

Preparing for Sea



By Rich Wilson
aboard *Great American II*

Preparations for this voyage began a year ago. *Great American II (GAI)* was berthed in Sydney, Australia. We had to service her sails, replace worn blocks and shackles, upgrade satellite link and laptop software, repaint the bottom, gather nutritious provisions, and buy nautical charts of new areas. The charts are exciting, for they are our roadmap, and they provoke thinking about history, countries, peoples and cultures.

Our sea trial, during which we sailed from Sydney to Hong Kong, took us through the Tasman, Coral, and Solomon Seas, past Guadalcanal, New Britain, Bougainville, Guam, Luzon, Batan, and on to Hong Kong.

The Pacific theatre of World War II was fought on these waters and islands. We thought long and hard of the epic battles and enormous sacrifices made, and how the world was changed there.

Finally landing in Hong Kong was a wonderful experience. Ashore, the people are exceedingly friendly, efficient, and courteous. On Saturday evenings, massive crowds of young people flow through the streets, arm-in-arm, happily window-shopping, and chatting on cell phones.

The harbor reminds you that Hong Kong is the gateway to China. Ferries, cruise ships, tugs and barges, container ships and sampans effortlessly weave through

the harbor. Every ship, mighty or small, modern or ageless, is going deliberately about its business.

Making our offering to Tin Hau, the ancient Goddess of the Sea, we will sail the modern *GAI* deliberately along the path of *Sea Witch* on the China trade route linking Hong Kong to New York.

Date: Mar 15, 2003
Position:
22° 17'N / 114° 11'E
Docked in Hong Kong

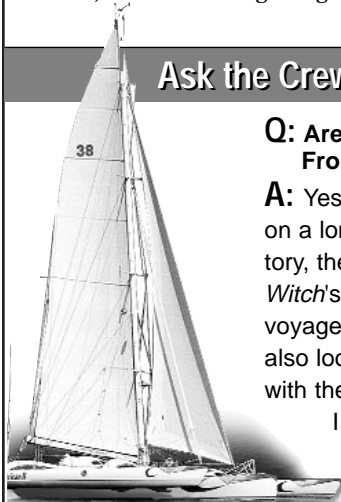
Win a Call!
From *GA II* at sea!
Details online.



ANSWERS ON
SITESALIVE.COM

1. What nations border the South China Sea?
2. Are there pirates there?
3. How many ships transit the Straits of Malacca daily?

Ask the Crew of *Great American II*



Q: Are you excited about the voyage?
From Annie, MA, USA.

A: Yes! I have always dreamed of sailing on a long ocean voyage. Since I love history, the idea of racing against *Sea Witch's* 154-year-old record made this voyage even more interesting to me. I am also looking forward to communicating with the many kids following our voyage.

I hope you and your classmates are as excited as we are.

—answered by Rich du Moulin



Locate newspaper articles that pertain to China (or any other foreign country). Classify these clippings into categories such as social, political, economic, recreational, literary, and arts and humanities categories.

South China Sea



By Rich Wilson
aboard *Great American II*

Date: March 19, 2003

Position:

14° 24'N / 114° 11'E

Boat Speed: 8 knots

Boat Course: 200°

The South China Sea—the name alone evokes mystery and romance and exotic cultures. It also defines the reality of hundreds of millions of people of different ethnicity, religion, and nationality, all living in very close proximity. En route to the Sunda Strait exit between Sumatra and Java into the Indian Ocean, we will pass China, Cambodia, Vietnam, Thailand, Malaysia, Singapore, and Indonesia to starboard, and the Philippines, Malaysia, Brunei, and Indonesia to port. All these countries are grouped in an area less than 1800 miles in length (north to south), and 600 miles in width (east to west). The

United States' "melting pot" pales alongside this enormous mix.

At 2 o'clock a.m. last night, I counted 35 ships' lights on the horizon: fishing vessels, both native and commercial; tankers taking oil from the Middle East to Japan; containerships taking sneakers from China to the U.S. and MP3 players from Taiwan to South Africa; car carriers taking Toyotas from Japan to India; bulk carriers taking timber from Malaysia to Scandinavia; and much more. It is a Times Square of world-wide commerce.

