

# Dix Design

## Australasia



**PLANS AND KITS**

# SOUTH PACIFIC BOAT COMPANY

**Self Build Boat Kits : Please request prices by email.**

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## Boat and Yacht Plans & Kits

### Introduction

**South Pacific Boat Company** is marketing and selling QUALITY SELF-BUILD BOAT and YACHT Plans and Kits from the Dix Design Range of Boats and Yachts designed by the USA designer Dudley Dix, for both the amateur and professional Boat and Yacht Builder in Australia, New Zealand and the South East Asia.

**South Pacific Boat Company** became involved in this adventure after researching the current availability of self build boats and yachts in the Pacific region for amateur yacht builders. We found there are very few self build yachts in this market that are designed well and constructed in readily available materials for the amateur builder. Dudley Dix has an incredible range of boats from canoes and sailing dinghies to 22m power cat Ferry and literally everything in between. He has based his practice on catering for the amateur built boat using materials from plywood to steel and aluminium.

**DIX DESIGN PHILOSOPHY** is founded on 6 basic principles.

- . The most important person in the design team is the owner.
- . Detail it properly.
- . Keep it simple to build.
- . Draw it for a small crew.
- . Draw it to be fast.
- . Back up the builders.

**PLEASE REQUEST PRICES THROUGH THE EMAIL**

# DUDLEY DIX YACHT DESIGN:

## Profile of DDYD by Dudley Dix

Dudley Dix Yacht Design is located in Virginia Beach, near the mouth of Chesapeake Bay. Started in Cape Town, South Africa in 1980, we moved to USA in January 2004. We are a very small design office, intentionally kept to just my wife Dehlia and myself. That limits us to a small number of new designs each year.

I was born into a boating family, the son of a provincial FD champion. For much of my childhood we lived on the banks of the local dinghy sailing lake that spawned much of the South African leisure boating industry. There I learned sailing and other boating skills, progressing from dinghies, through beach cats to offshore yachts. I spent much of my time surfing, rowing and sailing, developing a feel for and learning the ways of wind, water and waves. My ocean sailing expanded from local bay racing and cruising to coastal racing and eventually trans-ocean sailing, both crewed and short-handed.

While building my first offshore yacht I became interested in boat design and enrolled in the Westlawn correspondence course. Midway through my studies my CW975 design won the 1979 Cruising World Design Competition, which launched me into professional yacht design. That win also brought my first design commission, for the Pratique 35 steel design.

Since then I have designed for most materials and to a wide range of concepts. These include production GRP sailboats for yards in South Africa and metal designs for commercial yards to build from steel or aluminum. I have also drawn a large number of designs for amateur builders, primarily for steel and plywood. This is a direct result of my origins in amateur boatbuilding, which taught me what is important to amateur builders in terms of design features, ease of building and standard of information required. I have developed an affinity to amateur builders and provide as much backup support to them as possible.

We have boats being built by amateur and professional builders in 78 countries, on all continents. The materials of choice for amateurs are plywood and steel, with a few choosing aluminium or GRP. Our most popular designs are the Didi range of radius chine plywood racers and cruiser/racers.

**Didi Mini** refer web : <http://www.dixdesign.com/didimini.htm>

Mini-Transat racer, we have sold plans for more than 100 boats to this design. It can be built with fixed keel and water ballast or canting keel with forward daggerboard and aft water ballast tanks for trimming. It is designed to the limits of the Mini-Transat box rule, which gives maximum values for length, beam, draft and rig height, among others. Kits are available for bulkheads and skin panels for hull and deck.



LOA 6.50m (21'4")	LWL 6.45m (21'2")	Beam 3.00m (9'10")	Draft 2.0m (6'7")
Displ to DWL 1050kg (2315lb)	Displ light 850kg (1874lb)	Ballast 320kg (705lb)	Waterplane area 8.75sq.m (94sq.ft)
Immersion rate 90kg/cm (504lb/inch)	Wetted surface 11.8sq.m (127sq.ft)	Sail area (main + jib) 40.6sq.m (437sq.ft)	Sail Area/Wetted Surface 3.43
Sail Area/Displ 40	Displ/length 109	Prismatic coef .54	Block coef .44
Fineness coef .67	Righting Moment @ 30 deg 835kgm (6040ft.lb)	Righting Moment @ 60 deg 1060kgm (7667ft.lb)	Righting Moment @ 90 deg 540kgm (3905ft.lb)
IG 8.62m (28'4")	ISP 11.62mm (38'1")	J 2.585m (8'6")	P 10.435m (34'4")
E 3.7m (12'2")	Mainsail 30.27sq.m (326sq.ft)	Solent Jib 10.33sq.m (111sq.ft)	150% Genoa 16.67sq.m (179sq.ft)

**Didi Cruise-Mini** refer web : <http://www.dixdesign.com/didiminicruise.htm>

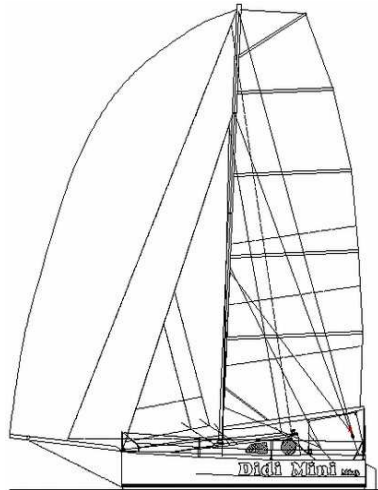
A fast cruiser based on the Didi Mini hull but with more headroom and comfort down below and in the cockpit. It can be built with fixed or lifting keel and either a reduced rig or the full rig of the Didi Mini. Kits are available for bulkheads and skin panels for hull and deck.



