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Latest Design 2018

SOLO KIWI 30



30 foot Canting Keeled Offshore Shorthanded Racing Yacht

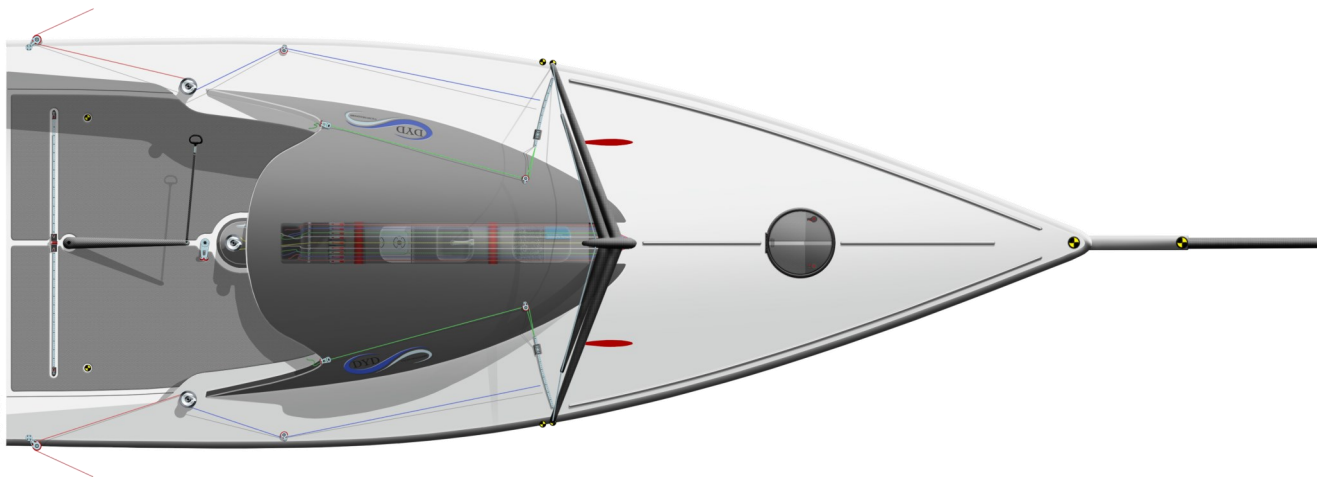
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Latest Design 2018 SK Open 30



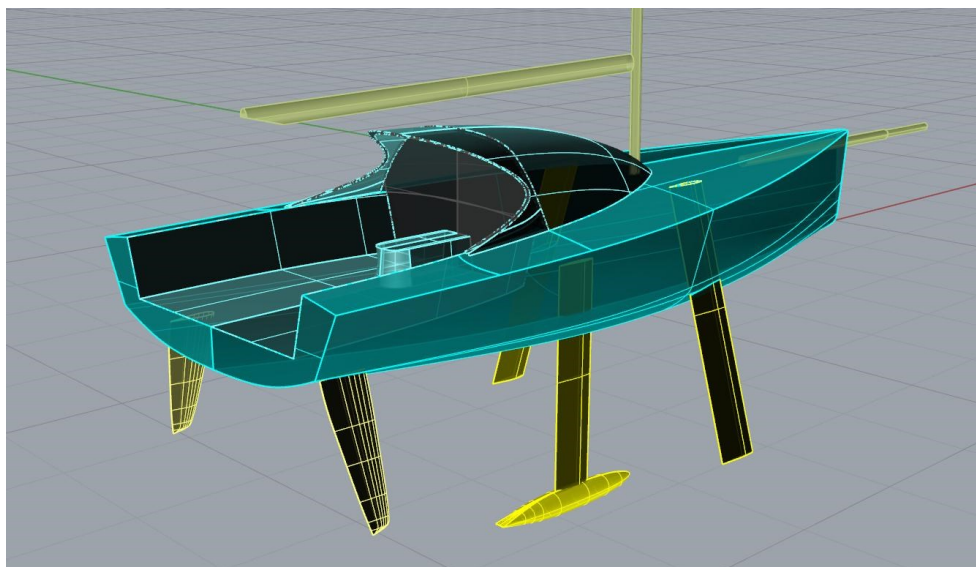
The latest design to come off our drawing board is a 30-footer canting keeled offshore racing yacht specifically designed for solo or shorthanded sailing. This category of racing is gaining a huge following worldwide. There is a group of NZ locals who want to grow the numbers and enter races such as the So-lo Tasman, the Round North Island and the Round New Zealand races—the latter two run under SSANZ (Shorthanded Sailing Association of New Zealand). There are a couple of separate groups going down different design paths but we have pulled in a team that has the experience in both sailing solo as well as designing for offshore performance.

