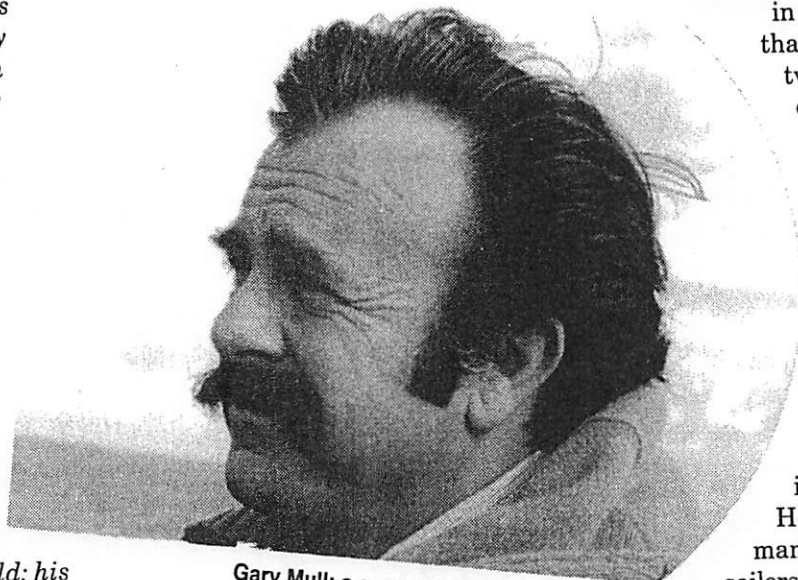


# RETURN TO ALCATRAZ

## TACTICS AROUND ALCATRAZ

**EDITOR'S NOTE:**  
*Gary Mull, in this column, went "way over the edge" in explaining why racers, who are certain they can clear Alcatraz, find, at the last minute, that they have to tack. Mull revealed a secret previously known to only a few Bay sailing gurus in his column on March, 1990. The repercussions of this revelation sounded around the world; his words were reprinted in England and elsewhere in the U.S.A. In case you missed it the first time around, here is Gary's most famous column. We still get requests for copies, so this time, keep it! (A lot of people miss you, Gary...)*

Why, after all these years, the Federal Bureau of Land Management and the Federal Department of Corrections have finally seen fit to go public about some of the actual details regarding Alcatraz is a mystery, as most things to do with government usually are.



Gary Mull; a guy who left a "big wake"

Ordinarily, bureaucrats tend to gather information relentlessly, but seem philosophically incapable of releasing anything actually useful. They will

spend hundreds of thousands of your dollars and mine on studies of the mating habits of some obscure insect found only in Beaverbreath, Oregon, but won't let the citizenry in on the secrets of why, if daylight savings time is so great, we don't have it all the time.

Having kept a secret for over a century, censured all references or even hints about it from history books and even retouched numerous paintings in public buildings and museums, our friends in high places have done a complete about face and decided to come clean. I'm sure they have an ulterior motive that will show up on some new tax proposal.

### Currents

Nevertheless, it gives me an opportunity to offer some information which I think should go a long way toward understanding the strange currents and the odd tactical situations which come up so often when sailing near Alcatraz.

We are all, I am sure, familiar with the famous "cone" under Alcatraz and, in fact, many people realize that there is not one cone, but two. The most obvious one, of course, is the wind cone which can be seen on the water and is clearly the simple phenomenon of the island blanketing a substantial area to leeward. You can look at the water and see the glassy calm under the island and, with relatively little skill, a sailor should be able to avoid that calm in the middle of a race. However, just as certainly, many of the more experienced sailors realize that there is another "cone" below the island on most occasions, and that is a current cone which is quite substantial on a flood tide and, in fact, acts very much like a wake of a large ship. This is the reason why many oldtimers in the Bay



Gary Mull pointed to Alcatraz Island, the movement of which he scientifically calibrated during a particularly strong ebb tide in 1990.

speak of “playing the cone,” meaning that they have to get as close to the island on a flood tide as possible in order to utilize the “wake cone” and, at the same time, avoid the wind cone.

The really experienced sailors — Jake Wosser and Myron Spaulding come most readily to mind — established well-deserved reputations as they seemed to exercise an uncanny ability to sail even a little way into the flat spot of the wind cone and yet benefit from the “suction effect” of the wake cone. On more than one occasion racing International One Designs 25 or so years ago, I had the experience of seeing Jake sail up under Alcatraz well into the flat spot, with his boat sitting bolt upright, yet still moving with virtually undiminished speed forward, caught in some odd back eddy that was undetectable to the rest of us.