LOA 6.50m (21'4")	LWL 6.45m (21'2")	Beam 3.00m (9'10")	Draft 0.8m/1.6m (2' 8"/5' 3")lifting 2.00m (6' 7") fixed
Displ light 1000kg (2204lb) lifting 850kg (1873lb) fixed	Displ half load 1300kg (2865lb) lifting 1150kg (2535lb) fixed	Ballast 435kg (960lb) lifting 320kg (705lb) fixed	Waterplane area 8.75sq.m (94sq.ft)
Immersion rate 90kg/cm (504lb/inch)	Wetted surface 12sq.m (129sq.ft)	Sail area (main + jib) 29.35sq.m (316sq.ft)	Sail Area/Wetted Surface 2.45
Sail Area/Displ 24.9	Displ/length 135	Prismatic coef .54	Block coef .44
Fineness coef .67	Righting Moment @ 30 deg 835kgm (6040ft.lb)	Righting Moment @ 60 deg 1060kgm (7667ft.lb)	Righting Moment @ 90 deg 540kgm (3905ft.lb)
IG 8.62m (28'4")	ISP 8.97mm (29'5")	J 2.585m (8'6")	P 9.20m (30'2")
E 3.25m (10'8")	Mainsail 19.02sq.m (205sq.ft)	Solent Jib 10.33sq.m (111sq.ft)	150% Genoa 16.67sq.m (179sq.ft)

**Didi Mini Mk3** refer web : <http://www.dixdesign.com/didiminiMk3.htm>

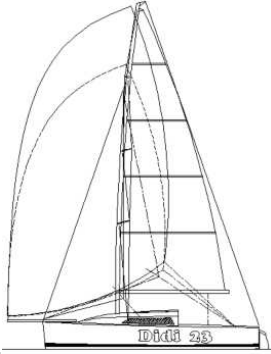
This is a very new design, introduced in February 2010. It is the same basic concept as the Didi Mini but with the hull updated to a more modern form. It retains the radius chine underbody but with a hard chine added in the topsides, from the transom through to forward of the mast, where it fades into the same bow shape as the Didi Mini. Benefits are a flatter and more powerful stern as well as the side ballast tanks moving further outboard for improved stability. The canting keel version has bow and stern trimming tanks. Rig changes are inboard shrouds for better upwind angles and a fathead mainsail for more power. Kits are available for bulkheads and skin panels for hull and deck.



LOA 6.50m (21'4")	LWL 6.45m (21'2")	Beam 3.00m (9'10")	Draft 2.0m (6'7")
Displ to DWL 1050kg (2315lb)	Displ light 850kg (1874lb)	Ballast 320kg (705lb)	Waterplane area 9.32sq.m (100sq.ft)
Immersion rate 96kg/cm (535lb/inch)	Wetted surface N/A	Sail area (main + jib) 41.7sq.m (449sq.ft)	Sail Area/Wetted Surface N/A
Sail Area/Displ 41	Displ/length 109	Prismatic coef .53	Block coef .34
Fineness coef .67	Righting Moment @ 30 deg N/A	Righting Moment @ 60 deg N/A	Righting Moment @ 90 deg N/A
IG 8.62m (28'4")	ISP 11.62mm (38'1")	J 2.585m (8'6")	P 10.435m (34'4")
E 3.7m (12'2")	Mainsail 31.36sq.m (338sq.ft)	Solent Jib 10.33sq.m (111sq.ft)	150% Genoa 16.67sq.m (179sq.ft)

**Didi 23** refer web : <http://www.dixdesign.com/23didi.htm>

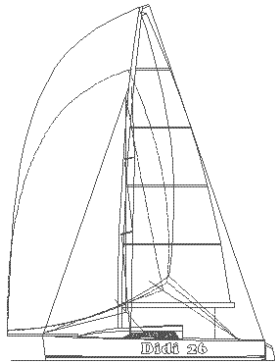
This is a performance trailer sailer with radius chine hull. It is a relatively new design, introduced in 2008. We developed it from the Didi 26 for those who want a smaller version of the same concept. It is a bit more cruising oriented, with proportionally smaller rig and higher displacement/length ratio. Kits are available for bulkheads and skin panels for hull and deck



LOA 7.00m (23'0")	LWL 6.61m (21'8")	Beam 2.47m (8'1")	Draft lift keel 0.5/1.7m (1'8"/5'7") Draft fixed keel 1.7m (5'7")
Displ to DWL 1300kg (2865lb)	Displ light 875kg (1929lb)	Ballast 380kg (838lb)	Waterplane area 8.64sq.m (93sq.ft)
Immersion rate 88kg/cm (494lb/inch)	Wetted surface 12.08sq.m (130sq.ft)	Sail area (main + jib) 24.4sq.m (263sq.ft)	Sail Area/Wetted Surface 2.02
Sail Area/Displ 20.7	Displ/length 125	Prismatic coef .54	Block coef .40
Fineness coef .66	Righting Moment @ 30 deg 713kgm (5158ft.lb)	Righting Moment @ 60 deg 742kgm (5367ft.lb)	Righting Moment @ 90 deg 401kgm (2899ft.lb)
I 7.95m (26'1")	J 2.36m (7'9")	P 9.19m (30'2")	E 3.41m (11'2")
Mainsail (excl roach) 15.64sq.m (168sq.ft)	Jib 8.77 sq.m (94sq.ft)	Drifter 12.16sq.m (131sq.ft)	Powering 10hp outboard
Headroom 1.3m (4'3")			

**Didi 26** refer web : <http://www.dixdesign.com/26didi.htm>

Our most popular radius chine plywood design, we have sold plans for more than 250 boats. It is a high performance trailer sailer with lifting bulb keel or fixed keel and tall or short fractional rigs. It is a planing boat for exciting racing but has accommodations for weekending or short holidays afloat, with a choice of layouts that can have double and two single berths or two double berths at opposite ends of the boat. Kits are available for bulkheads and skin panels for hull and deck.



