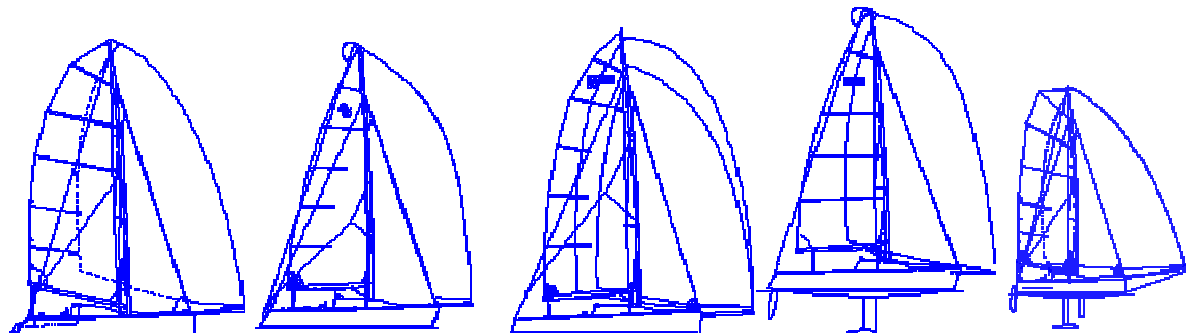


Sportzboatz

SERIES

Plans & Kits



Sportzboatz

Australia & S.E. Asia

SOUTH PACIFIC BOATCOMPANY

Self Build Boat Kits: Please request prices by email.

Internet: www.spboatco.com

Email: info@spboatco.com

Designer: Geoff Van Gorkom of Van Gorkom Yacht Design LLC . U.S.A.

Internet: www.vgyd.com

Email: gvg@vgyd.com

HIGH PERFORMANCE RACING YACHTS

Introduction

South Pacific Boat Company is marketing and selling QUALITY SELF-BUILD RACING YACHT Plans and Kits from the Van Gorkom Range of Racing Yachts designed by the Australian/USA designer Geoff Van Gorkom, for both the amateur and professional 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 racing yachts in the pacific region for amateur yacht builders. We found there are very few self build racing yachts in this market that are designed well and constructed in readily available lightweight materials for the amateur builder.

VAN GORKOM MISSION STATEMENT

"With over 25 years of industry knowledge and experience, Van Gorkom Yacht Design is dedicated to the concept of innovative high performance yachts, both power and sail."

Boats available in Kit Form through South Pacific Boat Company:

- . Mini 6.5 (Available)
- . 2XS 7000 (Future Plans)
- . 2XS 8.5 (Available)
- . Kickit 7.5 (Future Plans)
- . VG 30 (Available)
- . Open 30 (Available)
- . 35 XS (Available)

PLEASE REQUEST PRICES THROUGH THE EMAIL

Following Comments by Geoff Van Gorkom

The kit boat has always been popular with those who want the experience and satisfaction of building their own boat. Back-yard boat construction was quite common back in the 70's, particularly with cruising sailors and with the smaller IOR classes such as the quarter and half tonners. However, we have seen resurgence in amateur boat building within the last ten years, ranging from simple plywood dinghies to more complicated metal or fibreglass structures.

The primary reason for this growing trend is the economics of it, where you can save approximately 40% to 50% on the cost of building a boat by providing all or most of the labor. That's not lightly said as it takes a significant commitment of time and energy, and a skill set appropriate to the type of boat being built. Another reason for the kit boat popularity is the number of choices available to the want-a-be boat builder. These kits are available in every type and size from dinghies, kayaks, power boats, and sail boats, most of which can be found on the internet.

The kit-plan packages offered by VGYD are the perfect boat building projects for the skilled amateur or professional boat builder alike who wants a performance race boat. The **Mini 6.50** (one under construction in the US), the **2XS 8.50** (one under construction in the US), the **VG30** (one built in Canada, one built in the US, and two under construction in the US), the **Open30** (one under construction in Australia, one built and another under construction and one sailing in South Africa), and the **35XS**, featured below (one sailing in Hungary, and one under construction in Australia) are now available. In the near future, the **2XS 7000** will be added to our portfolio, and the '**Kickit 7.5**' trailerable and beachable starter yacht for the adrenalin types.

