

41° 35.580 N  
71° 17.490 W



# New England Boatworks



Billy Black

100%

We build fast boats

When world renowned naval architects Mark Mills and Reichel-Pugh were looking for boat builders with a reputation for fine craftsmanship, expertise in performance boats and the ability to deliver on-time and on-budget, they went to New England Boatworks. The result is *Allegre*, a Mills Design 68, the largest racing yacht designed by Mark Mills to date, and *Bella Mente*, an IRC 69

from Reichel/Pugh design, both launched in spring 08 and already having an impact on the race course.

Craftsmanship, performance and professionalism are hallmarks of the New England Boatworks team. Whether it's fine tuning your existing boat, or building your dream yacht, we have the experience, the team and the technical proficiency to handle your job.

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## Our Mission

New England Boatworks prides itself on craftsmanship, performance and professionalism. With decades of experience, New England Boatworks has the technical team and expertise to assess your needs and budget and to deliver your refit or new construction project on time and on budget using best-in-class knowledge and materials.

Speed  
is what we  
Build

### Power

New England Boatworks is on the leading edge of motor-yacht construction. Using the latest evolution of composite materials, our boats are lighter, more fuel-efficient and smoother riding than conventionally constructed boats.

### Sail

Our own in-house R&D program gives New England Boatworks customers the competitive edge. Working closely with resin and core suppliers, our experienced engineers test the limits of building materials to maximize strength, speed and durability.

### Service

Customer satisfaction is the hallmark of New England Boatworks. Our record of on-time, on-budget refits, repair and new construction projects earn us referrals and repeat customers, time and time again.

### Marina

360 deep-water berths, located near the mouth of Narragansett Bay, are an attractive feature of our marina. We have a full-service fuel dock with ice; water; diesel; gasoline; laundry facilities; showers; and 30,50 and 100-amp electrical service available for one-time or seasonal rental.

- Swimming pool
- Melville Grille restaurant
- WiFi service available



Thank you to Amory Ross, Billy Black & Onne van der wal Photography



## Featured Sparkman & Stephens

### Sparkman & Stephens S&S 45

Design No. 2710

The client for this design approached Sparkman & Stephens with a brief that called for a combination of qualities not found in any single powerboat currently in the market. First, the vessel would be designed for long offshore passages at speed between islands of the Bahamas,



Caribbean, and Eastern Seaboard, requiring approximately double the normal fuel capacity for a vessel this size. Second, shallow draft with conventional running gear would be required to access favorite cruising spots. After sea trials of the S&S 45 Fast Cruiser, and NEB staff have reached one conclusion: This is a beauty we'd love to take to the Bahamas ourselves!

#### Hull 38 S&S 45

LOA: 13.72 m	The Metalwork department fabricated a number of custom aluminum and stainless parts for the yacht, from elegantly-curved handrails to stanchions.
LWL: 12.70 m	
Beam: 4.42 m	
Draft: 1.00 m	
Disp: 13,154 kg	
Max Speed: 30 knots	
Cruise Speed: 24 knots	



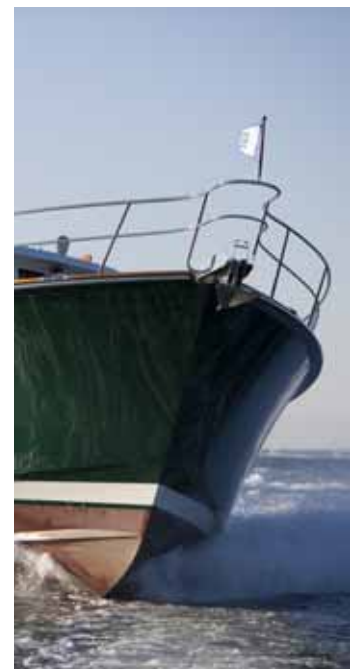
### Sparkman & Stephens S&S 65 Design No. 2713

Simplicity, safety, and seaworthiness are the keywords in the design and construction of this motoryacht. The very experienced owner, has also placed high emphasis on the well-organized engine room, straightforward systems design for easy service access, and the practical, attractively finished interior with traditional, understated styling. Twin Caterpillar C30, 1,550-horsepower turbo-charged diesels provide propulsion; a Northern Lights M844LK2 genset powers the yacht's extensive liveaboard systems. NEB worked with insulation experts to achieve an exceptionally low level of noise and vibration, even with the main engines at 1,950 rpm and the generator and air-conditioning in operation.