The International Class, or so-called ICs, were one of the hottest classes on the Bay in those days, and the fleet was centered at the San

Francisco Yacht Club in Belvedere. Jake Wosser was the reigning king of the class and, while he was not unbeatable, we didn’t finish ahead of him very often and certainly never with ease. On one occasion, going back to the club and sitting over screwdrivers which, for some reason, Jake insisted on calling spoolies, we were discussing the race where he had once again played the cone to perfection, gaining 200 yards at least, and putting an end to any hopes we had had of catching him.


### **Tidal fluke**

Neither one of us were on our first drinks as we sat discussing the race, and after I lamented that once again he had won the race only because of some tidal fluke near Alcatraz, Jake slipped and gave me my first clue as to what was really going on.

My comment to him was that he seemed to have been dragged to weather almost as though he were caught in the wake of an aircraft

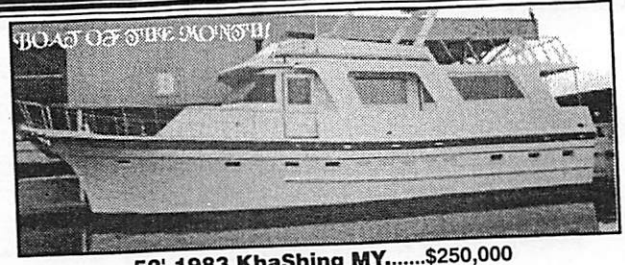
carrier, and he looked at me with that little tight smile of his and said, “You damned fool, it’s a ship!” When asked what he meant by that, he clammed up tight and I didn’t think much more of it that day, but his remark kept running around in my mind to the point where I started to do a bit of research. I was going to UC Berkeley at the time and my first move was to go to the geography department to go over the most detailed charts I could find of San Francisco Bay. At the same time, the Army Corps of Engineers was doing a very detailed study of tides and currents in the Bay preparatory to making that fantastic model over in Sausalito.

My next clue came when I went over to the model and talked with one of the technicians who was in charge of translating the various readings the government had been making around the Bay into adjustments to the little drag plates embedded in the model of the Bay which allow the Bay model to duplicate exactly the currents of the



# WINDJAMMER

125 Loch Lomond Drive  
Loch Lomond Marina  
San Rafael, CA 94901  
**(415) 456-2400**  
**(Fax) 456-2406**  
RANDY F. CRANMER • Yacht Broker



**52' 1983 KhaShing MY.....\$250,000**  
4 S/R, 2heads, walk-in engine room PH. On deck salon/galley.



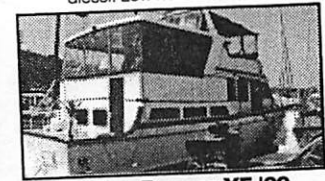
**44' Island Gypsy Trawler**  
3 S/R, Volvo, Turbos. Lots of electronics.  
Good Buy. \$139,000.



