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New Designs - 2014**VOYAGER 72**

This exciting new project is designed for live aboard, long distant cruising in complete comfort and style. Whether the colder southern Chilian coast, or the warmth of the Pacific Islands, the Voyager 72 is perfect for those looking to explore hard to get to destinations, in comfort, speed and style.

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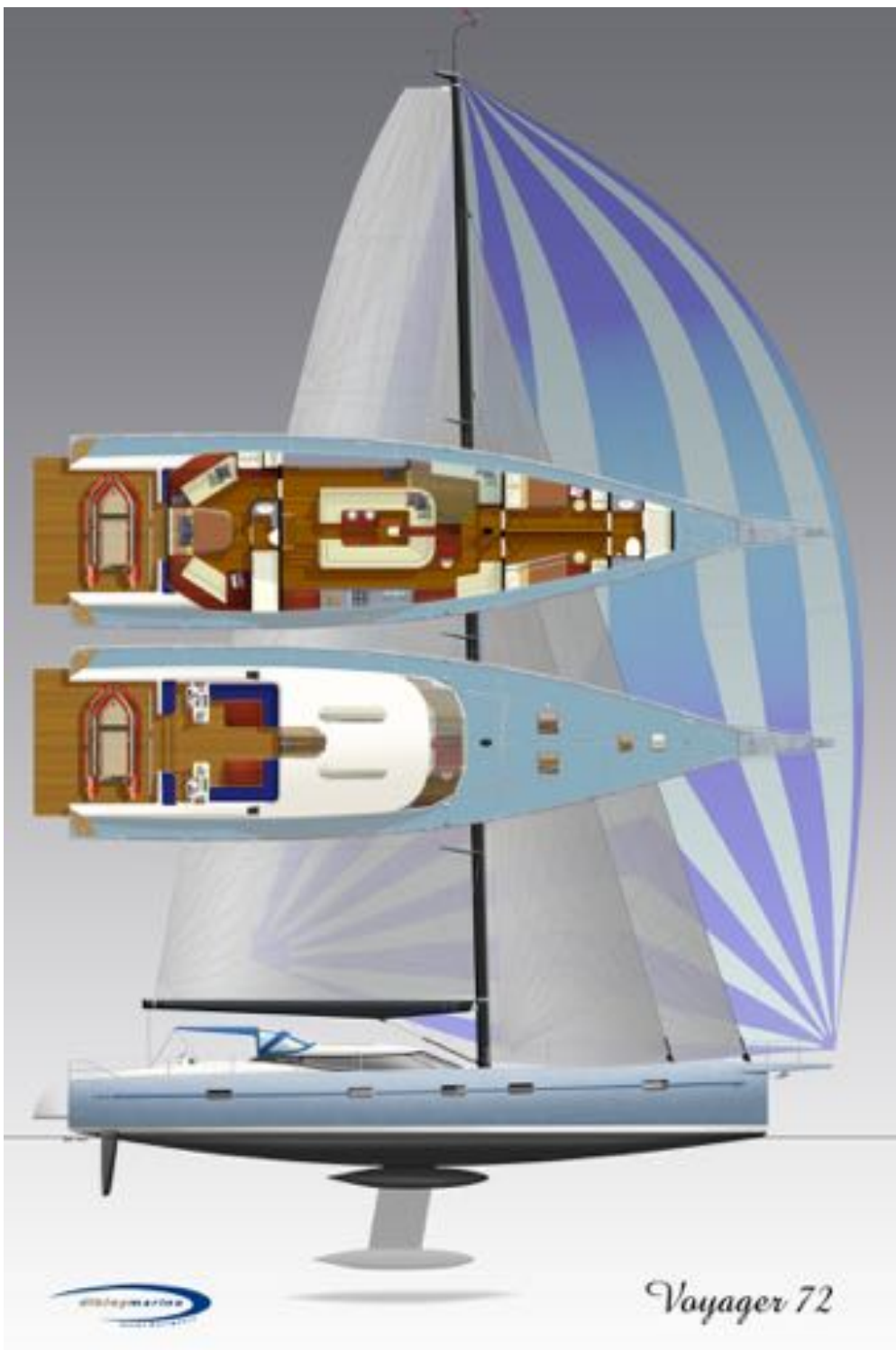
VOYAGER 72 (continued)

The Voyager 72 was commissioned by a New Zealander who wanted an exciting performance cruising yacht that he could use to explore hard to reach places on the global cruising circuit. But he wanted it done in complete comfort, in a hull that looked stylish and modern. Why wouldn't you, we ask. Featuring a powerful but easily reduced sail plan

balanced with a high righting moment ensures exciting, fully controlled sailing in all conditions. A lifting keel and twin rudders allows access to shoal draft areas that are hard to reach by deeper drafted yachts. All sailing systems lead back to the twin wheels for easy shorthanded sailing. A semi hard top bimini covers the forward area of the cockpit for getting out of the elements, and a large area aft of the wheels allow Tender storage as well as sunbathing and lounging when in warmer climates. The transom hinges down to further extend the cockpit when at anchor as well as allowing easy launching and retrieving of the Tender.

