



Grays Harbor Historical Seaport Authority  
*Lady Washington*, the Official Ship of the State of Washington  
*Hawaiian Chieftain*

# Fair Winds

## An Account of the *Lady Washington* During A Voyage Home – March-May 2003

In March 2003, the *Lady Washington* finished work on her role as HMS *Interceptor* during production of the movie *Pirates of the Caribbean: Curse of the Black Pearl*. On March 21, under Capt. Mark Griffin, the *Lady Washington* sailed for home from St. Vincent, passing through the Panama Canal, and traveling north along Central America, Mexico, California, Oregon, and Washington State. *Lady Washington* arrived in Westport, Wash. on May 27.

During the voyage, Capt. Griffin sent regular emails to supporters back home, offering a glimpse of life aboard a tall ship in the 21st century. The emails collected in this document are slightly edited. The originals are in the care of Mark Olson, a long-time volunteer and former webmaster of the Historical Seaport website. The photographs of *Lady Washington* in the Panama Canal were supplied by Mark Olson.

### Lady Washington in the Miraflores Locks of the Panama Canal March 31, 2003



Panama Canal Miraflores Camera 03/31/03 16:07:21



Panama Canal Miraflores Camera 03/31/03 16:11:51



Panama Canal Miraflores Camera 03/31/03 16:42:04



Panama Canal Miraflores Camera 03/31/03 16:50:45

## Fair Winds

**----- Original Message -----**

Sent: Friday, March 21, 2003 7:17 AM  
Subject: Lady Washington Transit 21 March 03

21 March 2003

Position at 0900

12deg 35.25'N 65deg 38.3'W

SOG - 6.4  
CSE - 261 T  
150nm E of Bonaire  
DMG from St. Vincent 262nm  
Fuel Consumed past 24hrs 95gal  
Fuel use rate past 24hrs 4.1gph  
Total fuel consumed 145gal  
Total fuel remaining on board 1740gal

Weather:

wind - E 12kts  
Sky - Clear all around  
Temp - 80deg F  
Sea - 2-3' at 10-12 sec

We are having a game to see who can determine what the letters LTC,FIC mean. This is our first waypoint since leaving St. Vincent. Several clues have been supplied and some have guessed the correct answer. With one more day to the waypoint it is hoped that more will figure it out. We will supply the answer soon. The lucky winner will receive a shirt supplied by the movie art department.

We have the fishing pole that Stewart sold Joel. Just before dark last night a rather large fish decided to try his luck at being the first fish brought aboard on our return trip. No Luck. The 3 foot fish slipped off the gaff right before being brought over the rail. We have since re-rigged the pole with heavier line and are patiently waiting for our next contestant.

Daily work continues onboard fixing lines, updating electrical systems, attempting to get the port gen set to run cooler, teaching navigation to the new as well as old crew, installing mast boots and general upkeep of the vessel. Wash downs of the deck are being done several times a day in an attempt to get the deck planks to swell back up before we get into any heavy seas. Right now they leak in several areas, usually right above someone's rack.

Regards

Capt. Mark Griffin

**----- Original Message -----**

Sent: Saturday, March 22, 2003 6:42 AM  
Subject: Lady Washington Return Transit 22 March 03

22 March 2003

Position as of 0910 12deg. 05.6' N 68deg. 07.8' W

8nm E of Bonaire

## Fair Winds

DMG from St. Vincent 410nm  
Speed past 27hrs 6.1kts  
DMG past 27hrs 166nm  
Fuel consumed past 24hrs 55gal  
Fuel use rate past 24hrs 2.24gph  
Total fuel consumed 200gal

Weather  
Wind - 5-8kts E  
Sky - Mostly clear with light scattering of Cumulus clouds  
Temp - ~78deg. F  
Seas - 1-2' E

We are going to make a short stop in Bonaire today as we were not able to find any fresh fruits before we left St. Vincent. Also, this morning the coffee maker decided to quit functioning. It has been rebuilt 4 times during our transit down here and it looks like it may not survive again.

We have been helped along with the current we fought going East. Yesterday we shut the main engine down to check fluids and were able to maintain 5kts for the next 4hrs. The wind slacked mid day so when we dropped below 5kts we re-fired the main. At 1000rpm we were able to make 7kts motor sailing.

With the winds and current, as they are now, our trip into Cristobal may pleasantly short. Projected arrival date and time will come in the next day or so when we see how the wind and current look after we turn the corner North of Columbia.

Regards

Capt. Mark Griffin

### ----- Original Message -----

Sent: Sunday, March 23, 2003 10:28 AM  
Subject: Lady Washington Return Transit 23 March 2003 (day 4)

23 March 2003

Position at 0800 12deg 35.8'N 69deg 25.6'W  
14nm NW of Curacao, 32nm E of Aruba

COG (Course Over Ground) - 283deg T  
SOG (Speed Over Ground) - 7.7kts  
DMG (Distance Made Good) past 23hrs 112nm = 4.8kts  
DMG (Distance Made Good) from St. Vincent - 477nm  
DTG (Distance To Go) to Cristobal, Panama - 673nm  
Fuel Consumed past 24hrs - 50gal  
Fuel use rate past 24hrs - 2.1gph  
Total Fuel Consumed - 250gal

Weather at 0800 this morning:  
Wind - ESE 10kts  
Temp - 85deg F  
Sea - SE 2-3'  
Sky - Scattered Cumulus with lite haze

Yesterday we stopped briefly in Bonair to provision what could not be obtained in St. Vincent. With provisions onboard we had a fabulous dinner at the Lighthouse Grill in Harbor Village Marina where we were tied up. During dinner the winner of the LTC-FIC contest was awarded the winning t-shirt prize, via

## Fair Winds

a coin (Gulden) toss. Sean Bull, ships carpenter, was the winner of a "Castaways" shirt provided by the art department. (LTC-FIC = Left Turn Clyde - For Ice Cream) So far we have had no contestants (fish) trying their luck on our lure. This is OK as the Wahoo and Mahi Mahi at dinner last night were out of this world.

We are motor sailing and making around 7kts. As this is being sent the winds are freshening allowing us to make near 8kts. We will be better able to predict arrival in Panama once we make the turn across the top of Columbia and see what the winds in that region are.

Stay tuned, more to come.

Capt. Mark Griffin

**----- Original Message -----**

To: Sent: Monday, March 24, 2003 3:41 PM

Subject: Lady Washington Return Voyage 24 March 2003 Day 5

24 March 2003 - Day 5

Position at 0820 12deg 30.29'N 72deg 13.32'W 5.4kts under sail 254deg T

21nm NW of Cabo de La Vela, Columbia

DMG past 24hrs - 168 = 7kts

DTG to Panama - 490nm

Fuel Consumed past 24hrs - 165gal

Fuel Consumption Rate - 6.8gph

Total Fuel Consumed - 415gal

Weather:

Wind - ESE 16kts and increasing

Temp - 80deg F

Sky - Mostly Clear, a few Cumulus clouds with a haze on the horizon

Seas - ENE 4-6'

ETA Cristobal, Panama 28 March 1200 to 1300 local time based on 5kt rate of advance.

Yesterday was a great day of motor sailing. Winds freshening in afternoon making 7kts. An hour before dusk a pod of 10-12 Spotted Porpoise showed up and spent until dark playing on our bow wave. Do they know how much joy they bring? Great show along with a very red sun as it set through a hazy western sky.

Stay tuned for more...

Capt. Mark Griffin

**----- Original Message -----**

Sent: Tuesday, March 25, 2003 5:50 AM

Subject: Lady Washington Return Voyage Day 6

25 March 2003 Day 6

Position at 0820 11deg 42.6'N 74deg 21.8'W Under sail making 5.6kts at 250deg Mag.

We are 30nm N of Santa Marta, Columbia

DTG to Cristobal, Panama ~370nm

ETA - Mid morning on Friday 29 March

## Fair Winds

DMG past 24hrs - 140nm = 5.8kts Ran engine >from 0200 till 8010 as wind had let up for a while. Back under sail power alone.

Fuel consumed past 24hrs - 35gal

Fuel consumption rate - 1.45gph

Total fuel consumed - 450gal (still not enough to transfer our leaky bladder)

Total fuel on board - 1435gal

Weather:

Wind - ENE 20kts

Temp - 82deg F

Sky - Scattered Clouds. Looks like possible thunder heads building to East, as predicted.

Seas - ESE 4' @ 6sec

Without wanting to jinx us, it appears that the wind we fought so hard going the other way will carry us most all of the way back to Panama. The crew are enjoying the fact that we are able to spend the days sailing while still making good time.

The engine being off is allowing the engine room temperature to drop from its normal 130deg to a more humane?? 105deg. Louie is making headway each day, in not the most ideal working conditions, cutting more and more electrical systems over to the new panels. This has been a long, and sometimes frustrating, project but he keeps working at it. We should get fans in Panama to help cool the area a bit more.

Last night we heard a very pleasant sound emanating >from the darkness ahead of our foremast. The sound was Esther playing her violin and it was wonderful. We are treated to these impromptu serenades >from time to time and what a treat they are. When she isn't playing the violin she will bless us with her playing of the tin whistle. The sounds fill the entire boat.

Several hours after dark we were a bit perplexed, at first, by an occasional flash of light that lit up the haze all around us. As the night passed we watched an electrical storm many miles south of us over the interior of Columbia. It was far enough away that all we got to enjoy was flash on the horizon. This was with a very clear sky overhead and the haze on the horizon that has been with us for the past several days. Good show.

We are seeing several cruise ships pass us as they head for the canal. We wonder what the people think as they pass us while we are under full sail. They can't be having nearly as much fun as we are. Who needs the casinos and all the showy entertainment when we have the porpoise and sea birds to entertain us.

From the crew onboard the Lady Washington in the Caribbean: "Hello to all our families and friends. We are all doing great and are looking forward to our return home." We expect to be going through the canal sometime this weekend. We will make every attempt to notify everyone when that will happen so all of you will be able to watch our passage on their web camera.

Until tomorrow..

Capt. Mark Griffin

----- Original Message -----

Sent: Wednesday, March 26, 2003 2:33 PM

Subject: Re: Lady Washington Return Voyage Day 7

26 March 2003 Day 7

Position at 0800 - 10 deg 59.1'N 76deg 19.5'W 4.0kts 257deg T

## Fair Winds

~60 nm NW of Cartagena, Columbia

DTG to Cristobal, Panama ~240nm 2.5 days @ 4kts

DMG past 24hrs - 126nm = 5.25kts all under sail power alone

Fuel consumed past 24hrs - 15gal

Fuel consumption rate - 0.62gph

Total fuel consumed - 465gal

Total fuel on board - 1420gal We will transfer the leaky bladder today as we finally have room.

Weather:

Wind - NE 13kts

Temp - 86deg F

Sky - Scattered Cumulus

Seas - NE 3-4'

Our progress across the Caribbean has been such that we were told to slow down as the items we are expecting in Panama have not arrived yet. Our answer, "We can't. We are going as slow as we can sail". We took in the Fore Course last night and gained a half knot. Go figure. So the saga continues.

Without the engine, the only sound, besides the wind and waves, is the drone of our generator that keeps reminding us that we are still in the 21st century. The other sounds we hear are the occasional whoosh of air from the porpoise when they visit or maybe a bit of banjo music from either Jan or Daniel. We need to get the two of them together for some good ol' foot stompin' music. It may make Joel feel like he is back home. If we can get all of the instruments playing at the same time, and the same song, we could have the tall ship orchestra and serenade our way up the coast. Les, this could be a whole different tour.

Our second contest is fully underway and all of the guesses are now in. Question: On what day and at what time will we tie up to the dock in Balboa, Panama? With all of the variables as to the transit time through the canal, this may be anyone's guess.

Until tomorrow, fair winds to all >from the middle (South middle actually) of the Caribbean.