These comprehensive kit-plan packages come complete with full size templates of hull, deck, keel, rudder, and internal structure (provided in either Mylars or CAD files). There are step-by-step detailed structural plans covering every facet of the boat i.e. lines, general arrangement, sail/rig plan, deck hardware placement, laminate schedules and detailing, custom metal work details, systems, keel and rudder construction details, water ballast arrangement (over 50 detailed drawings).....it's all there!

To complement the drawings there is a construction specification that, again, covers every facet of the boat as well as listing materials, material specifications, the construction sequence, hardware schedules and catalogues, etc. In addition, we provide detailed hydrostatic, stability, and weight studies of the boat along with a complete VPP analysis. It really is a complete custom design for a fraction of the cost. In addition, there are add-on options for specific designs, such as a canting keel and dagger board arrangement, a wing mast configuration, twin rudders, and a high-tech structural package for those owners/builders that want to take it to the next level.

One of the key ingredients that turn these kit-plan packages into a manageable do-it-yourself (and a few good friends) project is the use of the "Bead and Cove" method of foam core sandwich construction. The "Bead & Cove" Planking System is ideal for one-off construction and originated with Andre Bilodeau who has written a comprehensive "how to" manual (supplied as part of the kit) <http://www.cyberstreet.com/andre/>. Andre features the Core-Cell product, now under the banner of SP Systems, and details how it is planked over a grid of erected frames, which is then easily faired and skinned to create a smooth surface.

Patterns

- the hull, deck, cockpit and cabin house framing patterns (CAD & Mylar templates)
- the keel and rudder patterns (CAD & Mylar templates)
- full size patterns for internal members (CAD & Mylar templates)

Drawing Booklet (over 40 drawings in an 11" x 17" format)

- the hull, deck, cockpit and cabin house lines plan
- the keel and rudder lines and structural details
- a sail/rig plan, hardware schedule and details
- a structural package for composite construction (easy to understand construction plans and laminate schedules)
- the interior and systems arrangements
- the deck arrangement and details including a detailed hardware schedule

Design Booklet

- a detailed weight study
- complete hydrostatics and hydrodynamics
- a detailed VPP analysis
- a comprehensive specification outlining all aspects of the boat
- specifications on structural products
- specifications on hardware products
- reference information

Technical Manuals

- the ATC Core-Cell Design Manual
- Andre Bilodeau's 'Bead & Cove' Construction Manual

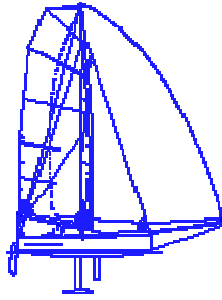
TO COMPLIMENT THESE KIT-PLAN-PACKAGES, SOUTH PACIFIC BOAT COMPANY SUPPLY THE STRUCTURAL KIT PACKAGE FOR THE HULL, DECK AND FRAMES AS WELL AS FIBRE GLASS, RESIN, CARBON FIBRE COMPONENTS etc.

ALL SHEET MATERIALS WILL BE C.N.C. ROUTED TO FORM A SET OF PRECUT PARTS.

PLEASE REQUEST PRICES THROUGH THE EMAIL

DETAILED INFORMATION ON EACH YACHT IS SHOWN ON THE FOLLOWING WEB LINKS:

AVAILABLE DESIGNS:



VG-Mini 6.5

The VG Mini 6.5 : <http://www.vgyd.com/Mini.html>

LOA - 6.50m
LWL - 6.10m
Max Beam - 3.0m
Draft - 2.00m
DSPL - 750 kgs
SA (up) - 40m²
SA (dn) - 93m²

The Mini Transat Class is arguably experiencing the greatest growth in participation than any other sail boat class in the world today. The sailing fraternity universally recognizes this class as being the proving ground for young sailors with aspirations of racing around the world on Open 50s and 60s. Technically speaking, these boats are extremely sophisticated with the protos pushing the envelope of development within the confines of a relatively unrestrictive and progressive open rule.

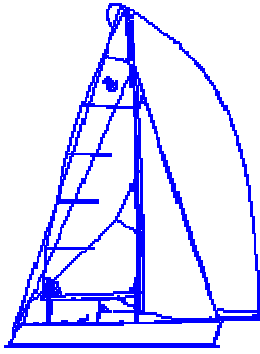
After a significant period of research and development, Van Gorkom Yacht Design is excited to be releasing their new VG-Mini 6.5 proto. This mini design is a phenomenal little boat and has the potential to dominate the competition and establish a whole new level of performance. All that, and it's available as a kit-plan-package for the boat building enthusiast.

