

THE TYPICAL WORKSHOP

The workshop began on Friday morning the 9th. Feb. At 5 pm on Sunday, three days later a nicely shaped hull, with high gloss topside finish had been produced. Some 20 people had seen some or all of the KSS process that produced this result.

The following had been prepared before the workshop itself began:

1. The mould table.
2. The deck edge radius batten.
3. Setting out and gel coat topside application for the first panel.

The full three days proved to be ideal. The main pressure on our schedule was allowing sufficient time for each panel to cure before moving it off the table. Conditions for curing were good and we were able to move the first panel late in the first afternoon – moving it carefully to a flat floor. Normally we leave the panels on the table for at least 24 hours.

Potential owner builders came from all corners of Australia. As usual it was a very relaxed and informal event. Everyone got involved and could say that they had contributed to making that hull. All left duly impressed by the practicality, the advantages and the simplicity of KSS and all expressed their satisfaction with the workshop. The prior experience of those attending ranged from complete novice to several boats previously built.

It was underlined once again that the secret to KSS is mastering the production of the panels on the table. Each set up, each set of equipment and even the composite materials are slightly different each time. Practice on a number of smaller panels is the key and only proceed to the more important panels when happy with the process. Assembly and generally working with the panels afterwards is straightforward.



KSS-AK-26 - 2 Panels Made & Hull Shaped in 3 Days! (No Long Boarding!!!)

I never tire of observing the KSS hulls taking shape. I also enjoy observing those watching and taking part. Some will have grasped the concept well and only need confirmation of the details that brings it all together. Others are initially more sceptical but convinced when it happens in front of their eyes. There are always those whose imagination is triggered by the process and I am deluged with questions as to other applications where it might be used. On a number of occasions now I have had the chance to observe builders who have already made a commitment to one of the popular alternative build methods employed today, such as strip cedar. The discussion then follows as to whether it is practical to change to KSS mid stream or at whatever stage has been reached.

Each new KSS hull brings out improvements in some details, which adds to our knowledge and which we add to our instructions. This was no exception. For the first time we used a longitudinal "T" piece of steel.. It was welded up on site and worked fine. The stiffness of the steel ensures a straight and fair keel line. We used frames on alternate stations. Micheal introduced some diagonal ties to the intermediate station position on the "T" and this worked well. Increasing the number and depth of the grooves at the bow and at the transom also made shaping these areas somewhat easier. The project is a KSS-AK-26, a 26 foot Amkat, which will have an open platform and both outboard motor and sail and folds for trailing. Own wheels is an option to allow running onto slipway or beach.

We anticipate making the Melbourne workshop an annual event along with others in different locations in AUS, USA & NZ.