Capt. Mark Griffin

----- Original Message -----

Sent: Thursday, March 27, 2003 6:21 AM

Subject: Lady Washington Return Transit Day 8

27 March 2003 Day 8

Position at 0810 10deg 23.06'N 77deg 58.00'W Making 4.4kts at 258deg M with the engine on at 1000rpm. Wind very light.

DMG past 24hrs- 107nm = 4.5kts Mostly under sail power

DTG to Cristobal, Panama - 140nm

ETA Cristobal Entrance Buoy - 28 March ~0800

Fuel consumed past 24hrs - 45gal = 1.87gph

Total fuel consumed - 510

Total fuel on board - 1345 Adjusted total. Stbd bladder was transferred into the main tanks yesterday.

Weather:

Wind - N 4kts

Waves - NE 1-2'

Sky - Widely scattered cumulus and siris

Temp - 86deg F

## Fair Winds

Just after our morning "C" watch Willie Nelson hour, Brion (the cook) broke out his harmonica and provided us with nearly an hour of relaxing? music. (Another member for the band?) Doc passed by on the deck with a concertina this morning. Didn't get to hear the music though.

Well it looks like the band may have started. Last night Doc and Lu both broke out their banjos and an impromptu hoedown began. It was hard to keep Joel under control. I wonder if Doc can play the concertina and banjo at the same time?

I have been corrected. What I have been reporting as porpoise are actually dolphins, or so I have been told. The flying fish have been very plentiful this past week. For the last several days we have had several end up on deck with some being used for bait while most are returned to the sea. We have read several recipes for cooking them but no one has been brave enough to take one into the galley

We will be losing four crew members in Panama. Sean, Louie, Prairie and Cherlynn will all be heading off to new adventures as the dynamics of the Lady crew continues to ever change. Fair winds and following seas to each of them as they set out on even greater adventures.

Leg #1 of our return trip is nearly complete. We expect to be in Cristobal, Panama tomorrow morning. The wait for transit and clearing customs will begin at that time. We expect to use the time to, hopefully, seal some of the leaky deck seams so, in the event of heavy seas, we may stay a bit drier below decks.

Until tomorrow. Stand-by to stand-by!

Capt. Mark Griffin

### ----- Original Message -----

Sent: Friday, March 28, 2003 8:37 AM

Subject: Lady Washington Return Transit Day 9

28 March 2003 Day 9

Position at 0830 9 deg 25'N 79deg 54.5'W 2 miles NE from entrance jetties at Cristobal, Panama  
1010hrs Anchored, main engine off. Leg #1 complete.

DMG past 24hrs - 140nm = 5.8kts  
DTG - ZERO - ZIP - NADDA Entered Cristobal harbor 0850  
Fuel consumed past 24hrs - 75gal = 3.13gph  
Total fuel consumed this leg - 615gal  
Total fuel on board - 1270gal

Weather at 1100  
Temp - 89deg F  
Sky - Clear  
Wind - ENE 5-8kts  
Seas - Light chop < 1'

New projects are taking shape as we transit. Work is progressing on a plaque to commemorate those that have made this passage. Mast boots are being made, with the foremast already installed. Hopefully this will make for a drier trip in heavy seas.

Dart is providing a bit of cultural entertainment by reading poetry in the evenings and draws a good crowd. We may need to get some background music going for him. Old crew is teaching new crew fancy work and some of the work is looking very good.

## Fair Winds

As we get closer to "the ditch" we are seeing more and more traffic either heading to it or leaving it bound for ports to the East. This keeps us on constant alert as some of them are moving right along and can be upon us in short time. Dawn is becoming quite a hand plotting radar contacts as they appear on the screen before we can see them. We have a good team that is working very well together. This morning we had as many as a dozen either in sight or on radar. Who needs coffee on mornings like this?

Well, yesterday we had another contestant try his luck by being the first fish being brought on board with hook and line. After nearly 45min, Joel got his catch close enough that we could finally see what was taking so long. Long? At about 4' the shark that was on the end of his line had different ideas about being brought aboard, so did the rest of us. How does one let a shark know that all you want back is your lure? Sharks just don't listen. After playing him, we don't know who was playing whom, the shark's teeth finally parted the line departing with Joel's lure. As of today we still don't have any fish onboard.

Now we wait for the Panamanian officials to come onboard for the paperwork regime. When we proceed through the canal is only a guess at this time as we are waiting for fenders and then clearance to proceed.

At the "ditch" with no place to go but up and over... Is this what fish at a ladder feel like?

Capt. Mark Griffin

### ----- Original Message -----

Sent: Sunday, March 30, 2003 7:31 AM

Subject: Lady Washington Return Transit Day 11

30 March 2003 day 11

Position - Still at anchor awaiting clearance to transit canal.

Fuel consumption past 24hrs - 15gal = 0.6gph One generator on line.

Total fuel consumed this leg - 645gal

Total fuel on board - 1240gal

Weather:

Temp - 86deg F

Wind - ENE 10kts

Seas - 1' chop

Sky - overcast

As we wait our turn to proceed to the locks, the decks are alive with projects. We are reaving the old caulking out of the quarter deck where the water is raining into the engine room and aft cabin. The carpenters, Sean and Chris, are building enclosures for Louie to install new electrical panels. Sean is teaching, actually guiding, Lisa on how to build a step stool for use in the galley so she can have an easier time reaching the items on the back of the shelf and in the overheads.

Kevin and crew, consisting of Prairie, Bill and Ester, are re-caulking a portion of the quarter deck that has been leaking into the engine room and aft cabin.

Dart is working with Lu and Dawn are working on line splicing, making sure all of the new fenders have lines and our long mooring lines are in good shape when we get the call to move into the canal.

Louie continues to make headway on the ships electrical systems. This has been a long and sometimes frustrating project.

Doc has his trusty sewing machine out and is making new covers for the life rafts as the old ones didn't survive the trip.

Joel is finishing up on the tiller. With the wood scraped and sanded he is putting on the finish to keep it looking good for at least a while. A new attachment has been made for the tiller rope to replace the salvagee that was wearing out.

Brion is keeping us fed and our minds off of our stomachs as we keep the Lady looking good.

## Fair Winds

As we wait for transit time...

Capt. Mark Griffin

**----- Original Message -----**

Sent: Wednesday, April 02, 2003 12:08 PM

Subject: Lady Washington Return Voyage Day 14

No we didn't fall off of the edge of the world. It looked, for a moment, as we nosed up to the lock gate just downstream of the web camera that we would. It was about 30 feet down to the Pacific and the perspective was a bit unnerving.

We are moored at the Flamenco Marina located at the end of a two mile causeway built out of canal construction spoils.

Our transit started 31 March in Cristobal. For those of you that can't find Cristobal on the map, it is next to Colon. From Spanish, Cristobal Colon translates into English as Christopher Columbus.

At 0300 (3am) we were up, getting the anchor aboard, and awaiting the arrival of our canal pilot who came aboard at 0500. Up the entrance channel we motored following a very large freighter and being followed by two small sail boats. At 0600 we were in the first of three ascending locks and, after a bit of maneuvering, we departed the locks at 0744 into Gatun Lake. A very large expanse of water it is. We took a route called the Banana Cut that led us past some very jungle-like islands. We were entertained by some Howler monkeys in the trees but did not see any other wildlife. After we reentered the main channel we set sail, much to the enjoyment of our pilot, George. Midway across through the transit we anchored to let the pilot leave, had lunch, and partook in a rather nice local habit, the siesta. At 1320 (1:20pm), A new pilot, Gilbert joined us for the remainder of the transit.

At 1430 we were at the Pedro Miguel lock and by 1650 we were secured in the Miraflores locks with the crew aloft acting like they hadn't been home for a while. Everyone was waving all directions trying to figure out where the web camera was. After a few minutes we spotted it and focused our energies at saying hello to all of our loved ones at home. From the crew, THANK YOU to our families, friends and the Seaport for your support. Without it we would not have been able to do this journey.

By 1803 we were out of the locks and at 1825 we were under the Bridge of the Americas. This bridge spans the canal and joins North and South America. It might be said we sailed across Central America and put our wake on both shores of North and South America at the same time.

At 1930 we were secured to the dock at Flaminco Marina. Now we reprovision, fuel, do laundry, fix the outboard for the inflatable and say good bye to four of our crew who will be leaving the boat here in Panama. Sean, Louie, Cherlynn and Prairie all have other commitments that they need to fill, so we say fair winds to them and wish them safe journeys.

As our journey home continues, stay tuned for future updates.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Friday, April 04, 2003 7:52 AM

Subject: Lady Washington Return Transit Day 16

4 April 2003 Day 16

Position at 0800 7deg 21.6' N 79deg 59.6' W Speed 7kts @ 240deg M

## Fair Winds

DMG past 16hrs 104nm = 6.5kts  
DTG to Acapulco 1373nm @ 6kts = 9.5 days  
                                  @ 5kts = 11.4 days  
                                  @ 4kts = 14.3 days

If we get a flat tire we will call AAA!!!

3 April - took on 710gal of fuel at Flamenco Marina. Tanks full with 1895gal on board for departure.  
Fuel consumed past 16hrs - 50gal = 3.1gph  
Fuel on board - 1845gal

Weather observations at 0800;  
Wind - N 12-15kts  
Waves - N 3-4'  
Sky - Altocumulus  
Temp - 90deg F

We have said good bye to four of our ship mates - Sean, Prairie, Cherlynn and Louie as they fly out of here to other adventures. They had not departed the ship when we were approached by a couple that had crewed on a vessel going through the locks at the same time as we. They were interested to know if we were in need of crew. What timing! We gave them a tour and explained what we do, and when that did not scare them off, we offered them positions onboard. As they were off gathering their possessions another gent came up to the boat and inquired about the need for crew. We told him that we had just signed on two but that we could use another hand. The first two had sent him our way. At the end of the afternoon our net crew status was 16, a loss of one. Very acceptable, though sad to be saying good-bye to our friends.

With a fond farewell to our friends, we departed Flamenco Marina at 1500. With a favorable wind we set tops and t'gallants on the fore and main along with the top stay sails. We ran down wind most of the night and in the early morning were on a broad reach making 6.5kts. Watches have been set and the routine of Leg #2 of our return journey has begun. We welcome aboard Amanda and David along with Christopher. They are the newest members of our family and are making themselves right at home with life on board.

We have left the cooling trade winds behind on the other side of the canal as the temperature again reminds us that we are only 400nm north of the Equator and that the sun is racing us North. According to the sight reduction tables, it is at 5deg 34.7' N which is only 1deg 47' South of us right now. Break out the sun screen. We are out running the sun, so in theory, by the time we reach our destination there should still be some snow on the ground, somewhere.

As we race the sun, we also are working on the next contest for this leg of the trip.

Stay tuned...

From the shade of the quarter deck,

Capt. Mark Griffin

----- Original Message -----

Sent: Saturday, April 05, 2003 6:26 AM

Subject: Lady Washington Return Voyage Day 17

5 April 2003 Leg #2 - Day 2

Position as of 0800 7deg 08.0'N 82deg 08.0'W  
SOG - 6.2kts  
COG - 302deg M

## Fair Winds

DMG past 24hrs - 155nm = 6.45kts  
DTG to Acapulco - 1218nm  
Fuel consumed past 24hrs - 113gal = 4.7gph  
Total fuel consumed Leg #2 - 163gal  
Total fuel on board - 1732gal

Weather observations;  
Wind - ENE 5kts  
Seas - SSW 3-4' @ 6sec.  
Sky - Cumulonimbus (thunderheads) and Cumulus most areas  
Temp - 88deg F

As was expected, the wind has died and we are in for another motorboat ride. The new crew are getting aloft and learning the rigging first hand as we had to douse and sail. All are looking very comfortable aloft.

