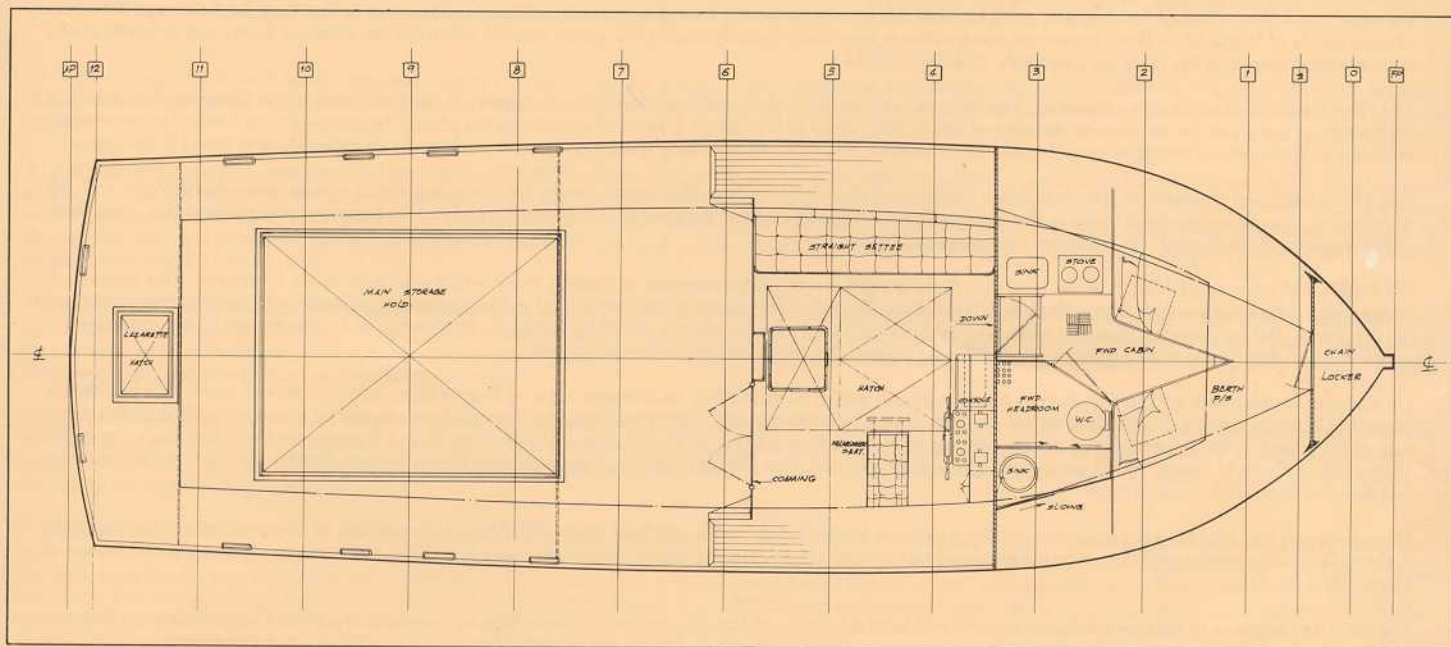


# ...AND COMMERCIAL 42

The American Marine range of commercial boats offer numerous alternative deck and accommodation configurations based on three standard hulls of 32', 36' and 42' overall length. These hulls are moulded of hand laid fibreglass to a proven design of which more than 2000 are now in service world wide. In order to provide a high grade product with low maintenance costs, the superstructures and decks are also of fibreglass. Resulting from the hard chines semi-displacement design, all the hulls are capable of high speeds, up to 20 knots, while maintaining excellent sea-keeping characteristics at displacement speeds.

The boats are moulded and assembled at American Marine's modern factory located in Singapore, where flow line techniques ensure efficient production and prompt delivery. In order to be assured of uniform high quality, many of the components used in the assembly, are produced in well equipped manufacturing shops on the factory site.

Should the standard designs fail to fulfill owners requirements, our engineering department is available to prepare detailed specifications for specialized requirements.



ARRANGEMENT PLAN ▲

## SPECIFICATIONS: COMMERCIAL 42

Length Overall	41'-10"
Length Waterline	40'-6"
Beam	13'-7"
Draft	4'-2"
Displacement	34000 lb (light ship)
Free Deck Area	264 square feet 22' x 12'
Main Hold	12' x 12' x 2'-10" = 408 cu. feet.
Fuel Capacity	640 U.S. gallons.
Water Capacity	100 U.S. gallons.
Range	1000 miles at 10 knots
Freeboard forward	7'-3"
aft	3'-10"
Length Overall	11000 lb
Propulsion	Total HP 100 to 550 in single or twin engine installations.
Speed	Up to 19 knots (light ship)



# “SUN BAY” TRAVELS



1 — The “Sun Bay” anchored at the Water Front, St. Thomas, U.S. Virgin Is.