The interior is open, spacious, and superbly comfortable. A central raised saloon allows for entertainment and relaxing with almost 360-degree views out the windows. Galley at a lower level to starboard, and a work station, laundry, and wet lockers at lower level to port are all open to the main saloon. To port of the semi height centrecase is an enclosed Media/TV room with a frosted glass ceiling to keep sound in, but not at the expense of light. This cabin can be accessed from both port and starboard sides and will be an overflow cabin when more guests are aboard. Owners cabin lies aft and two cabins forward complete the accommodation.

Further exciting and luxurious layouts are possible in this full volume hull form, including inside steering and 4 cabin layouts.



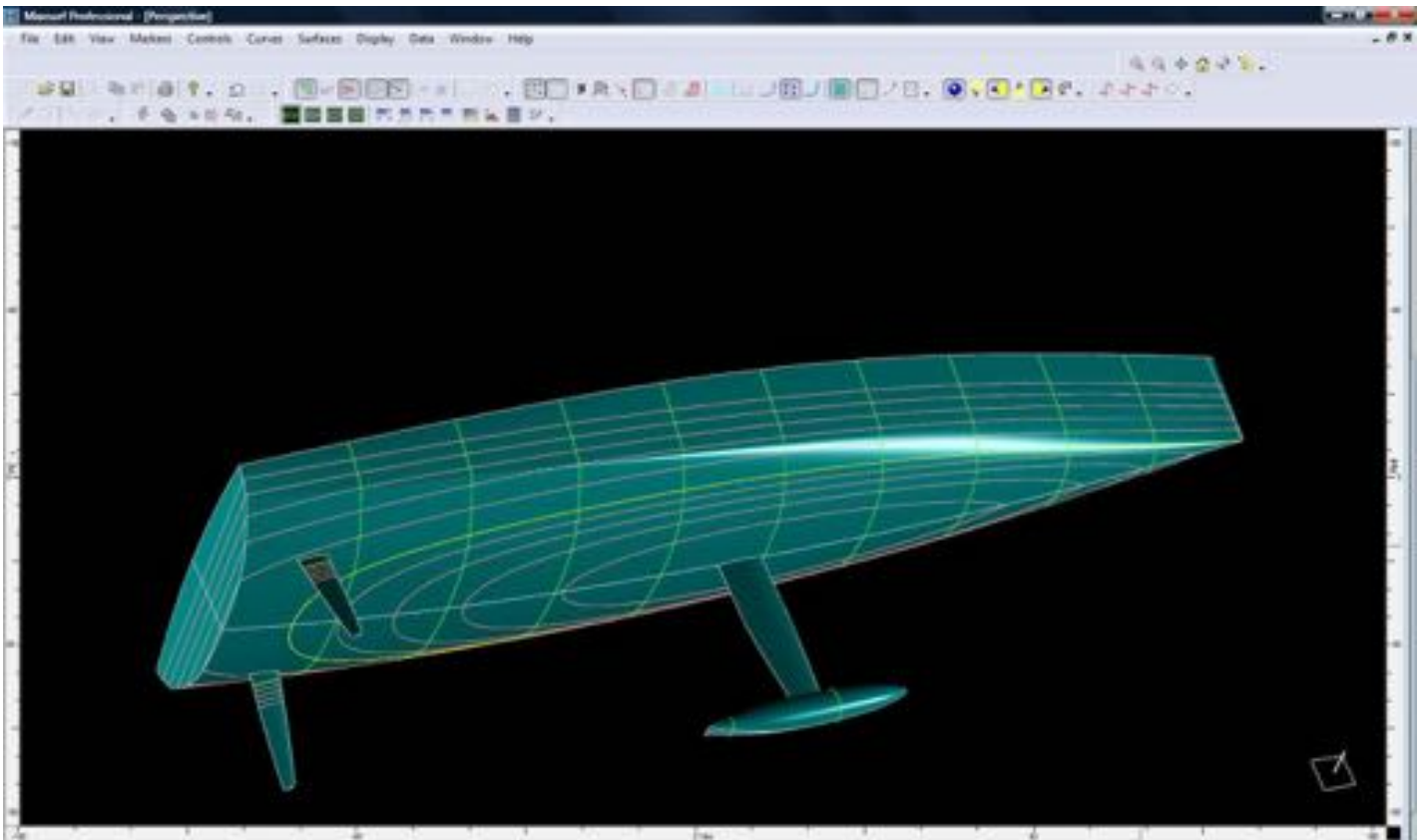
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VOYAGER 72 (continued)



Hydrostatics and stability are always a consideration during the preliminary stages of a design. With wide beamed yachts such as the Voyager, a well balanced heeled volume distribution and careful positioning of the aft chine are paramount in a successful performance hull shape. As hull speeds increase in these lighter displacement cruising yachts, the pressures on the hull forward can also increase so the bow sections need careful thought put into their shape to reduce pounding and stress.