I need to print a correction from yesterday: The new crew I printed as Christopher is actually Raymond. He is from Truckee Calif. I must have been thinking about Cristobal/Colon or something at the time I entered his name. OOPS!!! Sorry.

Watch rotations are fairly routine now as the this leg of the trip is well underway. With the exception of the numerous large ships that want to share our part, or is it we are sharing their part, of the ocean, life is rather quiet. Who said that? The fishing reel began to scream at dusk last night and what followed was today's dinner. Joel landed a smaller, but very nice, tuna that was immediately dispatched to our refer in wait for tonight's dinner. We have had several sharks alongside taking a look see if anything enticing was about. After finding no handouts they left.

About 0300 this morning we were visited by a pod of Dolphin playing off our bow wave. The bioluminescence was very active and their outlines were very easy to see as they played with us for over an hour. Shortly after the dolphin departed we had an interesting radar return. It was a rather large rain cell developing just ahead of our course. With a bit of course correction, we were able to avoid the main part of it and enjoyed a cooling shower.

So our journey continues, new crew, new friends, new adventures.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Sunday, April 06, 2003 8:44 AM  
Subject: Re: Lady Washington Return Voyage Day 18

6 April 2003 Day 18 of trip Leg #2 Day 3  
Position at 0800 - 08deg 33.36'N 84deg 23.39'W 305deg M @ 6.3kts

We are 90nm inside of Costa Rican territorial waters, 40nm off the coast.

DMG past 24hrs - 153nm = 6.3kts  
DTG to Acapulco - ~1050nm (About 7 more days)  
Fuel consumption past 24hrs - 127gal = 5.3gph  
Total fuel consumed - 290gal  
Total fuel on board - 1605gal

Weather;  
Wind - SE 0-2kts  
Seas - Glassy flat 1' swell at 5sec.  
Sky - Clear  
Temp - 86deg F

## Fair Winds

We continue to motor as we dodge the fishing fleet that appeared once we entered Costa Rican waters. They are scattered but the long lines they use go for miles. We were treated to an electrical show on the Southern horizon last night that lasted late into the night. Around dusk we were treated to a water ballet by a pod of nearly 50 dolphin. They were jumping and doing flips all around the boat as if to welcome us back on our journey home. The booby birds have appeared as well. They were in this region on our way South and like to use us as a roost at night. We only allow them the use of the jib boom and head rig as the ones that roost on the yards seem to leave calling cards on the deck each morning.

The tuna that Joel caught was prepared by Chef Brion last night, WOW!! Doc is making cloth air ducts to help cool the foc's'le and they seem to be making a difference. The next project is to try and get some air circulation in the engine room. It is currently running around 135deg and the time allowed for work in there is short, let alone the water maker keeps shutting down due to the heat.

Our new crew are getting into the chore routine along with the rest of us and are very willing to learn all aspects of the boat. We feel lucky to have found them as they are good hands. Can we keep them?

As we sail the Pacific waters, homeward bound.....

Capt. Mark Griffin

### ----- Original Message -----

Sent: Monday, April 07, 2003 7:54 AM

Subject: Lady Washington Return Voyage Day 19

7 April 2003 Day 19 Leg #2 Day 4

Position at 0800 09deg 55.51'N 86deg 23.0'W 40 miles SW of Cabo San Francisco, Costa Rica

DMG - 143nm = 5.95kts

DTG to Acapulco - ~907nm Estimated arrival on 13 April.

Just for information, we departed Acapulco, South bound, on December 13, or actually the 14th at 0015, because the 13th was a Friday.

Fuel consumed past 24hrs - 135gal = 5.6gph

Fuel consumed - 425gal

Total fuel on board - 1470gal

Weather;

Wind - NE 10-12kts

Seas - NNE 2-3' chop

Sky - clear with light haze

Temp;

Air - 88deg F

Water - 85deg F

The days continue. Yesterday, the seas were flat with a slight increase in wind by afternoon. We had the pleasure to observe several pilot whales play alongside as we motored through the water. At mid-afternoon we had a sea turtle pass close alongside as well as another a bit farther away. The turtle at a distance reminded us of the BC comics as it had a booby bird standing on its back getting a very slow ride somewhere.

The ships band continues with David sharing the knowledge that he plays the violin and Amanda has a pretty good voice. It may well be time to get everyone together for some music.

## Fair Winds

On our trip South we seemed to stop in ports with one of two, and sometimes both scenarios. It was a new port, at night and it was a local holiday. Well our next port fits the bill as we appears to be arriving on Easter Sunday. Why break the string? All of the scheduling depends on the weather in the dreaded Gulf of Tehuantepec. It is four days from here, but, the winds are scheduled to develop just before we get there. If that is the case we may not get to Acapulco until a day later unless they are of a favorable direction to allow us to sail through the area.

As we motor through the fishing fleet of Costa Rica....

Capt. Mark Griffin

**----- Original Message -----**

Sent: Tuesday, April 08, 2003 8:17 AM

Subject: Lady Washington Return Voyage Day 20

8 April 2003 Day 20 Leg #2 Day 5

Position at 0800 11deg 19.03'N 88deg 13.6'W Course 292deg M @ 6.8kts

DMG - 137nm = 5.7kts

DTG to Acapulco - ~770nm

Fuel consumed past 24hrs - 115gal = 4.8gph

Total fuel consumed - 540gal

Fuel on board - 1355gal

Weather;

Wind - N 12kts

Sea - 1' chop Swell E 3' @ 6sec

Sky - Clear

Temp - 84deg F

It's just another cruddy day in paradise, so far.

What are the folks in N. Dakota doing right now? Not this.

With marlin jumping all around us, it's no wonder we are seeing all of the sport fishing boats. They, the marlin, put on quite a show. We continue to trail a lure in hopes one will take interest in it. Several on board that want to try out their recipes on one.

Our water maker has been problematic since we left Panama but is now operational again. It seems that we were using a fine mesh filter that would now allow enough water to get to the pump. The shower light is back on, much to the relief of the crew.

We stowed for sea before we left Panama and yesterday had the opportunity to test how well we did. It was a sea trial for stowage, so to speak. Winds picked up in the afternoon, and along with it, the seas built to around 4-6'. This is not much but they were broad on the bow so we got to experience a bit of a roll. All and all things stayed where they were supposed to. Was this a dress rehearsal for Tehuantepec? The weather reports say we should be there right about the same time as the next storm is developing. What timing, Are we good or what?

Estimated arrival into Acapulco looks like mid day on Palm Sunday, depending on the weather. Just another holiday arrival.

For today,

Capt. Mark Griffin

**----- Original Message -----**

## Fair Winds

Sent: Wednesday, April 09, 2003 7:40 AM  
Subject: Lady Washington Return Voyage Day 21

9 April 2003 Day 21 - Leg #2 Day 6

Position as of 0800 12deg 47.4'N 90deg 13.05'W Course 305deg M @ 5.2kts

DMG past 24hrs - 147nm = 6.1kts  
DTG to Acapulco ~ 623nm  
Fuel consumed past 24hrs - 150gal = 6.25gph  
Total fuel consumed - 690gal  
Total fuel on board - 1205gal = 8 days @ 6gph

Weather;  
Wind - NW 12-15kts  
Sea - 2' Swell NW 3' 5sec  
Sky - Altocumulus after Cumulonimbus this early morning and last night  
Temp - 88deg F Very humid

Our arrival in Acapulco is greatly dependent on the next 48hrs as we are starting to experience a bit of headwind slowing our progress. These were forecast and as we approach the Gulf of Tehuantepec with forecast from the weather fax is showing Gale force winds in the area. The good news is that the long range forecast shows the winds diminishing, a bit, by the time we reach there. We are preparing the sails with a deep reef to allow us to sail once we get the wind in a favorable position.

Yesterday afternoon was a flat day on the sea, so once we found a place that was deep enough so that nobody would hit their head, we had a swim call. It was decided that 5000 meters deep was enough to keep anyone from hitting bottom. As soon as we got underway again, refreshed from the heat, we encountered many sea turtles here and there. They seemed not to be in much of a hurry to get to wherever they were going. So much for traveling at a turtles pace. Since we did not see any rabbits, it was assumed that this was not the proverbial race.

The days go on and the current contest is/was underway and solved in short order. Amanda will be the recipient of a new t-shirt for solving this one. It involved doing a thorough boat check and finding a hidden item. Last evening we had a treat as David, with a violin, and Lu, on the banjo, worked on some music for our enjoyment. We need to get all of the talent onto day shift so they can practice, but that would not leave anyone to stand watches.

On ward and Northwest ward across the deep blue sea toward the ever exhilarating sunsets.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Thursday, April 10, 2003 8:17 AM  
Subject: Lady Washington Return Voyage Day 22

10 April 2003 Day 22 Leg #2 Day 7

Position as of 0800 14deg 03.5'N 92deg 03.3'W 308deg M @ 5.7 kts.

DMG past 24hrs - 130nm = 5.4kts  
16nm SSW of Champerico, Guatemala. Starting into the Gulf of Tehuantepec.  
DTG to Acapulco ~ 560nm  
Fuel consumed past 24hrs - 145gal = 6gph  
Total fuel consumed - 835  
Total fuel on board - 1060gal

## Fair Winds

Weather;  
Wind - N 3-5kts  
Waves - Swell SSW 4-6' @ 5sec  
Sky - Altocumulus  
Temp - 88deg F Engine room temp - 125deg F

We are seeing the results of the winds that are blowing up ahead in the gulf. Swell height has increased a bit and their direction is more defined. The weather faxes and the reports we are receiving via e-mail look guardedly optimistic that we will be able to transit the area without too much trouble. However, as this is being prepared, we have not received the e-mail forecast from realweather. As today progresses, we will start to get into the thick of it, if it is still blowing. The boat and crew are ready and actually looking forward to a bit of challenge, as so far, we have had a seemingly quiet motor boat ride.

The contest for this "leg" of the trip involves boat checks. There is a rubber leg that was left over from Halloween. It is being placed in locations that should be checked during rounds, so, this is giving a bit of incentive to be very thorough. It may even end up in your rack!

We have been dragging a lure thru the water for the past week with minimal results. We are using lures recommended to us by sports fishermen in Panama. Well yesterday afternoon, we got tired of no results. We have been listening to the charters on the radio talking about all the fish they were catching. We have been watching Marlin jumping in the distance. We have been watching Sea Turtles swimming by at close range. And we have been watching the pole do absolutely nothing. Joel got tired of that, so he switched the color of the plastic lure that was on the end of his line. Nothing more. Within one-half hour the reel screamed and went silent. There was no more line to spool out. The pole was straining against the rail and the line was very tight. With the helm hard over and the engine backing, the fight was on. A few moments later the water erupted with a large Marlin shooting straight up out of the water. It looked like a scene from a Saturday afternoon sports fishing show. Lu took over the fight and with much jumping the by fish, and straining by Lu, the fish was slowly drawn closer to the boat. Question: How does one get an uncooperative fish over the side of an 8 foot rail? Well, this had been pondered in the past when we had the shark on the line. Solution: Shoot it with the spear gun and then gaff it. Results: One Marlin on the deck. After quickly dispatching him, with a large fish club, we began to measure. From the tip of the spike to the fork of the tail, 8 feet. To the tip of the tail this beauty measured 9'-8". Next, what to do with it. No problem, it was reduced to roast sized pieces and placed in our freezer, save a nice sized piece that went onto the stove. What a treat, thanks to Amanda. Everyone is now wanting to try out their favorite recipe preparing a meal. Brian may have to surrender dinner duties for a while as we have a lot of talent when it comes to cooking fish. How can we deny anyone a chance to show what they can do.

As we head toward the Gulf of Tehuantepec, with the fishing pole secured below (no more room in the freezer), we await our next adventure.

Stay tuned....

