

Goodheart



Circumnavigation Record Newsletter

MIDLANDS KEY TO GOODHEART'S SUCCESS

When ocean adventurer Alan Priddy decided to go ahead and build his record-breaking round the world superboat *Goodheart*, he could have chosen any one of a number of experienced boatbuilders on the south coast. "*Goodheart* might appear at a casual glance to be just another boat," explains Alan, "but the hull shape is extremely unusual, and the actual design of the whole boat is unique." So instead of entrusting *Goodheart* to boatbuilders who might just decide they know better when it comes to the nitty-gritty, Alan instead sought out an engineering company with unsurpassed skills in working with metals.

And so it is that *Goodheart* is being built in Dudley, in the West Midlands, by Micklewrights Structures Ltd, using all aluminium supplied by Blackburns Metals Ltd from Kingswinford, just down the road. It's not just the design of the boat which breaks the mould, but the way it's being built. The first two or three months saw *Goodheart's* hull being welded together upside down, then at the end of July rotated in huge circular frames ready for the next stage of construction.

Which brings us to Monday October 3rd, when Alan Priddy will be giving BBC Midlands Today a guided tour of the boat,

and explaining how he sees the Midlands not just as the source of the talent that has brought his project this far, but of further opportunities for Midlands companies to join the growing number of Circumnavigation Record supporters. "We're aiming to break the existing 61 day powerboat record by a convincing margin," says Alan, "and bring this great world record back to Britain."

Joining Alan will be Dudley South MP Chris Kelly, whose passion is to get business back into Dudley, and who has supported the Circumnavigation Record project from the outset.

Timeline

When Alan Priddy and I went around the world in 2002 on *Spirit of Cardiff*, we were given books to read by various people. One of them, donated by fellow circumnavigators on a boat called *Nordhavn*, was a copy of Michael Crichton's "Timeline". I was reminded of a quote from it recently, thinking that it actually applied to us with *Goodheart*. "...if you didn't know history, you didn't know anything. You were a leaf that didn't know it was part of a tree."

A great deal of our experience with *Spirit of Cardiff* has gone into *Goodheart*, both in the way the boat has been designed, and the way the circumnavigation attempt will be run. But in fact you have to delve a lot further back into history – 117 years, to be precise – to find

the inspiration for *Goodheart's* unusual hull shape. It was in 1894 that the experimental ship *Turbinia* was built. Charles Algernon Parsons had invented the steam turbine engine 10 years previously, and he wanted a vessel to prove the worth of the engines and land him a lucrative contract to supply the Royal Navy.

Turbinia's revolutionary turbines drove three shafts each with three propellers, and combined with an unusually narrow hull, she had a top speed of over 34 knots, making her easily the fastest ship in the world. And to really prove the point, *Turbinia* gatecrashed Queen Victoria's Diamond Jubilee naval review at Spithead in 1897, racing between larger ships with impunity. The stunt worked, and the navy was sold on the idea of steam turbines to power its ships, leading to 1906 and the world's first turbine-powered battleship *HMS Dreadnought*.

So while the rule book for building boats has been thrown away with *Goodheart's* unique structure, she is also a testament to the fact that sometimes you

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The classic photograph of Turbinia by Alfred West. Nearly 105 feet long, but just 9 feet across the beam, and a 3 foot draught (very similar dimensions to Goodheart), Charles Parsons' "ocean greyhound" Turbinia was the fastest ship in the world.

have to look no further than the past to get your ideas for the future.

Clive Tully

Note: *Turbinia* can be found in the Discovery Museum in Newcastle. Check out this video of *Turbinia* being moved to her current location in 1994. It will take a similar kind of "Tonka Toy" tractor and trailer to move *Goodheart* when she makes her journey from Dudley to Port Solent.

A WHALE OF A TIME

The big things at the back that go vroom might be what keeps us forging onwards, but no less important are those little pumps dotted around the boat that deal with fresh, waste and bilge water. So welcome aboard
Whale Pumps

A fair bet

You never know what you're likely to get to challenge you when you're aboard a powerboat in the middle of a vast ocean, so in that respect, you could say that circumnavigating the world is a bit of a gamble. We of course are doing everything we can to minimise the impact of what the Americans call "curveballs", but even so I'm sure one or two will get lobbed in our direction.