“Anegada is the black sheep of the “Virgin Islands.” On the Old Charts it is called the Drowned Island. It has been the terror of mariners for centuries. Some 300 vessels have found a grave in its surrounding waters. Even today, hardly a year goes by that its reef don’t add to the toll. Horse Shoe Reef extends southeast and the south two thirds of the fifteen mile distance from Anegada to Virgin Gorda. A ship can run afoul in its reef long before there is even a chance of seeing Anegada which is low and flat and in no place is more than thirty feet above water.” In this way, the Yachtsman’s Guide to the Virgin Islands begins its description of the approaches to the northernmost island of the Virgin Chain. But the Guide does not stop there; it adds: “all but the most experienced yachtsmen should stay away from Anegada, “and further on states that after all this is said if there is a yachtsman still willing to go to Anegada, it is advisable that he should go there with someone else having local knowledge.”

I had been twice in Anegada in the last three years, but every trip had been done on shallow draft vessels and always with experienced men on board who had travelled often across Horse Shoe Reef and its multitude of coral heads. I also knew that every word said in the Yachtsmen Guide was true and not an exaggeration. But nothing could stop or diminish the excitement generated in my two sons, Joe 25 and Herbert 16, when I mentioned the possibility of a trip to Anegada in our Grand Banks 42, “Sun Bay”, all by ourselves with no outside help.

We were aware that, although this trip was going to take only four days, the trip’s most important problem was to navigate the “Sun Bay” through the maze of coral heads of Horse Shoe Reef. It was not going to be an easy task, specially during the winter months when the sea changes from calm to heavy swells in a very short time, and the skies are frequently dark and cloudy.

The “Sun Bay’s” 4’-6” draft also worried us. The Admiralty Chart 2008 shows all the information necessary to navigate from Virgin Gorda to Anegada, but no soundings are given for an average distance of three miles south of the Island. Instead of soundings the phrase “numerous coral heads” is consistently repeated until the phrase becomes monotonous. Undoubtedly, this is one of the many reasons why most yachtsmen strongly refuse to travel to Anegada.

Our plans were not to travel to the Anegada’s Settlement anchorage, where the vessel has to be anchored about a mile away from shore and left unattended. Instead we decided to go to the Setting Point Anchorage where the way in is supposed to be not so hazardous and where the “Sun Bay” could be securely anchored close to shore on a protected bay.

We had heard from some friends at Tortola, that there existed a natural passageway to Setting Point which could be safely navigated. This channel, if found, presented a reasonable clear path to our destination. This navigable route is also mentioned in the Yachtsman’s Guide with general instructions on how to find it, but on previous trips, the channel could not be found and we always ended by having to turn back due to the danger of the obstacles encountered and that heavy overcast had made it difficult to detect the natural obstructions on our path.

On this trip, we planned, for our first day, to travel from our slip at Isleta Marina, on the east coast of Puerto Rico, eastward by the north side of Culebra Island to Charlotte Amalie, St. Thomas, where we were to do some fast and late Christmas shopping; continue our voyage by following a route by the south side of the island of St. John; then cut across into the Sir Francis Drake Channel by the way of the Norman Island Passage and end our day’s trip at the Virgin Gorda Yacht Harbour, where we were to spend the night and clear British Customs in the morning. The estimated distance we planned to travel the first day was about 100 nautical miles.

On the second day, our trip’s schedule was set forth to leave Virgin Gorda for Anegada at about 1000 hours. As we had to clear customs in the morning, we decided not to predict on ETA since we expected to navigate a tortuous and erratic course at a very low RPM while crossing the uncharted waters of Horse Shoe Reef.

The third day we were to explore the Island by land and for the fourth and last day, return to Puerto Rico by traveling directly to Culebra Island, a distance of 64 nautical miles, where we were to clear U.S. Customs and depart immediately for our slip at Isleta Marina, our original point of departure.

We left early on December 28th. The day was clear with a few scattered clouds. The sea had light swells. Our first day of travel was uneventful until we were about two miles out of Spanish Town, Virgin Gorda. Our time of arrival was on schedule at 2000 hours, but to our surprise, the entrance channel markers to the Virgin Gorda Yacht Harbour were not lighted. As this is a difficult and dangerous entrance and as it was dark moonless night, we decided to post two lookouts; one in the pulpit and another on starboard to avert the possibility of a collision with a shallow reef that guards the harbor entrance and from which we could hear the surf breaking in the darkness very close to starboard. We travelled slowly with the aid of our searchlight until we found the first channel marker buoy and from there on it as relatively easy to navigate the channel into the Yacht Harbour Basin.