Capt. Mark Griffin

----- Original Message -----

Sent: Friday, April 11, 2003 7:13 AM  
Subject: Lady Washington Return Voyage day 23

11 April 2003 Day 23 Leg #2 Day 8

Position as of 0800 14deg 59.5'N 93deg 44.1'W Course 280deg M @ 4.5kts

DMG past 24hrs - 116nm = 4.8kts  
DTG to Acapulco ~ 385nm

## Fair Winds

ETA, depending on the weather these next two days, 14 April midday or 15 April morning. Better estimate when we leave the Gulf of T.  
Fuel past 24hrs - 150gal = 6.25gph  
Total fuel used - 985gal  
Fuel on board - 910gal

Weather;  
Wind - W 12-15kts Right on the bow  
Seas - 2-4' Swell - W 6' 4sec Again right on the bow  
Sky - Hazy  
Temp - 80deg F Engine Room - 130deg F

After an uneventful day of motoring and evaluating the weather faxes we have been receiving these past several days, we took all of the information we had at hand and decided to "bite the bullet" and make a course change. At 1820 last evening we were at 14deg 45.6'N 92deg 44.1'W and changed course to cross the dreaded Gulf of Tehuantepec. Wind and wave forecasts were such that if we took the opportunity we may have favorable winds after a day or so of slogging against it initially. For those of you keeping track, on maps and charts, our destination across the Gulf is 15deg 35.5'N 96deg 16.1'W which is near the town of Hautulco, Mexico. This track only saves us 30nm but keeps us out of the way of the shrimp boat fleet and all of the other fishing boats we have encountered in closer to shore.

Prior to sundown last night, a massive thunderhead formed about 20nm behind us. As the sun set we enjoyed a vibrant yellow-orange cloud extending thousands of feet into the sky. For the next five hours we watched as the cloud erupted in flashes of lightning, some illuminating the entire cloud. If we can't entertain ourselves, Mother Nature makes sure she does the job for us.

Speaking of entertainment. The leg contest is taking a new, unexpected twist. The winner of the shirt was Amanda, but, the leg is now being relocated to new locations by the finder. After several days of frustration by the rest of the crew in attempts in locating it, a clue emerges. Sometimes a good clue, and sometimes a clue that puzzles even more. Are we easily entertained or what?

From the Gulf, and no, not that other Gulf...

Capt. Mark Griffin

### ----- Original Message -----

Sent: Saturday, April 12, 2003 11:36 AM  
Subject: Lady Washington Return Voyage Day 24

12 April 2003 Day 24 Leg #2 Day 9

Position as of 0800 15deg 25.7'N 96deg 14.4'W Course 263deg M @ 5.8kts  
14nm South of Puerto Sacrificos.

DMG - 147nm = 6.1kts  
DTG to Acapulco - 225nm  
ETA based on 6kts - 10pm Sunday 13 April  
Fuel past 24hrs - 230gph = 9.6gph  
Total fuel used - 1205gal  
Fuel on board - 680gal

Weather;  
Wind - W 10kts  
Waves - 2' chop - minimal swell  
Sky - Cumulus in immediate vicinity, Cumulonimbus all around.  
Temp - 86deg F muggy

## Fair Winds

We did it!! We have traversed the dreaded and unpredictable Gulf of Tehuantepec. Based on information gained from the weather fax, and our weather consultant, we decided to cross the middle of the gulf instead of going around the edge saving about 35nm. Early on, the seas were a bit rough but the wind was not bad. As we traversed into the heart of it things picked up a little with both wind and waves right on the bow. As we got past the center we had hopes of the wind clocking around to allow us to sail out of the area, but as luck would have it, it just came on the beam. Not to worry, as we set all of the staysails and got a bit of a boost from the wind anyway. With 4' waves on the beam, the ride was not all that pleasant, so in the middle of the night we altered course enough to put the seas on our starboard quarter there-by giving us a better ride and putting the wind into a position to scoot us out of the Gulf. We were gained 2.5kts with the staysails full and a quartering seas. 7.5-8kts is not bad as it made up for the 3.5-4kts we had in the middle of the Gulf.

In 36 hours we expect to be in Acapulco for the remnants of Palm Sunday. Provisioning , laundry and fueling, along with the other necessities of a port stop, are expected to take place Monday with departure as soon these necessities are taken care of. We will also be saying good-bye to Ray who will be departing to return to Truckee and his work there.

Tomorrow.... LAND!!...again.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Sunday, April 13, 2003 7:10 AM

Subject: Lady Washington Return Voyage Day 25

13 April 2003 Day 25 Leg #2 Day 10

Position as of 0800 16deg 07.07'N 98deg 40.95'W Course 295deg M @ 5.6kts

DMG past 24hrs - 147nm = 6.1kts

DTG to Acapulco - 88nm

ETA based on 6kts speed of advance - 2030

Fuel past 24hrs - 160gal = 6.6gph

Total fuel consumed this leg - 1355gal

Fuel on board - 530gal

Fuel needed in Acapulco - 1500gal

Weather;

Wind - N 3-5kts

Waves - Swell NW 2'

Sky - Scattered Cumulus

Temp - 84deg F

As we finish up leg #2 of our journey home, we prepare the boat for, once again, shore side activities. Fenders inflated, mooring lines brought up on deck and all of the other items that have been stowed for the past week and a half.

Before we leave this port, we will say good bye to two more shipmates, Chris and Raymond, who are heading home to return to their lives in the world will be missed. Chris has been with us since L.A. working as carpenters mate, transforming the Lady into a movie prop, and has been our ships carpenter for this leg of our journey. Chris is returning to Seattle to continue with his business there. Raymond joined us in Panama and has shared valuable insight into the lifestyles and available ports through out Central America. It would be nice to have the time to visit many of the ports he has told us about. Ray

## Fair Winds

returns to Truckee to build a house, as the snows have begun to leave the mid-altitudes of the area. Good luck and fair winds to them both.

Joel is working the rough edges off of the marlins' spike and is nearly complete in having a true marlin spike. Looking good dude. Lu is amazing us by building miniature bagpipe looking instruments that actually work. Each one is of a slightly different key so they may be designed for solo performances, or for those of us that sing sea shanties off key anyway. The marlin recipes have been fantastic. Not one bad one yet with untold more to try.

This leg will be over tonight. We are nearly half way home on our return journey and anxiously awaiting the cooler weather of the Northwest. We will attempt to bring some of the sunshine and heat home with us, but we only have so much room for cargo, and the fish stays.

Happy Palm Sunday to All. Keep an eye out for that chocolate eating, egg laying rabbit as I hear he is in the neighborhood.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Tuesday, April 15, 2003 7:36 AM

Subject: Lady Washington Return Voyage Day 27

15 April 2003 Day 27 Leg #2 Complete

Position as of 0830 yesterday morning - 16deg 50.3'N 99deg 54.3'W Acapulco Yacht Club Marina.

DMG - about 6' side to side, 2' fore and aft. Med moored between two multi-million dollar yachts.

DTG - Zero, Zip, Nada.

Fuel used - ~12gal

Fuel needed - ~1450-1500gal

Weather;

Wind - 3-5kts

Waves - 0 to ripple

Sky - Clear and hot

Temp - 88deg F

We were scheduled to arrive Sunday evening and anchor in the harbor. Monday morning we were scheduled to move to the Acapulco Yacht Club. Why anchor for several hours and then move? The wind was freshening so with great enthusiasm the crew went aloft, shook out the reefs, and wet all sails, save the spanker. We sailed until late in the night when we ran out of wind. Back to the motor and off to the entrance off of Acapulco. We reached the entrance of Acapulco with its millions of lights illuminating the entire harbor two hours before dawn. What a sight!

As usually happens, things break or just plain wear out. Well both happened two days before our arrival. The watermaker started spraying water around the engine room. Upon disassembly and inspection, the internals were severely eroded and no longer serviceable. Water rationing went into effect which meant no more showers. Upon arrival Doc and Joel have attempted to find replacement parts with minimal success. They did, however, find a machine shop to make us the part that is worn. Fuel is the next issue, when, where, how much can we get, and all of the other logistical problems that go with things like this in foreign ports, and home ports as well.

The crew had a night off last night and enjoyed the night life here in the jet set (boating) Mecca of Mexico. Joel, Doc, Chris and Michael found the natives to be rather friendly. Everyone made it back to the boat with no more than good stories to share. Not bad for a crew that has been at sea for a period of time.

## Fair Winds

As schedules develop, we will know more as to our departure. If not tonight, then tomorrow, we hope. Our third leg is being anticipated as it gets us into home waters and familiar resources, not to mention closer to home.

From the docks at Acapulco Yacht Club, Hello from the crew of The Lady.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Thursday, April 17, 2003 3:39 PM

Subject: Lady Washington Return Voyage Day 29

17 April 2003 Day 29 Leg #3 Day 2

Position as of 0800 17deg 06.8'N 101deg 03.2'W Course 282deg M @ 5.8kts  
DMG past 17hrs - 73nm = 4.2kts

Fuel taken onboard yesterday - 1270gal

Fuel used past 24hrs - 125gal = 5.1gph

Fuel used - 125gal

Fuel on board - 1555gal We were about 200gal short of capacity at fill up.

### Weather

Temp - 80deg F

Sky - Hazy sunshine

Wind - WNW 10-12kts apparent

Seas - 1' chop swell SSW 4' @ 10 sec.

Our final day in Acapulco started at 0600 by bringing the anchor aboard and departing the line-up of large yachts we were tied up amongst. This was accomplished in the dark, prior to sun up. As we slowly motored to the far side of the cove to take on fuel, breakfast was served to a hungry and still sleepy crew. As we approached the pier to take on fuel, the tremendous surge we experienced the last time we were here, did not appear as bad. No sooner had we side tied to the pier the first surges came in. Although not as severe as we had in December, the decision was made to cast off the lines before we did any damage to either the boat or crew. Fueling took place with the bow anchored out and the stern tied to the sea wall, Med Moored, standing off about 15'. With fuel on board we needed to wait for the arrival of a spare part for the water maker.

As we were departing the sea wall we said good-bye to two more crew. Dawn and Lu have decided that they need to return to New Mexico where they share a farm with several others. They have been away >from home for about a year and there are things that need attended to back there. (We told them not to call home!) We have said good-bye to four crew here. Chris and Raymond joined those that needed to get back to the world as well. We will miss them all and wish them safe journeys in their travels.

With a steadily increasing wind, we "set sail" under bare poles, and toured the entire length of Acapulco's beach front. With some of the uncanny timing we have, Rick called to report that the part had arrived and arranged for the inflatable to meet him on the beach at one of the hotels where the surf is not so bad.

Parts in hand, we depart Acapulco for our next leg of the journey. The seas were not friendly, however. We had 15-18kt winds and 6-8' seas right on the nose. These combined to slow our progress to about 2kts, or less, at times. We debated to alter course and get them off our bow, but with the wind patterns we observed these past couple of days, we knew that the wind would subside after dark so we held course and held on. The pattern did not let us down and we say lightning winds and calming seas for the rest of the night.

## Fair Winds

What will today bring?....

Capt. Mark Griffin

**----- Original Message -----**

Sent: Friday, April 18, 2003 10:07 AM

Subject: Lady Washington Return Voyage Day 30

18 April 2003 Good Friday Day 30 Leg #3 Day 3

Position as of 0800 - 18deg 08.06'N 103deg 31.9'W Course 295deg M @ 7.5kts  
13nm South of Punta San Telmo, Mexico

DMG past 24hrs - 156nm = 6.5kts

Fuel used past 24hrs - 170gal = 7.1gph

Fuel used this leg - 295gal

Fuel on board - 1385gal

Weather;

Temp - 81deg F

Sky - Cumulus

Wind - S 10-12kts

Sea - 2' Swell SSE 4' @ 8sec and WNW 4-6' @ 7sec

We are making good speed as the wind has clocked to a more favorable direction. Should it continue we will be able to set sail once again. Last evening we had a show presented to us by a pod of dolphin. These guys didn't just leap out of the water, they went straight up twisting very fast. If they didn't spin, they went many feet out of the water only to land on their sides. They were interested in whatever was in the area as they didn't come play off our bow as many of them have done in the past.

