

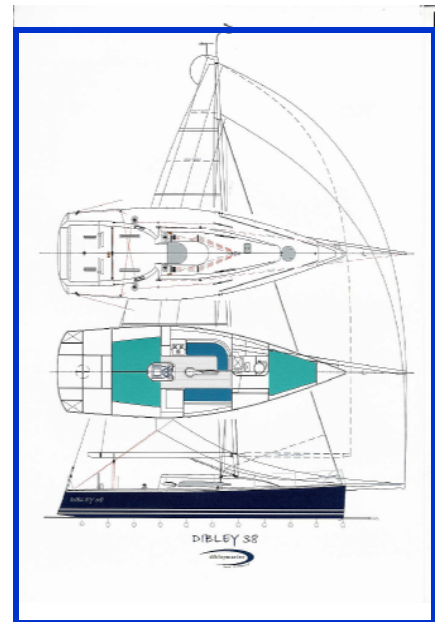
Inside this issue:

Dibley 38 update	1
'LASCA' - Commander 66 arrives in Australia.	1 & 2
'BABE' - 2003 Melbourne to Hobart Race	2
New from the Drawing Board	3
Contact info	4
Designs around the world	4

38' RACING YACHT UNDER CONSTRUCTION IN NEW ZEALAND.

Carl Smith, from Tauranga, New Zealand, is currently building a 38' Racing/Cruising Yacht which is the latest design out of the Dibley Design Studio. Being built for his own use, Carl plans to campaign her in local and National events as well as the occasional offshore event such as Hamilton Island Race Week in Queensland Australia.

Carl has had a long association with Dibley Marine and was the first owner / builder of the Dibley 650 'Stealth' which is racing successfully in the South Island. Structural Engineering was done by High Modulus NZ Ltd. and the Rig was designed by Chris Mitchell of 'Applied Engineering Ltd. Launch date will be early 2005.



The Dibley 38 has various options available including tiller steering, accommodation layout, fixed or lifting keel etc....

LOA	11.998 m	39' - 4"
LWL	10.850 m	35' - 7"
BEAM	3.760 m	12' - 4"
DRAFT	2.40 m/2.90 m	9' - 2" / 7' 5"
DISPLACEMENT	4,900 kg's	10,800 lb's
SAIDISP RATIO	30	

Future Issues:

- New designs and projects
- News from our design management team including High Modulus Ltd., Top Logic Ltd., and Applied Engineering Ltd.
- Latest Race Results and Cruising logs from the Dibley fleet.



'LASCA' CROSSES THE TASMAN

The Commander 66 'LASCA' (formerly 'Knight Commander'), has crossed the Tasman after a summer sailing in Fiji, the Islands and around New Zealand. Her plans are to explore the Eastern Australian coastline with her new owners. Lasca's new skipper, Michael Smith, found the trip exceedingly easy and thought the yacht handled the conditions perfectly. "When we arrived off of Fraser Island, a 30-40 knot Southerly came up and we ended up surfing up the coast with a top speed of 19.5 knots. The yacht never felt better." commented Smith.

(cont. on page 2)



'BABE' IN THE 2003 MELBOURNE TO HOBART RACE

A summary of the 2003 Melbourne to Hobart race by 'Babe' crew member Andrew Stewart:

"A good start but as always the first 8-miles to the heads was reaching, so given water-line length (smallest boat in the fleet) we ended up leaving the Heads mid fleet.

We headed east for the first 24 hrs looking, then hoping for the easterly change. Unfortunately the system had slowed a little and the expected ENE came in around 12 - 18 hours later than the pre-race info suggested.

At the 0635 sched we were left a little confused as the bigger boats, Cav 37s etc. that were doing well in the messy conditions before dark, were now 20 nm behind and in a tight bunch to the west (we later were told they all fell in a large hole during the night) So, we continued to head towards Cape Grim (NW corner of Tasmania) until mid morning, when we finally round the Cape after having to make ground against the tidal run and a little west. However, we continued to make ground against those to the west and south.

