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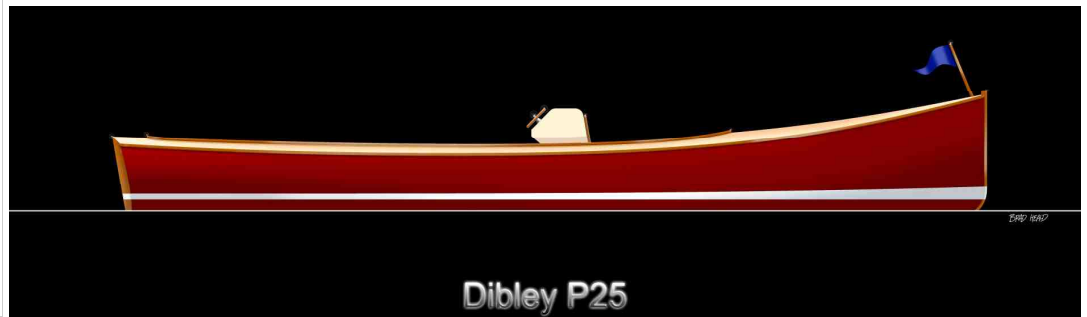
Project Management

**2012 - NEW DESIGNS—PICNIC BOAT RANGE**

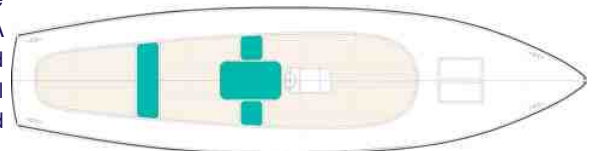
**Gunkholing** is an American boating term referring to a type of cruising in shallow or shoal water, meandering from place to place, and spending nights anchored in out of the way bays and coves that are inaccessible to vessels with deeper drafts. Though an American term, the majority of boaters from around the world, do just that. And they normally do it for just one or two nights, with the occasional week long voyage during their summer holidays. People are just too busy to spend more time boating. So when they do get out, they want to leave the complexity and business of their work week, and just keep things simple and non-complicated.

Looking out of our design office window, we look over one of the largest marinas in the Southern Hemispheres, *Westhaven Marina*. Most of the berths are full and the various designs, styles, and sizes seem endless. What is readily apparent, with a closer look, is how complex and cramped the majority of these vessels are. As much interior has been crammed into the fixed length and beam as is possible. That may work for some, but a lot of the boaters we speak to want simplicity without losing comfort. They want to have good indoor / outdoor flow and most importantly, a simple turn key operation that will allow them to roll up and start cruising as soon as they load her up with food and beverages.

Dibley Marine have been working on a range of vessels we call 'Picnic Boats', or 'Weekenders' for a number of clients over the years. These vessels have a classic line about them, but with modern underbody shapes that allow fuel efficiency and seakindliness. Though we are custom designers, that will redesign and configure to suit our clients wishes, we can also design from a clean sheet of paper. We have picked three designs that range from a 25-foot open day boat that is ideal for picnics and short outings (P25), a 35-foot weekend picnic boat that has comfortable overnight accommodation (P35), to a 52-footer that allows the more affluent to entertain family and guests while still keeping the philosophy of simplicity and comfort in her design (P52).



The P25 was commissioned by a South Islander that wanted to take his family out on the multiple number of lakes that are dotted around this part of New Zealand. The design brief was for a classic 1920's look, with a fuel efficient hull form and good form stability. A small amount of tumblehome aft softens the curved transom, and the bounce of the sheer line takes us back to that golden age of runabouts. A cuddy cabin or bimini arrangement can be utilised for cover, and with a bit of tweaking, a small cuddy cabin with berth and head can be designed into the forepeak.