With the reduced crew, the boat seems strangely quiet. With only three on a watch, there is a lack of side activity that seemed to always be going on. When the off watch crew are awake, they come back to the quarter deck and visit or work on small projects. We have lost several of our musicians, so the tall ship band will have to wait. We are projected to lose three more crew in LA, so that leaves us with only 9 crew as it stands now. Maybe new recruits in LA.

Tomorrow we will attempt to give projected arrival date into LA. Is Disneyland still open? How about the go-cart track? What, just fuel-up and go away? We want a big, juicy, drippy, clog the arteries, bet you can't eat the whole thing, bacon cheeseburger with fries and onion rings. And a cold drink. We will eat it here thanks. Hot showers, laundry, clean sheets, hot tub, the list keeps growing. How long did you say we had?

Another day, another pod of dolphin. We hope to see whale as we approach the Sea of Cortez.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Saturday, April 19, 2003 7:16 AM

Subject: Lady Washington Return Voyage Day 31

19 April 2003 Day 31 Leg # 3 Day 4

Position as of 0800 19deg 36.1'N 105deg 43.2'W Course - 315deg M @ 5.6kts  
Location - 24nm SW of Punta Roca Negra, Mexico. We will enter the Sea of Cortez today.

## Fair Winds

DMG past 24hrs - 154nm = 6.4kts  
DTG to LA - a week or so

Fuel past 24hrs - 180gal = 7.5gph  
Fuel used - 475gal  
Fuel on board - 1205gal

Weather;  
Temps; Air - 79deg F Sea - 80deg F  
Sky - Cirrus Red sky this morning with Mares Tails. Storm approaching?  
Wind - NW 6-8kts  
Seas - NW 4-6' @ 5sec

As the miles behind us increase, we get closer to our destination. Today we started across the Sea of Cortez. This is a 370 mile trek across the open ocean. We haven't heard any weather reports for this region so we are "just going to do it". The sky color this morning, being a nice shade of red, may mean that the ride could get a bit rough.

Yesterday started out with the usual dodging of fish nets. Two gents actually cut their line so we could pass without going several miles around the end. We gave them a couple of cold beverages, for which they were very appreciative.

As with most days we see a lot of large shipping traffic and the day was not without exception. Not quite. A tanker was approaching from astern, matching our course, and then matching our speed. We expected him to pass after several approaching vessels passed, so as to have a wide safety margin. He stayed within 1.5 miles dead astern of us for the next two hours and then slowly gained on us. He was passing at less than 1 mile, and with the sea conditions being calm, he didn't seem a threat. Just after he passed us we attempted to alter course, passing his stern, and get back on our track line. No sooner had we made our turn, he stopped dead in the water. We altered course some more and passed his stern within 1/2 mile. May have been time for lunch or a Good Friday observance. He stayed dead in the water until he was nearly out of sight. He passed us again, with a 4 mile separation, this time, mid-afternoon.

Just before dinner we were watching a very large container ship approaching on a parallel course. He was 3.5 miles off when we observed the vessel starting to list hard to port. He was turning hard to starboard. At first we thought he was going to pass behind us but he continued to turn. Directly at us, then just ahead of us. We altered course radically to starboard, contacted him on the radio, and were told not to worry. "You not in danger, we just want to make picture". Has the publicity tour started already? Where are our deck guns when we need them? After a brief conversation he assured us that his 800+ foot ship was very maneuverable, boy I'll say. We were backing down, and altering course, as this monster passed within 1/4 mile of our bow. Run in the jib boom? With a hard over on his rudder he listed hard to starboard, made a 90deg turn to port and continued on his way. He thanked us and wished us a safe journey. Does he do that to everyone he meets? What an ice breaker. We are sure glad he didn't try that at night.

Oh well, just another ho-hum day off of the Mexican coast. What will tomorrow bring, or today?

Capt. Mark Griffin

----- Original Message -----

Sent: Sunday, April 20, 2003 6:55 AM  
Subject: Lady Washington Return Voyage Day 32

20 April 2003 Day 32 Leg #3 day 5 HAPPY EASTER!

Position as of 0800 20deg 48.9'N 107deg 22.1'W Course 265deg M @ 5.8kts

## Fair Winds

DMG past 24hrs - 118nm = 4.9kts  
DTG to Cabo - ~205nm  
DTG to LA - ~977nm

Fuel consumed past 24hrs - 182gal = 7.6gph  
Total fuel consumed this leg - 657gal  
Fuel on board - 1023gal

Weather;  
Temp - 74deg F  
Wind - NNW 15kts  
Sky - Altocumulus to the North  
Sea - 3' Swell 5-6' @ 5sec.

BRRRR!!! At 74deg, with the wind, it feels like winter. Everyone is wearing a jacket or sweatshirt of some kind this morning as we scour the ship looking for chocolate Easter eggs that were hidden by the watches last night. Rumor has it that a large furry rabbit, carrying a basket, was seen on deck last night. (Too much Bonine) What did he do, hitch a ride on a sea turtle?

Yesterday was a very quiet one out here. We are crossing the Sea of Cortez, and while it is a bit bumpy, it is nothing compared to the East bound Caribbean trip. We are only having waves come over the bow once or twice an hour, compared to every 5-10 minutes this past January.

All of the crew are doing well and are looking forward to our next stop so they can stretch their legs, so to speak. We are projecting our arrival into LA on 30 April. We will be there long enough to do a couple of quick jobs on the boat and then onto Washington via Sausalito, CA and Coos Bay, OR, for more fuel. At least we will be closer to home and the conclusion of our most fantastic journey.

From all of the crew: Kevin, Dart, Ester, Daniel, Michael, Brion, Lisa, Joel, Bill, Amanda, David and myself, Happy Easter to our families, loved ones and friends. We will be home soon to share hours of stories and photos with all of you. If we get carried away with our stories, and you have had enough, we will understand. There is always tomorrow to continue.

From the crew of The Lady...

Capt. Mark Griffin

### ----- Original Message -----

Sent: Monday, April 21, 2003 7:11 AM  
Subject: Lady Washington Return Voyage Day 33

21 April 2003 Day 33 Leg #3 Day 6

Position as of 0800 21deg 57.5'N 108deg 55.2'W Course 300deg M @ 3.6kts  
We are about 80nm SE of Cabo San Lucas

DMG past 24hrs - 111nm = 4.6kts  
DTG to Cabo - 80nm  
DTG to LA - ~852nm

Fuel consumed past 24hrs - 210gal = 8.75gph  
Total fuel consumed this leg - 867gal  
Fuel remaining on board - 813gal

Weather;

## Fair Winds

Temp - 70deg F (and it feels like it)  
Wind - W 10-12kts  
Sky - Altocumulus  
Seas - 2-3' seas w/ swells 6-8' @ 5sec

Our progress has slowed due to the swells we bash through. At times it drops forward progress to around 2kts. The crew looks like they are ready for a snowball fight as they have broken out their winter attire. I thought Baja was supposed to be a winter vacation getaway. That may be the case on the mainland, but, out here in the Sea of Cortes we are getting a reprieve from the heat that we have endured since December when we started our journey South. The Foc'sle has finally cooled enough that some are turning off their fans at night when they sleep. The engine room has dropped to a whopping 110-115deg F, almost balmy.

We should be across this stretch of open ocean by tomorrow morning and await the conditions on the outside of the Baja. Sunny, Warm? Hey, we need to keep working on our tans before we hit the rains of the Northwest. For then we rust.

Be safe, be happy, be kind. Don't pet barking dogs.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Tuesday, April 22, 2003 6:47 AM  
Subject: Lady Washington Return Voyage Day 34

22 April 2003 Day 34 Leg #3 day 7

Position as of 0800 22deg 47.2'N 109deg 45.0'W Course 305deg M @ 5.0kts  
We are in the lee of Baja, finally

DMG past 24hrs - 67nm = 2.8kts  
DTG to Cabo - ~12nm

Fuel past 24 hrs - 173gal = 7.2gal  
Fuel Consumed - 1040gal  
Fuel on board - 640gal

Weather;  
Temp - 68deg F  
Sky - mostly clear  
Wind - W 12-14kts  
Seas - 4' w/ swells 8' @ 4sec

We have all but made it across the Sea of Cortez. Now we face the Baja Bash. We had a taste of it these past 24hrs as the wind and waves combined to slow our forward progress to less than 2kts most of the time. We are putting into Cabo for fuel and an oil change on the main engine as the seas are too rough to attempt an oil change out here.

Magic numbers:

The forecasts are for 20-25kt winds and 7-10' seas for the next several days. With this information it looks like our next stop may well be Ensenada, Mexico for more fuel. The magic number, for the next ~830nm, is to average a minimum 3.75kts. That makes the travel time 221hrs, and if we can keep our fuel consumption at or below 7.5gph, we will have enough fuel to make it all of the way to LA. If the weather is as bad as forecast, we may get to see the "Far Side of the World" location. We are hopping for a run to LA.

## Fair Winds

Today we are losing two more crew. Amanda and David have informed us that they have to return home to take care of business there. Their time on board, from Panama to Cabo, has been short but they have learned much, have taught us much and have put together some great meals. They will be missed. I don't know if all of Amanda's stuffed animals have their passports in order as some of them look rather shady. I think some were even stowaways as they didn't appear on deck until well after we were at sea.

As we approach Cabo it is time to turn our attention to matters on deck. The transition from transit configuration to port configuration takes a bit of time but it is smooth. The crew is good and know what needs to be done.

A wee break from the bumpy stuff, and off we go again.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Wednesday, April 23, 2003 1:37 PM  
Subject: Lady Washington Return Voyage Day 35

23 April 2003 Day 35 Leg #3 Day 8

Position as of 0930 22deg 45.9'N 110deg 35.4'W Course 269deg M @ 2.4kts  
We are 53nm due West of Cabo San Lucas.

DMG past 15hrs - 44.5nm = 2.9kts  
DTG to LA - ~767nm  
Took on 1200gal fuel in Cabo for a total of 1840gal on board  
Fuel consumed past 24hrs - 170gal = 7.1gph  
Total fuel consumed - 170  
Fuel on board - 1670gal

Weather;  
Temp - 67deg F  
Wind - NW 16-20kts  
Sky - Cirrus  
Seas - 4' Swell 8' @ 4sec

We have departed Cabo after a brief pause for fuel. While we were there we had the opportunity to use a dock that is owned by the sailing vessel Sunderland. She was built in 1885 in Lowestoft, England. Those of us not engaged in activities on the Lady, were invited along for a two hour sail and lunch. She is quite a ship, or should I say, square rig topsail schooner. Capt. Mark Belvedere was quite the host and the crew enjoyed the opportunity to sail on a different vessel. This was Esther's first time sailing on another tallship. Look out she may be wanting to check out more.

We are a crew of 10 as we begin, what we hope, to be our final leg to LA. Of the crew that started out in September, we are three; Esther, Dart and myself. Of those that joined in LA, they are three; Doc, Joel and Michael. The remaining crew; Brion, Bill, Lisa and Kevin, came onboard in St. Vincent. Winds and seas are making us work for every mile as we fight the Baja Bash. What weather we have, says we have through Sunday and maybe longer to fight the wind and seas. All are hoping that it breaks before then, for if doesn't, we will be forced to find another fuel stop.

About time to get back on watch so time to bundle up and face the elements for the next four hours so the current watch can get below to get warm and some much needed sleep.