Twin Rudders, Canting Keel, and Twin Daggerboards create the appendage package that counter act the powerful and well-balanced square-top sail plan. A fixed prod to handle the Code Zero's (but also incorporates a protruding prod for gennakers) still allows the yacht to fit into a 10-metre berth which was a key requirement in the design brief.

All sailing and appendage controls are done from the confines of the cockpit. A central pod off the main bulkhead allows all halyards and a few control lines to be handled either side of the port and starboard companionways. This area has great cockpit cover in the form of a hard dodger, being an extension of

the main cabin top. Some of these races are over multiple days, non-stop, where fatigue becomes a major factor to manage. This design will be fast and as we've seen from the recent Volvo and Vendee Globe round the world races, most importantly there is cockpit cover from wind and waves, ensuring comfort and protection from the elements.

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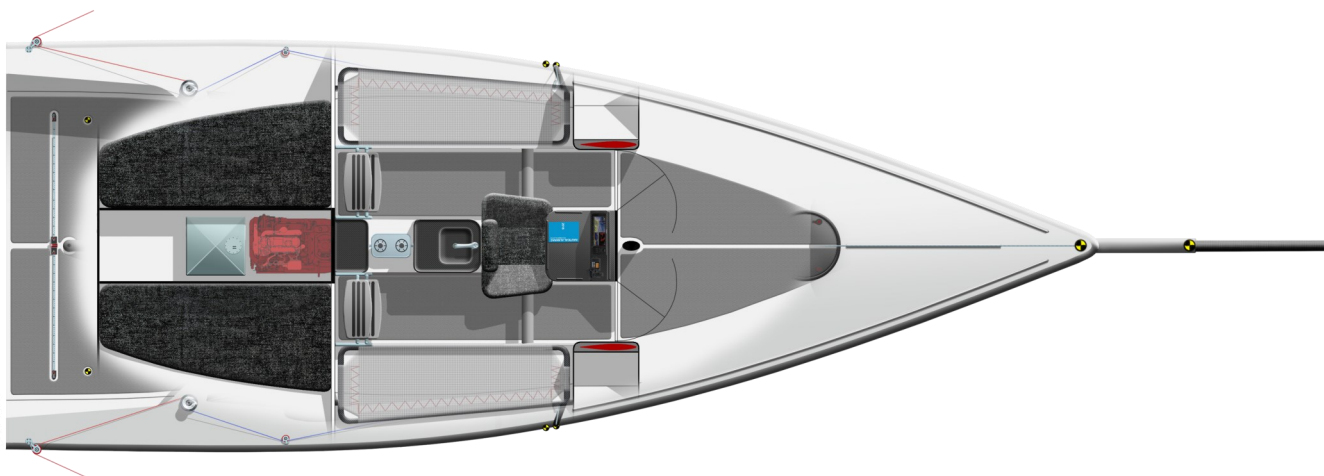


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Latest Design 2018 SK Open 30