The all carbon fiber hull and deck incorporates the latest proven trends in hydrodynamics for this ilk of offshore racing boat. The canoe body has a fine entrance angle in its forward sections, and a gentle rocker fairing into a defined wide-body chine aft. This optimized configuration will give the boat a significant advantage in terms of raw power and its ability to perform well in a broad range of conditions.

The appendages consist of a 80° articulating fin and bulb, a centerline dagger board, and twin kick-up rudders. The versatility of this arrangement, plus the added water ballast, dramatically adds to the sailing stability and performance of the boat. The keel has a steel fin supporting a lead bulb. The dagger board and rudders are all carbon construction.

The spar, rigging and deck hardware packages have been carefully selected with the latest philosophies in mind coming from today's top Mini skippers. This kit is the perfect boat building project for the sailor who wants to put together a "from the ground up" Mini campaign and be highly competitive at the end of the day.

VG30Mk2



The VG 30 Mk 2 : <http://www.vgyd.com/VG30mk2.html>

LOA - 9.597m
LWL - 9.000m
Max Beam - 3.330m
Draft - 2.083 m
DSPL - 2109 kgs
SA (up) - 66.0 m²
SA (dn) - 136.0 m²

If you're an amateur boat builder and are looking for a high performance racing project, this is the kit-plan-package for you! The 30 footer has always been a popular and practical racing boat. Their owners enjoy great competition in both PHRF and IRC events as well as the Australian JOG "Super 30" regattas. With this in mind, Van Gorkom Yacht Design have developed an affordable kit-plan-package for the VG30 Mk2. The plans are extremely detailed and cover all aspects of construction and outfitting. There is one boat sailing in the Toronto area, and two boats under construction in New York and Florida.

The hull form of the Mk2 is a derivative of the highly successful [VG-Mount Gay 30](#), with a little less beam and a slightly deeper canoe body. This design has a lighter, deeper keel with carbon fiber or aluminum spar options. These features give the boat a real sportboat feel with the stability of a true offshore racer.

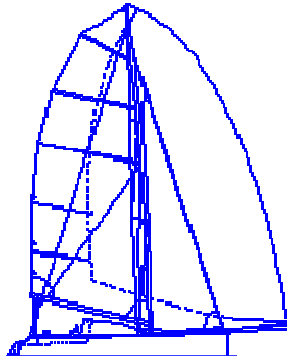
The deck layout is the perfect working platform for both offshore and round-the-cans racing. The cockpit is long and open with ample room for the crew to carry out racing maneuvers. The competition fractional rig has in-line jumpers and 17° swept back spreaders. For fine tuning sail shape adjustments there is a 16:1 Kevlar backstay, checkstay controls, course/fine main sheet controls, and runners with dedicated winches, all within reach of the mainsail trimmer.

The keel is a state-of-the-art, high-lift foil and dolphin bulb configuration providing the boat with a powerful righting moment. The rudder has the same high-lift sections with an elliptical trailing edge, which maximize efficiency and minimizes drag. This keel and rudder combination contributes to a remarkably well balanced boat, needing only a flex of the fingers to steer her through the chop.

The interior of the VG30 Mk2 has a very attractive and clean finish. It is functional and well attuned to offshore sailing and the rigours of round-the-cans racing. In the central cabin there is a comfortable sitting height of 1.60m. There are four fixed berths 1.9m in length. The galley, forward and to port, has a sink and a one-burner stove. To starboard there is a removable cooler, the top forming additional counter space. Storage lockers are built in overhead and below the counter. Aft of the companionway is a dedicated nav station with a full instrument console. The auxiliary engine is an inboard Yanmar 9.5 hp diesel with Saildrive.

When racing offshore, sailing shorthanded, or just day sailing with friends, a full range of stability is available using the water ballast tanks. The system operates via an electric pump with a hand pump backup. The flow controls are located in the cockpit just forward of the traveler, providing quick and convenient access to the trimmer. The total capacity of the port and starboard wing tanks is 160 gallons, or the weight of 3½ crew members per side.