## Fair Winds

Until tomorrow;

Capt. Mark Griffin

**----- Original Message -----**

Sent: Thursday, April 24, 2003 1:19 PM

Subject: Lady Washington Return Voyage Day 36

24 April 2003 Day 36 Leg #3 Day 9

Position as of 0900 23deg 23.9'N 111deg 57.7'W Course 309deg M @ 4.6kts  
67nm South of Punta Redonda, Mexico

DMG past 24hrs - 90nm = 3.8kts

Fuel used past 24hrs - 80gal = 3.3gph

Fuel consumed - 250gal

Fuel on board - 1544gal - @ 7.5gph = 179hrs, not counting 100gal reserve in each tank.

Weather;

Temp - 68deg F Sea Temp - 66deg F

Wind - NW 6-8kts Gusts to 14kts

Sky - Cumulus

Sea - 2' Swell 6' @ 5sec

We are officially out of the tropics. It felt like it days ago as we head into more familiar weather. The cooling fans in the sleeping areas have been turned off and sleeping bags un-stowed. Our weather has moderated a bit allowing us to begin to make better speed, and hopefully, go non-stop to LA. The numbers are not stable yet on fuel consumption, as is normal after fueling, to give a true projection. We will be keeping a close eye on speed and fuel in the next several days to get a better date of arrival and fuel needs.

We do not see any more sea turtles but the humpy whales off of the tip of Baja more than made up for them. We did not get any digital photos but Michael got some video of them breaching. Locals said they were on their way to Hawaii. We should have followed but that would put a wrinkle in schedules already in the works.

On the lookout for more sea life.....

Capt. Mark Griffin

**----- Original Message -----**

Sent: Friday, April 25, 2003 1:30 PM

Subject: Lady Washington Return Voyage Day 37

25 April 2003 Day 37 Leg #3 Day 10

Position as of 0845 24deg 28.9'N 113deg 08.8'W Course 318deg T @ 2.75kts  
We are 48nm SW of Cabo San Lazaro, Mexico

DMG past 23.75hrs - 92nm = 3.8kts

DTG to LA area - 587nm

Fuel past 24.75hrs - 170gal = 6.8gph

Fuel consumed - 420gal

## Fair Winds

Fuel remaining - 1374gal including reserve. We may need to look at San Diego for fuel, or sooner if head winds persist.

Weather;  
Wind - NW 15-17kts  
Temp - 64deg F  
Sky - Altocumulus  
Seas - 2' Swell 6' @ 4sec

We are fighting the battle up the hill against wind and seas. Our progress is not what was hoped for, but, as it stands today, we are still in the fight. Forecast into the LA area is 168 hours from mid-day today, 7 days. A weather fax is just now coming in so we will be better able to project how bumpy the ride may get in the next few days. We are holding engine speed to 1600rpm to maintain a steady fuel consumption rate that looks like just at or slightly above 7gph. This will enable us to forecast when and where we will need to stop should the winds continue to slow us down.

Last evening we were treated to fresh, hot, gingersnaps compliments of Lisa. They hit the spot. Just needed a spoon full of whip cream to dip them into, but they were great. Some even made it through to the night shift.

As we continue to climb the hill homeward...

Capt. Mark Griffin

----- Original Message -----

Sent: Saturday, April 26, 2003 9:10 PM

Subject: Lady Washington Return Voyage Day 38

26 April 2003 Day 38 Leg #3 Day 11

Position as of 0900 25deg 31.0'N 113deg 55.7'W Course 319deg T @ 4.0kts

DMG past 24hrs - 75nm = 3.1kts  
DTG to LA area - ~507nm

Fuel used past 24hrs - 170gal = 7.08gph  
Total fuel consumed - 590gal  
Fuel on board - 1204gal

Weather at 1300hrs;  
Temp - 64deg F  
Wind - NW 15-18kts  
Sky - Altostratus  
Waves - 3' swell NW 6' @ 4sec

As of sunrise this morning the wind let up a bit and we were able to make better way, but by mid-day the winds freshened again allowing progress to below 3kts. We continue to make the best speed possible while not exhausting our fuel before we reach a port for re-supply. The water maker still gives us fits, and last night another fitting fatigued and broke. We had purchased a couple of spare fittings in Acapulco so we were able to get it back on line without much delay.

With fuel on board, 1200gal - 200gal for reserves, at 7.1gph consumption we can run for 140hrs. With ~507 miles to travel to LA area, at 3.1kts, we will take 163 hours of travel time. We will continue to monitor the situation as we get farther up the coast and make a decision as to which port to put into, if we don't get any respite from the winds. We only need to average 3.75kts or better to make it all the way into LA, but according to the weather fax, we have 20kt winds and 6' seas for the next several days.

## Fair Winds

As we keep on pushing on, one square wave at a time.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Sunday, April 27, 2003 1:40 PM

Subject: Lady Washington Return Voyage Day 39

27 April 2003 Day 39 Leg #3 Day 12

Position as of 1300 26deg 26.6'N 114deg 35.5'W Course 327deg M @ 2.6kts  
40nm SW of Bahia San Hipolito, Mexico

DMG past 24hrs - 56nm = 2.3kts

Fuel consumed past 24hrs - 233gal? = 9.7gph?

Total fuel consumed - 823gal

Fuel on board - 971gal total

Weather;

Temp - 62deg F

Wind, oh the persistent wind - NW 12-15kts

Sky - Altocumulus

Sea - 3' swell 6' @ 5sec

We continue to beat into the wind and seas. We have increased engine speed to 1700rpm to gain some headway into the weather. Our attempt is to reach Ensenada, Mexico, if not San Diego, for fuel. The 96hr forecast is for the winds to abate, somewhat, but still be on the nose. Our course is taking us closer to shore so we may see a diminished wind in there.

As the days pass our persistence holds fast. We are going to beat the weather and make it, we may be a bit behind schedule, but we will be there. A fresh loaf of banana bread doesn't hurt either.

Up the hill we continue....

Capt. Mark Griffin

**----- Original Message -----**

Sent: Tuesday, April 29, 2003 3:39 PM

Subject: Lady Washington Return Voyage Day 41

29 April 2003 Day 41 Leg #3 Day 14

Position as of 1530 28deg 47.0'N 115deg 22.0'W Course 340deg M @ 1.2kts

We are 24nm N of Isla Cedros crossing the Bahia Sebastian Vizcaino, 40nm off shore, heading for Punta San Antonio.

DMG past 17hrs - 71nm = 4.2kts

DTG to Ensenada - ~210nm

Fuel past 12hrs - 90gal = 7.5gph

Fuel consumed since Turtle Bay - 90gal

Fuel on board - 960gal

## Fair Winds

Weather;  
Temp - 62deg F  
Wind - NW 18-20kts  
Sky - Clear  
Seas - 4' swell 4-5' @ 3sec

We put into Turtle Bay yesterday due to low fuel levels. This is a very isolated area. Great place to film a western, dry and dusty. As we approached the coast line the winds and seas subsided to where we made land fall 12hrs earlier than predicted. Fueling took place throughout the afternoon as a small boat called panga's brought out fuel in 55gal drums, 8, then 5 of them in a small boat. We were underway just before dark and made good time until this morning just before daybreak when we passed from the shelter of Isla Cedros. Seas and winds have been strong but we are attempting to make this open stretch before once again hugging the coastline. Several boats that we talked to in Turtle Bay made comments about heavy winds for the next 48hrs. They were right. We will probably make a stop in Ensenada for more fuel if the winds keep up and then into LA. A few days later than expected but we will make it. We hear they have unlimited hot water for showers there.

Disney should bottle this ride, for it is one heck of a rollercoaster. And there are no lines.

Capt. Mark Griffin

### ----- Original Message -----

Sent: Wednesday, April 30, 2003 1:45 PM  
Subject: Lady Washington Return Voyage Day 42

30 April 2003 Day 42 Leg #3 Day 15

Position as of 1245 29deg 14.6'N 115deg 14.9'W Course 350deg M @ 1.2kts

We are 11nm SSW of Punta Canoas, still attempting to cross Bahia Sebastian Vizcaino. We are currently 12nm from shore looking for some relief from the winds and high seas. None yet.

DMG past 24hrs - 40nm = 1.6kts

Fuel used past 24hrs - 175gal = 7.3gph  
Fuel used since Turtle Bay - 265  
Fuel on board - 1085gal

Weather;  
Temp - 58deg F  
Wind - NW 20-23kts Gusts 27-30kts.  
Sky - Clear  
Seas - NW 6-8' swell 10' @ 8sec

Our attempt to cross this stretch of water has been slow at best. We altered course, set both main stays'ls and tried to keep the brunt of the waves off of the bow. Our progress had been 0-0.5 kts either forward or backwards for several hours. With the bit of drive we get from the stays, we are able to make almost 2kts, at times. We are seeing large breaking swells all around us with one breaking on the foreword portion at times. Today does not bring any change to weather We are going to be hugging the coast to try and get some reprieve from the winds. The latest weather fax shows a possible respite in the next 48hrs.

Time to get back in the ring and slug it out some more.

Captn. Mark

## Fair Winds

----- Original Message -----

Sent: Thursday, May 01, 2003 2:10 PM  
Subject: Lady Washington Return Voyage Day 43

1 May 2003 Day 43 Leg #3 Day 16

Position as of 0900 29deg 44.4'N 115deg 53.9'W Course 320deg @ 3.4kts

We are 11nm West of Punta San Antonio

DMG past 24 hrs - 62nm = 2.6kts

Fuel used past 24hrs - 185gal = 7.7gph  
Fuel used since Turtle Bay - 450gal  
Fuel on board - 900gal (700gal useable)

Weather as of 1300;  
Temp - 61deg F  
Wind - NW 13-16kts  
Sky - Clear  
Seas - NW 2' swell 4' @ 6sec

Well it appears that we may have paid our dues to the wind gods, for late yesterday evening the winds started to lessen and the seas calmed enough to keep the propeller in the water more than in the air. This morning we experienced a slight increase in wind and chop but it is nothing compared to what we have experienced for the last three days.

As of mid-day today, we have increased engine speed to 1750rpm in order to take advantage of the sea conditions. As a result of the weather modification, we are projecting LA as our next stop. We hope to be in the LA area in 56hrs from now with enough fuel on board to make it all the way. This is, of course, subject to change if the winds and seas pick up again, but forecasts show status quo for now. We are projecting a 4.5kt speed of advance and are making a bit better than that as of now. We like to put everything we can in the bank in case we need it later.

Let the sun shine, the winds blow (gently) and the seas be calm, wherever you are.

Capt. Mark Griffin

----- Original Message -----

Sent: Friday, May 02, 2003 1:11 PM  
Subject: Lady Washington Return Voyage Day 44

2 May 2003 Day 44 Leg #3 Day 17

Position as of 1320 32deg 14.3'N 117deg 17.7'W Course 325deg M @ 7.4kts  
We are motor sailing through the Coronado Islands.

DMG past 24 hrs - 137nm = 7.5kts  
DTG to LA - 91nm  
ETA to LA - 0430 3 May

Fuel consumed past 24hrs - 205gal = 8.5gph  
Fuel used since Turtle Bay - 655gal  
Fuel on board - 695gal

Weather;

## Fair Winds

Temp - 61deg F  
Wind - WSW 3-5kts  
Sky - Altocumulus  
Sea - 1-2' swell

We have nearly completed this leg of our journey home. The winds have been favorable for the past two days enabling us to make good speed. We are currently motoring through the Coronado Islands in route to home waters.

We were treated to a show this morning, at sunrise, by several hundred dolphin as they played with us for close to an hour. Yesterday it was whales that gave us an escort up the coast. We had the opportunity to see both Calif. Grey and Humpy's. These great animals were within a couple hundred yards of the boat. One pod we altered course to give them more room to play.

As we approach the LA area we get to encounter a large security zone around San Diego as G. W. Bush is in town to greet a returning flat top. Along with the normal traffic for this area, the next 24hrs may a bit busy.