#### Hull 42 S&S 65

LOA: 21.27 m	The NEB Composites Team used vacuum-bagged Core-Cell linear foam core, quadraxial E-glass and epoxy resin to add speed and fuel efficiency.
LWL: 19.75 m	
Beam: 5.54 m	
Draft: 1.52 m	
Disp: 32,931 kg	
Max Speed: 34 knots	
Cruise Speed: 24 knots	



# 49

Hull



Onne van der wal



## Hull 49 Reichel-Pugh 69

Bella Mente, IRC 69 from Reichel-Pugh design, is a yacht that looks as beautiful as she is fast. Every engineering and mechanical refinement was made with an eye on performance. Bella Mente features a flush deck, a Southern Spars rig with internal halyard locks, the latest carbon discontinuous rigging and an innovative jib in hauler system that enables trimmers to set sheeting angles with precision on both tacks.

Since her launch in spring 08, Bella Mente competed in the Bi-annual Newport-Bermuda race and then spent the summer tuning, training and racing on the New England Grand Prix circuit. Owner, Hap Fauth and crew are

already impressed with the speed and promising potential over a wide range of conditions. The yacht is currently back at NEB for minor updates and paintwork before heading south to Florida and the Caribbean.

LOA: 21.100 m

LWL: 19.600 m

Beam: 5.000 m

Draft: 4.800 m



*"We started by developing a clear event profile for the boat with the client, on which we built an extensive CFD research program with Dr. Charles Crosby of America's Cup supplier Cape CFD."*

Mark Mills



# Hull 50

Amory Ross

5 NEBoatworks.com

## Hull 50 Mills Design 68 Allegre

Alegre is the largest racing yacht designed by Mark Mills to date. At 21 meters the boat was built with a specific bias towards light and medium air. Engineering for the carbon/nomex structure is by Steve Koopman at SDK, who has ensured the most optimized structure, materials, and process selection for this build. The client desired a minimalist, yet functional, approach to the interior all closely coordinated to minimize the impact on weight distribution.

Alegre was commissioned at NEB and sailed briefly in Narragansett Bay before being loaded on a ship headed for northern Europe. After early summer tune-up, and racing in the UK, Alegre headed to the Mediterranean for the Rolex Maxi Worlds in Porto Cervo. Then on to Malta for the 600 mile Rolex Middle Sea Race.

LOA: 21.000 m

LWL: 19.330 m

Beam: 4.675 m

Draft: 4.250 m



# Hull 51

*Construction on another Reichel/Pugh design race yacht, Titan XV, is well underway. This 75' IRC Maxi racer has been commissioned by experienced yacht owner Tom Hill.*



We build fast boats

### NEB Expertise in Advanced Composite Construction in Demand for Power Boats

For more than 20 years New England Boatworks has been using composites such as foam and honeycomb cores to reduce the weight of racing boats in the sailing industry and they've been steadily increasing

consumers are naturally looking towards conservation measures for both financial and also environmental reasons.

Reduction in diesel consumption isn't the only reason for choosing alternative materials. "These advanced composites are also providing a great safety and

*"Naturally, it takes less effort to push a lightweight structure in water, so we've combined the use of honeycombed cores in interior applications and foam core in hulls to build boats that are more efficient," said New Construction Manager Don Watson.*

its use in power boat construction over the past decades, however, recent diesel prices, stability and performance tests are sending more architects looking for NEB construction.

According to the Energy Information Administration, cost of diesel fuel in America is up (on average) 182.6 percent since July 2007. Given the fact that a 69-foot power boat can consume 150 gallons of diesel in one hour at max throttle,

performance advantage over traditional materials. Lighter weight powerboats have more stability and a greater rate righting moment than a heavier power boat. There's more reserve stability, they perform better at top speeds and tend to be quieter as well," said New Construction Manager Don Watson.

As yacht owners push their vessels for top speed, performance and efficiency, advanced composite construction will become standard practice.

## Interview with NEB's Paul Dow, Mechanical/Electrical Systems Manager



Mechanical/Electrical Systems Manager Paul has spent 14 years with New England Boatworks. A native of England, left Europe and arrived in Newport, fittingly, under sail as a crew member on a 100' yacht.

One of his crewmates aboard on that life-changing trans-Atlantic passage was Clark Poston who later became program director of the International Yacht Restoration School (IYRS). Friendly since that fateful trip, Dow and Poston's professional lives had criss-crossed over the years and when IYRS decided to introduce systems programs to its curriculum, it was natural for Poston to tap Dow to become an HVAC instructor.

"I was pleased and honored to be able to accept the offer from Clark, however, the course was scheduled just before the height of our busy season at NEB. It was extremely generous of the owners to allow me to take time off to teach; it demonstrates their commitment to developing new generations of professionals in our industry," said Dow

In his full-time capacity, Dow oversees a staff of 16 professionals who are stretching the limits of technology to achieve more effective results. "One of the new boats that we just built used a state-of-the-art system with lightweight lithium batteries," reports Dow. "That's the aspect of my job that I enjoy the most. With constantly changing technology, the job always is exciting."