VG-Open30



The VG Open 30 : <http://www.vgyd.com/Open30.html>

LOA - 9.144m
LWL - 8.534m
Max Beam - 3.500m
Draft - 2.500m
DSPL - 1,932kgs
SA (up) - 65m²
SA (dn) - 155m²

The 30 footer has always been a popular and practical racer, particularly with amateur boat builders. To capitalize on this and bring more affordable boats into the market, Van Gorkom Yacht Design have entered the Open30 arena with an exciting new 30 footer developed as a do-it-yourself (and a few good friends) kit-plan-package. This comprehensive package makes it possible for the sailor/amateur boat builder to construct a high performance one-off racer for a fraction of what a custom design would cost.

As with all VGYD's designs, the underlying theme of the VG-Open30 has been one of meticulous consideration to the sailing criteria of the boat. VGYD is predicting a great performance out of this boat with the VPPs indicating a speed of 19 knots in 25 knots of wind at 120 degrees true wind angle. At about 14 knots of true wind speed, the VG-Open30 will start breaking loose and the boat should start planing by 17 to 18 knots of wind at an estimated boat speed of between 16 and 20 knots. She has a sailing displacement/length ratio of 128 and a sail area/displacement ratio of 34 upwind and a massive downwind SA/DSPL ratio of 82.

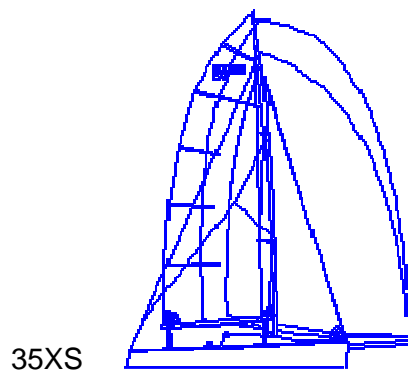
The fractional rig is carbon fiber with 20 degree swept-back spreaders and carries non-overlapping jibs, reachers and generous asymmetric spinnakers. Due to the highly roached/square top main there is no backstay to hang up on. The rig incorporates a user-friendly runner/check stay system to compensate for the fore and aft loads from headsails.

The deck arrangement has been well thought out to create the perfect working platform for offshore racing. All the halyards and control lines have been lead back to the cockpit to banks of neatly organized jammers. The deck-mounted, carbon fiber bow sprit is both retractable and can articulate. The mainsheet traveler is on a curved track bridging the aft end of the cockpit. The aft end of the cabin house forms a protective cowl that a sailor can shelter behind in rough conditions.

The VG-Open30's deep fin keel and dolphin-bulb configuration generates plenty of powerful righting moment. The foils used on the keel are our state-of-the-art, high-lift, laminar flow sections. The twin, kick-up rudders have the same high-lift sections with elliptical trailing edges, which maximize efficiency and minimizes drag. This keel and rudder combination contributes to a remarkably well balanced boat, needing only a flex of the fingers to steer her through the chop.

The interior ergonomics of an offshore racing machine play an important role in the boat's overall success by providing a functional and relatively comfortable environment for the crew. The VG-Open30 has a swing berth port and starboard, a sit-down navigation station with a curved seating surface to port, ample stowage volume, and a water tight bulkhead. The auxiliary engine is an inboard Yanmar 9.5 hp diesel with Saildrive.

Although this boat will be sailed shorthanded, a full range of dynamic stability is still available using the water ballast tanks. The system operates via an electric pump with a hand pump backup. The flow controls are located in the cockpit, providing quick and convenient access. The total capacity of the port and starboard wing tanks is 264 gallons (507 liters), or the weight of 6½ crew members per side.



The 35XS: <http://www.vgyd.com/35xs.html>

LOA - 10.668m
LWL - 10.363m
Max Beam - 3.505m
Draft - 2.743m
DSPL - 2812 kgs
SA (up) - 79m²
SA (dn) - 206m²

The 35XS is a unique hybrid of ideas combining the radical speed potential of the 2XS-11000 one-design day-sailor and the proven offshore race performance of the VG-Mount Gay 30. This design was primarily conceived for the high-end PHRF/IRC market but has strong one-design potential.

Whatever the venue, there is no doubt that the ahead-of-the-art 35XS will turn some heads on the race course.