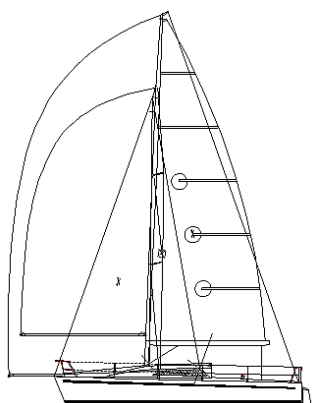
LOA 8.00m (26'3")	LWL 7.55m (24'9")	Beam 2.47m (8'1")	Draft lift keel 0.5/1.7m (1'8"/5'7") Draft fixed keel 1.7m (5'7")
Displ to DWL 1500kg (3306lb)	Displ light 1000kg (2204lb)	Ballast 435kg (959lb)	Waterplane area 9.87sq.m (106sq.ft)
Immersion rate 101kg/cm (565lb/inch)	Wetted surface 13.8sq.m (149sq.ft)	Sail area (main + jib) 31.9sq.m (343sq.ft)	Sail Area/Wetted Surface 2.31
Sail Area/Displ 24.6	Displ/length 97	Prismatic coef .54	Block coef .40
Fineness coef .66	Righting Moment @ 30 deg 815kgm (5895ft.lb)	Righting Moment @ 60 deg 848kgm (6134ft.lb)	Righting Moment @ 90 deg 458kgm (3313ft.lb)
I 9.08m (29'9")	J 2.70m (8'10")	P10.50m (34'5")	E 3.90m (12'9")
Mainsail (excl roach) 20.48sq.m (220sq.ft)	Jib 11.46 sq.m (123sq.ft)	Drifter 15.88sq.m (171sq.ft)	Powering 10hp outboard
Headroom 1.3m (4'3")			

## Didi 28

**Currently on the drawing board and due for release in March/April 2010.** This is a radius chine plywood small cruiser that will have options of fixed or lifting keels. It is more conservative in image and purpose than the Didi 26. With more freeboard, beam and depth, the accommodation is more comfortable, as befits a little cruiser.

## Didi Mount Gay 30 refer web : <http://www.dixdesign.com/mgay30.htm>

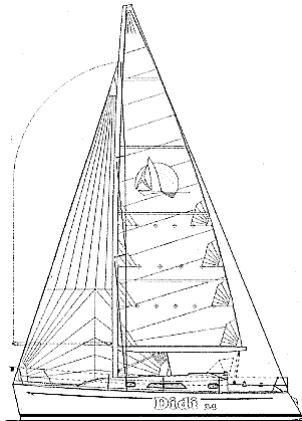
Designed to the now-defunct Mount Gay 30 Rule (originally Whitbread 30 Rule), it is a fast racer for short-handed or crewed racing, with radius chine plywood hull, deep bulb keel and fractional rig. With the Mount Gay 30 class no longer active, these boats are now used for PHRF and other forms of handicap racing and for fast cruising. Kits are available for bulkheads and skin panels for hull and deck.



LOA 9.60m (31'6")	LWL 8.40m (27'7")	Beam 3.25m (10'8")	Draft 1.95m (6'5")
Displ sailing trim 3160kg (6965lb)	Displ IMS trim 2300kg (5070lb)	Ballast 1150kg (2535lb)	Waterplane area 14.35sq.m (154sq.ft)
Immersion rate 147kg/cm (823lb/inch)	Wetted surface 20.0sq.m (215sq.ft)	Sail area (triangles only) 46.8sq.m (504sq.ft)	Sail Area/Wetted Surface 2.34
Sail Area/Displ 22.0	Displ/length 149	Prismatic coef .55	Block coef .41
Fineness coef .68	Righting Moment @ 30 deg 1783kgm (12896ft.lb)	Righting Moment @ 60 deg 2096kgm (15160ft.lb)	Righting Moment @ 90 deg 1338kgm (9678ft.lb)
I 11.40m (37'5") ISP 14.25m (46'9")	J 3.50m (11.6")	P 12.60m (41'4")	E 4.50m (14'9")
Mainsail (excl roach) 26.8sq.m (288sq.ft)	Foretriangle 20.0sq.m (215sq.ft)	150% Genoa 30.0sq.m (323sq.ft)	Powering 10hp diesel
Headroom 1.65m/ (5' 5")			

**Didi 34** refer web : <http://www.dixdesign.com/34didi.htm>

The Didi 34 is a comfortable fast cruiser that also performs well on the racecourse. It has a delta-bulb keel, with deep or shallow depth options. The rig is quite conservative and well suited to single- and double-handed racing and cruising. Kits are available for bulkheads and skin panels for hull and deck.

