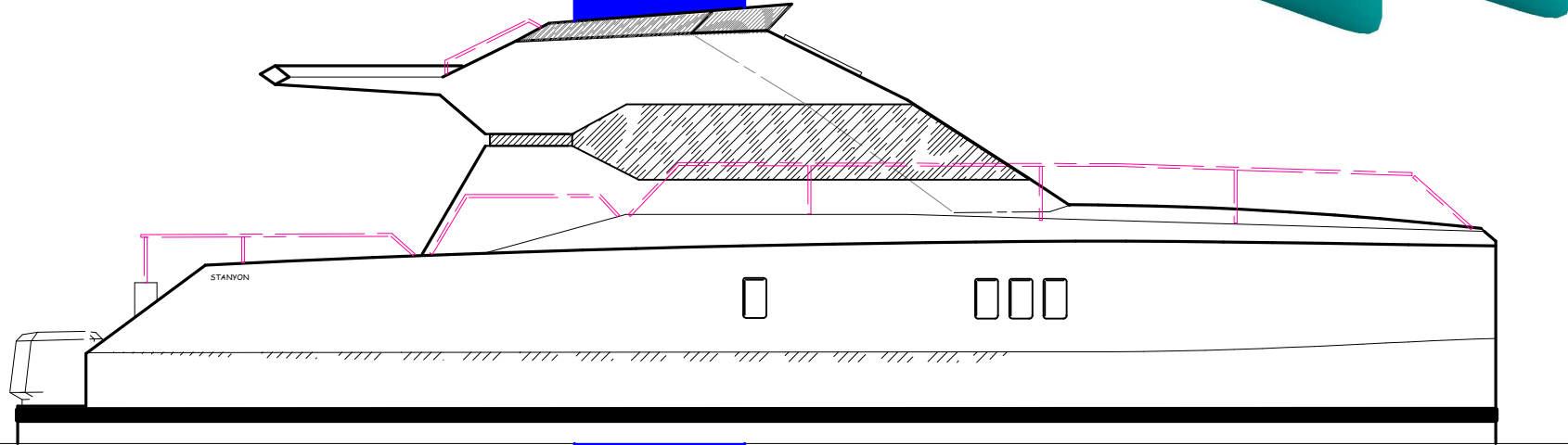
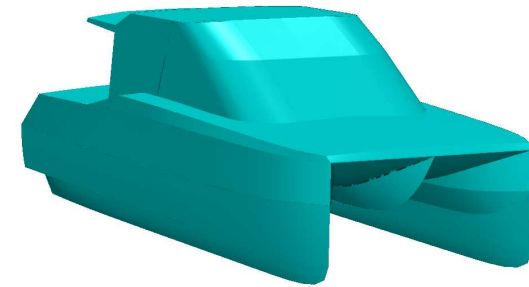


ECONOMY

SPEED

VERSATILE

AFFORDABLE



DART 10

LOA - 10.00M + ENGINE	ENGINE OPTIONS.
BEAM - 4.5 M	
TUNNEL HT - 650 MM @ 3700KG	2X 50 HP - 20 KT MAX 15 CRUISE
DRAFT - 550 MM	
LIGHT SHIP WT - 2700 KG	2X30 HP - 15 KTS MAX 11 CRUISE
PAY LOAD - 1000 KG	
FUEL - 300 LITRES	WEIGHTS AND SPEEDS ARE APPROXIMATE
WATER - 200 LITRES	