In the blue sky above, jet-liner contrails skywrite this interconnectedness: Hong Kong to Singapore to Taipei

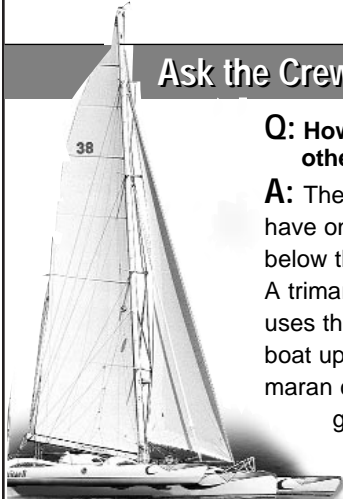
to Manila to Kuala Lumpur to Jakarta. The South China Sea demonstrates and declares that we are all in this world together, and we must strive to progress, or we will most certainly regress, together.



ANSWERS AT
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1. What religion is practiced in China? in Indonesia?
2. What is China's population?
3. How many different religions are practiced by your classmates?

Ask the Crew of *Great American II*



Q: How is a trimaran different from other boats? From Ken, MA, USA

A: The sailboats that you usually see have one hull (monohull) and a lead keel below the hull that keeps the boat upright. A trimaran has three hulls (multihull) and uses the buoyant pontoons to keep the boat upright. Without the lead, the trimaran can be much lighter, and generally faster than most monohulls.

—answered by Rich Wilson



Have students review the Help Wanted section of the newspaper and then write an employment ad looking for a qualified person who would undertake the Ocean Challenge Live! project. Compare students' ads.

Crossing the Line



By Rich Wilson
aboard *Great American II*

Date: March 26, 2003
Position:
02° 23'S / 109° 00'E
Boat Speed: 7.3 knots
Boat Course: 150°

The Equator demarcates the northern and southern hemispheres. At zero degrees of latitude, it is the starting point for north or south in the latitude/longitude grid pattern of worldwide positioning. Meteorologically, weather patterns rotate in opposite directions on either side of the Equator.

The Line, as its know to mariners, is important in maritime traditions. Sailors crossing the Line for the first time must be judged worthy by King Neptune to cross into his new domain. A shipmate who has crossed the Line before, invariably with trident and crown, will pass judgment on the lowly supplicant's worthiness. On my

first crossing, I was not properly initiated, and thus incurred King Neptune's wrath in the Southern Ocean and lost *Great American* off Cape Horn in an appalling somersaulting capsized in 80 knots of wind and 60-foot seas. Our rescuers off Cape Horn, the containership *New Zealand Pacific*, heeded tradition and initiated their new mariners when we reached the Line in the Atlantic. I made sure to initiate my shipmate Rich du Moulin on this, his first crossing of the Line.

In that rescue, *NZP* exemplified the mainstay maritime tradition of "going to the aid of a mariner in distress". That ship and crew risked

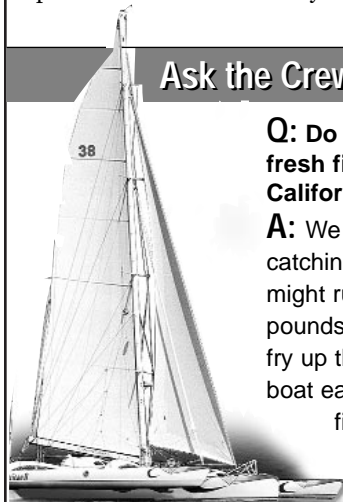
themselves to rescue us. They accepted our heartfelt thanks, but stoically maintained that they had simply abided by the age-old traditions of the sea. They were justifiably proud of their rescue techniques, yet they were prouder of having lived up to those traditions.



ANSWERS AT
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1. At what degree of latitude is the equator located?
2. Who is King Neptune?
3. Will Rich and Rich see flying fish throughout their voyage (what is the fish's habitat)?

Ask the Crew of *Great American II*



Q: Do you have any means to catch fresh fish for dinner? From Judy, California, USA

A: We did not plan to feed ourselves by catching fish. However, if it looks like we might run out of food (we have 850 pounds of it aboard the boat!), we could fry up the flying fish that jump into the boat each night, or try to catch the bigger fish like the beautiful Dorado which feed on the flying fish.