The wind continued to lighten and 'Babe' kept moving while others stopped. During this day we worked our way from mid fleet up approx four places to 5th on line and started to put some miles away towards handicap honors. The night of the 28th Dec was a good one as the wind steadily built from the NE allowing us to further gain on the Adams 11.9m *Tevake* and the Inglis 37 *Addition*

The forecast was now for 20-30 NW tending

W by afternoon on the 29th Dec so the call was made to venture towards the change a little while maintaining near max VMG to SW Cape. This took us offshore by approx 15 nm before the breeze softened and we headed back in-shore a little and the breeze strengthened back to mid 20's. Popped kite for a few hours and started a run of around 8 hrs with a 10 kt average boat speed. A couple of hours later the breeze started to go NW. A top speed of 15.8 kts pushed our average speed up to 11 knots.



'Babe' finishing in Hobart

Rounding SW Cape just on dark, we headed for Maatsuyker with masthead kite and 12 kts of speed. Around 6-nm from the finish, the S-SW front came through at 20-30 kts. The

fractional kite is hoisted and away we go at 13 kt+. Unfortunately we got becalmed 0.25 nm from the line. What a great place the Derwent is!

So from being nearly 10 hrs in front of the pack of Farr 1020s, Farr 1104s, Cav 37 at SW Cape/Maatsuyker, the westerly change and then the S-SW brings them scooting across the bottom and up SB

"She was the smallest yacht in the fleet, and still managed 5th on Line."

with kites to finish around 3-3.5 hrs behind us.

At SE Cape we were neck and neck with the Farr 1160 *Amaya* (20 points below us) for PHD handicap honors. The results show how the westerly and S-SW fronts changed the handicap results bringing the "little slow" boats home.

Overall – 5th on Line and smallest yacht in the fleet. We will be back!

First five place finishers on Line, relevant to 'Babe'

<i>Indec Merit</i> ,	Volvo 60	minus 12 hrs 24 mins
<i>Prowler</i> ,	Elliott 14.8m	minus 7 hrs 43 mins
<i>No Fear</i> ,	Cookson 39	minus 3 hrs 38 mins
<i>Tevake</i> ,	Adams 11.9m	minus 7 mins
<i>Babe</i> ,	Dibley 10 m	scratch

'LASCA' CROSSES THE TASMAN

Her previous skipper achieved an exciting 22.5 knots while two sail reaching down the New Zealand Coastline late last year. He was on autopilot at the time and decided that the yacht was handling the conditions so well, that he'd just sit back and enjoy the ride.

Dibley Marine are working closely with Commander Yachts on a number of larger projects including the Commander 80 and Commander 110. Both use the same formula of 'luxurious accommodation and high performance sailing' that was achieved with the Commander 66.



High comfort aboard the Commander 66 'Lasca'.



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NEW FROM THE DRAWING BOARD

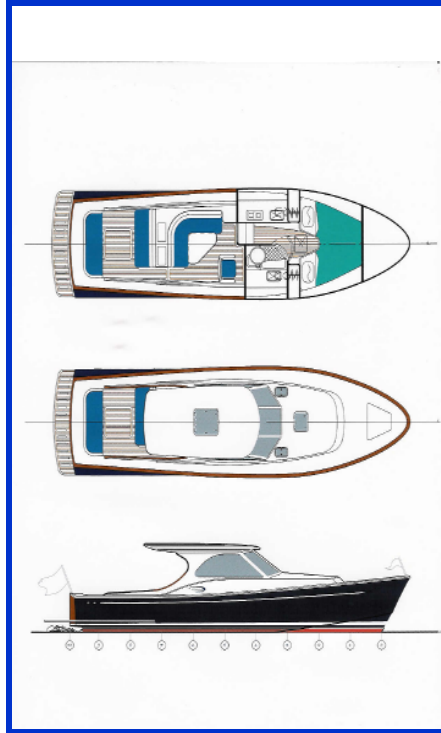
GRAND HARBOUR 35

The brief to Dibley Marine Ltd. was for a simple, traditional looking 35-foot powerboat that has modern performance and comfortable accommodation, for series production in Australia.

'Grand Harbour Marine' of Melbourne, Australia, is putting together a production package that will allow boat owners to get out on the water at an affordable price with further models planned in the near future.