The rudders also need careful positioning to ensure full control, whether flat off or heeled. In this design we will hinge the prop and shaft back into the hull to ensure clean water flow aft while sailing.

The client was an ex-alloy boatbuilder in his early life hence the dream of building using this material. All plates and frames would be computer cut and the interior would be modular so it can easily be built off site and dropped in when required.

LOA (Length Overall)	24.00 m	78' - 9"
LOH (Length of Hull)	22.00 m	72' - 2"
LWL (Length Waterline)	20.81 m	68' - 3"
BEAM	6.135 m	20' - 1"
Draft (max)	4.20 m	13' - 9"
Draft (min)	2.30 m	7' - 6"
Displacement	34,500 kg's	76,058 lb's
Sail Area	293.41 sq.m	3,158 sq.ft
SA/Disp Ratio	28.4	
Disp/L Ratio	113	

But other building materials can be looked at depending on the needs and requirements of the client and use of the yacht.

This is an exciting design for those looking for adventure and lifestyle change. Contact us for more information.

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New Designs - 2014

Dibley Designed—ROBINSON 5000



Earlier this year we had the pleasure of working with repeat client, John Robinson, on a new multihull project. John lives on a cliff edge overlooking Stanmore Bay in the Whangaparaoa Peninsula, just north of Auckland. This Bay has one of the best beaches around Auckland and John wanted to have a fast, fun, easily rigged trimaran that he could have some enjoyment with over the summer.

And just as important, he wanted the outer hulls (Ama's) to hinge back towards the main-hull (Vaka) so he can trailer his Tri back home to the cliff top base.

The result is the 'Robinson 5000'.

The Robinson 5000 is easily rigged and sailed by one person. All controls are within reach of the helmsman and the rudders effortlessly flip up when coming into the beach. The Ama's have a length-to-beam ratio of 14:1 and enough buoyancy to lift the main hull out of the water, but not so much that drag and performance become an issue.

There is talk of a stage two where lifting foils are looked at for the rudder and boards, but that will develop over time.

(continued—next page)

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New Designs - 2014
Dibley Designed—ROBINSON 5000 (continued)

LOA	5.000 m	16'-5"
LWL	4.890 m	16'-1/2"
BEAM (Sailing)	3.000 m	19'-10"
Beam (Trailering)	1.096 m	3'-7"
Displacement (Sailing)	155 kg	342 lb
Displacement (Lightship)	75 kg	165 lb
Sail Area	13.24 sq.m	142.5 sq.ft
SA/Disp Ratio	46.6	
Disp/L Ratio	37	

The first hull is currently being built by professional builder, Richard Edlin, who runs a yard out of his property in Matakohē, Northland. His property lies on the edge of the Kaipara Harbour and is as pretty a place as can be found on the West Coast of North Island.

The carbon fibre spar, beams and other carbon fittings will be built by Alex Valling, of C-Tech Ltd., who runs his very successful factory out of Auckland. (www.c-tech.co.nz)

Sails will be by Doyles (NZ) and all deck gear is supplied by Harken (NZ).

This is a very fun project, working with some great people. We look forward to plenty of sea trials during the 2014/2015 summer.



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Sailing Anarchy
www.sailinganarchy.com

New Zealand Marine
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UK Sailmakers—Hong Kong
www.uksailmakers.com/Hong-Kong.html

Team DM (IOM, Marblehead)
www.ohope.co.nz/iom/DM2

Asian Yachting
www.asianyachting.com



Photo Credit to Will Calver [www.oceanphotography.co.nz]

From the Design Office:

As winter approaches the Northern hemisphere, we down south are looking forward to a warm summer of sailing and boating. The racing season is well underway in Australasia and you will find racing updates and news on our designs on our Facebook page. Our next Newsletter will showcase the new Johnson 80 powerboat we are involved in with Graham Johnson Boatbuilders in Auckland, as well as updates on new keels and appendages going on various yachts around the globe. In the meantime, happy boating to all.

Kevin Dibley (Auckland, NZ)

RACE AND YACHT REPORT



Photo Credit to Asian Yachting [www.asianyachting.com]

Frank Pong's 75-foot Dibley modified 'Jelik', took out the 2014 China Cup International Regatta. Scoring a 1,2,1,1,2,1,4,1 on IRC, Frank and crew were able to stay ahead of the strongly competitive fleet with enough points to win over last years winner, HuaAn Sailing Team in their McConaghy 38. This is a great result for Frank and team as they continue to improve 'Jelik' in all areas. Next big Regatta is the Kings Cup in December.

Darryl Pender and his crew have been busy in their Dibley 8 metre, 'Springloaded'. With a new sail plan and a keen and competitive crew, Springloaded managed a very credible 2nd place in this years iconic Aviemore Classic run by the Timaru

Yacht and Power Boat Club. After three and a hours of racing, they only missed out first place by 10 seconds. First placer was a 'canting keeled' Thompson 750.

Finally, check out www.sy-lasca.com , to see about chartering the beautiful 66' Dibley designed Lasca which is based in Europe and run by the very competent and friendly skipper, Magnus Laurin. More on this design in future Newsletters.



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