**GENERAL SPECIFICATIONS:**

Length of Hull	7.65 metres (25' - 0")	Beam	1.92 metres (6' - 3")
Draft (max)	0.48 metres (1' - 7")	Displacement	980 kg's (2,155 lb's)
Power (options)	1 x 20 HP Shaft Drive		

(continued)

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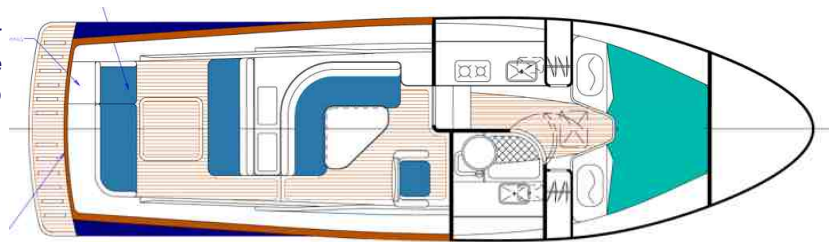
## 2012 - NEW DESIGNS—PICNIC BOAT RANGE (continued)



The P35 was designed for a small family or working couple that want to head away for a weekend at speed so they can beat the rush to the best anchorages. Indoor / outdoor flow were important in the early design stages. But options for closing off the mid cockpit area needed to be taken into account for those wanting winter escapes. .

Jet drive allows for a very shallow draft which is advantageous getting into the real out of the way anchorages, but like all jets, she runs at her most efficient at 25-knots, where as the shaft drive will be far more efficient in the lower speed range when dipping the bow into unknown bays or coves.

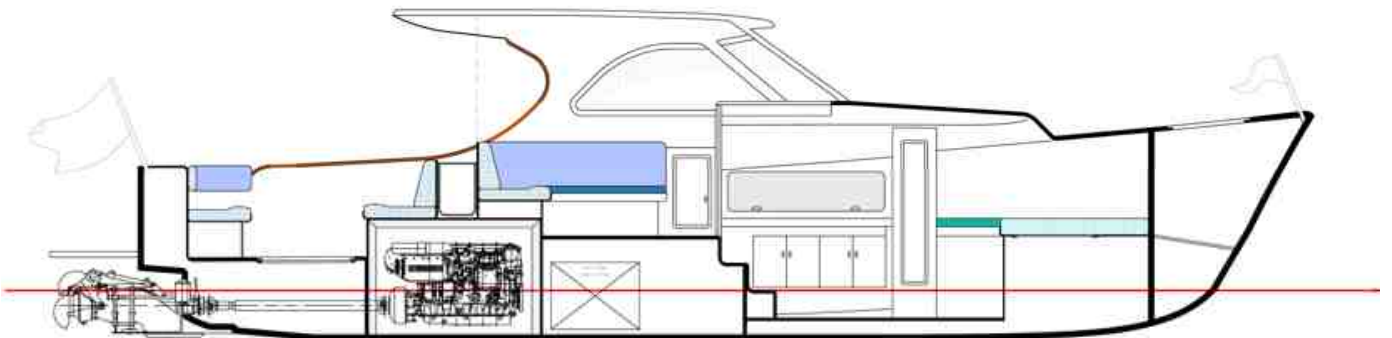
There has been a lot of interest on the P35 over the years. Preliminary work on a Shaft Drive or Jet Drive have been done and we only need to take the project into the Working Drawing stages to complete.



### GENERAL SPECIFICATIONS:

Length of Hull 10.67 metres (35' - 0")  
 Draft (jet) 0.49 metres (1' - 7")  
 Power (options) 1 x 315 HP Jet Drive  
 Speed (max) 35 knots  
 Speed (cruising) 25 knots

Beam 3.194 metres (10' - 6")  
 Displacement 4,600 kg's (10,140 lb's)



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 INDUSTRY ASSOCIATION

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## 2012 - NEW DESIGNS—PICNIC BOAT RANGE (continued)