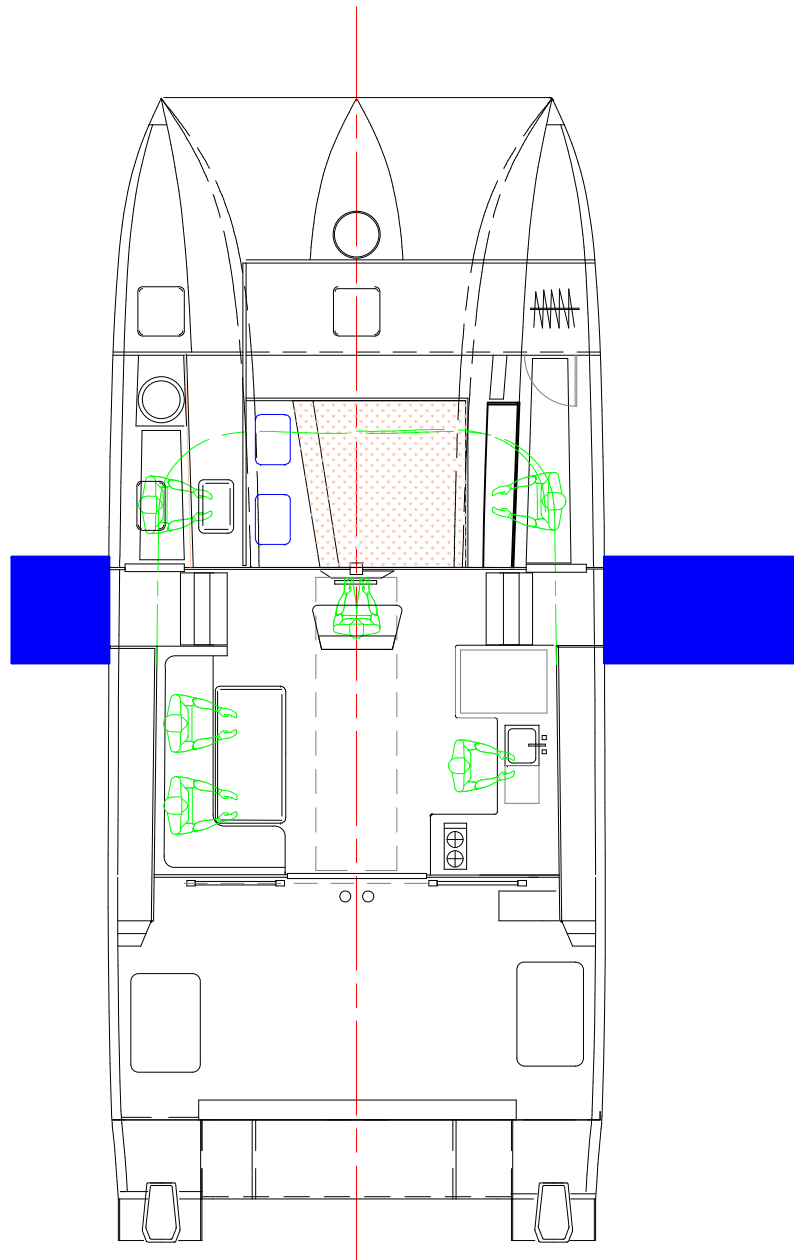
<p>STANYON MARINE DESIGN PTY LTD GOLD COAST CITY MARINA ADMIN BUILDING 76-84 WATERWAY DRIVE COOMERA QLD AUSTRALIA 4209</p> <p>TEL: (+617) 5573 6300 FAX: (+617) 5573 6644 EMAIL: info@stanyonmarine.com.au</p>	DRAWING No: D-001	SHEET: 1 OF 1	REV:	PRELIM: <input type="checkbox"/>
	DATE: 7/07/05	DRAWN: PKS	CHECKED:	QUOTE: <input type="checkbox"/>
	SCALE: 1:50	SHEET: A3 A2	FILE NAME: GA.VLM	BUILD: <input type="checkbox"/>
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PROJECT: 10 M DART	TITLE: GENERAL ARRANGEMENT			© Copyright 2005

ECONOMY

SPEED

VERSATILE

AFFORDABLE



PLAN VIEW

DART 10

This highly efficient out board powered, semi displacement power cat for coastal cruising and short term live a board for a family of 4 or longer term for a couple.

It is the perfect vessel for open bay exposed waters and the annual trip up the coast .

Its speed and shallow draft will allow it to avoid uncomfortable conditions by making the most of coastal anchorages .

The efficiency of the vessel will allow the owners cruising dollar to be used to its maximum ,cruising @ 20 Liters per hour at 16 kts . Your favorite destinations are more likely to be within reach, financially and in the available time you have.

The vessel is in concept is an 8 m vessel with a 10 m water line length and is the smallest, lightest package that will provide acceptable accommodations , comfort, tankage and load carrying ability and still be a competent family cruising boat.

The vessel is of a simple concept with basic but adequate amenity and equipment to keep control of expense, weight and complexity .

As with all Stanyon Power Cats there is a knuckle on the inboard hull side above the water line creating additional accommodation width in the hull and reserve buoyancy and wave deflection, which has proved its self to soften tunnel slap and improve steering authority in following seas.

The hulls are chined aft with canoe keel aft and fine and deep round bilge sections fwd.

A very efficient beam to length ration of 1:16 is achieved with a high prismatic coefficient which increases efficiency of the vessel at the cruising speeds that this vessel is capable of.

We have been careful to keep the load carrying and load centers in perspective so that the practical issues of trim variations such as 6 people gathering in the cock pit does not result in excessive stern trim, trim is drag so we have designed the vessel so it does not have any under normal load conditions, the storage loads are centered under the aft deck hatches so the vessel has slight bow down trim in the light ship condition, once passengers ,provisions, cruising gear, dive, fishing gear etc is added , the trim optimizes for minimal resistance under way.

The Longitudinal center of gravity is biased aft to move the pitching rotation point aft this - does two things, decreases the out boards vertical motions in the water and hence ventilation in difficult sea states and improves the lift response of the vessel in following sea conditions .

The hull and deck is intended for foam and epoxy /vinyl ester / GRP construction .All the surfaces can be panel laminated on a table, Proprietary strip and panel systems can be used if required. Bulkheads are foam cored.

When Vinylester resin system is used the vessel can be gelcoated as an alternative to gloss painting.