# WORLD CRUISING

What would make a 28-year-old NYC-based entrepreneur and his wife abruptly leave their successful businesses, place their household items in storage and take residence in 43 feet of confined space for three years? The opportunity to circumnavigate the world in a sailboat, of course. "We're running away from the recession and plan on having a good time," reports New England Boatworks customer Walid Abuhaidar with a chuckle. "In all seriousness, however, we are looking forward to this time as a means of not only getting away, but also regenerating ourselves. Travel is the greatest gift and we're lucky to have this boat and the resources to be able to enjoy that kind of luxury."

The dream began in 2003 for Walid. After ascending Mount Everest, he decided that he wanted to take on a horizontal challenge by circumnavigating the globe while sailing solo. In preparation, he did the Bermuda One-Two in 2005, his first off-shore race. By that time, he was hooked on sailing, but was also convinced that sailing solo was not something he'd relish. Around the same time, he was introduced to Colleen Kristofik by a mutual friend.

A year after their wedding, the pair tested their partnership by buying an Aerodyne 38. Walid sailed with a friend from Boston to Gibraltar and then Colleen met him in Gibraltar where they sailed to Ceuta in North Africa. The Abuhaidars sold their boat later in Gibraltar and became hooked on the idea of offshore cruising, even though this was only Colleen's first sail. By April of 2008, the couple decided to purchase a 43' Jeanneau at a boat show in Mystic, the first step towards their dream turning into a reality.

Refitting their boat, Sandwich, required many changes to be made. "I wanted the boat to be simple, and as energy efficient as possible. It was also important to make sure that everything on board (except my wife) is redundant, and to be able to communicate with the outside world wherever we are," said Walid. (The couple will be tracking inventory, costs, sales and marketing efforts at their NYC-based restaurant in real time while on the boat, for example.) Subsequently, the couple wanted upgrade their battery switching and wiring, install wireless internet capability, upgrade their battery charger, install a wind generator, solar panels and

water maker, to service their motor, and replace all lighting with low-voltage LEDs. They put their project out to bid and decided upon New England Boatworks. "Everyone else was overpriced and making promises that I knew they couldn't deliver. NEB gave me fair pricing and told me the job would be done in eight weeks. Now seven weeks later, I'm pleased with the job they've done and pleased with the fact that they finished earlier than they promised," said Walid.

The Abuhaidars will be setting sail in November and hope to push through the Caribbean islands quickly.

The ambitious cruising duo is eagerly anticipating the transatlantic voyage to the Mediterranean; Colleen is especially fond of the South of France. She is also hoping to study Bikram yoga in India, to ride elephants in Sri Lanka and to visit Turkey. With a long layover planned in Lebanon, the two hope to complete their degrees at the American University in Beirut. "I'd like to learn Arabic and I want to get a degree

in sociology there," said Colleen. "The university has a unique program where you do field work with refugee children in the area."

"We're counting on the work that NEB performed for us to help us safely on our way," said Walid. Always looking ahead, Walid and Colleen are already anticipating their next adventure. "Perhaps the Paris to Dakar, or London to Bangkok race," Walid said, eyeing his BMWGS1200 Adventure on the dock, "Sometime after 2011," Walid added with a grin.

If you're interested in tracking the Abuhaidar's progress you can visit their blog at [www.sandwichsails.blogspot.com](http://www.sandwichsails.blogspot.com).



*"We're counting on the work that NEB performed for us to help us safely on our way," Walid Abuhaidar*

*Read more about the Abuhaidar's world cruising adventure on page seven.*



## Our Water World

The roots of New England Boatworks are tied to aluminum 12-Meters, the 1983 America's Cup, and a "Let's see how we can make it better" approach to the status quo of boatbuilding. NEB's present-day partners, Tom Rich, Steve Casella, and David MacBain, began building racing yachts, including Dennis Conners' 12-Meter, *Liberty*, while working at Newport Offshore and Williams and Manchester in Rhode Island and at Minneford's in City Island, New York.

Finding success at applying their specialty of metalwork (aluminum, stainless steel, titanium) to a variety of yachts, from IOR and IMS racers to fully-found cruising boats, in 1988 Rich, Casella, and MacBain persuaded 10 of the best hands-on boatbuilding experts in the business to join them in starting New England Boatworks. Soon the demand for NEB-built boats found the company expanding from their rented facilities to ownership of East Passage Yachting Center in Portsmouth, Rhode Island, adding a full-service marina and haulout yard to their capabilities.

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