The hull form is a clean and exceptionally fast shape with a narrow waterline beam and a low wetted surface. This philosophy produces a boat that will dominate the competition in light to moderate breezes. In the heavier stuff, as the residual resistance on a hull form increases proportionally with the speed of the boat, the 35XS boasts a length/beam ratio of 4.4 indicating a relative reduction in wave making drag. Combine this trend with a displacement/length ratio of 70, a moderately low prismatic of 0.530, a fine entrance angle at the bow with narrow "U" sections forward, and a wide and gentle run aft. The result is a powerful and easily driven hull with the potential for both a strong windward performance and the ability to readily plane.

The sail area/displacement ratio can be thought of as a measure of power to weight. This design will have and a projected upwind SA/DSPL of 44 and downwind SA/DSPL of 110, again indicating a great upwind performance and a superb planing potential. The fractional rig is carbon fiber with 23 degree swept-back spreaders and carries a non-overlapping jib. Due to the highly roached main there is no backstay to hang up on. To compensate for the fore and aft loads from headsails a unique and user-friendly mast-head runner system has been designed. Several rig variations are being considered at the moment based on client needs and local wind conditions.

E-glass and Kevlar over a foam or balsa core, vacuum bagged in an epoxy resin, is the prescribed method of construction for the hull and deck. Carbon fiber uni-directional material is used in areas of high loading such as the keel grid, chainplates, and in critical transverse framing and bulkheads. However, an all E-glass boat could be built to increase the economic one-design potential of this design for a relatively small increase in the overall weight.

The deck configuration is again a trickle-down from the Mount Gay 30, which has proven itself under fire to be a well conceived working platform for both round-the-cans and offshore racing. The large open cockpit will allow the helmsman and trimmers to do their jobs without the hassle of traffic jams. The cabintop adds to the aesthetic value of the boat as well as being a functional base of operations for the pitman. It also provides a relatively spacious interior.

The keel has a draft of 2.743m (9 feet) and is fitted with a trim tab that gives the 35XS an amazing windward performance. The fin can also be retracted for convenient trailering purposes. The fin is a state-of-the-art, high-lift, laminar flow, foil section. The low center of gravity, T-bulb configuration features our latest and very fast "shark" geometry. The fin/trim tab is a carbon/foam construction with a stainless steel internal strut bolted into the lead bulb.

The interior of the 35XS has a very functional and clean finish, well attuned to offshore racing or the rigours of round-the-cans racing. There are four fixed berths 2m in length. The galley, forward and to port, has a sink and a one-burner stove. To starboard there is a removable cooler, the top forming the navigation table. Storage lockers are built in overhead and below the bunks. Aft of the companionway is the engine box housing an inboard Yanmar 20hp diesel with Saildrive.

When racing offshore, sailing shorthanded, or just day sailing with friends, a full range of stability is available using the water ballast tanks. The system operates via an electric pump with a hand pump backup. The flow controls are located in the cockpit just forward of the traveler, providing quick and convenient access to the trimmer. The total capacity of the port and starboard wing tanks is 1052 liters, or the weight of five crew members per side.

DESIGNS UNDER DEVELOPMENT YET TO BE COMPLETED:

2XS 7000 : <http://www.vgyd.com/2xs7000.html>

Kickit 7.5: See Images Below. A new trailerable, beachable very fast day sailer

2XS 8.5 : See Image below

STUDY PLANS: PLEASE REQUEST FROM SOUTH PACIFIC BOAT COMPANY.

PLEASE REQUEST PRICES THROUGH THE EMAIL



Routing in the "Bead"



Routing in the "Cove"



VG-Open 30 (faired foam planks)