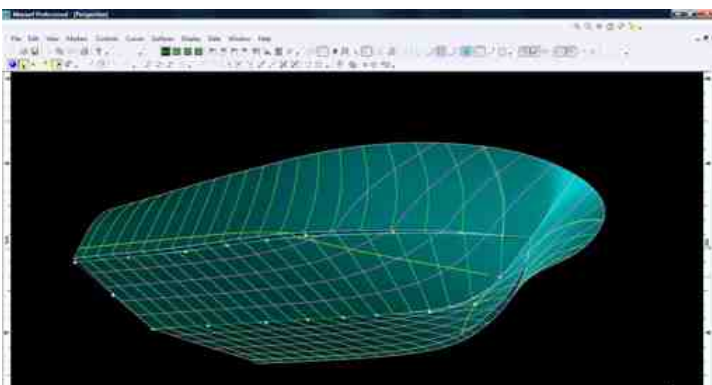


The P52 was commissioned by two well know yachtsman in Auckland who wanted a classic looking 'Picnic type' boat that they could anchor in front of their house on the upper shoreline of the Waitemata Harbour. They could also load her up and get to their holiday home, 120 nautical miles north in the Bay of Islands, at a good clip and minimal loss of time. The interior had to be spacious and comfortable for two couples, but the upper and aft cockpit areas had to be open with good flow for ease of entertainment.

The North Eastern coastline of the North Island has a shallow shelf running along it that causes quite calm easy passages to quickly become rough and lumpy in any wind with an Easterly influence in it. The hull shape of the P52 had to be able to handle these sea states, so we opted for a deep-V hull form with flared forward topsides that are reminiscent of the Sports fishing boats found in the Florida Keys.

Like the P35, we looked at both jet and shaft drive and can design to suit either, depending on the type of cruising that is required. The twin engine option allows for a smaller engine footprint which then allows the profile of the vessel to be kept low and streamlined. They also give the P52 excellent maneuverability in all conditions.

This project was put on hold when a far larger yacht became available on the second hand market, but the interest in this stylish design has not waned. The P52 is on the larger size of a 'Picnic' styled vessel, but the design still shows the possibilities that can be achieved.



### GENERAL SPECIFICATIONS:

(LOH) Length of Hull	15.91 metres	( 52' - 2")
Beam	4.10 metres	(13' - 5")
Draft (max)	0.96 metres	(3' - 2")
Displacement	15,000 kg's	(33,000 lb's)
Power (options)	2 x 420 HP Shaft	
Speed (max)	35 knots	
Speed (cruising)	25 knots	

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## 2012 - NEW DESIGNS - 7 metre SY Tender