**30' Island Gypsy Trwlr '78**  
High quality vessel, F/B, sedan model.  
diesel. Low hours! \$55,000



**49' KhaShing '82**  
Sundeck Trawler, twin dsl, huge  
salon/galley, aft S/R, \$169,500



**52' Sea Ranger YF '89**  
Turbo diesels, large sundeck, fish  
cockpit! \$239,000.



**43' Carver Aft Cabin**  
Cat disels, sundeck, low, low hours!  
Offers needed!



**32' Grand Banks YF '82**  
F/G, A/P, Loran 5000, radar, price  
includes SF Marina Berth

**ADDITIONAL GREAT BUYS!**

52' Hi-Star Yachtfish '87 .....	350,000	33' Carver Mariner '88 .....	62,500
50' Stephens Flushdeck '62 .....	119,000	33' Laguna Spt. Sedan's (2) .....	34,950
42' Uniflite S.F. '72, dsl .....	99,500	32' Bayliner '82 .....	38,000
42' Bertram Sportfish .....	Try 175,000	31' Tiara Express '84 .....	65,000
41' Hatteras D/C, dsl .....	79,500	30' Sun Runner Cruiser '90 .....	59,500
41' TMC Trawler Sedan '87 .....	124,000	29' Phoenix Spt. Fisher '81 .....	Offers!
40' Silverton Exp. '90 .....	115,000	29' Chris Exp. Cruiser '83 .....	24,500
40' Bluewater '77 .....	41,500	28' Tollycraft S.F. '76 .....	27,500
39' Pacemaker MY, wood .....	34,500	26' Sea Ray Sundancer '80 .....	17,950
38' Carver Aft Cabin '92 .....	175,000	25' Sunrunner Cruiser '87 .....	24,500
36' Grand Banks D/C '74 .....	87,000		
34' TollyCraft Sedan F/B '76 .....	OFFER		
34' Californian Twlr '79 .....	62,500		
34' Sea Ray Sedan '89 .....	Try 85,000		
33' Egg Harbor S.F., dsl .....	79,500		

**SAILBOATS**

41' Perry Cruising Sloop .....	109,500
29' Gulf Sloop '89 .....	33,500
26' Erickson Sloop '89 .....	25,000

**SALES: Jerry Franceschi / Rufus Colquhoun**

# RETURN TO ALCATRAZ

Bay. I noticed that around Alcatraz the drag plates were bent in a very curious manner completely different from those throughout

the rest of the model. I remarked to the Corps of Engineers technician that I was studying naval architecture at Cal, and that the way in which the drag plates had been adjusted reminded me most of the turbulence simulators on tank test models, and that it looked to me like they were trying to model the wake of a ship more than the flow of water around an island.

He smiled and said, of course, that was exactly it, because Alcatraz, in fact, wasn't actually an island but is, for all intents and purposes, a very large ship anchored in its present location.

**Classified**

A long discussion ensued in which, as it turned out, I was made privy to a number of bits of information that were still supposedly classified, at least by the federal penitentiaries board.

It turns out that the reason that there are two cones, a wind and water cone below Alcatraz, more similar to an anchored ship than an island, is simply because Alcatraz itself isn't actually an island.

While all of the facts have been available to the public for years under the Freedom of Information Act, they have been obscured simply because all of the facts and information were never gathered together in one place and connected in a logical pattern.

Here now is the story, the true story, of Alcatraz. In the early 1700s, when the Spanish first began exploring what is now Northern California, they came upon San Francisco Bay and were stunned by its beauty and obvious advantages as a safe harbor as tourists are still stunned today. That it would make a fabulous harbor for a settlement was clear even at first glance. A small Spanish settlement was begun, and western civilization had come to San Francisco Bay.

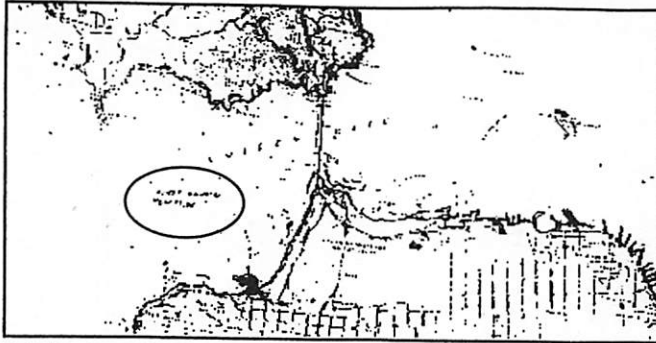
Father Junipero Serra and others began preaching their wares and the settlement prospered. The Spanish were concerned about protecting their settlements and trading posts, and began looking around for a suitable place to install a small garrison. A large promontory in the area that is now Baker Beach was selected as the best place to build a fort to protect the entrance to the Bay.

For a number of years, a garrison which varied from a little over 50 to well over 600 men manned the fort on that promontory, guarding the Bay against unwanted incursions.

It was in the great storm of 1772 that the Spanish discovered that the promontory on which they had built their fort was not attached to the mainland, but actually

seemed to be what is called now in geological circles a floating island. In fact, they had built their fort on what apparently was a large pumice plug, blown loose at some time from a volcano in some gigantic eruption. There are theories that the volcano in question is Mount Rainier, which was certainly far more active in prehistoric times than it is today.

