

## New W17 Builders (for The Waters Edge)

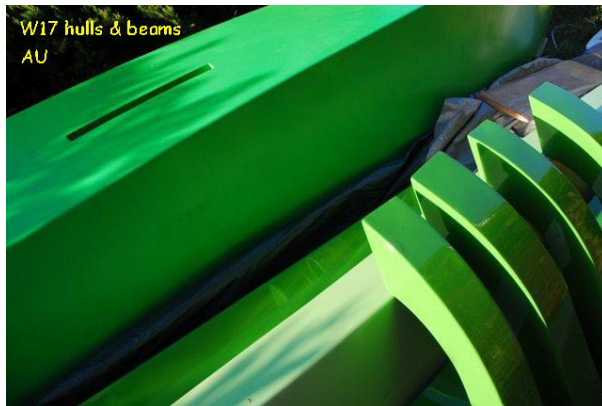
My apologies for not posting many pictures of the numerous W17's being built around the globe, but here are a few samples picked from the first 100 clients. (Since then, I now have many more from which I will pick some additional examples at some later date

But here are a few of the early builders ... one even started back in 2012. These examples are from the USA, Canada, Tasmania, Australia & Germany. Enjoy !

Julian in Tasmania started building this beauty back in 2012, the first to use a Kit from Witt Designs, but had many disruptions along the way. Sadly he had to deal with some family health issues, finally needing a relocate to the mainland, which lead to the difficult decision of selling his nearly complete boat that will now be rigged by Grant, its new owner. Here are the sides of the outer akas being framed up and also one way of making a strong stem, with epoxy slurry flowed by gravity around the stem piece. (The W17 Manual suggests this method for the amas .. but Julian also used the trick for his main hull which is quite an impressive feat ... .(don't try this when there's a wind though ;)



Once complete, Julian painted all the parts with his favorite green.., and they look great.

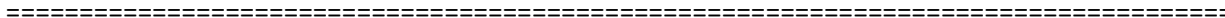
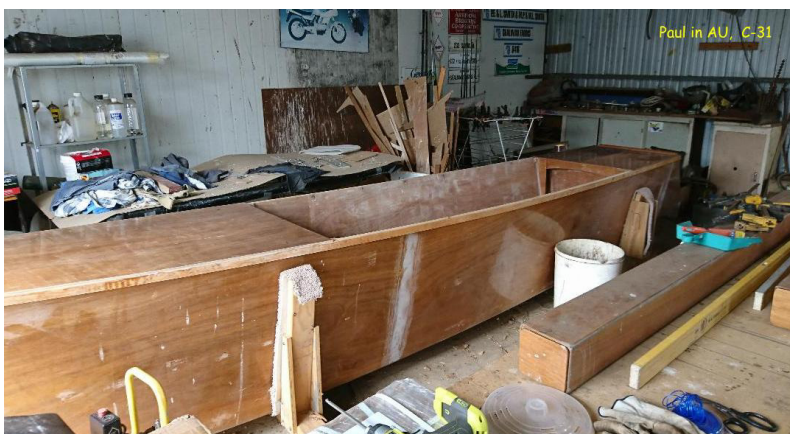


With the akas all installed on the amas and then hinged to the mainhull, the hull parts can be loaded on tohis custom trailer .., and that's how things were transferred to the new owner. Julian still hopes he will get to sail 'his' boat one of these days.



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Paul, another early Client (C31) builder, is also building in Victoria Australia and again used a Witt-KIT to get started. This boat is also now well advanced.







Meanwhile, Client C78 in Manitoba, Canada had all 3 hulls nearly finished in 2019 but as can happen, other priorities are competing for time to get this boat completed and afloat.





Five years ago, I got this photo from Roger in Washington State, USA, so his main hull is done.

Here's the ama mount pad for the aka .. a sandwich of end grain balsa core between two plywoods, boxed between two bulkheads. Pretty light but very solid.



Here, the ama deck now covers the internal beam mounts so Roger also has his amas ready.

The photo perspective has the ama deck looking rather parallel but in fact it's wider up forward, giving added buoyancy to resist nose diving and this also offsets the buoyancy location from that of the main hull, which has the positive effect of reducing pitching.





C-99 Hans in Germany clearly enjoyed making this jig to mount his router for making perfect scarf joints.



Here below, Hans poses with a last look inside one of his amas, all prepared to lower the deck ends carefully, to keep the bonding epoxy in the right place.



C101- Out in Michigan, Jonathan has now been sailing for a couple of seasons, so here are a few pics of some of the deck fittings and rig. As the Build Manual recommends, Jon made his rugged hinges & latches in fiberglass.



Here is the aft deck, showing a pre-shaped Harken Track for the mainsheet and also a motor mount bonded to the aft beam ... identified here with question mark, as I wondered what material he used..



His somewhat 'radical lift' tiller is not quite what is on the drawings but apparently works fine.





As Jonathan was eager to get afloat, he bought carbon reinforced sails from a good local sailmaker and then also bought a regular-section non-rotating mast of carbon-fiber. That's why there are multiple straps riveted to his mast wall. While this mix of stainless and CF is not highly recommended for masts used in salt water, it should be no problem for the Great Lakes where Jonathan sails. He did report that he may switch the rig to rotate after sailing the boat for a few seasons=, acknowledging that it would add to his efficiency upwind. A fully rotating wing-mast is still the best choice for this boat.

Here was Jonathan's boat waiting for its first launch around 2018