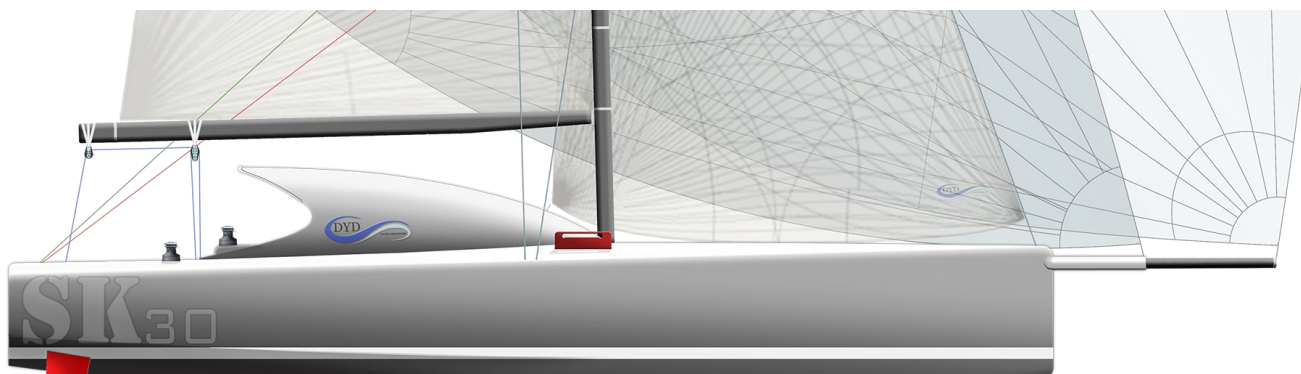
Down below we have a central galley that can be worked from port or starboard. There are a couple of configurations with this layout allowing port /starboard passage aft of the Nav Station, but for this version the Galley divides the yacht down the middle allowing good windward stacking. Forward of the galley is a large Nav Station with a comfortable gimballed seat that can be locked in at various angles.



This seat can also be extended outboard to form a single berth when needed. Forward of the Nav Station is a watertight bulkhead with access either side. Aft of the companionways are two oversized berths which can be used for gear stacking as well. Outboard to either side there are comfortable pipe-berths with gear storage underneath. All internal weights are centralised and with the interior partitioned in the middle, outboard gear management is easy. A sail-drive diesel under the cockpit allows good speed with enough fuel as required under race rules.

This is an exciting, high performance yacht that will excel in offshore, coastal or harbour racing. Depending on various client requirements, changes can be made to cater for the individual. For example, a client may want a fixed or lifting keel option which can easily be catered to. Various build options and interior layouts are also available.

Contact us to discuss further.



LOH	9.185 m (30' - 2")	Displacement (Sailing)	2,100 kg (4,630 lb's)
LOA (with Code Zero Prod)	10.000 m (32' - 10")	Working Sail Area	53.546 sq.m (576.37 sq.ft)
Beam	3.465 m (11' - 4")	Disp / Length Ratio (Sailing)	84
Draft (un-canted)	2.400 m (7' - 10")	Sa/Disp Ratio (Sailing)	33.2

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2018 Rolex China Sea Race



Photo Credit AsianYachting.com

The Dibley modified, Davidson 52 '*Standard Insurance Centennial*' took out 1st IRC Division O in this year's **Rolex China Sea Race** over the Easter Weekend. This 565-nautical mile Category 1 Offshore Race is run by the RHKYC under the auspices of Royal Ocean Racing Club, and takes competitors from Hong Kong, China to Subic Bay in the Philippines.

Ernesto Echaz and Stephen Tan, sailing with the 100% Filipino crew were the only yacht representing the Philippines in the race which made the win that much more special. First mono-hull across the finish line was the R/P 66



Alive followed by *Standard Insurance Centennial*. *Standard Insurance Centennial* was third on IRC Overall which was won by IRC 1st Division winner *Mandrake III*, a Sydney 43. Of the 29 yachts that took to the starting line, only 3 finished in under 60 hours of which Echaz and Tan were one, finishing in less than 59 hours. Modifying older designs with updated appendages, rigs, sail plans and new hydrostatic configurations can do wonders to their performance and rating. As long as the original hull design is fast, an outdated yacht can be made as competitive as the latest designs out there.

Well done Ernesto, Steve and crew.

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Ross 35 'MGD Mad Jack' - Queensland, Australia

The Dibley modified Ross 35 'MGD Mad Jack' was recently re-launched after a major refit which included a new Rudder, Rig, Sail Plan and Prod, with a new Keel planned later in the year. Shortly after her launch she competed in her first offshore event, the 308-nautical mile 2018 Qantas Brisbane to Gladstone Yacht Race during the Easter Week-end. A short time after the start she blew her fractional gennaker apart which dropped her average speed by 3-4 knots but she still managed to hang on for a 34.29 hour elapsed time putting them 15th on line out of 47 yachts, 6th place in Division 2 PHRF, and 8th place ORCi Division 1.

