

Many Cores Are Light, Stiff, Quiet, Or Economical, But Nida-Core is All of the Above

Lightweight

Nature provides the geometry, we provide the material. Nida-Core is extruded from tough, versatile Polypropylene plastic. Fused to the honeycomb cells are non-woven polyester bonding scrims with a Polyethylene barrier film to limit resin consumption. Nida-Core is nearly half the density of Balsa which simply means a lighter vessel, capable of carrying more and burning less fuel at higher speeds.



Impact Resistance

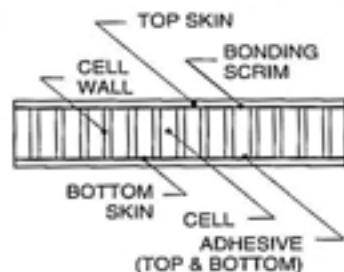
There are many cores that can make a light, stiff structure. Nida-Core, however, combines the light weight and stiffness of a honeycomb with tough polypropylene plus superior bonding properties due to the thermo-fused bonding scrim. This combination allows Nida-Core to absorb and dissipate impacts and shocks repeatedly that would cause ultimate failure in other core materials.

Rot Proof

Whether you bought your boat for work or recreation, maintenance is not something you want a lot of. Balsa and plywood rot or lose strength when wet. Plastic foams may be attacked by styrene. Nida-Core cannot rot and is unaffected by most solvents and chemical agents. When encapsulated in a laminate using a non-aqueous (barrier) resin the scrim forms a seal limiting the water migration through the structure, even if a skin is punctured.

Thermal Insulation and Sound Dampening

Nida-Core, somewhat paradoxically, is able to act as a dead-air insulation as well as dissipate heat from the bond-line. These properties prevent heat from accumulating either in the core or in the skin laminate, so critical, heat deflection temperature are not exceeded.



Nida-Core's natural resonance is way below the problem hearing range and through hysteresis (molecular friction) dampens sound that is normally carried through structures - like stringers, bulkheads, decks etc. Boat manufacturer's test results have shown Nida-Core to have substantially improved sound dampening qualities versus Balsa, PVC foams

or other Honeycombs such as paper or aluminium. This property reduces the need for expensive and heavy add-on sound dampers. Just one more way to keep your boat light.

Excellent Bond

The cell walls are fused into the non-woven Polyester scrim. That coupled with the scrim's affinity for virtually any resin or adhesive system provides exceptional bond and peel strength, ranging from poly and Vinyl-esters to epoxies, phenolics, wood glue, even contact cement. Compatibility with Nida-Core permits not only fibreglass lamination, but a wide range of pre-fabricated panel products and processes.

This unique blend of qualities makes Nida-Core a premium structural choice.

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ABS

Morelli

One of the world's most innovative designers has started a relationship with South Africa's most prolific boat-builder; a relationship that should see the Western Cape's stature in the international boating community significantly enhanced.

Since 1975, Gino Morrelli has been designing multihulls for international clients. His passion for building yachts started in the back yard of his home in California with his father, Wes.

"My father was into racing cars when I was a kid, but I remember we built a 33-foot trimaran in our back yard and I guess that is where my real passion for the craft of boat-building started," Morrelli said as he prepared to start working for Robertson & Caine, South Africa's premier boat-builder.

"I am one of those lucky people who can make a living out of my passion. But it is like being an actor where you are only as good as your last performance. That is why the new challenge in South Africa is so important to me."

Singing the praises of Cape Town and the city's potential to become a major player in the boat-building arena, he added: "From what I have seen the city has many major factors in its favour. The labour force is skilled and relatively low-cost when compared to Europe and the United States. Your country already produces some of the world's top boats. I am looking forward to my relationship with Robertson & Caine, because the company is dedicated to improving its impressive record of producing the best."

Robertson & Caine Director Ellian Perch says Morrelli's decision to join the company is a major boost: "I admire him for what he has already achieved in our industry. We wanted him specifically to help us produce the world's best Powercats."