The Virgin Gorda Yacht Harbour is like an oasis in the most remote desert. It is a clean and well managed installation. In addition to the usual marina facilities, it provides the weary mariner with an excellent open air bar and restaurant. It also has a fully stocked supermarket and a quite expensive gift shop. So, after enjoying a delicious late dinner at the restaurant and a warm shower aboard, we went to sleep on the air conditioned cabins of the “Sun Bay”.

Next day my two sons were up early checking the engines and fixing up breakfast. We cleared British Customs at the Virgin Gorda Airport and started our run for Anegada and its Horse Shoe Reef. As previously scheduled, departure time was at 1000 hours in as much as we wanted to be on the reef around noon when the sun is in its summit and the coral heads can be detected easier.

We were lucky. Although the wind was increasing from the north east, we had good seas with clear skies. There was a continuous checking of our fathometer as we approached the



2 — The Virgin Gorda Yacht Harbour, British Virgin Is.

# TO ANEGADA, B.V.I.

By MR. JOSE BASORA, AIA  
BASORA MENENDEZ ARCHITECTS  
HATO REY, PUERTO RICO.



3 — At Setting Point, Anegada, British Virgin Is.

reef and navigated close to its boundary, searching for a wide enough opening by which we could travel with relative safety. To starboard and about half a mile away, the sea was breaking over an exposed large coral formation.

When we entered the opening, we found ourselves in a very awkward situation. Although the "Sun Bay" had nearly 20 feet of water below its keel, we could spot the ominous dark shapes of the coral heads around us. They could be very well mistaken for stone age monoliths; their color fluctuating in intensity as they grow closer to the surface.

To see our way through the reef I had my two sons with me in the bridge and we all

had on polarized glasses. With them, we could see the underwater formations with enough clarity to determine their depth and distance. The course had to be changed frequently in order to miss the rock fingers which seemed to be reaching for the boat at all times, and twice, it was decided that the best solution was to turn around to avoid finding ourselves trapped in the vast reef's labyrinth.

At Setting Point, the Soares family operates a small restaurant for the visiting tourist. Sea food is there specialty and are experts preparing the most delicious broiled red snapper in the Virgin Islands. They also keep lobsters by the hundreds in large underwater crates for your selection. They charge moderately for their services.

At this time although our position was one and a half mile south of Setting Point, Anegada showed up like a green line dotted here and there with few and scattered trees. We could also see some large buildings resembling airplane hangars and a few small houses. With the aid of the binoculars, we could see a small dark motor boat anchored at Setting Point, but between shore and our "Sun Bay" there was at least a mile of rock studded ocean which we had to navigate. At the rate the boat was moving, it was going to take not less than one hour to travel that final mile unless we were lucky and the navigable channel we had heard of was found without further delay.

The excitement of the moment was difficult to conceal. It showed up in every face, in every nervous move, and in the tone of the voice when somebody called up the location of another obstruction dead ahead or close to either side of the vessel. Our course continued to be erratic. Sometimes we were going eastward for a minute or so, to suddenly change the course drastically westward. But in spite of the reef and the coral heads, the "Sun Bay" was getting closer to Setting Point and to us, that was all that mattered at the moment.

After a while, when the atmosphere on board got so tense it seemed we were going to be the next contributors to the yearly toll of sunken boats claimed by the reef, a sudden yell called for clear water ahead. After close to one and a half hours of intense and extremely difficult navigation we had finally encountered the natural channel to Setting Point, and half an hour later we were safely anchored 200 yards away from the shore and ready to stamp our foot on the shores of the "black sheep of the Virgin Islands".

Truthfully, Anegada falls just short of being a paradise. It is radically different from the rest of the Virgins. To us it has the appearance of a giant sand bank covered with the short vegetation characteristic of regions of continuous winds and long dry spells. There are miles and miles of beautiful sandy beaches waiting for the tourist hordes that eventually will invade them. We also found coves of unsurpassed beauty where, undoubtedly, resort hotels will be built sometime in the future. For the spearfisherman, a promise of cristal clear waters of unlimited visibility and multitude of virgin reefs that surround the Island. For the snorkeller, scuba diver, or underwater explorer, the wrecks are plentiful or so says the Yachtsman's Guide. There is also a dirt landing field for small planes and the rumor that it will be improved and expanded soon. A small hotel will open in the near future and there are also plans to outline the limits of the navigable channel and provide a safer, shorter, and easier route to the Setting Point anchorage.