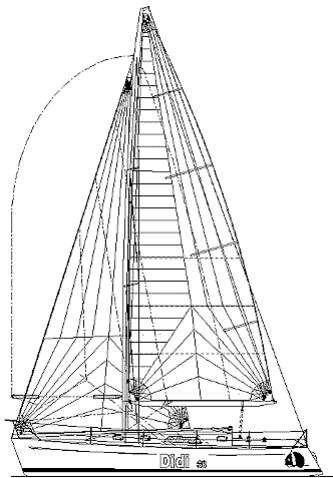


LOA 10,50m (34'5")	LWL 9,60m (31'6")	Beam 3,40m (11'2")	Draft 1.5m (4' 11") or 1,90m (6' 3")
Displ to DWL 4300kg (9477lb)	Displ IMS trim 3600kg (7935lb) deep keel 3830kg (8442lb) shallow keel	Ballast 1730kg (3813lb) deep keel 1960kg (4320lb) shallow keel	Waterplane area 17.07sq.m (184sq.ft)
Immersion rate 175kg/cm (980lb/inch)	Wetted surface 24.4sq.m (263sq.ft)	Sail area (main + 100% fore triangle) 49.8sq.m (536sq.ft)	Sail Area/Wetted Surface 2.04
Sail Area/Displ 18.7	Displ/length 135	Prismatic coef .56	Block coef .43
Fineness coef .66	Righting Moment @ 30 deg 2908kgm (21034ft.lb)	Righting Moment @ 60 deg 3912kgm (28296ft.lb)	Righting Moment @ 90 deg 2952kgm (21352ft.lb)
I 12,24m (40'2")	J 3,62m (11'10")	P 12,50m (41'0")	E 4,5m (14'9")
Mainsail (excl roach) 28,13sq.m (303sq.ft)	Foretriangle 21,70sq.m (234sq.ft)	150% Genoa 38,28sq.m (412sq.ft)	Powering 15-25hp diesel
Headroom aft 1.87m (6'2")	Headroom at mast 1.76m (5'9")	Fuel 150 litres (41 US gals)	Water 600 litres (165 US gals)

**Didi 38/40** refer web : <http://www.dixdesign.com/38didi.htm>

**Didi 40cr** refer web : <http://www.dixdesign.com/didi40cr.htm>

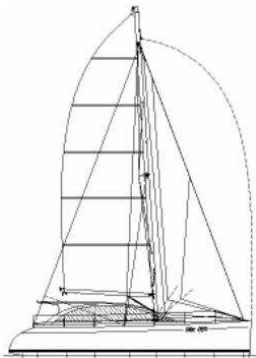
The prototype of the Didi 38 design is "Black Cat", which I built in my garden then sailed twice across the South Atlantic before we started to sell plans. This design was the successful experiment from which our radius chine plywood range originated. The Didi 40 has the stern extended to form a longer aft overhang for reduced drag. The Didi 40cr is more cruising oriented, with longer interior and cabin, with a shorter cockpit. Keel options are bulb keels of four different depths. We have sold plans for more than 60 boats to this group of designs. Kits are available for bulkheads and skin panels for hull and deck for all three versions.



LOA 11,50m (37'9")	LWL 10,33m (33'10")	Beam 3,40m (11'2")	Draft 1,6m to 2,25m (5' 3" to 7'4")
Displ to DWL 4750kg (10470lb)	Displ IMS trim 4000kg (8816lb)	Ballast 2000kg (4408lb)	Waterplane area 18.56sq.m (200sq.ft)
Immersion rate 190kg/cm (1064lb/inch)	Wetted surface 27.2sq.m (293sq.ft)	Sail area (main + 100% fore triangle) 66.6sq.m (717sq.ft)	Sail Area/Wetted Surface 2.45
Sail Area/Displ 23.8	Displ/length 120	Prismatic coef .56	Block coef .44
Fineness coef .69	Righting Moment @ 30 deg 3303kgm (23890ft.lb)	Righting Moment @ 60 deg 4856kgm (35124ft.lb)	Righting Moment @ 90 deg 3342kgm (24172ft.lb)
I 14,35m (47'1")	J 4,10m (13'3")	P 14,30m (46'11")	E 5,35m (17'6")
Mainsail (excl roach) 38,28sq.m (412sq.ft)	Foretriangle 28,30sq.m (305sq.ft)	150% Genoa 43,85sq.m (472sq.ft)	Powering 15-25hp diesel
Headroom aft 1.9m (6'3")	Headroom at mast 1.8m (5'11")	Fuel 190 litres (52 US gals)	Water 600 litres (165 US gals)

**Dix 470** refer web : <http://www.dixdesign.com/47cat.htm>

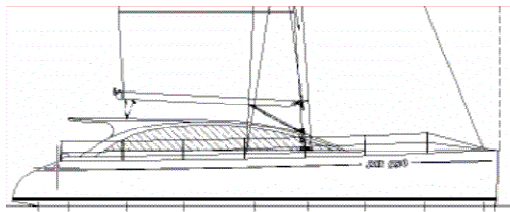
The Dix 470 cruising catamaran is a new design, introduced late in 2009. It is a smaller sister to the DH550 and of similar concept. Bulkhead kits are available.



LOA 14.24m [46' 9"]	LWL 13.35m [43' 9"]	Beam overall 7.70m [25' 4"]	Hull beam 2.00m [6' 7"]
Draft 0.75/2.19m [2' 6"/7' 2"]	Displ 10600kg [23360lb]	Sail Area (main + jib) 102.1sq.m [1099sq.ft]	Powering 2 x 50hp diesel
I = 16.05m [52' 7"]	J = 5.07m [16' 8"]	P = 16.56m [54' 4"]	E = 5.19m [17' 0"]

**DH550** refer web : <http://www.dixdesign.com/55cat.htm>

This was the first catamaran that we designed for radius chine plywood. It showed that the construction method is even more suitable for slim catamaran hulls than for monohulls. This boat has very comfortable cruising accommodation in the hulls and on the bridgedeck, with inside steering as well as a forward control cockpit. It has daggerboards in the hulls and we will soon add cruising keels as an alternative on the drawings. Bulkhead kits are available.



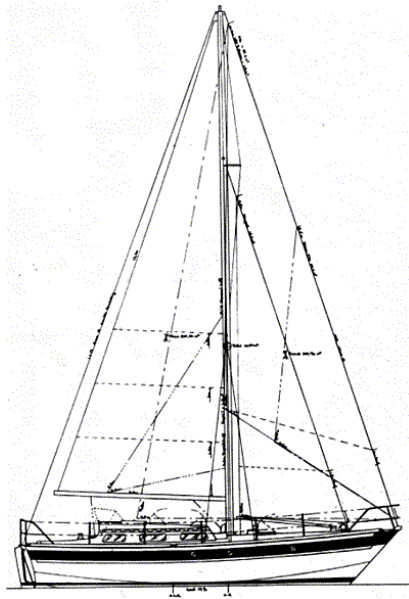
LOA 16.75m [55' 0"]	LWL 15.70m [51' 6"]	Beam overall 8.70m [28' 7"]	Hull beam 2.00m [6' 7"]
Draft 0.75/2.19m [2' 6"/7' 2"]	Displ 12500kg [27550lb]	Sail Area (triangles) 127.7sq.m [1374sq.ft]	Powering 2 x 50hp diesel
I = 17.84m [58' 6"]	J = 5.96m [19' 6"]	P = 18.40m [60' 3"]	E = 6.10m [20' 0"]

## METAL KITS

We also have an expanding range of metal kits, being developed from our wide range of metal designs drawn over the past 30 years. They include multi-chine and radius chine designs, drawn for steel but which can also be built in aluminium. Kits can also be developed for our other metal designs that are not listed here.