The contest for this leg if the trip was/is Mona Lista; Name 10 body parts that only have three letters. (T&A don't count) Get those guesses in and, you too, could win a highly coveted t-shirt. Drawing to be held at crew dinner this next week.

As we cross the border the flags/le will go up announcing our arrival back into home waters. It's good to be this far. We have traveled approx. 4200 miles since departing St. Vincent, with another 800 or so miles to go.

Weather forecast in LA, rain heavy at times for the next two days. Yep we're home.

Capt. Mark Griffin

Sent: Wednesday, May 07, 2003 12:36 PM  
Subject: Fw: Lady Washington Return Voyage Days 45 thru 49

7 May 2003 Day 49

We, no I, need to apologize to everyone about my not getting this information out earlier. We arrived at the breakwater for L. A. harbor at 0530 on Saturday morning. Upon our arrival deep inside of the harbor we arrived at our assigned berth. The rain started again, and this time with a vengeance along with a good wind, from the wrong direction. We used the inflatable to hold the bow away from the other boats as we backed into our assigned spot. Rick met us with a big box of donuts to go with our hot coffee. Once secure we started the process of getting cleared into the country by immigrations and customs. With these tasks completed we stood down for a breather. The crew went to the near-by fish market for lunch and then disappeared to various places to either sleep or book stores for more reading material.

We have taken inventory as to damage incurred on this leg of the transit and are now repairing tears in sails and chaffed bolt rope. Also on the list of repairs are boomkin stays, watermaker membranes, engine driven fire/dewatering pump and hank replacement.

Our crew is once again in flux as we gain new crew for our next and hopefully last leg of the trip. We arrived with 10, are departing with 14, increasing to 16 in Sausalito. Those who have returned are mostly old hands that we are welcoming back to share our extended journey. Those new to our family will, and are, family shortly after stepping inside of the rail.

We anticipate departing the L.A. area on Sunday, Mothers Day, for the start of Leg #4 of the journey home. Next stops will be Sausalito, either Eureka or Coos Bay, for fuel, and then home for a bit of rest before we all embark on our next adventure.

## Fair Winds

To all of our moms, HAPPY MOTHERS DAY , our thoughts are with each of you. We will be home soon, and if we can figure out where we stowed the sunshine we brought on board, we will break it out for a dry, warm, arrival. Excuse us if did not get a card in the mail to you, you are not out of our thoughts. Just our ability to get to the post office.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Monday, May 12, 2003 9:45 AM

Subject: Lady Washington Return Voyage Day 54

12 May 2003 Day 54 Leg #4 Day 1

Position as of 0730 33deg 49.8'N 119deg 47.4'W Course 258deg M @ 5.8kts  
8nm South of Santa Cruz Is.

Fuel taken on yesterday - 340gal Total on board ~ 900gal

Fuel used past 24hrs - 95gal = 6.5gph

Fuel on board - ~805gal

Weather;

Temp - 56deg F

Wind - WNW 12-15kts

Seas - WNW 2' swell 2' @ 8sec

Happy belated Mothers Day to all. We are out of L.A. as of 1700 last night. This morning we are just South of the Channel Islands and making good speed. This past week has been a rather busy one as we repaired the damage we sustained doing the Baja Bash. We had sail, boomkin, battery, line, electrical and other projects that consumed our days. But we are back. Systems are looking good, for the most part, with Joel filling the position of Engineer, and doing a very good job.

The small crew that we came in with has changed yet again. Doc went on vacation to Paris for a week so we will get him back up the coast. Bill Aiken went home to do a "rather long honey do list". Good luck Bill. We acquired many new faces that have helped us get ready for our final push home. Among them are; former crew members Jesse Loge, Bill Barlow and Kristin Kilmer. Adam "Stitch" Billings who has time on the Hawaiian Chieftain (and drove out from Utah), LAMI member Erin NhaMinerva and Johan Sandstrom round out the new crew. We depart with 14, will pick up one more in Sausalito, and Doc makes 16, as we come home.

Our next stop will be Sausalito for fuel on or about 15 May. We expect to be out of there within a very short time as we continue our final leg of what has been a trip of about 11,000+ miles. This trip has taken us to five different countries and has allowed us to make countless friendships that will last for many years to come.

Lady Washington, departing Pier "C", with stops in Sausalito, Eureka, maybe Coos Bay, and points North. ALL ABOOOOARD!!! p.s. check your own baggage. Cast off all lines!! Stand-by to make sail.

As we pass the Channel Islands we are keeping a eye out for a small opening in the surf line that was first discovered by our predecessors 200+ years ago, the entrance to Grays Harbor. We hope to discover it again in the next week or so and create a ruckus with the locals.

Capt. Mark

**----- Original Message -----**

Sent: Tuesday, May 13, 2003 5:06 PM

## Fair Winds

Subject: Lady Washington Return Voyage Day 56

14 May 2003 Day 56 Leg #4 Day 3

Position as of 0730 35deg 13.2'N 121deg 25.5'W Course 325deg M @ 5.7kts  
28nm WSW of Morro Bay, Calif.

DMG past 24hrs - 130nm = 5.6kts  
DTG to S.F. - ~171nm  
ETA to S.F. - 36hrs or Late Wednesday night or early Thursday morning as weather permits.

Fuel past 24hrs - 185gal = 7.55gal  
Fuel consumed on leg #4 - 280gal  
Fuel on board - 620gal

Weather;  
Temp - 56deg F  
Wind - NW 5-10kts  
Sky - Low clouds  
Sea - NW 2'

Once again we have settled into the watch rotation for this leg of the transit home. We passed the Channel Islands yesterday and enjoyed the calm seas they provided in their lee. We have rounded the dreaded Pt. Conception / Pt. Arguello area and are now heading up the coast. The potential for having a wild ride in this area is always present, but, this time we did not have to endure it. The winds and seas have subsided making this portion of the trip much more pleasant.

As we pass the Morro Bay area, we are far enough off shore that we cannot see the land. This may be the reason that we were visited by a small yellow finch this morning. We don't know if he was lost or just looking us over as a place to rest before his journey back inland. Anyway, he didn't stay and fluttered back toward shore.

Last evening we spotted numerous blows >from a pod of whales as they headed North. They are, as always, a treat to observe even at a distance. The crew look as if they are headed to an arctic expedition as everyone is bundled up to ward off the cold winds we are not used to anymore. I thought this was sunny southern California. We should have bottled up some of that St. Vincent sunshine and sprinkled a bit of it here and there as we came up the coast.

San Francisco here we come....fog or no fog, open up that Golden Gate, we're back. And then gone again!

Capt. Mark Griffin

----- Original Message -----

Sent: Wednesday, May 14, 2003 8:22 AM  
Subject: Lady Washington Return Voyage Day 56

14 May 2003 Day 56 Leg # 4 Day 3

Position as of 0730 37deg 25.7'N 122deg 31.6'W Course 340deg M @ 6.1 kts

DMG past 24hrs - 143nm = 5.9kts  
DTG to Golden Gate - 25nm  
ETA Sausalito - 1430

## Fair Winds

Fuel past 24hrs - 180gal = 7.6gph  
Fuel consumed this leg - 460gal  
Fuel on board - 440gal

Weather;  
Temp - 54deg F  
Wind - NW 10kts  
Sky - Low clouds and drizzle (welcome to S.F.)  
Sea - 2' swell NW 4' @ 10sec

Yesterday's date was in error as I got ahead of myself. Probably in anticipation of getting up the coast. We have had our usual escort of dolphin and the occasional whale as we make, what so far, has been our smoothest leg of the West Coast. That is scheduled to end this evening or tomorrow as a storm is approaching with some rather strong winds and large seas. We will be in port awaiting fueling as the winds hit and a decision is made as to whether we will go out and fight our way against it or stand down until the brunt of it passes.

The crew is hoping that we can get on the back side of the storm, set some sail to help boost us up the coast, and that one step closer to our destination, the big wood lathe in the back shop, or at least a couple of miles from it.

As we approach the Bay area we are once again in the mine field of crab pots that, along with the other traffic, keeps us on our toes. Fortunately it is daylight so we can see them and will only have to put up with them for the next several hours as we slide into the Bay on a flood tide. Outbound is another story as we get to do it all again.

We are hoping that this storm will pass quickly and let us get "out of Dodge" and on with our appointed rounds. We are sailors, and would rather be at sea than tied up to a dock somewhere waiting. The quote goes something like this, "A ship in the harbor is safe, but that is not what ships were built for." Yes, we are anxious to get up the coast, but this is not the time to get careless as we know what the sea can do if we let our guard down.

Who says it never rains in San Francisco?

Capt. Mark Griffin

### ----- Original Message -----

Sent: Thursday, May 15, 2003 10:28 AM  
Subject: Lady Washington Return Voyage Day 57

15 May 2003 Day 57 Leg # 4 Day 4

Position - Tied up at the Army Corp of Engineer dock, Bay Model, Sausalito Calif.

Weather - In here, light wind and scattered clouds. Outside, wind, large seas, bumpy ride.

We are in Sausalito awaiting fuel tomorrow morning. The weather forecast is for gale force winds and large waves for the next 4 days. With this forecast, we are in a holding pattern as the combined forces of wind and wave are such that, should we put to sea, we will make little or no progress North. Chances are that we would be pushed backward by the winds as the waves will stop all forward progress. If we do go out into the storm, the chances of us making it back into S.F. Bay are questionable as the wind may force us to seek shelter back South. This is an area we have already seen and would rather see points farther North. Been there, done that, sort of thing.

As we wait, we are taking advantage of the opportunity to do safety and sail training with the newer crew. We have also sanded the pin rails to apply a new coat of oil to the wood, making the Lady start to look a

## Fair Winds

bit better from her long journey. Most of the ship's systems are operational and we are working on the ones that give us fits from time to time.

With luck, this storm will pass quickly and we will, once again, be trekking "up the hill" looking for that break in the surf that signals - take a right and look for the ice cream store.

What does a bed feel like that doesn't rock back and forth?

Capt. Mark Griffin

**----- Original Message -----**

Sent: Saturday, May 17, 2003 9:03 AM

Subject: Lady Washington Return Voyage Day 59

17 May 2003 Day 59 Leg # 4 Day 6

Position - still in Sausalito, Calif. awaiting the storm to pass and the winds to diminish enough to make headway up the coast.

Weather on the coast North of here;

winds NNW 29kts gusts to 39kts. Seas diminishing to 12-18' @ 8 sec. (Way Rough)

Forecast; winds to diminish on Tuesday to 15-25kts, seas 8-10'. (Rough but doable)

As we await the storms passage, we are involved in cleaning and general maintenance of the boat. The crew has scraped and sanded the pin rails, then applied four coats of oil to them. Talk about bright work! All lines are now being placed back on their proper pins and we are getting ready for our next project of prepping and oiling the fore mast. We have several areas on the outer hull that need to be painted, but, with the environmental regulations being what they are, we will need to wait until we are home to do the work. I guess it gives the Lady that weathered look, or as the paint department puts it, aged.

With seas and wind looking like they will begin to diminish the first part of the week, we are looking at a departure with the tide on Tuesday morning. We are going to beat into this thing until we get better weather, which should be Wednesday or Thursday. Whichever day it improves, we will be just that much closer to home. It may take a few more fuel stops to do it, but it sure beats walking.

We take it one day at a time and do what we can.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Monday, May 19, 2003 9:53 AM

Subject: Lady Washington Return Voyage Day 61

19 May 2003 Day 61 Leg # 4 Day 8 Sausalito Calif.

The wait is over. As we await delivery of a critical generator part this morning we are prepared to cast lines and put to sea. The high winds and heavy seas have subsided enough that we feel confident we will be able to make good, if not slow, progress North. Our stay here has extended an already long journey that we hope will be over within a week. Until we get further North we will not be able to give a real close estimate of our arrival. Daily updates will be forthcoming and estimated arrival date and time will factored into the progress we make.

