



DIBLEY CLASS 40

Recognised member



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Dibley Class40

AS THE POPULARITY of the Class40 grows, new designs are appearing with increasing regularity.

Auckland's Dibley Marine has just released its take on the fast offshore racing yacht.

The Dibley Class40 has been designed to the absolute maximum limits of the 'box rule' in terms of its length, height, width, depth and weight to make it as powerful as possible.

One of the traits that tends to differ between designs is the aft chine. The Dibley Class40 will have a semi-chine in the aft section meaning there will be a semi-hard edge where the sides of the hull transition to the bottom of the hull. Boats with hard chines plane more efficiently downwind and enjoy more righting moment due to having more volume further from the centreline. This pushes the point on which they balance further outboard, making them more powerful.

The trade-off is that boats with hard chines have a greater wetted surface area, so in lighter airs they become slower. The semi-chine on the Dibley Class40 will mean that it will have a much more well-rounded performance across a range of wind strengths.

Like all other Class40s, the Dibley design will have a bowsprit with a large gennaker for downwind sailing and a large square-topped mainsail. The design is also equipped with large water ballast tanks which will be able to carry up to 750 litres on each side, increasing

righting moment even further. The design boasts a twin rudder system with rudders placed on either side, right at the edge of the hull, set at an angle and pointing outwards. The angle allows the rudder to stand more vertically when the boat is heeled, maximising traction on the water and allowing the rudder to be shorter, minimising drag. Rudders are typically short enough so that the windward one is completely out of the water.

The general set-up of the boat is designed to make shorthanded sailing as easy as possible, with most tasks able to be completed from the cockpit.

The Class40 was originally designed as an inexpensive option to get amateurs involved in fast, short-handed and predominantly downwind ocean racing, but it now attracts professionals competing in prestigious races such as the Transat Jacques Vabre and the Route du Rhum (both races traversing the Atlantic Ocean in a westerly direction).

The Class40 association has imposed very strict rules on the materials that are used in construction to keep costs down. Carbon and aramid fibres and sandwich cores are banned in the construction of the decks and hull. There are also restrictions on the grade of carbon used in the mast and boom.

specifications

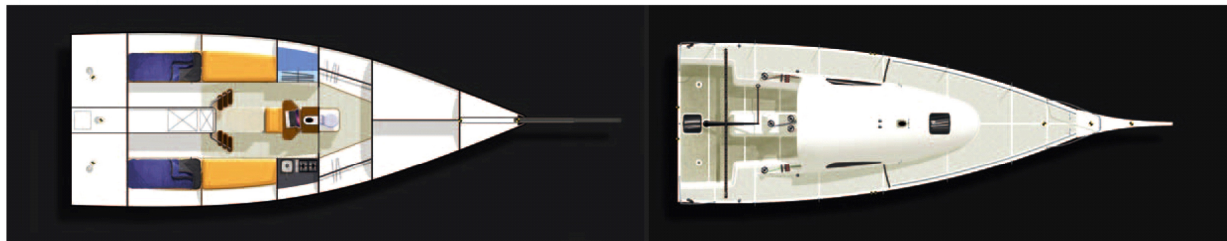
- > **loa** 12.19m
- > **beam** 4.5m
- > **draft** 3m