VG 35XS Frames Erected



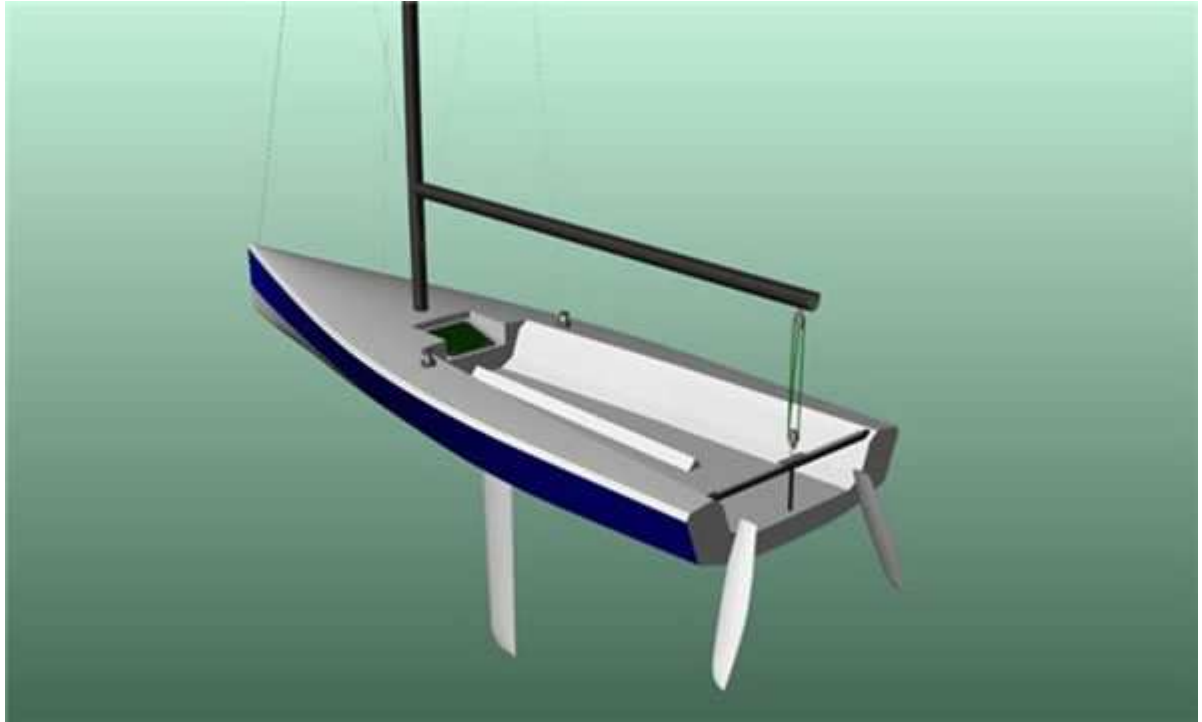
VG30



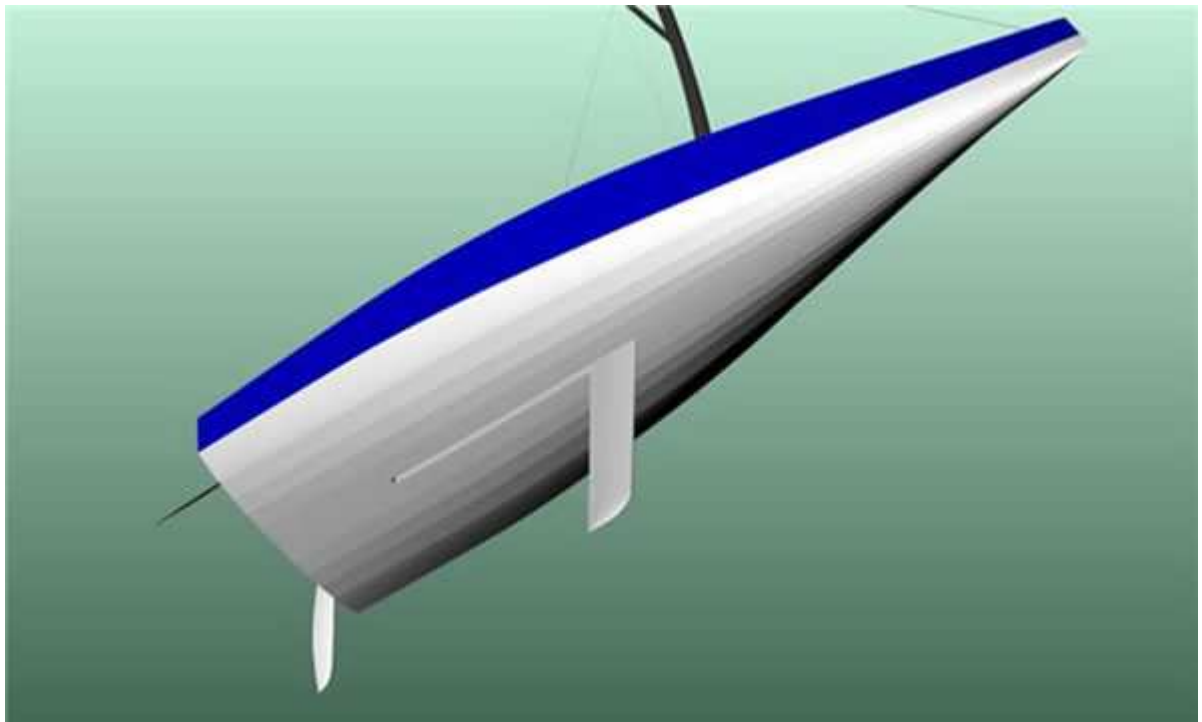
35XS in action



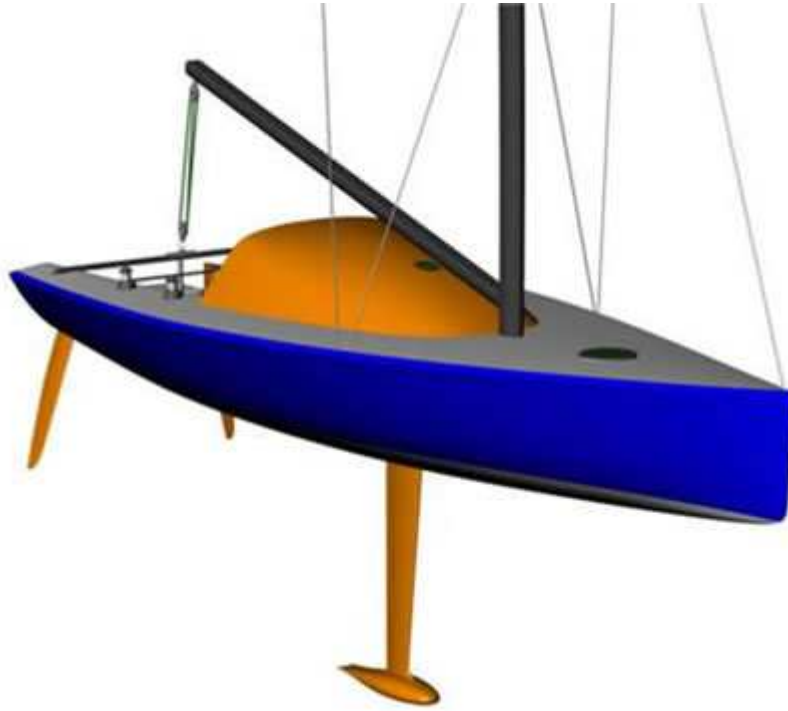
35XS RC



Kickit 7.5



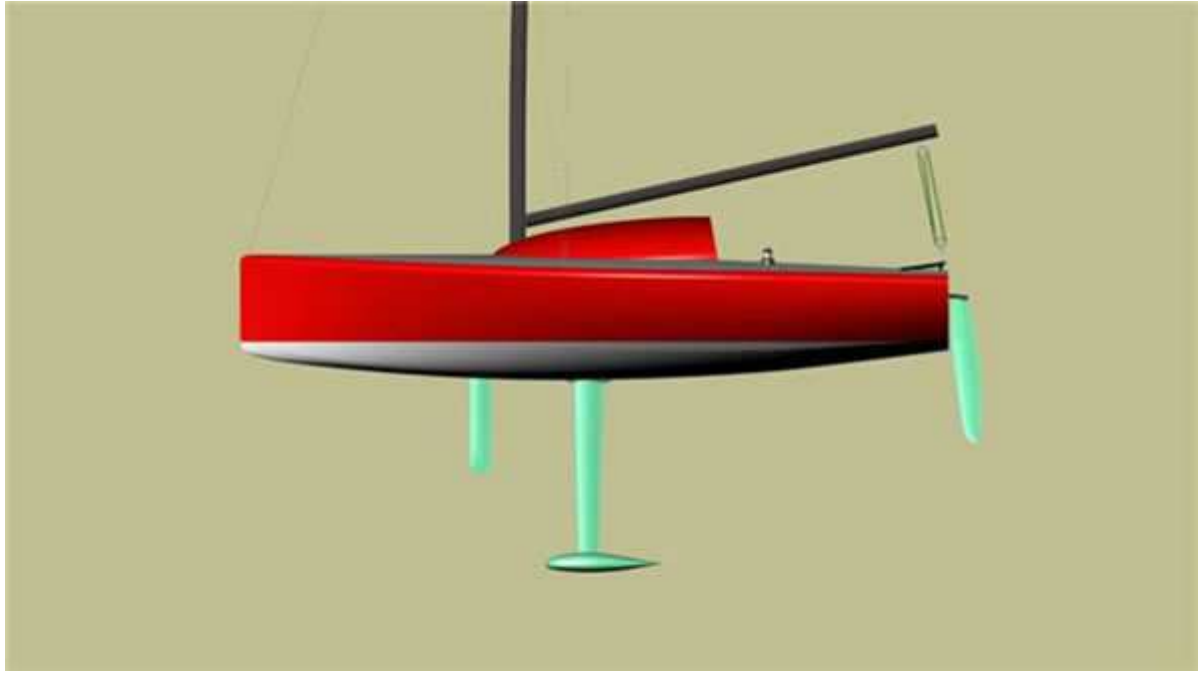
Kickit 7.5



