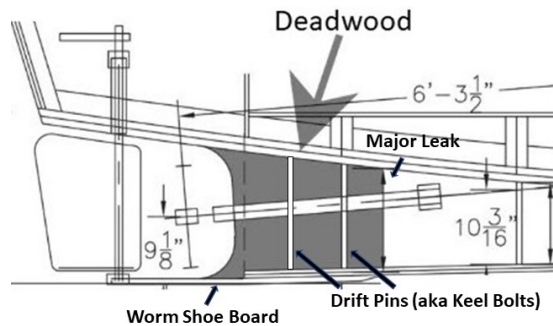


SUSPECT (MARVEL) Restoration Project: Update

Our best laid plans have been thwarted once again



In our July 15th Update we reported (as shown above) that we suspected a substantial amount of water (~60 gallons/hour) continued to leak into the boat through her drift-pins. We hoped that proper caulking of these would address the problem. SUSPECT was hauled to accomplish this. Her worm shoe was removed and flexpoxy was injected into the drifts. A new worm shoe was fashioned, attached and the boat was re-launched.

Sadly, this did nothing to stop the leak. (See attached video clip)

We decided to keep the boat in the water with the hope that continued swelling of her deadwood would slow or stop the leak... but the leak continued. Her two bilge pumps kept her afloat but would drain her batteries every three days. Barbara and Tom Slaight generously allowed us to keep the boat on their dock and provided 120AC in order to keep the batteries charged.

While we pondered next steps we used the fact that the boat was in the water to run extended tests on her diesel engine. Land tests at the Tripp boatyard had been limited to 10 to 12 minutes using garden hose-supplied fresh water. Now that the engine could draw cooling water from the river longer tests could be run. To our surprise these tests revealed several problems. The Volvo MS7a engine in SUSPECT has two fuel pumps. One pump, the transfer pump, pulls fuel from the fuel tank and feeds it to the second, cylinder injector pump. In our previous tests, we had manually primed the engine with fuel.

In our first extended test the engine, despite a full fuel tank, ran out of fuel after about 15-20 minutes. We have traced this problem to a defective transfer pump. During this test we also noted that one of the two cylinders in the engine was not producing much power. We have traced this to a defective injector. If there is good news in this it is that one of our patrons, Mike Brown, just happened to have a spare Volvo-Penta MD7a transfer pump and two injectors in his collection. He has donated them to the cause and we are in the process of replacing the defective units with these used but serviceable units.

So where do we go from here?

The leak has once again forced us to haul the boat. She is back on her perch in the Tripp boatyard looking quite forlorn. Wooden catboat expert, Bob Luckraft, has suggested that we remove her port and starboard planks (the garboard planks) in the area where the leak is located. This bit of catboat surgery will allow us to inspect the leak zone directly and allow us to devise a rescue plan. The process will commence this coming weekend.

We remain hopeful that our beloved Old Girl will return to the water before season's end but the window is closing... and the peak of the hurricane season is upon us.

Gotta love old wooden catboats, eh!?

As mentioned in our earlier updates. We are eternally grateful to all of our patrons out there for your generosity. Many continue to contribute to our restoration fund despite the unexpected problems and delays. THANK YOU.

Again, please share our restoration adventure with those in your network. Multiple launchings are cutting into our budget and any and all new funds would be appreciated.

As before, donations are welcomed via our GoGetFunding web site:

<https://gogetfunding.com/marvel-an-historic-boat-restoration-project>

... or directly by check to Conway c/o MARVEL, Box 46, Westport Point, MA 02791 for deposit into the MARVEL fund.

I will send a follow-on update as soon as we have a definitive prognosis of the on-going repair and re-launch efforts.

Stand by.

-John Conway