Pumice, as everyone knows, is a fairly light, very porous



1. This chart shows the original position of Alcatraz "Island."

rock having a density of just about 58 pounds per cubic foot, or a little more than 10 percent lighter than seawater. In other words, this stone can actually float, as is usually demonstrated in high school physics class. In fact, as it turns out, what we call Alcatraz Island is not an island at all, but a very large hunk of some prehistoric eruption which is composed mainly of pumice at its core but, of course, with crusts of heavier igneous rocks in its shell. It isn't as buoyant as a ping-pong ball, but it is buoyant enough, as the Spaniards discovered in the 1772 storm, when the waves washed what we now call Alcatraz Island off the beach and moved it farther east, even closer to the Bay entrance.

Luckily, for some reason, it seems fairly stable in its present "upright" position, and the Spanish fort was not damaged, although the garrison was pretty shaken psychologically to find themselves winding up six miles further east at the end of the storm.

In those days, of course, science was a good deal less highly developed than it is now, and the Spanish saw this as an omen warning them that the way they were treating the native inhabitants of the area was not in keeping with the Christian beliefs they espoused and many students of the social sciences and the history of that time are convinced that this gave rise to the incredible efforts to treat the natives more kindly by establishing missions and churches up and down the coast for their education and betterment. In any case, the Spanish fort and garrison stayed in that location for a long while, as can be seen in the very well known mural at Mission Isabella which shows the fort in that location and, of course, shows no island where we now have Alcatraz. When I first visited Mission Isabella and looked at the mural, for a long while I couldn't figure out



## A Beautiful Garden Setting!

- ◆ A calm, protected marina, with ample parking close to your boat.
- ◆ ADA approved gangways & remodeled bathhouses.
- ◆ RV & tent camping on lush grass with tall shady trees.
- ◆ Large slips available - 40 to 50 ft.

*Conveniently located just 15 minutes from I-5!  
Take Hwy 4 to the Inland Drive exit.*

**General Store • Fuel Dock • Campground**

*UNDER NEW MANAGEMENT!*

**(209) 941-8975**

**12988 W. McDonald Rd. Stockton 95206**

36 ft. Slips  
Available!



Watch for our  
expansion in  
'95.

## Willow Berm

Marina & Yacht Harbor

*"The Delta's Premier Boating Address"*



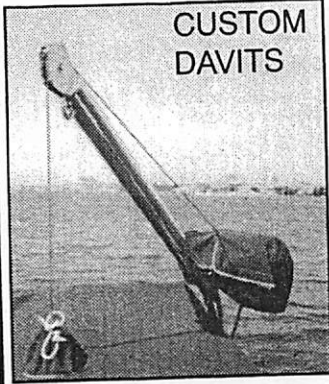
- 36, 40, 46 & 50 foot slips.**
- Wind and wave-protected harbor.**
- Located on a private island.**
- 24-hour security.**

Located just off Highway 12.  
Convenient access to San Joaquin and  
Sacramento Rivers.

**(916) 777-6313**

140 Brannan Island Rd. Isleton, CA 95641

**STEM TO STERN • TOP TO BOTTOM**



**CUSTOM DAVITS**

LET US GIVE YOU A LIFT!  
**CUSTOM DAVITS**  
 A SPECIALTY  
 SINGLE/DOUBLE  
 POWER OR NOT...

**Call For a Quote Today**

- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Polishing
- Heli-arc welding
- Machining
- Pipe bending
- Metal shearing
- Radar mounts
- Davits (Transom/Flybridge)
- Bow Rollers
- Exhaust Systems