For safety reasons the petrol fuel tank is exterior to the vessel and is integrated in to the nacelle this allows a perfect central location for all tankage , that will not affect the vessel trim with fuel load variations and act to reduce pitching motions .

The side and curved widows are all bonded acrylic with inset opening hatches for ventilation, the center panel in front of the helm is toughed safety glass and can be fitted with a pantograph wiper.

The roof surface of the saloon is designed to be a general purpose area for solar panels storage of fishing gear small tender and can also be a sleep out ,sun bathing area..

The interior surfaces are a combination of painted and/or upholstery lined, the furniture and bulkheads are upholstered trimmed composite panel .

The bathroom is best faired filleted and gelcoated or painted.

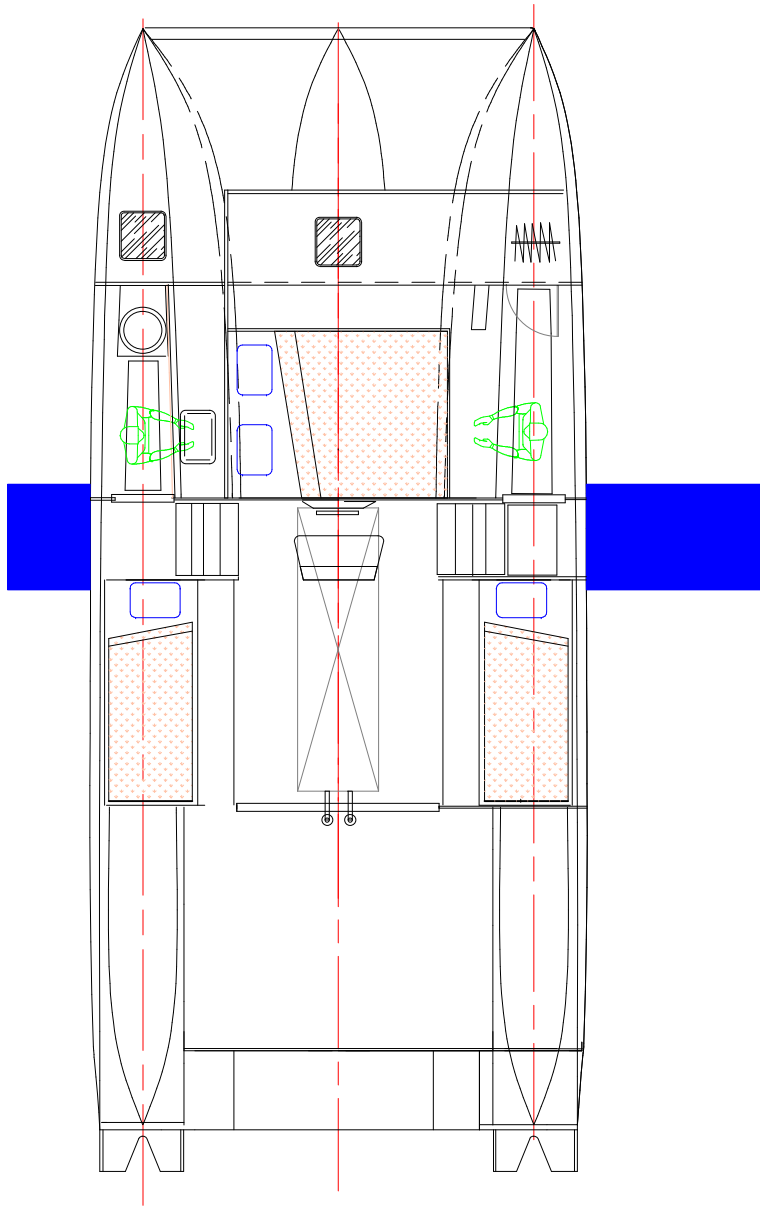
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ECONOMY

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PLAN VIEW
CABINS

CONSTRUCTION

The vessel can be amateur or professionally built ,or a combination of both.

Professional laminating and assembly of the structure and fit out by the owner would be smart combination saving time and money for the owner.

The boat can be built in any of the well recognizes methods but to make best advantage of the developable shapes we have used we suggest hull, deck and BHD panels are laminated on a mould table to either full size patterns , NC cut foam parts or pre laminated panels, the shapes are developable and will sit in the female mould frames for assembly.

The hull bottom area aft bow section fwd are is the only areas that requires some manipulation to the correct shape and is best approached by leaving the inside laminate of the foam and in combination with 3 or 4 saw cuts (in the foam only) over a meter or so to get the curvature required .
If the panels are table molded the edges will be rebated to take taping , so there is a minimum of fairing at panel joins.

The structure has been kept very simple to ensures easy and fast assembly of the hull deck and cabins and weight control

Plans and design fees and use of cutting data are \$ 5000 plus GST , pricing for materials and cut parts are yet to be confirmed .

STANYON MARINE DESIGN PTY LTD		DRAWING No: D-001	SHEET: 1 OF 1	REV:	PRELIM <input type="checkbox"/>
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