—answered by Rich du Moulin



Find an article or picture in the newspaper that shows or discusses a ceremony (political, religious, or personal). Why is this particular ceremony important? Write a letter to the editor that describes one of your traditions and why it is important to you.

Asthma



By Rich Wilson
aboard *Great American II*

Date: April 2, 2003
Position:
17° 08'S / 092° 57'E
Boat Speed: 9.8 knots
Boat Course: 240°

I've had asthma since I was a 1-year-old boy. No asthma drugs existed then. I didn't want to be left out of the games with my friends, so I had to try incredibly hard. Leaves, grass, trees, flowers, my sister's cat, all dogs, winter house dust, wool blankets, smoke—it seemed like everything was an asthma trigger. I was even allergic to eggs, grapes, peas and chocolate! And peanut butter? That could have killed me.

Sometimes, when people with asthma grow older, they grow out of it, but I didn't. I realized that if I was going to be stuck with this, I had to be smart about it. I had to be a scientist about my own body, learn what triggered my asth-

ma, and avoid those things. As drugs became available, I had to be disciplined and take them on schedule. I now take four daily. And I had to get physically fit to help my asthma, and stay that way. If I did these things, then I could also do the things that I wanted to do.

Several days ago, *Great American II* burst through the Sunda Strait between Java and Sumatra and into the vast Indian Ocean. Two thousand challenging, confined, shoal water miles of the South China Sea were behind us. Despite 12,000 rigorous ocean miles yet to sail, this is exactly where I want to be. It's my dream.

If you have asthma, you can

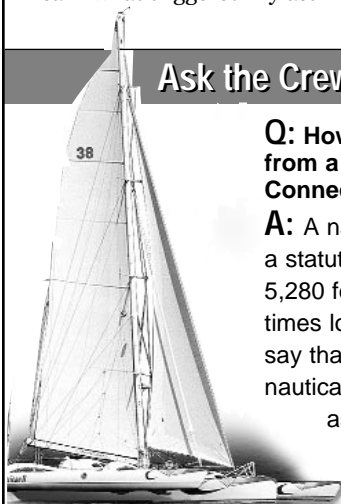
follow your dreams, too. Pay attention to your triggers, take your medications on time, and one day it can be for you as it is for me. You yourself will be managing your asthma, you'll get a chance to tackle those dreams, and your asthma will not get in your way.



ANSWERS AT
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1. What things trigger Rich's asthma?
2. How does Rich keep his asthma under control?
3. One nautical mile equals how many feet?

Ask the Crew of *Great American II*



Q: How does a nautical mile differ from a regular mile? From John, Connecticut, USA

A: A nautical mile is 6,080 feet, whereas a statute mile (a regular land mile) is 5,280 feet. Thus, a nautical mile is 1.15 times longer than a statute mile. If you say that you are sailing at a speed of one nautical mile per hour, it is the same thing as saying that you are sailing at a speed of one knot.

—answered by Rich Wilson



In an editorial, a writer makes a point and then supports that point with factual information.

Using a real editorial as an example, pick an article from today's paper and write an editorial discussing your opinion of the topic.

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Invisible Places



By Rich Wilson
aboard *Great American II*



Date: April 10, 2003
Position:
25° 12'S / 062° 10'E
Boat Speed: 10.5 knots
Boat Course: 271°

April 7—Our position lies in the center of the Indian Ocean. Equidistant, at 2,000 miles, lies Madagascar and Africa to the west, Sri Lanka and India to the north, Indonesia to the northeast, Australia to the east. We are in the middle of a fascinating collection of nations, cultures and religions.

This centrality forces the curious mind to imagine these peoples and places, their similarities and differences. On our three voyages, our mission has been to go non-stop to our destination, to challenge history, and to learn from that challenge. We realize and regret that we are passing many opportunities to learn directly.

Australia is the least densely populated nation on earth with only 20 million people in a land nearly the size of the U.S. Their people clawed a nation out of desperately thin resources. Indonesia, the archipelago nation with thousands of islands, is the largest Muslim nation on earth—200 million people. India, a spiritual nation where cows are sacred, is the most densely populated nation on earth, with a billion people. Africa is the land of the huge animals and dramatic leaders, some globally inspiring such as Nelson Mandela.