**METAL MAGIC**  
 Custom Marine Fabrication • Stainless • Aluminum  
 Mastercard & Visa

**(510) 436-5133**  
 Fax (510) 436-5134  
**333 KENNEDY ST.**  
**OAKLAND, CA 94606**

OPEN M-F 8:30-5, SAT. 10-2

**BRITANNIA YACHT SALES, INC**

**Quality Vessels Throughout California**

CRUISERS	
20 '91 Sea Ray 185 Bowrider w/trlr	\$13,950
20 '92 Bayliner 1952 Classic Cuddy w/trlr	11,950
22 '80 Sea Ray Hard Top, fast!	10,950
22 '82 Sea Ray Cuddy, 454 cu.in.!	11,950
23 '90 Bayliner Trophy 2302, immac., trlr	27,950
24 '83 Sea Ray H.T. Fishing Model w/trlr	13,950
25 '73 Tollycraft F/B Sdn, Fresh Survey	19,950
26 '79 Sea Ray Weekender w/trlr. Sharp!	15,700
26 '79 Sea Ray Sundancer, clean	13,950
26 '83 Sea Ray Sundancer, w/trlr, new eng	25,950
26 '87 Sea Ray Sundancer w/Twins & trlr	28,500
26 '85 Carver Santa Cruz F/B Sdn Clean	22,000
26 '82 Chris Stinger. Twins, trailer	15,950
26 '82 Chris Craft Scorpion 264 AC w/trlr	17,950
26 '61 Trojan Express, Bristol!	9,500
26 '90 Four Winns Vista 265, immaculate	35,950
27 '84 Bayliner Ciera A/Cab, 8' beam	18,950
27 '91 Sea Ray Sundancer, 454, as new	49,950
28 '61 Owens Express, Plywood, nice	8,500
28 '64 Owens H.T. EXP. lapstrake hull	10,950
28 '86 Bayliner Contessa S.B., New canvas	25,950
28 '86 Bayliner Contessa A/Cab. Low hrs	25,950
28 '75 Carver Santa Cruz F/B, Canvas!	19,950
30 '78 Sea Ray Exp, T-225hp	24,950
30 '76 Sea Ray F/B Sdn, Twins, gen, air	36,500
31 '88 Tiara F/B Conv., Twin 454's	88,500
32 '90 Sea Ray Express 310, Immac.	84,950
32 '88 Bayliner Avanti, tw. gen & air	49,950
32 '93 Carver 300 AR-cabin, As New!	99,950
32 '87 Wellcraft St. Tropez Exp., T-260	54,950
33 '48 Chris Craft Deluxe Sedan, Sgl 130	12,500
34 '48 Baltzer Sedan, sgl 318, woodie	14,950
34 '90 Sunrunner Ultra 302, w/12k lb lift	79,950
36 '63 Pacemaker F/B Sdn, T-327, gen	18,950
36 '64 Chris Craft Express Gorgeous!	36,950
38 '90 Sea Ray A/Cab MY, 454's	129,000
40 '77 Pacemaker F/B MY, T.G., air++!	99,950
50 '62 Chris Craft Connie, lovely!	89,000
50 '81 Californian CPMY w/charter bus	295,000
51 '88 Bluewater F/B M.Y. 3 staterooms	179,950
HOUSEBOATS	
34 '71 Nauta-line, lots of canvas, V. clean	PENDING
37 '79 Carcraft, Very Clean!	24,950
38 '92 Hol. Mansion, T-130's w/100 hrs.	64,950
42 '79 Custom Built Pontoon liveaboard	19,500
46 '69 Chris Craft Aquahome F/B	42,000
60 '85 Somerset, luxury all the way!	89,950
SAIL	
26 '75 S-2 Mid-cockpit Sloop w/trlr	9,900
27 '83 Catalina, Roller furling, nice	14,000
30 '64 Cal 30 Sloop, full keel, clean	14,950
32 '65 Islander Fixed Keel Sloop	16,500
35 '75 Fuji Ketch, Ocean going, sharp	49,950

**Closed Wednesday & Thursday, except by appointment.**  
**CLIFF'S MARINA • SACRAMENTO • (916) 392-3000**  
 Fax (916) 665-1399

**BROKER: Nina R. Ankelé**  
 Sales Staff: JOEVES, David Brashear, Bryant Bowington



what looked so odd about it. Of course, the City of San Francisco with the built up skyline, Coit Tower, the Pyramid, and the Golden Gate

Bridge are not there, and it is interesting to see a view of the area when there was nothing but hills, grass, etc. However, it finally dawned on me that Alcatraz Island was missing, and this was another clue that had not been connected previously to explain the mystery.

It was in the mid-1800s when California became a state that the U.S. federal government decided to move the fort and garrison from China Beach further into the Bay to what is now called Fort Point.

Very few people realize that Fort Point derived its name from the original fort built on the pumice plug rather than the fort that was built on solid land later on.

The fort was rebuilt and expanded, I think, in about 1865 or so, at which time the old fort was completely torn down to make way for the new one. The U.S. Army took advantage of an extremely high tide and decided to move the fort even further into the Bay and anchored it offshore. It served as a perfect blocking fort for the San Francisco Bay entrance, but as there became less and less need for a fort, it was moved to its present location, using the original Spanish anchor chains and anchors to secure it. The original Spanish chain was a fantastic piece of iron work, apparently forged by one of those magnificent steam forges in use during that time. The links are severely worn away where they would join with one another. The links were raised by a fisherman in 1923 when he fouled it with his gear. The link will soon be on display next to the section of cable from the Golden Gate Bridge in the San Francisco Golden Gate Bridge museum.

