

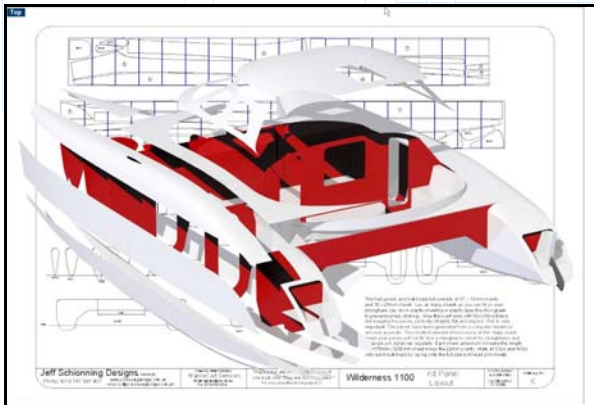
Building a boat does not get easier than this!

WEB SITES—Check these out for full construction step x step

<http://communities.msn.com/DavidandJudisPhotoSlot/buildingacatamaran.msnw>

<http://communities.msn.com/DavidandJudisPhotoSlot/fittingoutacatamaran.msnw>

David Bruce and Judi Flavelle are building a Wilderness 1100 and have documented their whole project in picture form – thank you for this excellent helpful site.



THIS IS WHAT MAKES THE WILDERNESS KIT THE BEST!

- **SPEED**

This is the quickest method to build a one off boat! The panels are pre-glassed and pre-cut so no glass laminating of the hulls is required. The panels are taped together with pre-cut (width) tape. A Wombat Junior wet-out machine (cost approx \$500) eases this process further.

- **SIMPLICITY**

There is no doubt, building a boat does not get any simpler than this. There is no lofting required, the computer generated pre-cut and pre-glassed panels just fit together perfectly. There are very few temporary frames, the bulkheads are stood up on the strong-back and hull panels are fixed directly to these, then simply tape the joins.

- **HEALTH**

Because of reduced handling of epoxy and cloth, your exposure to hazardous chemicals, fumes and itchy dust is very much reduced.

- **EASY TO HANDLE**

The hulls are built individually and so are very easy to turn over with a few extra hands. The bulkheads already being inside also make the structure very stable for this procedure. Lots of small items don't need much money or space to start. (NO CRANES REQUIRED) The hulls once turned over and taped inside are then joined with the bridgedeck and major bridgedeck bulkheads. This also means you don't need such a big shed.

- **LESS FAIRING**

The panels require very much less bog and fairing, reducing weight and work and money in the end.

- **LESS WASTAGE**

The computer nesting ensures maximum use of material and minimal wastage.

- **QUALITY END RESULT**

One of the major plus's of using the Duflex panels is that being pre-glassed under strict factory conditions, they maintain the correct resin to cloth ratio and so maintain the required and desired strength and weight.

- **RE-SALE VALUE**

Wilderness designs sell almost immediately upon being offered for sale and the prices have been remarkably high and absolutely on a par with other good designs including her round bilge sisters.

- **BACK UP SUPPORT INCLUSIVE**

We fully back up and support our plans (inclusive in our design fee). If there is anything in the plans you don't understand, email, fax or phone us, we'll help you.

- **ONE STOP SHOP**

Schionning Designs and Schionning Supplies share an office so you'll get all the support you need in design and materials supply. A monthly Newsletter keeps you posted on 'bulk buy' specials and our free call phone number for ordering will save you time and money. Our service is the best you'll find anywhere and we guarantee to be competitive for the same quality materials anywhere in the country.

- **GOOD BREEDING IN DESIGN**

Your Wilderness design will perform like a star! These designs have good beam to length ratio and note the power to weight ratio (compare this to other KIT designs). Not only do they look fantastic, you'll notice that they have all the features that make them safe, sea-kindly and an absolute pleasure to sail and own.

KIT OPTIONS?

- **PLANS ONLY**

WILDERNESS plans are excellent (some of the best in the World). They are fully computer generated, CAD drawn, colour plans including all detail supplied in an A3 sized booklet. Full sized bulkhead plots and mold plots are supplied on good quality paper, colour coded for easy identification. We back up our plans fully inclusive in our design fee (email is preferred method of communication or fax, but phone consultation can be arranged) Our standard plans include drawings to make your own composite fittings eg stanchion bases, chain plates, steering wheel etc.) Optional carbon mast and boom plans are available for an extra plan fee.

- **PRE-CUT, PRE-GLASSED KIT**

The "kit" consists of 2400 x 1200mm [Balsa or Foam](#) Duflex panels to build the shell. The hull and bulkhead panels are pre-cut. Duflex Honeycomb is used for the furniture. The 1320 and 1480 have options of pre-cut full interior (costs \$2,000 extra), or you may purchase modules for each cabin should you wish to custom build some of the cabins only. (Note: other designs could have pre-cut interior if required at the added cost).

The KIT includes epoxy, tapes, timber and foam to build the shell, daggerboards, rudders, catwalk and targa bar.

- **MAKE YOUR OWN PANELS**

It is possible to manufacture your own foam panels if your budget is a real concern however this is not our recommended option.



CONSTRUCTION SEQUENCE—See picture sheets for detail (at back)

The "kit" consists of 2400 x 1200mm sheets which are supplied with factory cut scarf joints. Once joined (in sheet form) and set, the holding tags keeping the cutout pieces in sheet form are cut to release full length panels and bulkheads. The bulkheads are stood on the strong-back and the full length hull panels are fitted over these bulkheads and glued in position. All joints only need taping as panels and bulkheads have been pre-glassed at the factory. Unlike a lot of "multi-chine" designs, the Wilderness have a small section of strip planking on the hull/deck curve. This is easier to build, softens the appearance making the chines almost invisible.