Our planet is small, and since we from wealthy nations have the chance to travel, we should do so. We

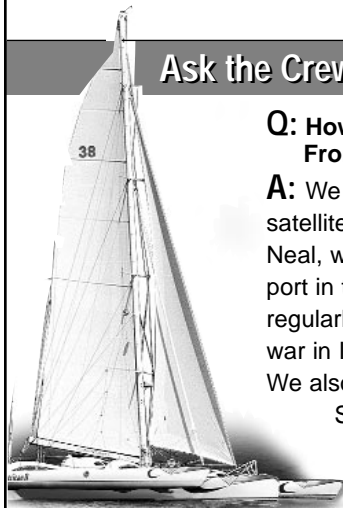
should visit and learn from these peoples and places. We may believe in our own ways, but we ought to expand our horizons and learn from others' ways as well. With that learned understanding we can help our diverse planet advance—better together than apart.



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1. Approximately how many people live in India?
2. Look It Up: What religion is most practiced in India?
3. If you could visit any place on earth, where would you go?

Ask the Crew of *Great American II*



Q: How do you guys get the news?
From Ivan, New York, USA

A: We get news about home through satellite email from our families. And Neal, who provides our shore-based support in the sitesALIVE! office, has been regularly sending us updates about the war in Iraq and about the SARS illness. We also have a long-range radio, called a Single Side Band, where we can tune in the BBC News.

—answered by Rich Wilson



Use the communications Team Project Guide as a class project. Have students

search the newspaper to identify news of interest for the Great American II crew, and write a news digest for them. Organize the project so that student teams work on different sections of the paper.

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Taking Action



By Rich Wilson
aboard *Great American II*

Date: April 16, 2003
Position:
28° 46'S / 036° 32'E
Boat Speed: 5.4 knots
Boat Course: 270°

Approaching the southern tip of Africa, the approximate midpoint of our voyage, we reflect. We've seen half of the beauty of the ever-changing sea, and experienced half of the fatigue and anxiety of a short-handed voyage. We've seen half of the spectacular stars and flying fish, and laid in half of the arduous midnight reefs in the mainsail. We've also inhaled half of the fresh air, and endured half of the too-short off-watches in the bunk.

For the Cape of Good Hope to be our midpoint for reflection is ironic, for hope has no role at sea. More accurately, hope without action has no role at sea. Success for us will depend on conducting a mast

inspection that turns up a thin cotter pin, sleuthing and eliminating the electricity leak from the batteries, and deciding to accommodate tumultuous seas rather than to confront them. What sails us to New York are action items, not hope.

When I find myself hoping anyway, I then force action. Hoping that the chain plates hold in the shock loads of big seas, I inspect them and plan a solution should a failure occur. Hoping that I'm not thrown across the cabin to serious injury, I force extra care in my handholds.

I also find myself hoping, at this natural turning point at the southern tip of Africa, that the progress of South

Africa, where hopelessness ruled until a decade ago, may be imitated elsewhere. It took a leader, Nelson Mandela, full of hope, but full of action too, to lead changes there.

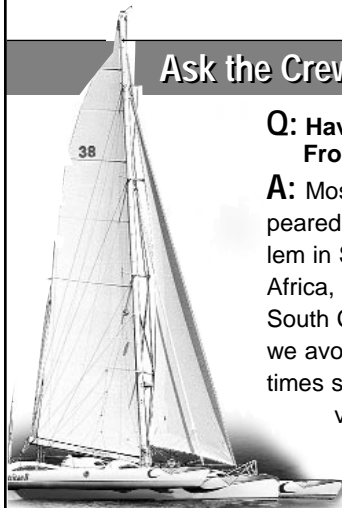
In our lives, we may hope for many things, but to make them come true requires action.



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1. Where might the boat have encountered pirates?
2. What does Rich Wilson do when he finds himself hoping?
3. Look It Up: What is apartheid?

Ask the Crew of *Great American II*



Q: Have you seen any pirates?
From Marcelle, USA

A: Most people think that piracy disappeared years ago, but it is still a big problem in South America, the Caribbean, Africa, and Asia in the vicinity of the South China Sea. On *Great American II*, we avoided the worst areas and sometimes sailed at night without lights, being very careful to turn them on if we saw a cargo ship.