### Pratique 35 refer web : <http://www.dixdesign.com/pr35.htm>

This multi-chine design is a trans-ocean cruiser, capable of taking her crew anywhere they want to go. It has a conservative fin and skeg configuration with transom-hung rudder. Her powerful cutter rig gives good passages with a small crew. Kits are available for all metalwork.

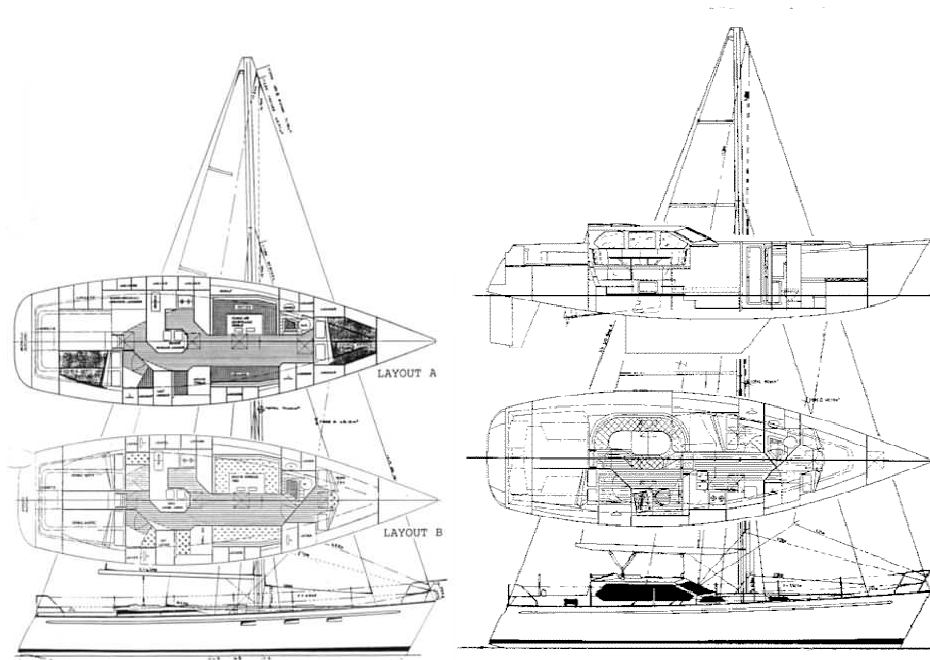


LOA - 10.50m (34'5")	LWL 8.70m (28'7")	Beam 3.30m (10'10")	Draft 1.50m (4'11")
Displacement 8160kg (17985lb)	Ballast 2510kg (5532lb)	Area Waterplane 17.72sq.m (191sq.ft)	Immersion Rate 182kg/cm (1019lb/inch)
Wetted Surface 30.35sq.m (327sq.ft)	Finess Coef 0.68	Block Coef 0.40	Prismatic Coef 0.55
Displacement/Length 345	Sail Area (Main + Fore-triangle) 61.07sq.m (657sq.ft)	Sail Area/Wetted Surface 2.01	Sail Area/Displ 14.9
Water Tankage 375 litres (103 US gal)	Fuel Tankage 250 litres (69 US gal)	Headroom in galley 1.90m (6'3")	Headroom at mast 1.77m (5'10")
Righting Moment @ 30 deg 3865 kgm (27956ft.lb)	Righting Moment @ 60 deg 5226 kgm (37800ft.lb)	Righting Moment @ 90 deg 4410 kgm (31898ft.lb)	Powering 20-30hp inboard diesel

**Dix 43** refer web : <http://www.dixdesign.com/dix43.htm>

**Dix 43 Pilot** refer : web <http://www.dixdesign.com/dix43pil.htm>

A comfortable world cruising cutter, this one has a radius chine hull with cruising fin keel and a choice of skeg-mounted or spade rudder. Deck configurations are aft or center cockpit, pilothouse or with a hard dodger. All have a sugar scoop stern with boarding platform. Kits are available for all metalwork.

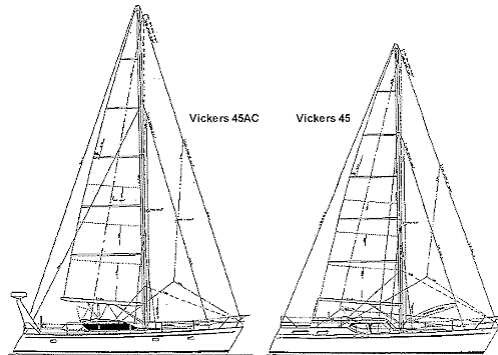


LOA - 13.35m (43'10")	LWL 11.87m (38'11")	Beam 4.10m (13'5")	Draft 1.45m or 1.80m (4'9" or 5'11")
Displacement 14300kg (31517lb)	Ballast 4000kg (8816lb)	Area Waterplane 28.65sq.m (308sq.ft)	Immersion Rate 293kg/cm (1640lb/inch)
Wetted Surface 46.77sq.m (503sq.ft)	Fineness Coef 0.67	Block Coef 0.41	Prismatic Coef 0.59
Displacement/Length 238	Sail Area (Main + Fore-triangle) 91.44sq.m (984sq.ft)	Sail Area/Wetted Surface 1.96	Sail Area/Displ 15.7
Righting Moment @ 30 deg 8756 kgm (63330ft.lb)	Righting Moment @ 60 deg 11918 kgm (86200ft.lb)	Righting Moment @ 90 deg 8888 kgm (64285ft.lb)	Powering 45hp inboard diesel