Robertson & Caine launches its latest Powercat, the Leopard 47 PC later this month. The company is already rated one of the world's top builders of cruising catamarans and have consistently been awarded the highest industry accolades for their designs. In 2005, their Leopard 40 catamaran was named Best Overall Export Boat in the United States.

Morrelli's design company, Morrelli and Melvin, has consistently won the world's top awards. Its international standing received a major boost in 1988 with the design of *Stars and Stripes* for the America's Cup.

This year, Morrelli and design partner Pete Melvin were awarded Sailing World Magazine's Best Multi-hull Award for their Reynolds 33 catamaran.

In 2005, the National Marine Manufacturer's Association presented the team with their Innovation Award for the Moorings 4000 cruising catamaran. In the same year, Cruising World Magazine voted the Moorings 4000 cruising catamaran the Best Imported Cruising Boat and Best Multi-

Joins Robertson & Caine

hull Under 40'.

In 1999, Morrelli was responsible for the design of adventurer and entrepreneur Steve Fossett's *PlayStation*, which broke the record for a trans-Atlantic crossing.

This is how Fossett recounted a night on the stormy seas with Morrelli steering the craft: "The wind continued to build quickly from 45 knots until a gust of 62 knots hit us. No rain or snow accompanied it and there was no warning of it on the radar. Gino Morrelli, *PlayStation's* designer, was steering, and few people in the world could have handled the situation better, if they could have handled it at all. As the squall ripped into us Gino pointed the boat directly downwind - there was nowhere else to go.

"It was wild. Gino said later he thought that we might not come out of it and he wasn't alone thinking that. Raging water covered the boat. It was pitch black. I felt the bows dig in and the rudders were out of the water grabbing only air. *PlayStation's* fate hung in the balance; we were either going head over heels or we would recover. Fortunately, we came through but not before four mainsail battens were shattered as the wind slammed them against the lazy jacks'. The damage effectively put an end to our record attempt."

Morrelli says he is unsure whether the thrill of taking one of his crafts into the ocean

in stormy waters or the kick gained from designing a top class yacht is the better feeling.

"I really like both aspects, but it is the hours spent designing the boats that affords me the opportunity to race. That is why it is so important to stay on the cutting edge of design," he said.

The two aspects and Morrelli's skill in both became the stuff of yachting legends as he helped the United States regain the America's Cup from New Zealand in 1988. The rules of the competition, it was thought, excluded multi-hulls, but Morrelli was enlisted after a decision was taken to challenge convention.

"I had been living in France and designing multi-hulls when the call came to build the *Stars and Stripes*. We were six crazy guys with very little time to come up with the goods and, as the result shows, we did. It was an exciting time that probably changed the course of that particular competition," Morrelli enthuses.

His latest adventure, living and working in the Mother City, will also probably see a few conventions go out of the window.

Morrelli will employ the latest so-called infusion technique for building boats. The two-step process of the infusion of resin into the framework of the craft involves stacking the reinforcements dry and then infusing

the matrix of the boat. In comparison to the more traditional resin transfer moulding, infusion technology is acknowledged by the yacht building community as the method best suited for high performance building.

"Interestingly, we have found the method to work better with female employees, because there is not that adrenalin rush that you get with resin transfer methods. It is a more precise and predictable method and delivers better results," said Morrelli.

There is therefore every chance that women stand a chance to gain employment in the Western Cape's boat-building industry as Robertson & Caine and Gino Morrelli wait for government approval to acquire a large tract of land in Atlantis where the company has decided to build a magnificent new 200,000 square metre shipyard. The company will increase its labour force from 300 to 1000 as a result.

Concludes Morrelli: "Robertson & Caine gave some serious thought to building the shipyard in Ireland, but I was convinced that the Cape presented the best opportunity for the company to expand and increase its already high standing in our community. I am truly excited to start this new chapter in my life and, although it will be tough to only see my wife and two children from time to time, it is my dedication to building the best boats that brought me here." ↓



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