**Anchoring**

Chart No.1 shows the various positions of Alcatraz "Island" as nearly as I have been able to determine them from the records to which I have had access. The original Spanish anchoring array was a group of three anchors at approximately equal angles from the island, which served until the famous attempted escape from Alcatraz prison portrayed in the movie with Clint Eastwood.

It is interesting to note that, at that time, even though Alcatraz was no longer used by the Federal Bureau of Corrections, they still had a secrecy blanket on the fact that the basic constituent of the island was pumice. The reason for this, of course, is that they thought they might very well need the prison later on and didn't want this fact to be known. Frank Morris, the con who escaped from the island apparently had done his homework, and in the movie where you see him digging through supposedly rotting

concrete, in fact he actually dug through pumice, which is quite soft. The Hollywood filmmakers had to rewrite those details to keep the secret.

Obviously, no one that I know of has actually ever seen "rotten" concrete. It is one of the glories of Hollywood that they were able to make so many people go along with the gag that he used a soup spoon from the mess hall to supposedly dig through "rotten" concrete. In fact, he was digging through pumice, as many of us have done in high school or college classes.

Apparently what had tipped Morris on to the idea was that he had noticed from his cell window that, on a strong ebb tide in the spring when there was a lot of water flowing down from the rivers to augment the ebb tide, the island seemed much closer to San Francisco than usual.

He made a very crude surveyor's instrument which he could use from



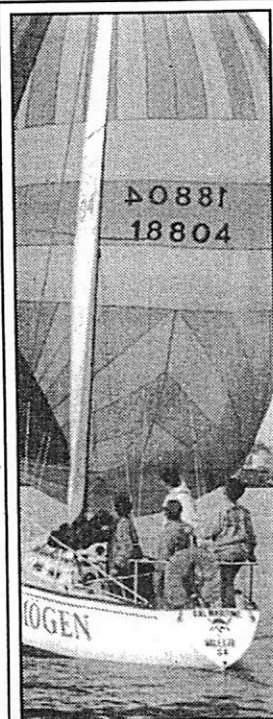
2. Alcatraz's second charted position is also where the "Island" was refitted with anchors.

his cell window, and determined that during certain combinations of ebb tide and river flow, the island actually moved nearly 160 yards closer to the San Francisco shore.

Apparently he thought this was just the margin he needed to assure his ability to swim to shore. Most sailors here in the Bay have had similar

experiences with the island moving somewhat in tidal currents. Who hasn't had the experience of feeling certain that they could sail to weather of the island without a tack, only to find at the last minute that the island had moved just enough to force a tack offshore?

This attempted escape gave the



## SEA THE FINEST!

### JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!

The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A.F. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no gov't support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program.

**DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!**

For additional information and free brochure, call or write:

CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.  
P.O. BOX 327 • VALLEJO, CA 94590  
Joanne Cech 800/472-2623

1992 APBA NATIONAL & WORLD CHAMPION

# HONKER CUT MARINE

209-476-0103

Sales & Service

FAX 209-476-1127  
11500 WEST EIGHT MILE ROAD  
STOCKTON, CA 95219

EXCLUSIVE CENTRAL/NORTHERN CALIFORNIA & OREGON  
**FOUNTAIN** DEALER

SALES • SERVICE • WARRANTY

FOUNTAIN'S NEXT STEP UP FOR PERFORMANCE BOATING WILL PROVE POSITIVELY UPLIFTING.

**INTRODUCING THE NEW 1995 FOUNTAIN POSITIVE LIFT HULL.**

**1995's NOW IN STOCK!**

merCruiser STERN DRIVES

**FOUNTAIN**

1992 APBA NATIONAL & WORLD CHAMPION

# RETURN TO ALCATRAZ

prison authorities serious worries and led them to request that the Army Corps of Engineers do a more careful survey of the area around Alcatraz in which they found that one of the old Spanish anchors had dragged considerably. The drift, together with the wearing between the links, had added this approximately 200-yard slack in the anchoring system. It is not known for certain, but there was some suspicion that the anchor chain might very well have been snagged by a Japanese midget submarine, however, that is a totally unsubstantiated rumor.