LOA - 13.35m (43'10")	LWL 11.87m (38'11")	Beam 4.10m (13'5")	Draft 1.45m or 1.80m (4'9" or 5'11")
Displacement 14300kg (31517lb)	Ballast 4000kg (8816lb)	Area Waterplane 28.65sq.m (308sq.ft)	Immersion Rate 293kg/cm (1640lb/inch)
Wetted Surface 46.77sq.m (503sq.ft)	Fineness Coef 0.67	Block Coef 0.41	Prismatic Coef 0.59
Displacement/Length 238	Sail Area (Main + Fore-triangle) 91.44sq.m (984sq.ft)	Sail Area/Wetted Surface 1.96	Sail Area/Displ 15.7
Righting Moment @ 30 deg 8756 kgm (63330ft.lb)	Righting Moment @ 60 deg 11918 kgm (86200ft.lb)	Righting Moment @ 90 deg 8888 kgm (64285ft.lb)	Powering 45hp inboard diesel

**Vickers 45AC** refer web : <http://www.dixdesign.com/vick45.htm>

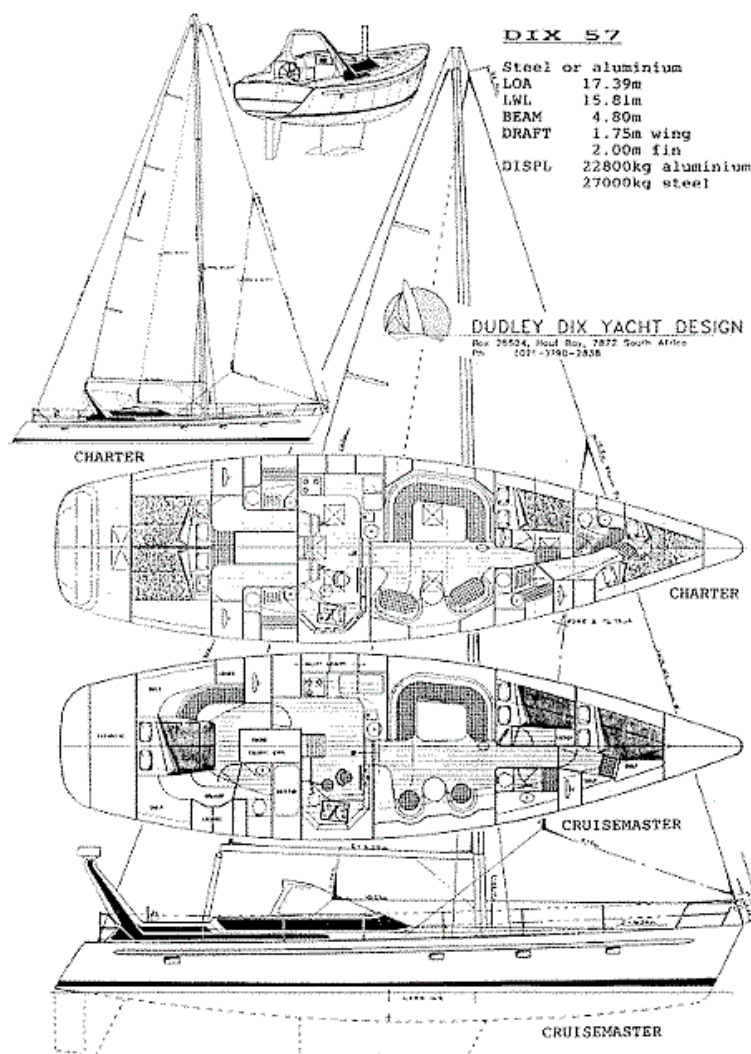
This is a sleek and modern cruising cutter with similar hull and underbody to the Dix 43 but more modern deck configuration. In styling, it is a smaller sister to the Dix 57. Kits are available for all metalwork.



LOA - 13.85m [45'5"]	LWL 12.30m [40'4"]	Beam 4.20m [13'9"]	Draft 1.50m to 1.90m [4'11" to 6'3"]
Displacement Steel 15400kg [33942lb] GRP/Wood 13500kg [29754lb]	Ballast Steel 4000kg [8816lb] GRP/Wood 5250kg [11571lb]	Area Waterplane 31.80sq.m [342sq.ft]	Immersion Rate 326kg/cm [1825lb/in]
Wetted Surface - varies with keel choice approx 49.50sq.m [533sq.ft]	Fineness Coef Steel 0.67 GRP/Wood 0.68	Block Coef Steel 0.40 GRP/Wood 0.41	Prismatic Coef Steel 0.57 GRP/Wood 0.58
Displacement/Length Steel 231 GRP/Wood 202	Sail Area (Main + Fore-triangle) Standard rig 88.1sq.m [948sq.ft] AC rig - 100sq.m [1076sq.ft]	Powering 60-80hp diesel	

**Dix 57** <http://www.dixdesign.com/dix57.htm>

A large cruiser with very comfortable accommodation and modern hull and deck aesthetic. The rig is cutter and the underbody has a cruising fin keel and skeg-mounted rudder. Kits are available for all metalwork.