The Settlement, where the natives live, is poor and the two hundred inhabitants live under precarious conditions, obtaining their food from th sea and the large flock of goats that room the countryside. The supplies and mail to Anegada comes in by boat twice a week.

At Setting Point, the Soares family operates a small restaurant for the visiting tourist. Sea food is there specialty and are experts preparing the most delicious broiled red snapper in the Virgin Islands. They also keep lobsters by the hundreds in large underwater crates for your selection. They charge moderately for their services.

The night before leaving on our return trip, we had a marvelous red snapper dinner at the Soares' Restaurant. The fish we ate had been caught the previous day by Captain Soares at the hundred fathom line north of Anegada where the sea teems with game fish. Tuna, dolphin, kingfish, marlin and wahoo abound in this waters where only a few sport fishermen dare to go.

The same night, Capt. Soares gave us the precise instructions to navigate the natural passageway avoiding the danger of the coral heads. Following his instructions, next morning, our way out from Anegada was easy and at 8000 hours we were on our way to Culebra Island. We had an 8 feet strong sea following us and an 18 knot wind from the north east. This was perfect cruising weather for our "Sun Bay".

The same day at 1430 we were tied up at our slip at Isleta Marina and our four day experience had come to an end. We had travelled a total of 217 nautical miles without complaint from our GB 42. Unquestionably she had been built for rough treatment and heavy seas. From the sound of her diesels we could tell that she was happy to have travelled to Anegada across its famous Horse Shoe Reef.



4 — Herbert, Joe, Capt. Soares and author enjoy dinner together.

# WELCOME ABOARD

## NEW DEALERSHIPS

American Marine is proud and happy to announce the appointment of the following new dealerships in United States to reinforce the growing demand for Grand Banks.

1) PACIFICA MARINE INC  
2751 WEST COAST HIGHWAY  
NEWPORT BEACH  
CALIFORNIA 92663  
U.S.A.

2) ROBINHOOD MARINA  
P.O. BOX 126  
DAUNTLESS SHIPYARD  
PRAAT ST  
ESSEX, CONNECTICUT 06426  
U.S.A.

OR

ROBINHOOD, MAINE

3) OXFORD YACHT AGENCY INC  
OXFORD BOAT YARD  
P.O. BOX 297  
OXFORD, MARYLAND 21654  
U.S.A.

4) VIANAUT APS  
POST BOX 38  
INDUSTRIKROGEN 3  
DENMARK 2635 ISHOJ

# AMERICAN MARINE FAMILY DAY

## FAMILY OUTING

On the 3rd October 1976 the management of American Marine Singapore organized its first FAMILY DAY whereby all its staff and their families were invited to the boatyard. It gave the American Marine staff an opportunity to show to their families the yard facilities and at the same time enjoy a boat ride.



# LETTERS TO THE NEWS



A familiar sight for cruising class racing sailboats in Chicago is GB 36 hull #179, GUDRUN. As owner Ralph Lilleberg and his son are both members of Chicago Yacht Club's race committee, GUDRUN is pressed into service when rough weather or long periods "at station" dictate a comfortable vessel.

Fully equipped, including generator system and radar, GUDRUN has proven to be a warm, well riding haven from the elements for committee personnel aboard. Outside of the creature comforts that are a part of Grand Banks, the flybridge provides an unsurpassed view of starts, finishes and the race in general. In fact, anticipating a need for a patrol boat at the finish of the Chicago-Mackinac race (333 miles), GUDRUN has gone the distance non-stopped, served her duty, and made the trip back (again, non-stop).

When not used in connection with racing, this GB 36 is used for the enjoyment of Mr. Lilleberg's family and guests including an occasional "crew" of grandchildren.

Sincerely yours,

Thomas E. Lilleberg

## TRANSLATION

Dear Sir,

— From ship's master book, Federica II.

Cruise from Cala Galera-Brindisi-Cattaro-Meleda (Jugoslavia).

Total marine miles: 1800.

Time: one month.

Pictures enclosed are from salt lake of Meleda Island and Federica II Master.

During entire journey no one trouble was affecting the boat (GB 42').

For the most part of course wheather had been fine; except for the passage Anzio-Fiumicino that was radio announced for grade 5 up to 7.

Boat had suffered no damage except for a broken side window glass.

Again we enjoyed and appreciated the comfort and safety of GBs' and for next year we are planning a trip as far as Greece and Turkey.

Cordially

Ing. Massimo Spagnoli.