We will see everyone soon in Grays Harbor.

Capt. Mark Griffin

## Fair Winds

### ----- Original Message -----

Sent: Tuesday, May 20, 2003 9:54 AM  
Subject: Lady Washington Return Voyage Day 62

20 May 2003 Day 62 Leg # 4 Day 9

Position as of 0800 38deg 02.7'N 123deg 14.8'W Course 310deg M @ 1.2kts  
We are about 11nm WNW of Pt. Reyes, Calif.

DMG past 24hrs - 43nm = 3.5kts

Fuel consumed past 24 hrs - 120gal = 5gph  
Fuel on board - 770gal

Weather;  
Temp - 53deg F  
Wind - NW 18-25kts  
Seas - 6' swell 10' @ 8sec  
Sky - clear

We departed Sausalito with the afternoon tide yesterday and beat into some heavy chop as we passed under the Golden Gate bridge. As we rounded Pt. Bonita, we were greeted with calm seas and very light wind. Several days ago, this area was a churning mass of blowing foam as the gale force winds tormented the seas. These new conditions continued through most of the night allowing us to make good speed. This morning has been a bit different. Winds and seas combine to slow out Northerly progress to a crawl, once again. We have set the main staysail and have fallen off the wind a bit to get some drive out of the sail, and it appears to be working as we are now making around 2kts. The winds are cool and everyone is bundled up against the elements as they get their sea legs back, or try to. We await the forecast change in wind direction that will allow us to set more sail and make better time, but as it stands now, we are happy to be back at sea making what progress we can. Our next stop for fuel is expected to be Eureka in the next few days, provided the winds don't stop out forward progress.

This leg will challenge all of us, as we expect it be a fight the entire way. Should this leg be renamed turkey leg, or the hind leg, as it attempts to kick our backside. Watch out as we may just kick back.

Captain Mark

### ----- Original Message -----

Sent: Wednesday, May 21, 2003 12:26 PM  
Subject: Lady Washington (Attempted) Return Voyage Day 62

21 May 2003 Day 62 - Turkey Leg #4 Day 9

We are in Bodega Bay, Calif. Our trip from Sausalito was very good at the start. We were making good speed until we got North of Pt. Reyes. At that point the winds and seas combined to make our progress almost nonexistent. Our forward progress, when we were making progress, was less than 1 knot and sometimes that knot was in the wrong direction. Our decision to take refuge was not made easily as we are anxious to make out way North. With the fuel consumption we had we would have had to turn around and come back even if we had stayed out in the storm for another few days. As it stands now, we must make at least 2.5kts in order to make it to our next available fuel stop, Eureka. Two boats left early this morning. One a 60 ft. boat and the other one over 70 ft. Both are back here mid-morning and are sitting it out until, even they, can have better conditions. Both of these boats are not constrained by fuel but the conditions they encountered are not favorable for a journey at this time.

We have had reports that weather in the Crescent City area has abated. We are awaiting for the pattern to arrive in this area, but (always that but), there is a high pressure that has stalled just off shore causing

## Fair Winds

the Northerlies that are keeping us in port. We are staying in close contact with our weather prognosticator, Susan, for updates as well as local NOAA weather centers.

Wish us luck, and would someone, please, move that high pressure system out of our way!!!!

Capt. Mark Griffin

**----- Original Message -----**

Sent: Thursday, May 22, 2003 10:08 AM

Subject: Lady Washington Return Voyage Day 63

22 May 2003 Day 63 Leg # 4 Day 10

We are still in Bodega Bay awaiting the winds to subside a bit more so we can slog our way further up the coast. Winds 100 miles North of us are subsiding to the point that we are going to attempt a departure tomorrow morning on the early tide. This means that, depending on tomorrow's forecast, we will be off the dock about sun up. We had white caps in the harbor yesterday and a steady parade of boats coming in to escape the weather outside.

Wish us luck, and see y'all up the hill.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Friday, May 23, 2003 9:25 AM

Subject: Lady Washington Return Voyage Day 64

23 May 2003 Day 64 Leg # 4 Day 11

At 0500 we departed Bodega Bay, Calif., bound for Eureka, Calif. The winds have abated over the night. This morning there were boats of all size making for sea that had been hold-up here awaiting the opportunity to make it North, just as we have been. Seas are manageable with a 3' wind chop and swells of 7' @ 10sec. Our winds are currently out of the WNW at 10-12kts allowing a current speed of 5kts. With this rate of advance, we expect to be in Eureka Saturday afternoon. Pt. Arena will be rounded this evening and the reports we have been receiving call for favorable weather North of there.

Wish us luck, for the window of opportunity to make good distance up the coast looks like it is here.

We are getting closer. We won't make the holiday weekend, but, see you all soon.

Capt. Mark Griffin

**----- Original Message -----**

Sent: Saturday, May 24, 2003 10:00 AM

Subject: Lady Washington Return Voyage Day 65

24 May 2003 Day 65 Leg # 4 Day 12

Position as of 0730 39deg 38.3'N 124deg 17.09'W Course 335deg M @ 6.5kts  
We are mid way between Pt. Arena and Cape Mendocino, about 80nm South of Eureka, Calif.

DMG from Bodega Bay - 106nm = 3.9kts

DTG to Eureka - 80nm

ETA Eureka - 8-9pm tonight

Fuel consumed past 24hrs - 200gal = 7.4gph

## Fair Winds

Fuel on board - 700gal

Weather;  
Temp - 50deg F  
Wind - NW 5-10kts  
Sky - Fog  
Sea - WNW 2-4ft

We rounded Pt. Arena last night after a day long fight against the elements. Our persistence paid off as we have encountered favorable conditions as we make our way North. The seas have calmed and the wind has dropped off, so the fog could come in, giving us a new twist in our travels. We will take the fog over the wind, for now, except for a favorable wind. We expect to make a quick touch and go for fuel in Eureka, then, keep on keep'n on, up the hill. Depending on travel speed, winds etc., we may make a stop either in Coos Bay or Newport if fuel requirements dictate, otherwise, we will make land next in WESTPORT, WA. Whoopee!!

We have chipped a bit off the old nut but have not, as of yet, cracked it. We will keep on swinging the hammer and, as Bill puts it, "This too will pass". Not wind, nor seas, nor fog, nor rain, nor..... will keep us from our appointed rounds. Do the postal workers worry about the seas?

Until tomorrow,

Capt. Mark Griffin

### ----- Original Message -----

Sent: Sunday, May 25, 2003 9:38 AM  
Subject: Lady Washington Return Voyage Day 66

25 May 2003 Day 66 Leg # 4 Day 13

Position as of 0800 42deg 09.0'N 125deg 50.0'W Course 000deg T @ 6.3kts

We are in Oregon!!!!

DMG past 24 hrs - 145nm = 6.0kts

Fuel used past 24hrs - 200gal = 8.3gph  
Fuel used since Bodega Bay - 410gal  
Fuel on board - 490gal  
290gal before reserves @ 8.5gph = 34hrs  
34hrs @ 6kts - 204nm before fuel stop

Weather;  
Temp - 57deg F  
Wind - NW 10-12kts  
Sky - Scattered Cumulus  
Sea - 2-3' swell NW 4' @ 10sec

The fog has lifted for now as the winds have reappeared. They are not from the direction as to permit us to sail, but, they are not hard on the nose either. We are making good progress as we head up the coast. As it stands now, we are 252nm from Westport. If we can maintain our current speed and rate of consumption on fuel, we will be able to make it without stopping for fuel, but we will be into our reserves. Should the winds slow our progress we will be force to put into Newport for fuel. The weather radio has forecast Southerly winds after midnight so we are hoping for the best, and planning for the worst.

## Fair Winds

Most of yesterday we were in very large patches of jelly fish. Some on these patches were hundreds of feet across and extended for better than a quarter mile or more. Just as we thought we had observed the last of them, we would pass another very large group. We are still seeing some this morning. It must be spring.

Our expected arrival time into Westport is 48hrs >from now, or on the morning of the 27th. Should we need to stop for fuel we will need to add another 12hrs to this time. Either way, expect us to show our battered hull in Grays Harbor on 27 May. This is, however, barring any unexpected delays due to wind and sea conditions.

Polish up those tin pans and tune up the drums, the kids are back. Almost.

Stand-by for cannon fire....fire in the hole!!!!

Capt. Mark Griffin

**----- Original Message -----**

Sent: Monday, May 26, 2003 12:07 PM

Subject: Lady Washington Return Voyage Day 67

26 May 2003 Day 67 Leg # 4 Day 14

Position as of 0700 44deg 30.0'N 124deg 15.0'W Course 030deg M @ 7.5kts

We have just turned for Newport, Oregon and our last fuel stop on the trip.

DMG past 24hrs = 144nm = 6kts

DTG to Westport, Washington - ~150nm

Weather;

Temp - 62deg F

Wind - SSW 5kts

Sky - mostly clear and sunny

Sea - light ripple - swell WSW 3' @ 12sec

We are on our last leg, of the last leg, of a long journey home. We had the privilege of the company of two grey whales this morning breaching and slapping the water with their tails and flippers as if to be waving hello to us. We have just taken on fuel for the final push to Westport. Our expected arrival time around 0800 tomorrow. The crew is anxiously awaiting family and friends for the trip through Grays Harbor, into Aberdeen, and the conclusion of this most fantastic journey. Joel is celebrating his 23rd birthday today but will have to wait until tomorrow for the real celebration.

As has been the normal for the past 8 months, we have entered a new port, to most of us, and it is a holiday. Why break a string when it works. Winds are coming out of the South but are not of sufficient strength to sail so we continue to motor. Who says power boating can't be adventurous? Lets hope we can have favorable winds for the ride to Aberdeen.

Until tomorrow and the next day....

Capt. Mark Griffin

**----- Original Message -----**

Sent: Tuesday, May 27, 2003 12:41 PM

Subject: Lady Washington Return Voyage Day 68

27 May 2003 Day 68 Leg # 4 Day 15

## Fair Winds

Position as of 0830 this morning: Tied up, port side to, on Dock 8 in Westport, Washington. We crossed the bar into Grays Harbor just after sunup this morning and were greeted by family and friends that drove, some of them, many hours to be here for our arrival. It feels strange that the trip is 20 miles from completion as we have traveled so far and have enjoyed, or encountered, many fun, and at times, trying ordeals. This crew will forever have a stake in what we have accomplished and the camaraderie that this trip has formed. We all will be forever changed by it.

Tomorrow morning we take on, as passengers for the last segment home, Grays Harbor Historical Seaport Authority Board Members, Directors, Office Staff, family members, friends and loved ones. These last few miles and hours will be shared with all those that have made this journey possible. There are many more that were not able to join us but you are all in our thoughts.

Thanks to Big Screen Marine, both Kay and Rick for your support all along the way, both going and coming. Your scheduling and coordination at the various ports made our job much easier. To Susan, your weather information, though not always what we wanted to hear, was always right on the money. I thought you didn't have a crystal ball. To all of the agents and panga drivers; you all do great jobs and help out more than you know.

This will be my last E-mail for this journey. It is my hope that all who have had the opportunity to read them enjoyed our trip as much as we did. You didn't get the chance to stand watch on black nights, balance your meals on your lap while the ship bounce around or go swimming in the middle of the ocean with nothing around you but water and sunshine. In my communications it has been my hopes to share our lives and activities with as many as I could. I was not my intention that people as far as the Middle East would be following us, but if we made their distance from home more bearable, then I guess what was written was for the greater good of all.

Thanks to Mark Olsen for posting these messages for all to enjoy.

Until our next adventure and opportunity to share...Thank you all.

Capt. Mark Griffin

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