As is usual with anything federal, the original budget for replacing the anchoring array with more modern equipment began at an estimated cost

of \$32 million, and wound up costing you and me, the taxpayers, nearly \$182 million, including the casting of four stainless steel anchors, each weighing about 26 tons, and connected to the island with stainless steel cables and a rather sophisticated water cylinder damping system.

The new anchor array shown in Chart No. 2 was installed under the guise of yet another Army Corps of Engineers survey of the area. The anchors and cables were laid during the early morning hours, when the fewest people might be around. One side benefit from this last operation was that the cable layer was easily converted to its present use, and we have all seen it at one time or another wandering around the Bay collecting flotsam, jetsam, and debris in the forward scoop area in which used to be mounted the stainless cable laying guides.

The future of Alcatraz is some-

what uncertain. Although not made broadly public, there was apparently some talk a few years back about moving Alcatraz once again, either somewhere into the South Bay or perhaps up in the shoals near San Rafael, or even as far up as Carquinez to serve as a place on which the federal or state government, it was never clear which, would build low-cost housing.

Unfortunately, as it turned out, owing to the silting upon the Bay from soils carried down from the rivers, Alcatraz seems to be firmly aground at present and the next tide high enough to float it once again will come in the year 2014.

By that time, it is hoped that we will have found some other way to deal with the problems of the homeless and the need for low-cost housing, but it certainly would be grand to see the Bay once again open as it was when the Spanish explorers first came here. 🚢

# Cityyachts

Featuring *SonShip*

San Francisco's Yacht Broker Since 1969

10 Marina Blvd. • San Francisco, CA 94123 • (415) 567-8880 • Fax (415) 567-6725

### SAIL

- 34' Sabre ..... \$63,500
- 34' 11:Metre ..... 29,500
- 36' Freedom ..... 120,000
- 36' Catalina ..... 52,500
- 36' Islander ..... 49,750
- 36' CS ..... 69,000
- 37' Baltic ..... 118,000
- 37' Express ..... 80,000
- 38' Ericson ..... 75,000
- 38' Baltic .2 starting at 114,000
- 38' Farallon Clipper ..... 36,500
- 41' Jeanneau ..... 99,500
- 41' Sceptre ..... 195,000
- 42' Baltic 2 starting at 180,000
- 44' Nordic ..... 234,000
- 44' Swan ..... 139,000
- 45' Custom S & S ..... 119,000
- 46' Swan ..... 398,000
- 65' MacGregor ..... 89,900

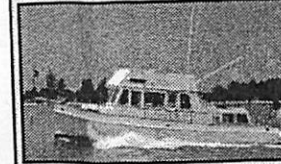
50' STEPHENS '29 ..... \$135,000



52' DEFEVER '82 ..... \$350,000



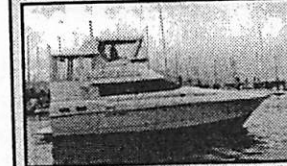
36' GRAND BANKS ..... \$139,500



SEE THE 58 AT THE BOAT SHOW!



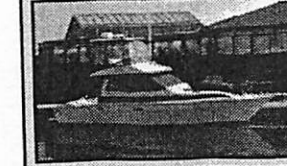
34' SILVERTON ..... \$119,000



36' HINKLEY ..... \$199,000



38' MEDITERRANEAN .. \$225,000



### POWER

- 22' Boston Whaler Temp. \$35,000
- 26' Sea Ox ..... 67,500
- 30' Silverton X ..... 39,950
- 32' Luhrs ..... 55,000
- 32' Fairbanks ..... 75,000
- 33' Egg Harbor ..... 75,000
- 34' Mainship Trawler .... 53,900
- 34' Silverton ..... 119,000
- 35' Bertram ..... 89,000
- 36' Hinckly Custom .... 199,000
- 38' Mediterranean ..... 225,000
- 42' Bertram ..... 179,500
- 46' Hatteras ..... 219,000
- 49' Albin Trawler ..... 145,000
- 50' Stephens ..... 135,000
- 52' Defever ..... 350,000
- 52' Ocean Alexander .. 585,000
- 54' Ocean Alexander .. 384,000
- 65' Motor Yacht ..... 265,000
- 68' Chris Craft ..... 475,000