> **water ballast** 1500 litres

> **displacement** 4500kg

> **upwind sail area** 115m²

> **enquiries** 09 940 9745 dibleymarine.com



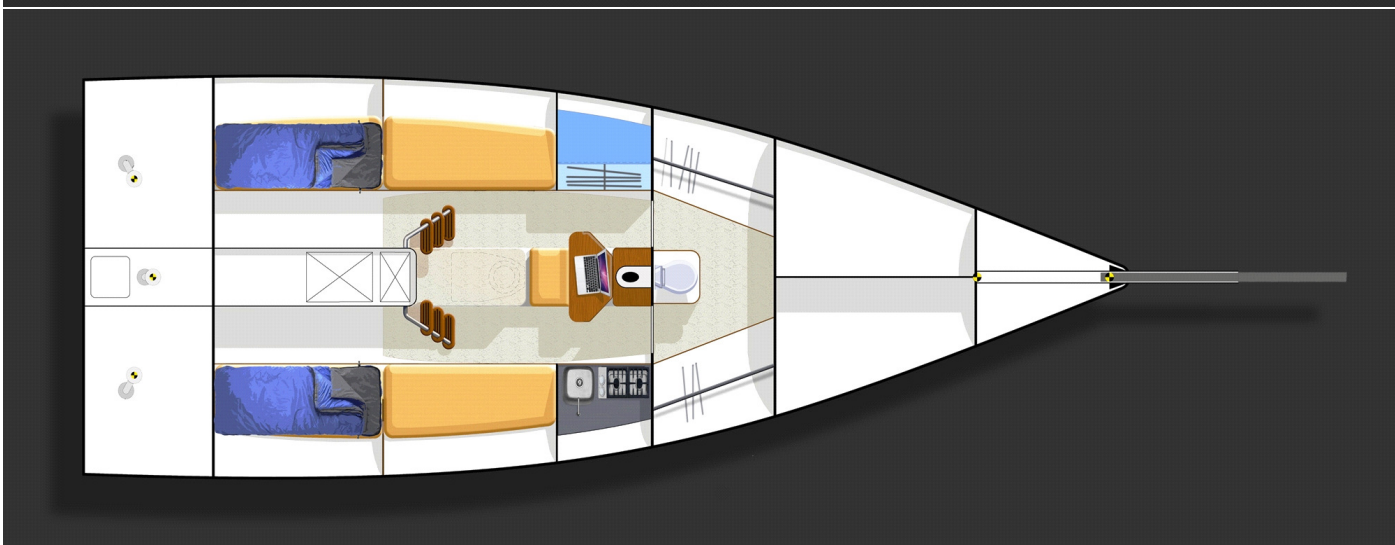
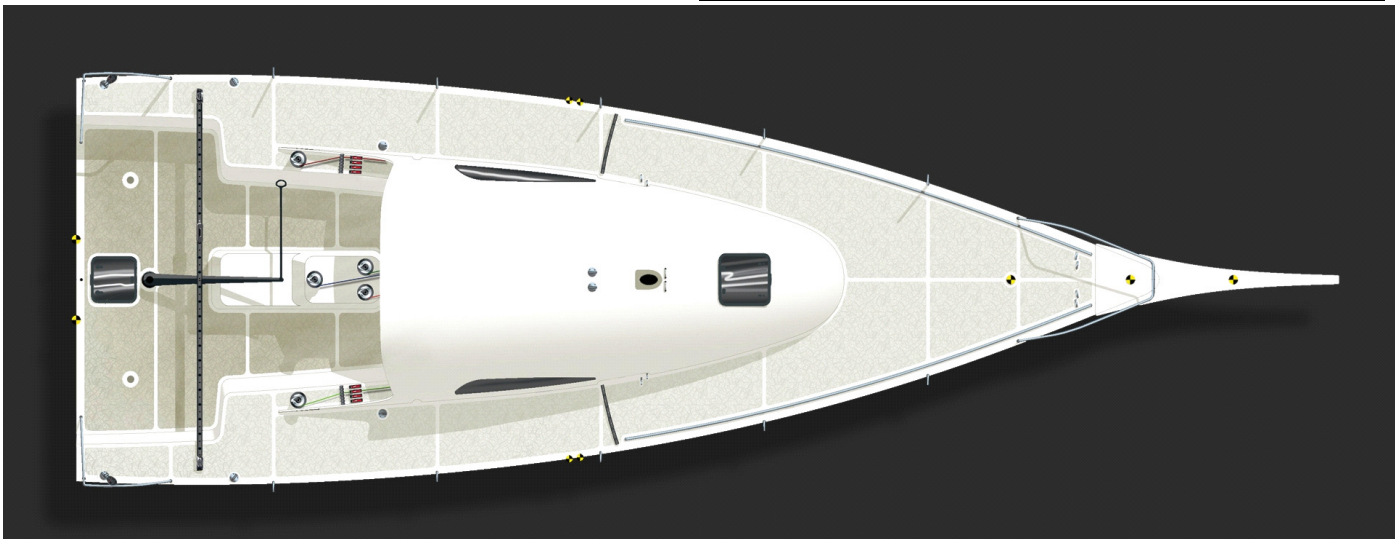
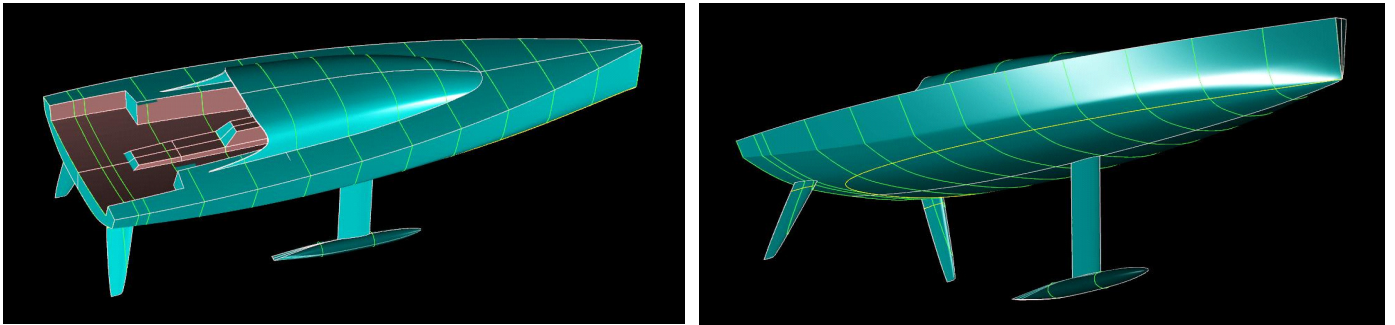
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INDUSTRY ASSOCIATION

