

458 Glen Road
Weston, Ma 02193
December 20, 1982

Mr. Nils Bruzelius
40 Fountain Street
West Newton, Ma.

Dear Nils,

I have been giving some thought to how we might organize the job of provisioning. I have divided the job up into a number of discreet elements which could in theory be distributed to different people. The key thing which you should think about is how much of this you and Maggie are willing to take on.

The tasks which I see are:

- (1) Food testing and menu planning.
- (2) Preparing a stores list (ie. exactly what we need and in what quantities). This should probably be complete by April 1st.
- (3) Purchasing - By May 15th except for perishables.
- (4) Packaging. This involves stripping labels from cans and marking them with some sort of indelible label. Some people report varnishing the cans and this may be a good idea. Should probably be complete by June 1st.
- (5) Stowage. By June 15th except for the perishables. We will need a complete record of exactly what is stowed where and what codes have been used in the packaging process.

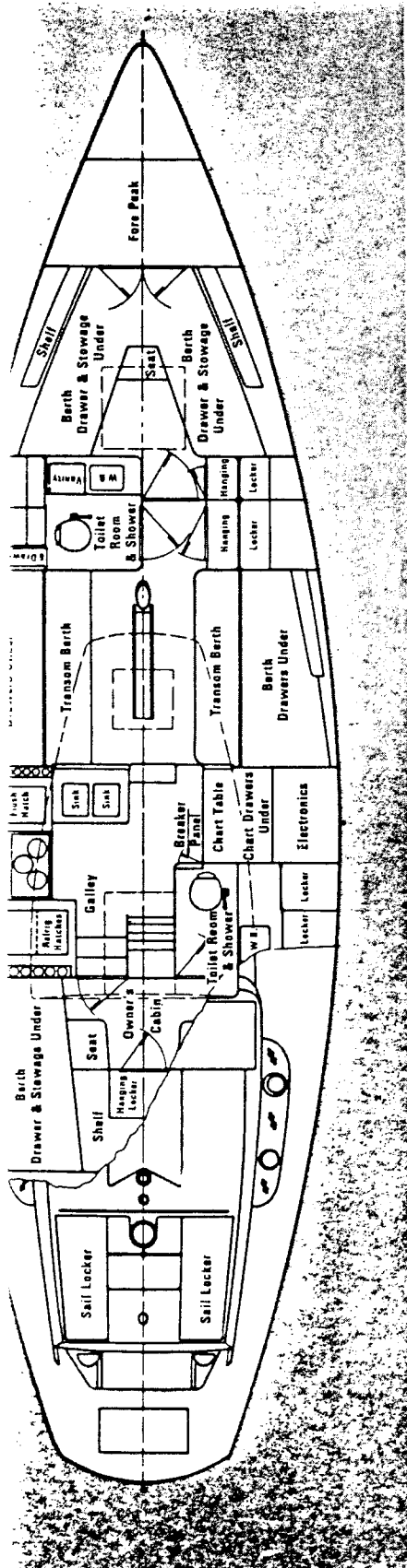
I think that we must have one family designated as responsible for each of these tasks. This doesn't mean that they can't solicit help - only that they are responsible for taking the initiative and seeing that the task is properly completed. If each of us is waiting for the other to get started we will never get anything done.

I am attaching the chapter out of McKelvy's book which I mentioned to you. I have since seen an annotated stores list for an ocean passage but have lost track of where it was. If I run into it again I will get you a copy.

See you soon.

Best,

Bill



Appendix II

A NOTE FROM NANCY W. McKELVY

When it became apparent that John's dream of crossing the Atlantic aboard *Gräfin* was to become a reality, I looked at the project of stocking the boat with food and supplies with trepidation.

I would survey the interior of the boat, admiring its thrifty use of space and wonder where in heaven's name all the stores could be stowed. With the help of the men in the Crosby boatyard, pockets of space were discovered in the most unlikely places—around water tanks, behind the stove, under bunks, in the bilges and chain locker—to name but a few. Bulkheads were built for these areas so the stores couldn't break loose and wreak havoc on the high seas.

In planning the quantities of food to buy, forty days were to be the maximum estimate for crossing the Atlantic. If it were to take longer, the crew would have realized the fact long before the time was up and been able to reduce their consumption to compensate. Three large hot meals per day would be necessary, with many snack items (both hot and cold) for in-between hunger. Many meals would be easy directly-out-of-the-can for stormy days when no one wants to cook but everyone must eat. Inspirational gourmet items would be stocked as well for those lazy days.

I questioned each crew member about his particular likes and dislikes and whether he was allergic to any food. Fortunately, they all said they were easy to please, so my inclination was to stock *Gräfin* with food that *I* would like if I were going across. And since I wasn't going, the food had to be methodically arranged and listed to enable the cook for the day to find somewhere aboard the ingredient needed for his chosen menu of the day.

In order to explain the organization of this process clearly and with high hopes of being brief and to the point (because

actually doing it is a hundred times more fun than reading about it), I will break down the process into phases.