—answered by Rich du Moulin



Search the newspaper for examples of individuals or organizations at a turning point.

Imagine yourself in the same situation. What goals might you set or change? What might you plan ahead for based on your previous experience? How might you evaluate your success?

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Dangerous Decisions



iBy Rich Wilson
aboard *Great American II*

Date: April 24, 2003
Position:
32° 26'S / 017° 16'E
Boat Speed: 7.8 knots
Boat Course: 360°

The Agulhas Current runs strongly south down the east coast of Africa, wraps around the southeast corner and heads west along the 300-mile southern coast. At the Agulhas Bank, a shallow area extending 100 miles south of Cape of Good Hope, the current swerves south around the Bank. A strong current running into a strong wind, common for this area, can create seas that are huge and deadly. Such conditions have been known to break large ships in half, and we knew we might run into them.

Our weather forecasts showed that a cold front was approaching with strong west winds. These winds could create havoc in the Current,

the Bank, or both. We had to decide which place would minimize the risk to *GAIL*. To make this decision, we used current weather analyses, satellite pictures, practical at-sea experience from a knowledgeable merchant mariner, and advice from local South African sailors. We also used our knowledge of our boat and our skills.

We decided to exit the main body of the Current and cut across the Bank, hoping to get around the corner and head north into the Atlantic before the strong wind arrived. This choice, if it worked, would also cut off some of the miles on our route. Of course, we knew that if we made the wrong

choice, we could be in for some dangerous seas.

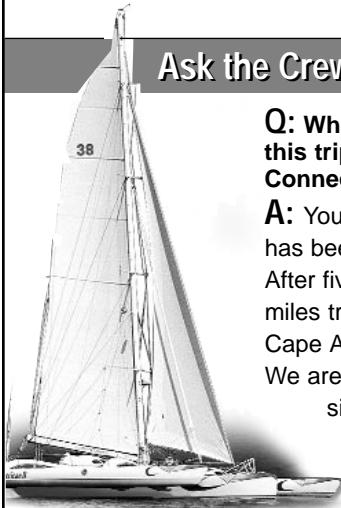
Although the winds arrived early, and the seas on the Bank did build up quite high, we eventually reached the Atlantic with an intact vessel and crew. It was a good decision-making process and a good decision.



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1. In what ocean is *Great American II* located?
2. How does wind affect waves?
3. In what direction does the Agulhas Current flow?

Ask the Crew of *Great American II*



Q: What has been your favorite part of this trip so far? From Shannon, Connecticut, USA

A: Your question is very timely! Today has been the best day of our voyage. After five weeks at sea and over 7,000 miles traveled, we have finally rounded Cape Agulhas, the southern tip of Africa. We are sailing north for the first time since we left Hong Kong, and we are heading for home.

—answered by Rich du Moulin



Search the newspaper for examples of people making decisions, including cartoon characters, if desired. Identify the factors that affected the choices the people made. Was the outcome what the decision-maker anticipated?

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Ocean Wildlife



By Rich Wilson
aboard *Great American II*

Date: May 1, 2003
Position:
17° 15' S / 004° 23' W
Boat Speed: 5.2 knots
Boat Course: 323°

Mother Nature's variety and imagination at sea is simply amazing.

Flying fish, squid, and jellyfish have come aboard, either self-propelled or washed on by the sea. Porpoises have played at high speed with *GAI*'s three hulls; a pilot whale eased by one night to investigate. Two large whales cruised the Agulhas Bank, and two sperm whales strolled while their baby frolicked in the Benguela Current. Baitfish swarms off Namibia attracted frenzied birds diving for dinner.

Several barnacle-like crustaceans have attached to our stern, and a single one of a different species to our stern platform. This latter extends

a fan of tentacles to gather food from the sloshing water. Its growth since the South China Sea is remarkable.

In the sky, we have seen thousands of birds of various species. One bird worked for an hour to successfully land on our waving masthead! The majestic and mesmerizing albatross, gliding and soaring effortlessly and imperceptibly in any weather, barely moving their wings, have forgotten more about aerodynamics than any aircraft designer ever knew.

