Inside this issue:

New Design - Class 40  pg. 1, 2 & 3

Cool Items to Look Out For:
- 'A Lighter Ton' - a great book on NZ yachting.  pg. 4

From The Design Office  pg. 5

Yacht Racing & Cruising News & Updates from our Facebook Page:
- Dibley 50 'Marnico'
- Dibley 30 'Chikara'
- Dibley Modified 'Jelik's': 'Frenzy'
  & the Davidson 69 'Pendragon VI'
  pg. 5

Inside our Next Issue:

Minerva Tender Range

Latest from the Drawing Board.

Updated News and Results

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Updated News, Results and Launchings that don’t make the Newsletter, make our Facebook Page. Come and visit.

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The Class 40 is designed around an International Design Rule for a sea-oriented racing and cruising yacht with a maximum length of 40 feet.

The original goal of the Class was to make offshore races accessible to amateur sailors, and in particular, short-handed. The success of the class in Europe has moved it beyond these parameters, with more and more professional sailors attracted to it.

Part of the attraction of this class is the simple and stringent box-rule, which keeps costs down. Building materials are limited and unlike the ‘Open 40’s’, there is no canting keel, and there is some form of comfort down below.

The layout shown has been designed for single handed sailing. All halyards and controls lead aft to the cockpit, and excellent cover is provided when in adverse conditions. Twin Rudders allow control at all times.

Like all of our designs, we can custom design to suit for the individual. Plans will be available to build overseas, or we can arrange for a builder in NZ. Drop us an email with your wish list and we will send you further details.
2012 - Class 40 (continued)

GENERAL SPECIFICATIONS:

(LOH) Length of Hull 12.19 metres (40' - 0")
Beam 4.50 metres (14' - 9")
Draft (max) 3.00 metres (9' - 10")
Displacement (Measured) 4,500 kg's (9,921 lb's)
Water Ballast (Total) 1,500 litres (395 U.S. gal)
Total Upwind Sail Area 115 sq.m's (1,238 sq.ft)
COOL ITEMS TO LOOK OUT FOR:

In 2011 we were approached to do some drawings for Richard Blakey for his book on NZ IOR yachts from the 1970’s. Well the book is out and it’s a must read for those who have an interest in the historical aspects of New Zealand yacht racing of that era. In fact it was in the late 60’s and 70’s that catapulted NZ onto the international stage as designers and sailors, and this book covers it well. We highly recommended the read. All the well known yachting characters of today that came from that famous era are there, and the book is hard to put down.

You can buy the book on-line at <http://lightertonyachts.co.nz>
From the Design Office:

2012 has flown by so far. We are approaching the first quarter and the office has been as busy as ever. In this issue, we have our new Class 40 design which we were approached on many occasions over the past 12 months. Like all box-rules, the trick is to work out the parameters that will make the yacht perform to its highest levels and then to work on these until the perfect matrix is achieved. We have gone for maximum beam, lightest displacement, maximum draft, and the largest sail area that is workable within the rule. We then looked outside the rule and concentrated on drag reduction above and below the waterline, as well as simplicity in the layout and function. This is an exciting design. As well as the above, we have been working on Super Yacht tenders with Mitchells Marine and the latest 7.5 meter design will be shown in future newsletters.

The IOM’s are also going very well, and Team DM have also taken over the highly successful Dibley designed Marblehead DM4-RM which has won the New Zealand Nationals multiple times over the years. Again, more in future newsletters.

In the meantime, happy boating, and send us an email if there is anything in this edition that is of particular interest.

Kevin Dibley (Auckland, NZ)