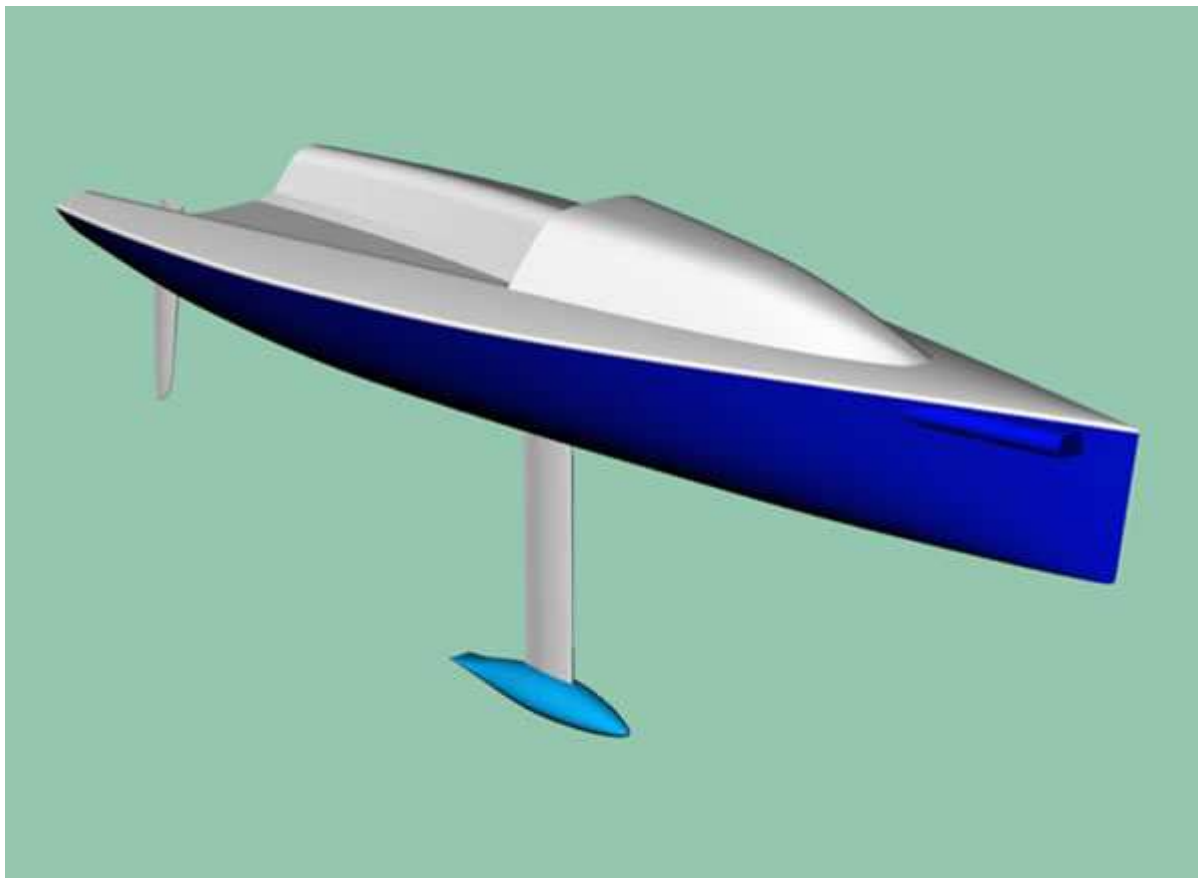
VG Open 30



Mini 6.5



Mini 6.5



VG 2XS 8.5

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

Website: 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 Website: 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 Website: 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

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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.

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.