I first devised as many interchangeable menus as possible, then divided them over a forty-day period, allowing for two dinners per week of frozen meat. (The freezer held two boneless legs of lamb, two boneless sirloin beef roasts, packages of hamburger, steaks, and boneless chicken breasts—enough for eleven dinners in all.) From this menu list, a master shopping list was begun. Naturally three square meals a day wouldn't be enough, so snack items were added to the master list such as crackers, raisins, cookies, and so forth.

As this master list grew it fell into categories: meats, fresh produce, beverages (both hot and cold), canned meals and canned meats, breads, dairy items, soups, canned vegetables, canned fruits, and the largest section of all—miscellaneous.

During the winter we experimented with both canned and freeze-dried foods and found the former to be far superior in taste. Most of the freeze-dried foods were too salty and required inordinate amounts of water for reconstitution. Mrs. Filbert's Margarine, available in one-pound cans, tastes no differently from fresh margarine and is available from Stowaway Sports Industries, Cohasset, Massachusetts. Canned cakes are delicious. We discovered that farm-fresh eggs keep perfectly well at least forty days when stowed in the coolest part of the hull below the waterline. Pepperidge Farm prepares a packaged bread mix, which we found to be easy and excellent. One Saturday, when the family gathered for lunch, I heated four different brands of canned macaroni and cheese. We each served ourselves a little of each then voted on our favorite. It was interesting to see how greatly they varied in color, smell, texture, and taste (Franco-American won!).

Just recently, Stowaway Sports Industries has produced a canned milk (in forty-eight-ounce cans) that will keep indefinitely until opened, and then up to ten days refrigerated. This being unavailable at the time, the boat was stocked with canned evaporated milk.

By the time the actual shopping was begun, the list had been thoroughly itemized and quantities specified. I met with the supermarket manager and gave him a copy of my list so that cases could be set aside and supplies assured. I first tried to do the shopping *before* meeting with the manager, and after five minutes I knew it was hopeless. The shelves weren't stocked with twelve cans of corned beef hash or fifty cans of evaporated milk! Unfor-

tunately, he did not give me which another store might have, piling all the merchandise

Institutions purchase many other such items in gallon-lids. I collected these empty and accumulated a dozen. Into sugar, rice, tea bags, cranberries, "nuts and bolts," candy bars

On the boat I started many nooks and crannies. Many "where" were kept "where" *twenty-four cans*, I wrote, "in chain locker; six in bow locker; in bag forward of bow water

The main cabin aboard the port side. Over this area three small hammocks. Here where air could circulate and

The wives of the mariners ready-to-heat-and-eat meals were contributions from the men to be well fed while the boat finally sailed, six dinners note to the men read: "In night out: boneless chicken bread. Day two: frozen steaks thawing. Day four: boneless steaks thawing. Day six: thawing one large baked ham." This such a way that the food until the day of its consumption provided brownies, special bread and bolts" and much, much

The list of nonedible items of disposable items such as heavy-duty garbage bags,

When *Gräfin* arrived at sea, so many stores were available to buy for the rest all the way across uncharted who was delighted to taste

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able menus as possible, period, allowing for two diners. My freezer held two boneless legs of lamb, packages of hamburger, and enough for eleven dinners. My shopping list was begun. It wouldn't be enough, so snack items such as crackers, raisins,

two categories: meats, fresh vegetables, canned meals and canned vegetables, canned miscellaneous.

It was filled with both canned and fresh to be far superior in taste. It was not salty and required no seasoning. Mrs. Filbert's Marzetti tastes no differently from the one at Downaway Sports Industries, and these are delicious. We lasted justly well at least forty days below the waterline. I read a bread mix, which we found when the family gathered around a table of canned macaroni and cheese. Each then voted on how greatly they varied in taste (American won!).

Downaway Industries has produced a product that will keep indefinitely refrigerated. This being stocked with canned evaporated

condensed milk, the list had been specified. I met with the supply of my list so that cases were ordered. I first tried to do the shopping, and after five minutes I found the store wasn't stocked with twelve cans of evaporated milk! Unfortunately,

fortunately, he did not give me a discount for buying in such bulk, which another store might do; however, his assistance in stockpiling all the merchandise and having it ready was invaluable.

Institutions purchase mayonnaise, salad dressing, catsup and other such items in gallon-sized plastic containers with screw-top lids. I collected these emptied containers from a local school and accumulated a dozen. Into these went cookies, and cold cereals, sugar, rice, tea bags, crackers, and quick snack items such as "nuts and bolts," candy bars, and raisins.

On the boat I started stowing the nonperishables. Since so many nooks and crannies held supplies, I kept a list of "how many" were kept "where." (For example, under *beef boullion*, *twenty-four cans*, I wrote, "Three in galley, main locker; six in bag in chain locker; six in bow hanging locker on back shelf; remainder in bag forward of bow water tank.")