▲  
Mrs. THIERRY KRAFT DE LA  
SAULX AND JEAN VAN  
BAETEN OF PEETERSCO/  
BELGIUM prove that it is possible  
to water-ski with a Grand Bank 36  
"THE FEALDINA" GB36-272.

Dear Sir,

Thanks for your letter. I have retired and I have taken delivery of my GB.32, Christened "Le Vieux Maure", on the 4th August 76. On that day, when I and my wife took her out for the first time, I did not realize that the wind (Mistral) fresh up to about force 6 to 7 in gusts. She took the heavy sea very nicely, I was even surprise how nice she was riding the sea, it is very re-assuring. Late August till September we went with some friends for a cruise to Italy, and we enjoyed the trip very much, especially the comfort on Board.

I logged about 80 hours of navigation since delivery and I enjoy every moment of it. The programme for October is Tunas fishing. I will keep you advised if we were lucky or not in our catch. In meantime here is a photograph of the "Le Vieux Maure" at a mooring in the baie of PORT-CROS.

I hope to see you may be by the end of the year, we will pay a visit to Singapore on our way to Tokyo.

Again thanks to American Marine for the unforgotten sailing time on my "Le Vieux-Maure".

Good luck in your business and my wife joins me in sending our Best regards,

Yours sincerely,

CASTERMANS Serge



## PRESIDENT — AMERICAN MARINE (S) PTE. LTD.

After graduation from College in Minnesota in 1965 Mr. Livingston joined the international firm of Certified Public Accountants, Peat Marwick, Mitchell & Co., in their Los Angeles, California office. Mr. Livingston became a Certified Public Accountant in 1967 and continued in Public Accounting until 1972 when he joined American Marine. In American Marine he held various positions and was appointed President and Director in June 1975.

The majority of Mr. Livingston's first year as President was spent ridding the Company of non-profitable operations, increasing labour productivity, introducing certain efficiencies in the production plant and reducing fixed costs. At the same time re-establishing advertising, opening communication lines with Grand Banks owners and dealers and developing an adequate sales backlog on all Grand Banks models.

Mr. Livingston's guiding principle since he became President has been and continues to be "to improve the quality of the boats within a reasonable price structure".

P.S. Mr. Livingston who lives in Singapore with his wife, Mary and three children take delivery of their GB42 in May.



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## Quotatable Quotes From Owners Of Grand Banks :

"I like the seaworthiness, space, storage space and electrical installation"

*Maracaibo, Venezuela*

"The superb craftsmanship cannot be surpassed by any other manufacturer"

*New York, U.S.A.*

"Other than size, I have not seen a better constructed and appointed boat than the Grand Banks"

*Washington, U.S.A.*

"Owning a Mercedes and a Grand Banks, I can never drive or sail anything else"

*Mass, U.S.A.*

"I enjoy the dependability, ruggedness, economical operation and workmanship"

*Toronto, Canada*

"I enjoy the seaworthiness, stability, excellent workmanship throughout, style and design of hull and superstructure and character"

*Michigan, U.S.A.*

"The boat just runs, and runs, and runs"

*Darmstadt, Germany*

"Simplicity, durability, dependability, craftsmanship and strength, things basically work. The boat is generally over-built. Is a real boat to be used all year long, safe and reliable"

*Fumicino, Italy*

"She's the perfect boat for us — we have no desire for any other"

*California, U.S.A.*

"I feel that everything about my Grand Banks is excellent"

*California, U.S.A.*

"I must say that my Grand Banks 36 is excellent. She is a pleasant boat and behaves very well in the sea"

*Bremen, Germany*

"This is special type; that's the best which I have seen"

*Hamburg, Germany*

# AMERICAN MARINE (S) PTE. LTD.

Yacht Builders and Marine Suppliers

Shipyard & Office: No. 26, Jalan Terusan, Jurong Town, Singapore, 22.



## Favorite recipes

### CHICKEN DEZENDORF

1 small hen  
2 lbs. pork in cubes  
3 — 1 lb. can stewed tomatoes  
3 onions  
3 pizza cheese

2 leeks  
5 pieces of garlic  
1/4 cup salsa 57  
Colentro-Optional  
Noddles — tallarine type  
Grated cheese-parmesan

Put in the blender tomatoes, onions, leek garlic and salsa 57. Heat to boiling and add hen and pork. When the hen is tender remove bones and cut in large pieces, return to the sauce. The hen should be tender in about one hour.

Cook noodles (about 2lbs) and add to sauce. Alternate in casserole with pizza cheese, ending with pizza cheese and parmesan cheese. Dot with butter and bake at 375 for about 1/2 hour or until nicely brown.

*Courtesy of Donald Dezendorf, Venezuela*