



**KATE at Saint Martin.** "An engine was never a consideration," says Walwyn. "We always sailed everything onto and off the mooring." He acknowledges, however, that "there are going to be lots of places we won't be able to get in to."

square Douglas-fir, which is bronze-screw fastened to the frames; this is sheathed in two layers of biaxial cloth. There is a 2mm layer of plywood glued into each frame bay. The decks are built of two layers of  $\frac{3}{8}$ " plywood, and this is covered in a layer of  $\frac{3}{16}$ " fir planking, glued down.

The distance from the construction site to the Travelift was eight miles. "How are you going to get it down the mountain?" people would ask Walwyn when the big yellow sloop's size began to reveal itself. "My stock answer was, 'By wheelpower and by willpower.'" Walwyn built a road to move the boat down the hill. KATE was launched with a brand-new 150-ton Travelift. New groins were installed just for this job. The local power company had to drop power lines to allow the boat, on a trailer, to pass

from hill to sea. Upon launching, the boat grounded in the pit and had to be towed off.

The "first sail was perfect," said Walwyn. There was 12 knots of wind, and the boat made 9–10 knots. The crew sailed over to Nevis and back from St. Kitts. The second sail, in a fresher breeze, was a little more chaotic, as the crew, challenged to reef, mounted the learning curve. Going to windward has proved to be the major challenge—as has efficient reefing. Twelve knots of breeze is about the maximum wind speed for full sail. "If you see a whitecap," said Bruce McDaniel, "we are overcanvased." Like football players studying films of their game, KATE's crew has made good use of the numerous photographs that have emerged from the Caribbean sailing season, correcting problems that aren't apparent from onboard. They've improved their windward performance markedly, mostly by peaking up the mainsail. The ability to reef quickly is important, too; KATE is quickly overpowered, and this slows the boat considerably. Modern construction methods notwithstanding, to sail KATE is to step back in time.

"We were slagged off by some people for the wood-epoxy construction," says Walwyn. He said that Luigi Lang, secretary of the Italian



**KATE's interior is airy, simple, and unadorned; the settees form a longitudinal web, adding great strength to the hull. Most of the mahogany for the joinerwork came from recycled furniture. "I thought we'd be heavy," says Walwyn, "but we were bang on our lines with gear and everything."**