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Dibley Class 40 Images



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From the Design Office:

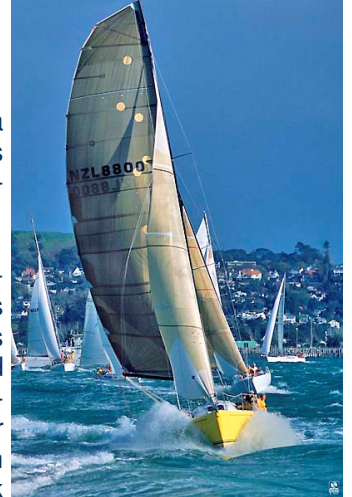
Dibley Marine have been successfully involved with a large number of racing yachts over the years, both as sole designers as well as design support for Laurie Davidson.

With all our commissions, we treat each client as a custom project and can modify and change to suit the clients requirements and needs. The advantages for the client is that they are getting a personalized design, and not fitted in to someone else's ideals. The Class 40 is a good example as it depends on where the yacht will be sailed, or whether the yacht will be shorthanded or fully crewed in the various Class 40 circuits worldwide. This affects deck layouts and ergonomics, as well as the complexity of the design.

This design process also allows us to keep the drawings updated with new technology, rule changes, material upgrades and building methods. Our Team includes world class Structural Engineers, Sail makers, Spar makers and Boat builders, but if the client is looking to build their own yacht or use their own builders, we have the team to work alongside them as design support, where and as required.

Give us a call if you are having trouble finding your ideal yacht and we will work with you to see if we can find a solution.

Kevin Dibley (Auckland, NZ)



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