The hull has a moderately deep-V bottom incorporating wide chine flats and a low beam length ratio. The GH35 has been designed to perform at a comfortable 25 knots. Jet units allow owners to get into areas that are usually unattainable to standard propped vessels and various internal and cockpit layouts are available. Various layouts are available with the models shown having V-berths for two up forward with the cockpit saloon table dropping to form a further double berth. Clears are located aft of the upper saloon seating when in adverse weather and an entertaining / BarBQ area is located at the stern with optional seating layouts aft. A boarding platform aft can be used for easy

dinghy access. As well as for swimmers getting in and out of the boat.



SPECIFICATIONS:

L.O.A.	11.150 m	36' - 7"
L.O.H.	10.668 m	35' - 0"
Beam max.	3.195 m	10' - 6"
Draft.	0.490 m	1' - 7"
Displacement	4,600 kg's	
10,140 lb's		
Power.	315 HP	

Contact:

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Melbourne Victoria Australia 3178
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or

Dibley Marine Limited
designs@dibleymarine.com

"whether it is large or small / power or sail / racing or cruising / custom or stock design—we can cater to your boating needs"

30' SPORTSBOAT

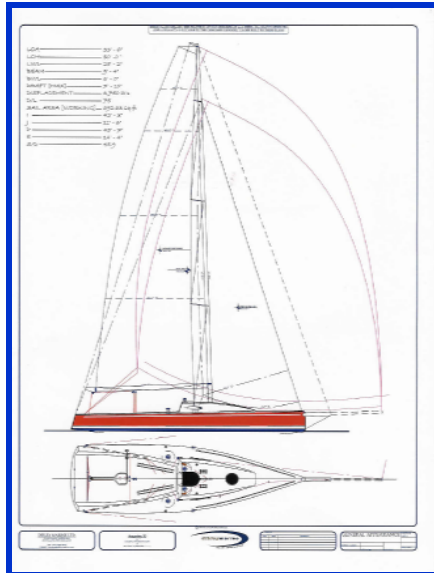
The brief for this design was for a '30' pure-race inshore sportsboat (with some offshore capability)....'

We also had to have her 'exceptionally fast and exceptionally sexy!' Whew.....

We designed a hull that is slippery with a narrow waterline and flared topsides. We spent time ensuring that the wetted surface was minimized when heeled and used the overall beam to maximize the righting moment using the following various options. Canting Keel with minimal lead ballast; or/ a standard lift keel with a minimum bulb weight of 30%; or// a combination of one or the other with four crew out on wires. The last option could see some exciting inshore racing. The design could be optimized for different scenarios. If a canting keel is utilized, she could be a combination canting/lifting system, which allows better mooring or storing options.

The rig would be a three spreader carbon

section that is deck stepped with a compression tube spanning between the cabin-



top and the hull. The spreaders would be swept 25 degrees. As the rig is high aspect, runners would be used to cater for the gennaker and code zero sails that could be part of the overall package. The Code Zero would be played off of the fixed 1 meter long prod and a further 2 meter long prod will protrude out of this tube for the mast-head and fractional gennaker's. When not in use, the gennaker prod will be pulled back into the yacht. The fixed prod can also cater for light weather headsails when required.

SPECIFICATIONS:

L.O.A.	10.211 m	33' - 6"
L.W.L.	8.583 m	28' - 2"
Beam max.	2.845 m	9' - 4"
Draft.	2.387 m	7' - 10"
Displacement	1,700 kg's	3,750 lb's
Sail Area [Working]	64.38 sq.m	693 sq.ft
SA/Disp Ratio	45.9	
Displ / Length Ratio	75	



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We are on the web!!!
www.dibleymarine.com

Sailing Links and News

Sailing Anarchy
www.sailinganarchy.com

Commander Yachts
www.commanderyachts.com

Top Logic
www.toplogic.co.nz

Gear Locker
www.gearlocker.co.nz



“2003 was a busy year for us. With the design & commissioning of the new Davidson 58 ‘O’Sinnerman’; the design of ‘Widowmaker’, the new Dibley 38 for Carl Smith; as well as various re-design and naval architecture on a wide variety of yachts ranging from a 35’ racing yacht to a 170’ traditional Schooner. Variety keeps the thought process fresh they say, and we’ve certainly had as bit of that in 2003. We are looking forward to an exciting and challenging 2004.