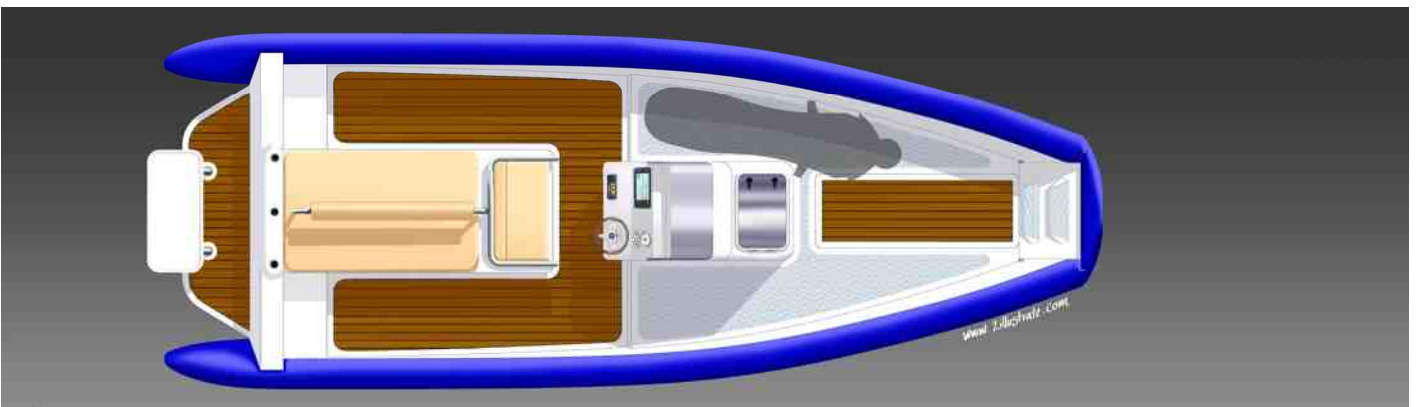


Dibley Marine are working alongside Auckland based company, Mitchells Marine on the design of a 7-metre Super Yacht Tender with a few special features that were essential to the client we have. The external beam was fixed due to deck space but the internal beam needed to be as wide as possible for internal seating and volume. A manual bow door system also had to be implemented to allow passengers and equipment, such as Scooters, to be offloaded on beaches effortlessly.

The pontoon system is being worked on in-house through Mitchells Marine's R&D division and uses a foam and rubber matrix that can be shaped in any way that the design dictates. The deep-v hull form with a Hamilton Jet system will handle most sea states with ease, and at speed.

### GENERAL SPECIFICATIONS:

(LOH) Length of Hull	7.50 metres	( 24' - 7"
Beam	2.90 metres	(14' - 9"
Draft (max)	0.37 metres	(1' - 3"
Displacement (Lightship)	2,000 kg's	(4,410 lb's)
Power (options)	Yanmar 6LPA-SPT2 315 HP Diesel	
	HJ274 Hamilton Jet	
Speed (max)	30 knots	
Speed (cruising)	25 knots	



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Dibley Marine Design Studio, Westhaven Marina, Auckland, NZ , July 2012

## From the Design Office:

We are often asked how we manage to get all our work done within a typical 12-hour work day. One of the ways we manage is to sub-contract the work out without losing the control on design and management. One of those we use is '**Brad Heald**' who has done all the renderings in this Newsletter. His company, 2-Illustrate, is a key member of our Team and an integral part of our marketing program. Thank you, Brad.

This Newsletter is very powerboat orientated but mainly due to the fact we are currently busy with a number of sailing projects that are still in the 'not quite ready' stages. We are hoping to share some of these projects with you in our next Newsletter.

Summer is fast approaching in the southern hemisphere and though we have taken full advantage of winter boating, we are looking forward to warmer weather and fairer sailing. Safe boating to all.

Kevin Dibley (Auckland, NZ)

## YACHT RACING AND CRUISING NEWS AND UPDATES:

\* The Davidson 69, 'Pendragon-VI', took out Line Honors in the 2012 Santa Barbara – King Harbor Yacht Race, in California. With a 120 yachts at the start and a dream run. Some great shots of both Pendragon IV (52-footer) and Pendragon VI can be seen at Joysailing. ([www.facebook.com/pages/Joysailing/145519695501585](http://www.facebook.com/pages/Joysailing/145519695501585)). 2012 has been a good year for, 'Pendragon VI'. In April she took out Line Honors in the 800 nm 2012 Newport to Cabo San Lucas Race, where she reached a top speed of 32.5 knots, two sail reaching. Well done to John MacLaurin and crew.



\* Congratulations to all the Team Dibley sailors in the 2012 IOM Auckland Championships. 25 yachts lined up for a blustery weekend of 18 races. Overall the Dibley designed IOM's got 3rd (Roddy Booth), 4th (D Hendry), 6th (Carl Smith) and 9th (L Little). Carl Smith sailing his DM1 (#73) managed to take out the last race pushing him to 6th overall after lying 3rd overall on day one.

\* Well done to Mike Elley and Chris Smith on 'Nosaka' who are racing in the 2012 Simrad 2-handed series. Currently tied for second place in Div 1 and 4 points clear on 4th. In the last race, the 'Simrad 60', Nosaka (which had Dibley appendages put on her last year) finished 2nd followed by the Dibley 55 'Marilyn' which is a full cruising yacht designed for off-shore passages. A very good effort for a yacht in cruising mode against a fleet of racing yachts.

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