Unseen below the sea surface swim millions of fish. Fishing grounds worldwide are under great pressure from the expanding human population's need for protein.

Enormous trawlers take huge scoops of fish in each bite.

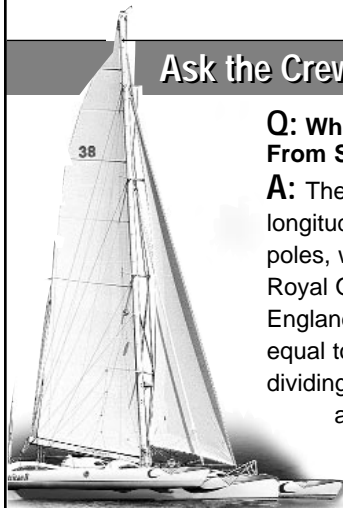
In the open ocean there are few governing laws, much to the detriment of sea life. International agreements govern certain fisheries, but not most. Mother Nature is beautiful. She is also prolific, but not infinitely so.



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1. Look it up: What type of animal is a pilot whale?
2. What is growing on the boat's stern platform?
3. What human activity is endangering sea life?

Ask the Crew of *Great American II*



Q: What is the Greenwich Meridian? From Stacy, Massachusetts, USA

A: The Greenwich Meridian is a line of longitude, stretching between the Earth's poles, which runs through the British Royal Observatory in Greenwich, England. The Greenwich Meridian is equal to 0° longitude, and provides the dividing line between the Earth's Eastern and Western Hemispheres.

—answered by Rich du Moulin



The environment is frequently in the news.

Look in the newspaper for articles that identify problems relating to the environment. Choose one problem to research further, then brainstorm possible solutions.

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Teamwork!



By Rich Wilson
aboard *Great American II*

Date: May 7, 2003
Position:
04° 28' S / 021° 48' W
Boat Speed: 10.2 knots
Boat Course: 278°

Our game is 74 days 14 hours (1,790 hours) long. We have no substitutes when we get tired, no timeouts when our strategy goes awry, and no referees to keep things fair. Out here on the big ocean, it's just *GAIL* and her crew, King Neptune, and a million waves en route from Hong Kong to New York.

Our challenge is unusual. At 1,790 hours long, it is one hundred NFL seasons-worth of games. When things go wrong—shorted electrical switches, crashed computers, deceased bilge pump sensors—we must find a way to fix, accommodate, or jury rig solutions to keep going. When contrary winds or dangerous seas beat on us and

the boat for hour after hour and day after day, we must keep going. Very simply put, perseverance is a must in this event. If there is one solitary thing that we know when we start this game, it is that things will go wrong and that we must persevere when they do. The usual land support groups are not here.

Rich du Moulin and I are the only two people in the game out here, and teamwork reinforces individual perseverance. If the person on watch has a difficult sail change to make in the middle of the night, he calls up the other crewmember, even if he is asleep. The other person responds immediately and without grudge. If a particu-

lar job needs a particular skill, that person gets the nod, and the other picks up an extra chore somewhere else to even out the workload.

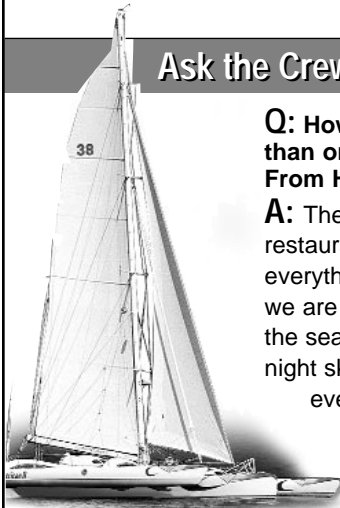
Here on the big ocean, together we may succeed in our quest. Working separately, we most definitely will not.



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1. Why is teamwork important on this voyage?
2. What is perseverance?
3. Describe some challenging situations in which you have had to persevere.

Ask the Crew of *Great American II*



Q: How is life different on the boat than on land?

From Hannah, New York, USA

A: The boat is our home, place of work, restaurant, and place of shelter, making everything seem compressed. However, we are surrounded by expansive things: the sea that covers 75% of the planet; a night sky full of more stars than we could ever see on land; and a day sky with great cloud activity and wildlife.