From owner, Greg Black:

"We are really happy with how she went. Absolute rocket under kite and we had a lot of the bigger boats worried as they couldn't believe how we were tracking that first night until the fractional gennaker blew. Top speed under main and jib was 19.9 knots so not too bad, but we would have been much further up the fleet with a bigger wardrobe. Lots of learnings!!

The handling is brilliant and even when we lost her a couple of times with gennaker up you only had to drop the sheet and point her to where she needed to go. The responsiveness is incredible. I couldn't be happier as you can drive her hard without worrying about where she could end up!!"



Crew from left: Jon Petie, Todd Huggonson, Chris Nezmah, Sally Turner, Megan Houston, Louis Von Richter and skipper/owner Greg Black.



Her main sponsor is the wealth management firm of MGD, with further support by 'Shedi16', Ullman Sails Brisbane and Rope Solutions (Rigging Services). Peter Lawson of Hauraki Design assisted us with the Structural Engineering, C-Tech handled the building of the prod set up, and Andrew Turner of Ullman Sails Brisbane project managed the changes.

"The team work on this project has been outstanding", says Design Director, Kevin Dibley. "From sourcing the hull line plans from Murray Ross and Australian Sailing, through to all the sub-contractors above. We are only as good as the people around us, and this group is awesome."

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Sailing Links and News

Westlawn Institute of Marine Technology
www.westlawn.edu

Sailing Anarchy
www.sailinganarchy.com

New Zealand Marine
www.nzmarine.com

Asian Yachting
www.asianyachting.com

History of IOR Blog
www.rbsailing.blogspot.co.nz/

Shorthanded Sailing Association of NZ
www.ssanz.co.nz

Royal New Zealand Yacht Squadron
www.rnzys.org.nz

Kraken Yachts
www.krakenyachts.com

From the Design Office:

As the Southern Hemisphere settles into Winter Racing and Cruising, those in the North are looking forward to their summer holidays on the water.

It has been a busy start to 2018 with a mixture of work, sailing and visiting events such as the Volvo Ocean Race stopover in Auckland. New Zealand knows how to put on a yachting event and the Volvo Village down in Auckland's Viaduct was outstanding to visit and participate in. And with all the Hotels, Syndicate Bases and infrastructure going in over next few years, it bodes well for the 2021 Americas Cup being hosted by the RNZYS. The Design Rules are now out and these yachts will be exciting.

We hope you enjoy the newsletter and look forward to sharing more news and updates over the next few months.



Kevin Dibley (Design Director)
 Neil Spencer (Managing Director)

News and Updates



Dibley 21 Trailer Sailer:

The first of the Dibley 21 daysailers built in China have landed in Seattle, Washington where Waterline Boats (waterlineboats.com) will be marketing them in North America. Two prototypes have been received and are being tested, photographed and fine-tuned. Further detailing with the Chinese yard and our design office will finalize the configuration of a new product for the U.S. market. There are exciting plans for these yachts which include sailing schools, clubs, and corporate events. They consider this model as ideal to bring new people into sailing – easily managed and fun, capable of carrying a crew, and affordable. More to follow in future Newsletters.

Dibley 46 'More Witchcraft':

John Cameron has entered 'More Witchcraft' in this years Sydney Noumea Yacht Race starting on the 2nd of June. This 1,064 nautical mile race to New Caledonia will take the fleet across the Tasman and Coral Seas and will be the CYCA's longest race for 2018. We will keep you updated both here in our Newsletters as well as our Facebook Page. (<http://noumea.cyca.com.au/the-yachts/>)



Kraken 50 Bluewater Cruising Yacht:

The Chinese yard of Hansheng Yachts are well into the build of the first of these 50-footers. Bulkheads are going in and the Deck will be joined soon. A second has been signed up and work on that will be starting in the next few weeks. Plans are for an October/November launching of K50 #1. More to follow. (www.krakenyachts.com/k50)



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