**CHARACTERISTICS** (steel hull with aluminum deck)

LOD 17.39m (57'0")	LWL 15.81m (51'10")	Beam 4.80m (15'9")	Draft 1.75m or 2.00m (5'9" or 6'7")
Displacement 25700kg (56643lb)	Ballast 7500kg (16530lb)	Area Waterplane 45.93sq.m (494sq.ft)	Immersion Rate 470kg/cm (2631lb/inch)
Wetted Surface 75.94sq.m (817sq.ft)	Fineness Coef 0.68	Block Coef 0.43	Prismatic Coef 0.58
Displacement/Length 181	Sail Area (Main + Fore-triangle) 144.8sq.m (1559sq.ft)	Sail Area/Wetted Surface 1.91	Sail Area/Displ 16.8
Righting Moment @ 30 deg 19238 kgm (139144ft.lb)	Righting Moment @ 60 deg 24797 kgm (179350ft.lb)	Righting Moment @ 90 deg 17090 kgm (123608ft.lb)	Powering 90hp inboard diesel

**CHARACTERISTICS (aluminum hull and deck)**

LOD 17.39m (57'0")	LWL 15.81m (51'10")	Beam 4.80m (15'9")	Draft 1.75m or 2.00m (5'9" or 6'7")
Displacement 22900kg (50472lb)	Ballast 9000kg (19836lb)	Area Waterplane 44.92sq.m (484sq.ft)	Immersion Rate 460kg/cm (2575lb/inch)
Wetted Surface 74.74sq.m (804sq.ft)	Fineness Coef 0.68	Block Coef 0.43	Prismatic Coef 0.58
Displacement/Length 161	Sail Area (Main + Fore-triangle) 144.8sq.m (1559sq.ft)	Sail Area/Wetted Surface 1.94	Sail Area/Displ 18.1
Righting Moment @ 30 deg 18625 kgm (134710ft.lb)	Righting Moment @ 60 deg 24015 kgm (173694ft.lb)	Righting Moment @ 90 deg 16280 kgm (117749ft.lb)	Powering 90hp inboard diesel

**Dudley Dix**

**PLEASE REQUEST PRICES THROUGH THE EMAIL**

# South Pacific Boat Company

## Boats/Yachts available in Plans and Kit Form:

### Metal Yacht Plans and Kits :

Plans are available however the Kits are subject to obtaining cutting files through overseas suppliers. Please enquire through South Pacific Boat Company.

Pratique 35 ~ Steel available - refer web : <http://www.dixdesign.com/pr35.htm>

Dix 43 ~ Steel & aluminium available - refer web : <http://www.dixdesign.com/dix43.htm>

Dix 43 Pilot ~ Steel & aluminium available - refer web : <http://www.dixdesign.com/dix43pil.htm>

Dix 43HD ~ Aluminium available

Vickers 45AC ~ Steel & aluminium available - refer web : <http://www.dixdesign.com/vick45.htm>

Dix 57 ~ Steel available - refer web : <http://www.dixdesign.com/dix57.htm>

### Plywood Boats/Yachts Plans and Kits :

~ Bulkhead kits have all openings, stringer notches etc pre-cut. Smaller keelboat designs include plywood backbone.

~ Plywood boat kits comprise bulkheads, backbone and skin panels for hull and deck. Can include internal joinery components and solid timbers, epoxies, hardware etc to complete your project. Request what is included in the price and what extras we can offer.

#### Bulkhead, Hull and Deck Kits : Monohulls:

Didi Mini Mk 3 refer web : <http://www.dixdesign.com/didiminiMk3.htm>

Didi Mini - Cruise refer web : <http://www.dixdesign.com/didimincruise.htm>

Didi 26 refer web : <http://www.dixdesign.com/26didi.htm>

Didi 34 refer web : <http://www.dixdesign.com/34didi.htm>

Didi 38/40 refer web : <http://www.dixdesign.com/38didi.htm>

Didi 40cr refer web : <http://www.dixdesign.com/didi40cr.htm>

#### Bulkhead kits only: Catamarans:

Dix 470 Cruising Catamaran refer web : <http://www.dixdesign.com/47cat.htm>

DH 550 Cruising Catamaran refer web : <http://www.dixdesign.com/55cat.htm>

# South Pacific Boat Company

P.O.Box 956 Mudgeeraba

Queensland

Australia. 4213

Tel. 0755 303 075 Intl. .61.7.5530 3075

Fax 0755 303 025 Intl. .61.7.5530 3025

Email: [info@spboatco.com](mailto:info@spboatco.com)

Website: [www.spboatco.com](http://www.spboatco.com)

PLEASE REQUEST PRICES THROUGH THE EMAIL

# South Pacific Boat Company

## FAX/MAIL ORDER FORM

Print this form, fill in and send with payment.

### TERMS OF SALE FOR BOAT DESIGN PLANS ONLY.

1. All design rights are retained by the relevant Designer.
2. All plans are sold for the construction of one boat only unless otherwise authorised.
3. A royalty equal to the plans purchase price is payable on each additional boat before construction of the additional boat commences. For each royalty payment the relevant Designer will supply a further set of plans.
4. The plans shall not be sold to a third party unless so authorised in writing by The Designer.
5. Liability for Design is limited to the price paid for the plans.
6. Payments to be paid in Australian Dollars.
7. Due to the nature of the information that we supply, plan purchases are non-refundable.

### NOTES

- 1) **Prices** exclude packaging & shipping. This will be added to your order in accordance with the shipping options & charges. Please specify shipping method in your order.
- 2) **Prices** are subject to change without notice.

I agree to the above terms of sale.

Signed \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_

Tel \_\_\_\_\_ Fax \_\_\_\_\_ E-mail \_\_\_\_\_

**CREDIT CARD PAYMENT (For fax or mail delivery. )**

Card Type\_\_\_\_\_

Name on card\_\_\_\_\_

Expiry Date\_\_\_\_\_

Credit Card No\_\_\_\_\_

CVV No. (last 3 digits on back of card)\_\_\_\_\_

**PLEASE SUPPLY THE FOLLOWING:**

(Please be specific when ordering plans for a design for which variations are available.)