—answered by Rich du Moulin



Have students look in the sports section for examples of decision-making that led to a loss.

Ask them to role-play the dialogue that took place before each decision. Discuss how different decisions or better teamwork might have helped the team win.

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Nature Rules!



By Rich Wilson
aboard *Great American II*



Land is known as *terra firma* for a reason. Despite occasional floods, blankets of snow, or broken tree limbs from windy storms, the solid land essentially remains the same. Not so the sea.

Windy storms may produce waves of enormous height and power. I saw these off Cape Horn in 1990, where the seas reached 65 feet by official estimation. Flat calms in the doldrums—that we finally sailed out of just a few days ago—may make a sea surface so smooth, it's like a reflecting pool. A squall may kick up short steep waves, then the rain in the squall will batter the waves back down. The reduced air pressure in a low pressure system

allows the waves to get bigger with a given wind than the same wind in a high pressure system.

The Intertropical Convergence Zone (ITCZ) is the region near the equator where the weather systems of the Northern and Southern Hemispheres converge and try to sort themselves out. They don't. There is mass confusion there. In the north, high pressure systems rotate clockwise, in the south, counterclockwise. In between, with very high sea water temperatures at the equator—it's like the steam coming off a pot of boiling water—there is no rhyme or reason to the weather, and no predictability as to what happens next.

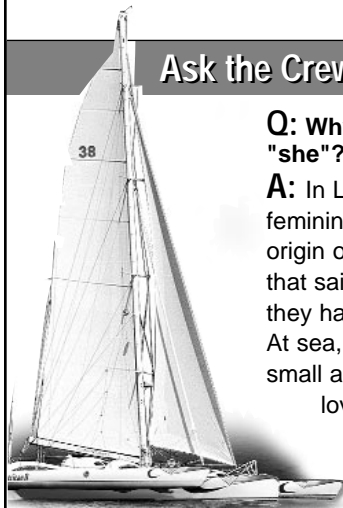
For us at sea, the weather controls everything. It determines what sails we have up, what direction we can sail in, what clothes we wear, when we can sleep, even what meals we eat. It is the #1 topic of conversation. Here on *Great American II*, Mother Nature rules.



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1. What is the Latin word for "boat"?
2. Where is the Intertropical Convergence Zone located?
3. Where did Rich witness 65-foot seas?

Ask the Crew of *Great American II*



Q: Why do sailors refer to a boat as "she"? From Manny, Oregon, USA

A: In Latin, the word for boat is *navis*, a feminine word. This is probably the literal origin of the "she" reference. I also think that sailors call their boat "she" because they have great affection for their vessel. At sea, sailors know that they are very small and the ocean is very big. They love their vessel because they know that their lives depend on her.

—answered by Rich Wilson



Search the newspaper's national and world news sections for articles describing events caused by forces of nature. Possible examples include hurricanes, blizzards, tornadoes, floods and earthquakes. Locate each of these events on a world map.

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What We'll Miss



By Rich Wilson
aboard *Great American II*



A long ocean passage under sail is an extraordinary and unique experience, and Rich du Moulin and I count ourselves fortunate to have had this chance. I was aloft 75 feet earlier today to inspect the mast, and a bird flew along beneath me (!) and then dove on a fish for lunch. I find that remarkable.

We have seen full rainbows, end to end, we have smelled the enticing fragrances of Sumatra, we have seen the mighty albatross of the Indian Ocean, and we have felt the swift and awesome power of the Agulhas Current. Every breath is a breath of very fresh air, every view of the Southern Cross and Alpha Centauri is a spe-

cial view for a person from the Northern Hemisphere.

The spectacular performance of our boat, *Great American II*, is always on our minds. We guide her, and she defends us. She is our third shipmate without whom none of this could be done.

We will miss answering questions from curious students, and we will miss our satellite phone calls to classrooms filled with expectant minds. The questions of the young are most fresh and interesting. Their curiosity and imagination inspire us, and their rooting for our success invigorates our efforts.

