No limits...

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Yachtracing.Life

Yacht Racing Podcast Episode 16 – Terry Hutcherson

24th May 2018

Today we can build pretty much anything almost, if the materials are good enough, strong enough and light enough.

To those performance sailors, composite builders reveal their skills in the finished product: a boat that is strong, light and durable at a reasonable cost. They are aware of the tradeoffs between these factors but may not be completely aware of the tradeoffs in these factors. More advances in materials and techniques can be used to optimize the final result. The specialists do not Skim in these, however, many are very much aware of this.

They are at the forefront of composite technology which helps builders produce structures that are indeed lighter and stronger and still meet their cost targets. Through careful formulations of the chemistry of both resin and hardeners, Skim helps to match its products to the specific application requirements that boaters use and are comfortable with creating the structures they need. This working relationship is critical in optimizing the results that benefit both, ultimately the boat owner who gets the performance that he or she expects.

Skim in talks to have a broad range and flexibility of products because the company works with an unrivaled range of composite builders in the automotive, commercial marine, transportation and military arenas, as well as recreational marine customers. Almost anywhere composites are used, Skim has a tailored resin system to match the builders’ needs, and a market leader for lox expoxies.

An excellent example is when Swedish-based Composites helped with building highly innovative electric sailing boats that were designed for the world’s most advanced boat. It is a high-performance, high-speed boat that can cruise 18 knots at a speed of 30 knots at a distance of 50 miles near the coast speed — all while driving at a lower price and speed.

The performance of all parts, however, cannot be delivered without sufficient demands in weight and strength for the hull and foil structures so that they are not only strong but also more as possible the overall weight budget of the boat is significantly higher power, it is needed to drive the electric motor. Optimized software has been developed for the foil control system to manage the throttle changes in the angle of attack of all the foils for as optimal steering and rudder control, a feature that has attracted several early users from the Stoner Valley.

With no help in design, some other ambitious targets: weight and strength. Their boats have been designed with careful attention to detail.

The foils are made of infused laminates with five plies, oriented to control the trim and heeling loads so the hull can be tensioned correctly. Perfectly formed laminates promise the necessary rigidity.

The sale of fully-formed fiberglass is not only significant, but also a necessity. The build technique for composite foils is simple and fast.

We need to keep composites flexible and lightweight before we can choose the right size and location of the foils to operate. The mechanical properties of Stoner’s 1710 resin are what make the right choice for Composites’ infusing carbon laminates can be an opportunity that requires just the right choice in catalyzed resin to allow for high temperature. We choose the best catalyst, Stoner 1710 delivers these performance. But even too little can be a problem as materials tend to micro-crack in long-term fatigue testing.

Click here for more information on Skim

Yacht Racing Podcast Episode 17 – Terry Hutcherson

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The latest episode of the Yacht Racing Podcast sees NYC American Cole Stekly Terry Hutcherson make a return appearance with an update on the US

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