Now our followers can enjoy a little bit of a flutter, and help Circumnavigation Record at the same time. We've teamed up with leading live online gaming provider Dublinbet.com, so whether you prefer blackjack, roulette or baccarat, every game you enjoy – streamed live from Dublin's famous Fitzwilliam Casino and Card Club – will also benefit Circumnavigation Record.

You might not get the same adrenaline rush that we will undoubtedly experience the first few times *Goodheart* noses straight into a big wave and it goes momentarily



dark, but you'll still have something that's fast-paced, thrilling, worldwide and definitely pushing the boundaries – just like us. You might even win big, but one thing's for certain – every game you play with Dublinbet.com will mean you're also supporting *Goodheart's* round the world challenge.

All qualified

Goodheart's skippers are among the highest qualified in the world. She now has three RYA MCA Yachtmaster skippers, which means that at all times a fully qualified skipper will be on watch.

I was already a fully qualified Yachtmaster Ocean skipper, but even with over 300,000 miles on motorboats under my belt, I still had to take an exam to convert my "sail ticket" to power. And although Steve Mason had part sailed *Lively Lady* around the world, he was faced with the same requirement. So this week, Steve, Jan Falkowski and I flew over to Northern Ireland to have a day's refresher course up at Redbay Training School, courtesy of Charles Stewart, who owns the RYA school. He also organised for us to use Redbay Boats Managing Director Tom McLaughlin's own 11 metre boat.

Jan had only done his theory test, so we assumed that he would be tested more than Steve and me, who only had to demonstrate that we could handle a motor cruiser. How wrong were we???

On the exam day, Jan planned the passage to Sanda Island, just off the Mull of Kintyre, and after taking the boat off the berth, he handed it over to me to navigate to the mooring buoy in Sanda Bay. Jan then had to navigate into Cambletown while the examiner asked

me far too many questions about lights, shapes and sounds, which I freely admit I struggled on. It was a case of "use it or lose it", and it was not helped by not having been at sea for over two years!

I was then asked to do a passage plan back to Ireland, at which I was not best pleased, considering I was already a Yachtmaster with 500,000 miles combined sail and motorboat distance in my log.

Beating 30 miles into two metre seas made no sense to me, and after 10 miles I told the examiner that I did not want to put the boat and crew under strain just so he could establish that I can handle a boat and moor it up in a marina. Fortunately he listened, and we did the final part of the journey under my plan. Steve then drove the boat back to Cushendall, and we all passed with flying colours. All that was left to do was celebrate, and this is something at which we are the best in the world!!! Thanks to Charles and Tom for everything they did for us, but did we have to drink so much afterwards...?

Alan Priddy



A WAY WITH THE SPRAY



Captain Al perfecting the paint finish process at Dupont's headquarters in Stevenage. Just when he thought it couldn't get any better, he learned that *Goodheart* is going to have another "special" coat, and then another finishing coat to make it really shine. When people see the ship in all her glory, they'll think they're walking past a 90ft mirror!

Eating up the miles



When Alan Priddy and I went around the world in 2002 in *Spirit of Cardiff*, the size of the boat dictated the amount of storage we had for food, and it wasn't a lot. So we restocked in nearly every port, and while we'd always try to get some fresh fruit, it was the non-perishable stuff that tended to be our mainstay. It's amazing how many places you can get Spam!

This time round on *Goodheart*, space isn't so much a consideration, although weight still is. So, take porridge for breakfast, noodles for lunch, maybe a fruit bar for an afternoon snack, and chili and rice for an evening meal. OK for a few days, perhaps? It doesn't sound too bad, but getting enough variation in the food for 50 days or so presents more of a challenge.

Alan's plan is to take all the "base" food for the entire trip, leaving things like fresh fruit and bread to be taken on at each refuelling stop. Even so, he's calculated a day's food at 800 grams, and, allowing for a few treats, 1 kg per person per day. Multiply that by eight for 50 days, and you get 400 kgs. That's nearly half a ton of food!

Clive Tully