Once the two hulls have been assembled and taped (individually), they are turned over and taped inside and the

bulkheads taped as well. The hulls are aligned and the major bridgedeck bulkheads fitted. The Bridgedeck floor follows this step and you have a complete open shell. At the same time you could be making your strip planked cabin roof, forward beam, daggerboards and cases, rudders and targa bar. The strip planked decks are done on the boat using the bulkheads and a couple of added temporary moulds. The rest of the decks follow along with cockpit, furniture etc. The Cabin roof moulds are supplied pre-cut in the Kit (or full size plots in plans only) and this is strip planked, as is the forward beam.

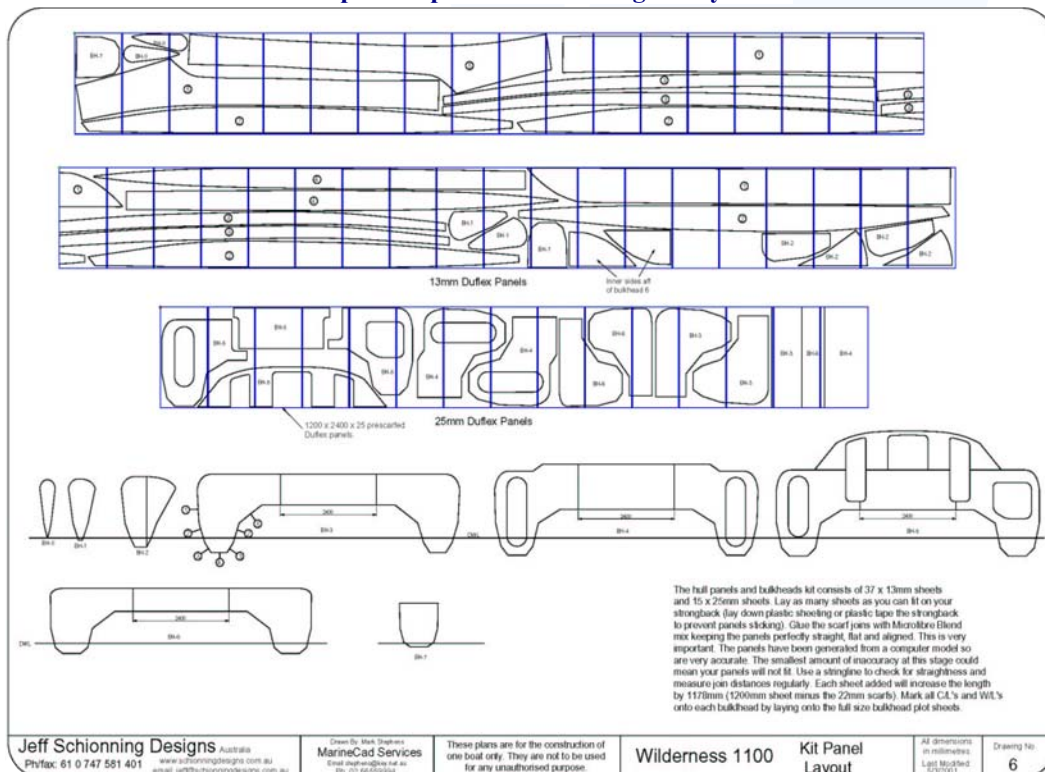
Easy to follow sheets on composite fittings are supplied in the plans. These save money and give the finished product a very classy, up to date look. Composite chainplates are extremely strong, look good (painted) easy D.I.Y. and no leaks!

The furniture fitout is made easy with the stiff, light and easy to work with Duflex honeycomb. Tips are included in the plans on how to form complex attractive curves quite easily. If you choose to go with a standard layout we have pre-cut kits available for the 1320 and 1480 and the smaller designs can be drawn and pre-cut if desired. In the bigger boats we find the labour saving significant in the furniture fitting, the smaller designs have so far all chosen to go with custom furniture doing it themselves and saving the cost on the pre-cutting.

The Wilderness boats can be built in separate pieces if transportation or space is an issue. That is, 2 hulls, bulkheads, bridgedeck and accessories (daggerboards, forward beam, rudders etc). This allows you to build at home and finish near the water, saving money on rent and time travelling.

Our carbon mast plans are half price to any Schionning design builder and if you build it yourself, the saving is very worthwhile and you end up with a better product. With all composite fittings and Jeff's new webbing attachment system, you don't have the associated problems and maintenance of 'bolt-on' type fittings. We have contact details of several insurance companies very happy to insure boats with our masts. Plans are included for a boom, this again saves money and suits a bolt rope to accept the popular 'stack-pack' zip up type sail cover.

An example of a plan sheet showing kit layout





The Pre-cut kit arrives, the 8 x 4 panels are joined (pre-scarfed), the pieces are separated by cutting tags that keep the sheet together



The bulkheads are stood upside down on a strongback. A couple of temporary frames are added.



Full size hull panels are screwed in place. The join gaps are filled and the joins are taped.



More hull panels fitted



The chamfer panel is surface cut on one side to get the curved shape



Turning the first hull. Small sections make the handling very easy, no expensive cranes required, just a few friends.



Hull turned with bulkheads taped in, now the second hull starts.



The hulls are joined with cross bulkheads, major cabin bulkheads, then the curved side decks are strip planked.

TWO EXCELLENT WEB SITES TO VISIT SHOW FULL CONSTRUCTION IN PICTURE FORM—SITES BY DAVID BRUCE & JUDY FLAVELLE WHO ARE BUILDING A WILDERNESS 1100.THESE TWO SITES ARE HOSTED BY MSN AND REQUIRE USERS TO HAVE AN MS PASSPORT. **THIS IS FREE.** BUT YOU NEED TO JOIN MSN TO ACCESS THEM.

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