The main cabin aboard *Gräfin* has a dinette arrangement on the port side. Over this area I fastened hooks from which hung three small hammocks. Here fruits and vegetables would be stored where air could circulate around them.

The wives of the married crew members offered to provide ready-to-heat-and-eat meals for the first few dinners, and there were contributions from other friends as well. We wanted the men to be well fed while they got their sea legs, and when *Gräfin* finally sailed, six dinners were thawing in the refrigerator. My note to the men read: "In refrigerator: Meals to eat first! Eat first night out: boneless chicken breasts with rice; broccoli spears; Italian bread. Day two: frozen lasagna. Day three: twelve hamburgers thawing. Day four: boneless chicken curry thawing. Day five: six steaks thawing. Day six: two containers beef stew thawing. Also one large baked ham." These were stacked in the refrigerator in such a way that the food would hopefully not be fully thawed until the day of its consumption. Families and friends also provided brownies, special homemade coffee cake, donuts, "nuts and bolts" and much, much more.

The list of nonedibles was long; at least half of it consisted of disposable items such as paper plates, napkins, cups, tissues, heavy-duty garbage bags, and small plastic bags.

When *Gräfin* arrived in Scotland after only twenty days at sea, so many stores were still aboard that we had little but perishables to buy for the rest of the summer. Some carrots made it all the way across uneaten and we gave them to our landlady who was delighted to taste honest-to-goodness "Yankee carrots!"

A few eggs were left, which were quickly eaten, and so much beer was aboard that we drank it for two consecutive summers. I had intentionally overstocked the boat with paper items, as they are not as available nor as good in Great Britain as in the United States.

Herein follows a list of provisions stowed aboard *Gräfin*, as reference for those who evince interest in a similar venture.

Beverages

Juices: 42 6-packs, 4 varieties

Soft drinks: 43 6-packs, 4 varieties

Beer

Cocoa: 4 cans of the mix-with-water variety

Instant coffee (8 8-ounce jars)

Teabags (200)

Instant broth (96 individual packets)

Canned Vegetables (estimated 2 cans per meal)

97 cans (12 varieties)

Canned Fruits

52 cans (8 varieties)

Canned Meals and Canned Meats

4 hams

12 corned beef hash

8 beef stew

9 spaghetti

6 ravioli

9 macaroni and cheese

12 steak and kidney pies

16 tuna fish

9 deviled ham

3 liver pâté

6 Vienna sausages

Breads

3 large cans New England brown bread

4 2-pound white breads, perishable

2 large English muffins, perishable

2 large rye, perishable

Dairy

20 one-pound cans margarine

20 dozen farm-fresh eggs

51 cans evaporated milk

2 gallons homogenized milk, perishable

Swiss and Cheddar cheeses, perishable

Cookies

Large plastic jugfuls of five favorite varieties

Crackers

2 tins Bremner; 4 tins Saltines

5 packages Pilot crackers; 3½ pounds Triskets

Soups

(estimated 3 cans per meal)

143 cans (10 varieties)

Fresh Produce

4 heads iceberg lettuce

10 packages carrots

2 pounds tomatoes

6 pounds onions

10 pounds potatoes

36 apples

36 oranges

24 lemons

6 grapefruits

Miscellaneous

Canned pies, cakes, and puddings

Bacon bar: 8 (Used in soups, eggs, salads, vegetables)

Peanuts and almonds

Italian salad dressing (5 large)

Brown gravy mix (4 packages) and white sauce mix (4 packages)

Peanut butter (3 large jars)

Raspberry jam (6 large jars)

Currant jelly (6 medium jars)

Honey

Piccalilli (2 large)

Catsup (6 large)

Mayonaise (9 quarts)

Mustard (5)

Chutney, Worcestershire sauce, Parmesan cheese

Maple syrup (½ gallon)

Soy sauce, salt, pepper, garlic powder, curry, etc.

Pam (2 aerosol cans)

Bisquick (3 large boxes)

White and brown sugar

Rice (not instant, but the 5-minute cooking variety)

Instant cream of wheat

Variety packs of cold cereals

Meats

Lamb (2 boneless legs), enough for two meals each
Beef (2 boneless sirloin roasts), enough for two meals each
Hamburger (2 packages, each containing 12 premade patties)
Steaks (2 packages, each containing 6 whole steaks)
Chicken breasts (3 packages, each containing 6 whole, boned
breasts)

Sausages (2 packages little breakfast links). **BACON**

Nonedible Items

Baggies (3 small, 4 medium), sponges, Brillo, dishbrush,
Saran wrap, tin foil, Handiwipes, toilet paper (20 rolls), paper
towels (15), heavy-duty garbage bags, Ajax, liquid Joy, Fan-
tastic, soap bars, Kleenex, paper napkins, paper plates, paper
bowls, paper cups (cold cups only), wooden kitchen matches,
Raid, Off, and disposable roasting pans for emergencies.

MOSQUITO REPELLENT -