Item Description	Quantity	Unit Price	Cost
_____			
_____			
_____			
_____			
_____			
_____			
_____			
_____			

DATE:\_\_\_\_\_ TOTAL : \_\_\_\_\_

**Postal Address:**

**South Pacific Boat Company**

**P.O.Box 956 Mudgeeraba Qld Australia 4213.**

**Tel 0755303075 Fax 0755 303025 Email: [info@spboatco.com](mailto:info@spboatco.com) Website: [www.spboatco.com](http://www.spboatco.com)**

Bank: Please contact us by telephone or email for account details if you want to pay by transfer into our bank account.

# South Pacific Boat Company

## FAX/MAIL ORDER FORM

Print this form, fill in and send with payment.

## TERMS OF SALE FOR BOAT **DESIGN PLANS & PLYWOOD KIT.**

1. All design rights are retained by the relevant Designer.
2. All plans are sold for the construction of one boat only unless authorised in writing by the relevant Designer.
3. A royalty equal to the plans purchase price is payable on each additional boat before construction of the additional boat commences. For each royalty payment the relevant Designer will supply a further set of plans.
4. The plans shall not be sold to a third party unless so authorised in writing by the relevant Designer.
5. Liability for Design is limited to the price paid for the plans.
6. Liability of South Pacific Boat Company is limited to the price paid for the plywood kit once the kit has been returned in full to South Pacific Boat Company.
7. Payments to be paid in Australian Dollars.
8. Due to the nature of the information and kit that we supply, plan purchases and kit purchases are non-refundable.

### 9. Kit Design Responsibility.

South Pacific Boat Company will take no responsibility for the design of the boat or yacht or the kit cutting files or the adequacy of the kit components other than the quality of the original materials we provide.

The Designer will have to take responsibility for whatever files he sends through to us to be c.n.c. routed.

It is assumed by us that the DXF files have already been tested by the Designer prior to our use as agents and distributors.

If there are any errors or omissions in the kit resulting from the inadequacy of the cutting files, South Pacific Boat Company cannot take responsibility for that and any subsequent re-cutting cost and material replacement that is required shall be paid for by the Designer.

Only cut kits that have been previously cut and proved to go together should be issued by the Designer.

All enquiries from kit buyers relating to errors or omissions in the kit components resulting from the DXF files or related drawings will be directed to the Designer to resolve.

**NOTES**

1) Prices exclude packaging & shipping. This will be added to your order in accordance with the shipping options & charges. Please specify shipping method in your order.

2) Prices are subject to change without notice.

I agree to the above terms of sale.

Signed \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_

Tel \_\_\_\_\_ Fax \_\_\_\_\_ E-mail \_\_\_\_\_

**CREDIT CARD PAYMENT (For fax or mail delivery. )**

Card Type \_\_\_\_\_

Name on card \_\_\_\_\_

Expiry Date \_\_\_\_\_

Credit Card No \_\_\_\_\_

CVV No. (last 3 digits on back of card) \_\_\_\_\_

**PLEASE SUPPLY THE FOLLOWING:**

(Please be specific when ordering plans for a design for which variations are available.)

Item Description	Quantity	Unit Price	Cost
_____			
_____			
_____			

DATE: \_\_\_\_\_ TOTAL : \_\_\_\_\_

**Postal Address:**

**South Pacific Boat Company**

**P.O.Box 956 Mudgeeraba Qld Australia 4213.**

**Tel 0755 303075 Fax 0755 303025 Email: [info@spboatco.com](mailto:info@spboatco.com) Website: [www.spboatco.com](http://www.spboatco.com)**

**Bank:** Please contact us by telephone or email for account details if you want to pay by transfer into our bank account.

## **Terms of Sale**

1. Design rights are retained by the relevant Designer. You buy the right to use the information on the drawings.
2. Plans are sold for the construction of one boat only, unless otherwise authorised in writing by the Designer.
3. A royalty equal to the plans purchase price is payable on each additional boat before construction of such additional boat starts. On receipt of each royalty payment the Designer shall supply a full set of plans for the boat.
4. Plans shall not be sold to a third party unless so authorised in writing by the Designer..
5. Liability of the Design is limited to the price paid for the plans.
6. Liability of South Pacific Boat Company is limited to the price paid for the plywood kit once the kit has been returned in full to South Pacific Boat Company.
7. Payments to be paid in Australian Dollars.
8. Due to the nature of the information that we supply, purchases are non-refundable

### **9. Kit Design Responsibility.**

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All enquiries from kit buyers relating to errors or omissions in the kit components resulting from the DXF files or related drawings will be directed to the Designer to resolve.

## Payment Method

1) **FAX OR TELEPHONE CREDIT CARD.** Fax or telephone the order to us. Use **Fax/Mail Order Form**.

2) **ELECTRONIC TRANSFER.** Arrange with your bank for a transfer into our bank account then fax us the deposit slip and order. Use **Fax/Mail Order Form**

3) **CREDIT CARD.** Send us your credit card details by post along with the order. Use the **Fax/Mail Order Form**.

4) **INTERNATIONAL BANK DRAFT or GUARANTEED (CERTIFIED) BANK CHEQUE.** Arrange for your bank to supply a bank draft or guaranteed (certified) cheque in Australian Dollars and send by post. Use **Fax/Mail Order Form**

## Shipping Options and Charges

We generally print and dispatch Plans within 7 working days after receiving the order form and clearance of funds, depending on pressure of orders, and delivery within 7 days of shipping depending on location.

Boat/Yacht Kits can take up to 3-4 weeks for manufacture after receiving the order form and clearance of funds and 1-2 weeks for delivery depending on location.

**All prices exclude packaging and shipping.** We will add for packaging according to time and materials taken, and for shipping according to current rates and charges.