Our plan with these newsletters is to update you on new, past, and existing owners , as well as keeping you abreast of new designs and successes that are coming out of our Design Studio.....Good Boating...”

Kevin Dibley [Auckland, New Zealand]

A few current Designs around the World

Dibley 650 - ‘Stealth’

The Pender’s, racing out of the South Island, have had great success against yachts and sportsboats more than double their size. 2003 proved to be a good one for them. Results include:

- Winner – Overall Line – ‘2003 SOUTH ISLAND TRAILER YACHT CHAMPIONSHIPS – New Zealand
- Winner – Overall – ‘2003 CANTERBURY TWILIGHT SERIES – Christchurch, New Zealand

Full 2004 campaign is under way and we’ll keep you updated as the year progresses.

Dibley 8 - ‘Supergroove’

Graham Rowe and crew continue racing out of Wellington, with occasional trips north for such races as the Coastal Classic 120 mile to the Bay of Islands, and the Tauranga 50 mile Trailer Yacht Race where she got Line honours in 2003.

- Winner – 2003 Royal Port Nicholson Yacht Club Winter Series – NZ

Dibley 8 - ‘Spring Loaded’

Recently purchased by keen Auckland sailors Mark and Jane Needler, Springloaded is racing four days out of the week in everything from two-handed ‘his-and-her’ races to the full Summer Wednesday night Series. Currently climbing the result tables with a few podium finishes already under her belt, Springloaded is partially sponsored by GILL WET WEATHER GEAR.

Dibley 8000 - ‘Out of the Blue’

Based in Australia, her owners, Frank and Wendy Brace, having ended 2002 with a string of successes including the Overall Line & Handicap win in the ‘2002 HOGGS BREATH RACE WEEK’, have continued this success in 2003. Her results for last year include:

- Winner - Line & Handicap – ‘2003 CAIRNS TO FITZROY ISLAND & RETURN RACE’ – Qld, Australia
- Winner - Line & Handicap – ‘2003 CAIRNS TO PORT DOUGLAS RACE’ – Qld, Australia
- Winner – Line Honours – ‘2003 Cairns Festival Regatta’, Cairns, Qld, Australia
- Winner – Line & Handicap – ‘2003 Cairns Cruising Yacht Squadron Ladies Race’, Cairns, Qld, Australia



Dibley 650 ‘Stealth’ trimmed for speed and approaching the top mark.

Dibley 750 - ‘Carbon’

Built by Craig Partridge Boatbuilders and currently living in Tauranga, this little speedster is being enjoyed by her owner Roger Rushton and crew. We will give you updates as they come in.

Dibley 10 - ‘Babe’

Karl Holmes has been racing her out of the Royal Melbourne Yacht club in Australia and continues to enter her in some of the most rugged offshore races they hold down that way. A proven performer, Karl and crew race either two-handed or fully crewed. 2003 results include:

- Winner – Line & Handicap – ‘2003 OFFSHORE MELBOURNE TO PORT FAIRY RACE’ – Victoria, Australia
- 5th on Line in the 2003 Melbourne—Hobart Race [see enclosed story]

Dibley 46 - ‘More Witchcraft’

This 46 footer is racing out of the CYC in Sydney, Australia. Her owner, John Cameron, sails her in such events as the Pittwater & Coffs Harbour Race & Series and has two Sydney to Hobarts under her belt. [note that John has done 11 of them....] and we hope to get updates from the 46 as the year progresses.

Dibley 50 - ‘Marnico’

Graeme and Gay Footer have covered quite a few thousand miles in this performance cruising yacht since launching. Currently back in her home port of Adelaide after a summer of cruising the Pacific, the Footer’s are looking forward to a year of racing and cruising. We’ll update further in later issues.

Dibley 66 - ‘Lasca’

Lasca, formerly known as Knight Commander, is updated in this newsletter. We are planning on further updates as she makes her way around the globe.



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