

JULY 2008 NEWSLETTER

US WORKSHOP

The location is Milton, close to Pensacola in Florida, from 11–14 September 2008. Look for further information on the website. Please register your interest and book early for a discount.

POSSIBLE DEMO/ SEMINAR IN DENVER

We will be in Colorado again this year, but will not have a full KSS workshop there. A weekend meeting, where we would demonstrate a number of tasks which make up KSS boat building, along with discussions on all topics to do with boats, and cats in particular, could be arranged if we can get enough interest. Please contact us if you are interested.

INTERNATIONAL MARITIME CONFERENCE

I presented a paper on KSS at the International Maritime Conference in Sydney in Jan. It was interesting to be talking to a very different audience. Most there are involved with commercial craft and none were aware of KSS. Most commercial operators had little time for composites but all the time in the World for catamarans. Composites have the reputation for being expensive, needing big investment in tooling, being unable to stand up to regular use in commercial applications and of being difficult to repair, contrasting with my experience. My paper on KSS addressed each of these points.

BOAT SHOWS

The Auckland boat show in March was followed by a KSS workshop in Waihi, NZ. At the Auckland show we exhibited the first full round bilge hull model which was done using pressure to achieve the very fair shape. The only control was the deck width and the sheer height. There was a few shaking of heads, unbelieving of how little was needed to produce a shape, which could only otherwise be produced by multiple frames and narrow strips. KSS pressure shaping is entirely new and fascinating, but needing the appropriate projects to advance the ideas. So far, it is incorporated into our regular KSS hull shaping, with advantages.

The Sanctuary Cove boat show in May is one all catamaran fans should attend. On the water the catamarans dominated, with a wide variety of models. Our stand, in the Superyacht Pavilion, overlooking the water was a very pleasant place to spend four days, assisted by Paula and daughter Heather. Liviu and Oana were also at the show. We were rarely without visitors talking of their build ambitions and keen to learn how they could get the job done more efficiently.

KSS – TESTS and REFINEMENTS

Tests are being carried out in our small workshop regularly.

One of those tests is on bonding bulkheads into the boats rather than hand laminating. The bonding system is more efficient, removes hand laminating from the boat and leaves a cleaner interior for finishing. It is being applied to all our designs. This is one of Liviu's study projects.

Every time a laminating job is moved off the boat and onto the shop floor, a chunk of time is saved, which also means a saving on materials, cost and weight. We are getting down to less than 5% laminating on the boat. Similarly on finish. These are the big KSS advantages

KSS

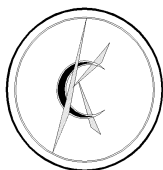
We see more comment from others on KSS, which we welcome. The message is spreading. Not all is complimentary, but not surprising from those not using KSS or promoting alternatives.

RESIN INFUSION

Questions are being asked, regarding our resin infusion technique and the suitability of resin infusion for first time builders. I have no hesitation on this. The quality of the laminate is immediately visible and we have given a small group of novices, on day three of a workshop, a panel to make, without guidance from me. No one would choose hand laminating when all major panels can be done so neatly and cleanly. This comes back to the difference between working on the KSS table and in a mould.

WEBSITE

Our website is receiving our attention. It will take a while but we are weeding out some of the older text and bringing it up to date. FAQ's are now updated and have been added to.



KELSALL CATAMARANS LIMITED

ANOTHER ITEM ON TEST IS THE KISSKAT BEAM SYSTEM

A composite beam set has been made. The sliding system to expand using one line per beam is working. Next is to set up the beams for some load deflection tests.

A school in UK has chosen to build a KissKat 26 as a long term project. What better way could there be to study the application of many different subjects in one practical, hands on project. This should be an interesting one to follow. They plan to set up a website.

Picture of Kiss Cat 36



NEW PROJECTS

For a change, we have completed a power 43 design in alloy for a company in Korea. The project is at fit-out stage.

We are extending our range of power designs for modular assembly. The latest is at 14m, with primarily one level accommodation and a fly-bridge. Two double cabins are forward on the central accommodation unit. Hulls can accommodate extra berths if needed as well as lots of storage space. Inboard or outboard powered, but with electric drive planned for the first.

We are working on more custom projects for Giorgio in Peru – two 58 footers and a variety of others in negotiation, ranging up to the 108ft.

A custom design 60footer is having a Freewing Twins rig designed at this time. The big attraction is the weight saving, approximately halving the mast weight compared to freestanding, but should perform similarly. We have been sailing Cool Change again. A delight to sail, particularly on windward tack, where the wing/sail shape and no standing rigging drag produce exceptional performance. We look forward to moving these ideas forward and hopefully doing so at less cost to the boat owners.

KSS ROUND BILGE ALTERNATIVE

In 1974, we built the first all panel catamaran at 39ft (pictured). The hulls were the basic 'flower pot' shape from three panels. By shaping a radius into the 4 inch thick foam of the bottom panel we achieved a generous chine radius. She was recently damaged beyond repair in a Florida hurricane after more than 20 years sailing on both sides of the Atlantic.



Using our usual deck edge radius batten around all sides of a hull and transom, a flower pot hull shape tender was made recently by simple bonding all the panels together on the radii.

We are about to start a hard chine project on similar 30 ft hull, converting from plywood to KSS build.

In the past, with conventional approach to hard chine, there was no time saving compared to KSS. However, with these projects underway, the simplicity of bonded assembly, we have decided to test the interest in using hard chine hulls on some of our cruising designs. All other parts of KSS will apply. There will be some time saving. The only negative I see for a cruising cat, is that the hard chine looks a bit dated alongside a nicely rounded transom. Any comments or expression of interest are welcome.

MORE MODULAR DESIGNS

A new 14m (46ft) KSS Modular power cat design is underway. We are sure that this is the future for many catamarans. A job which takes an hour when the boat builder can walk up to it, will take at least two when he has to climb steps or reach off scaffolding. The layout, where there are many options, is different to conventional cats but should suit many owners.

Happy boating!
Derek and Co.