



Months of planning and preparation culminated in a final test run before the Spirit of Nashville departed New York Harbor

across except when we were fighting the storm. It did a beautiful job. We would make a heading change every day and a half, estimating the abnormal drift and set from the sea conditions we'd been going through, just common sense."

When they finally got a fix from a ship out off the English Channel, they found they were only 12 miles off course.

At 1600 on 16 August they had tied up in Paris and Cargile shut down the engine for the first time since Newfoundland. They were greeted by Cargile's wife Phyllis, his mother Mrs. Neil Cargile, French officials and the French press and, of course, champagne.

They had traveled 4500 nautical miles, consumed 1480 gallons of fuel at an average of a little over 6 knots at the rate of 1.9 gallons per hour.

Why did he do it? "Well, we started out with a clean

new design, the Cutter. It had to be seaworthy, but with an 8-foot beam for trailering, we came up with an unusual looking boat, and so we've been fighting an invisible barrier ever since the boat was introduced in New York in 1969. And I've known all these years that it was very capable. Remembering Lindbergh, who was laughed at too, we made some calculations and came up with positive answers.

"Another way of expressing it would be that we had an unusual product like the Volkswagen bug but we didn't have the Volkswagen company's marketing capability to put it over, so this was a poor man's way, so to speak, of doing it."

Would you do it again? "Yes, except for the time involved. Yes, I'd use the same basic rig, but with better communications. And I'd spend just as much time in preparation."