All these things and more we will miss. Unique opportunities must not be given up

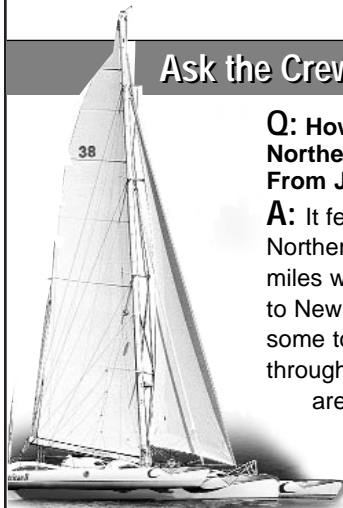
lightly. When you come across one, grab it with gusto, and ride it to the finish. That is what we are doing here in the adventure of a lifetime. And that feeling of total involvement—physical, mental, and emotional—in a single mission we will most definitely miss.



ANSWERS AT
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1. Why will Rich Wilson miss talking with students by satellite phone?
2. How far has *Great American II* sailed so far?
3. What does Rich mean by "total involvement"?

Ask the Crew of *Great American II*



Q: How does it feel to be in the Northern Hemisphere?
From Janet, Georgia, USA

A: It feels great to be back in the Northern Hemisphere! After over 13,000 miles we feel as though we are very close to New York and home. We still have some tough weather systems to pass through over the next few days, but we are, indeed, VERY happy to be in our home hemisphere!

—answered by Rich du Moulin



Have students find narratives in the newspaper, and ask them what they notice about the kinds of information the reporter includes. Now have students write a narrative of an exciting event that has occurred during *Great American II*'s journey.

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Did We Succeed?



By Rich Wilson
aboard *Great American II*



May 26, 2003—When we departed Hong Kong aboard *Great American II*, our goals were three: to bring the ship and crew home safely to port; to fulfill the commitments we made to our school programs; and to look at our time upon arrival in New York to see if we had posted a faster time than *Sea Witch*.

Still 200 miles out of New York as I write, we have yet another low pressure system and cold front to negotiate, and then it will be upwind for the home stretch. Aeolus and King Neptune will have their way! Yet presuming the home stretch goes well, has this been a successful passage?

Prematurely, yes. Both Rich and I are healthy, and *Great*

American II has stood up well to the elements. We have maintained the ship systems well enough during the voyage so that we are coming to port after 15,000 ocean-going miles with all systems functioning. Of that we are proud.

We have delivered all of the logs, essays, journals, Q&As, audio files, photos, and video clips promised. Completing these tasks is challenging in the environment of the sea, and we count our performance as successful there as well.

We think that we will get to New York before *Sea Witch's* time, but even if we don't, we will have achieved two of our three goals. That will make the voyage from Hong Kong

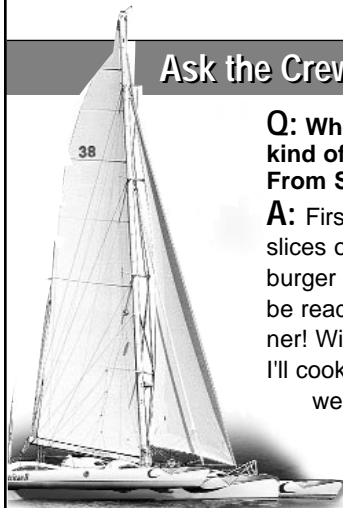
to New York a success. For success is not just a record time, it is the manner in which a project is done. The old adage "it's not whether you win or lose, it's how you play the game" is true in my mind. And we will be proud of this voyage upon its completion.



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1. What were Rich Wilson's three voyage goals?
2. How many miles did *Great American II* sail during the voyage?
3. Do you think the voyage was a success? Why?

Ask the Crew of *Great American II*



Q: When you get back on land, what kind of food will you eat first?
From Simone, New York, USA

A: First I'll stop at the pizzeria for a few slices of pizza. Then I'll stop for a cheeseburger and an ice cream cone. Then I'll be ready for my wife's best meatloaf dinner! Within a few weeks of getting home, I'll cook some of the freeze dried foods we ate on the boat so that my family can do a taste test!

—answered by Rich du Moulin



Have students prepare a Special Edition newspaper to celebrate the completion of the *GAIT's* journey and their own work. The Special Edition should include a front page, feature articles, editorials and cartoons, and challenges (math problems, puzzles, trivia questions, etc.).

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