

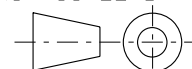
PARTICULARS
 DISPLACEMENT: 1930 Kgs (S.W)
 LENGTH OVERALL 7.602 m
 LENGTH LOAD WATERLINE: 6.407 m
 BEAM AT DECK: 2.340 m
 BEAM AT DWL: 2.184 m
 MAX FREEBOARD 1.183 m
 DEAD RISE AT TRANSOM 16 degrees
 DRAFT: 0.357 m
 LCF 4.882 m AFT OF F.P
 PRISMATIC COEFFICIENT (Cp): 0.734
 BLOCK COEFFICIENT (Cb): 0.377
 WATERPLANE COEFFICIENT (Cw): 0.771
 KG/CM 111
 VCG: .768 m ABOVE KEEL
 LCG: 5.023 m AFT OF F.P
 LCB: 4.958 m AFT OF F.P
 VCB: 0.116m BELOW DWL
 BOUYANCY FOAM DENSITY: 30KG/M CUBIC
 BOUYANCY FOAM REQUIRED: 1.6 M CUBIC

DESIGNER BOATS AUST
 26 GREVILLE AVE SANCTUARY POINT 2540 N.S.W.
 TEL 02 44438540. FAX 02 44438470.
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TITLE **7.6M-T2 HULL & POD**
ISOMETRIC VIEW

CLIENT

ISOMETRIC VIEW

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DRAWN BY P.H. BOOTH		DATE 3/11/09	
SCALE 1:25	DRG No D76-T2-01	REV. 0	A3

REVISION

GENERAL NOTES

- 1) All welding procedures are to be IAW AS/NZS 1665
- 2) All alloys are to be:
 - a. Structural Component Sheets 5083-H321
 - b. Extrusions 6061-T6
 - c. Non structural floor sheets 5251
 - d. Filler wire 5356
- 3) Shielding Gases to be Welding Grade Argon, (Pure).
- 4) Filler materials to be stored in their original containers and kept dry and out of the weather.
- 5) Filler materials are to be free of corrosion and impurities.
- 6) All materials to be stored in suitable covered storage.
- 7) All materials of different alloys are to be segregated and identified.
- 8) All welders are to be qualified before

CONSTRUCTION NOTES

- 1) Complete all sub-assemble attachments prior to beginning main assemble (sub-assemblies are shown on individual part drawings).
- 2) "Tack weld" all components into place and fully weld as late as possible.
- 3) Start construction from the pod and work forward, with the boat upside down.
- 4) The Tank Bay is used to set the boats geometry and one half of the bottom is tacked in until the boat is in its final upright position.
- 5) Set all frames parallel on keel, floor stringers and bot stringers and diagonal cross check geometry
- 6) Tack one half of bottom sheet up to start of bow radius, then stitch in place on keel, grind tacks back and tack over half in position.
- 7) Center keel to bottom sheet as you go
- 8) Work both sheets around curvature together, ensuring keel is straight and down the middle, something a come along, with two vice grips are used to pull the sheets together, depending on sheet thickness
- 9) Stitch weld the bottom sheets on from the keel out and usually a person on a piece of wood is used to get the sheet tight against frames
- 10) If the stringers are away from the hull, sometimes in the very front frame, saw cut & re-weld the stringer as required and push back against hull
- 11) The hull is then turned upright to attach the side sheet
- 12) Fit one side of the side sheets up till about half way and the bring them both together evenly to the front
- 13) The chine section is installed as a cover strip, therefore the back profile is removed.
- 14) Install and tack the chine section in place and where gaps appears between chine and sheet, break internal tack and allow to pop out against the chine section (be careful of sheet separation and retack immediately)
- 15) Fit gunwale, which is usually tight and the sheet is up and down at this point.
- 16) Fit a temporary cross brace at the bottom of the step and make sure the gunwale is correct width, as it will effect the cabin fitting. (the gunwale will pop up and be correct now)
- 17) Tack the gunwale combing section into place, break tacks and lift the gunwale sheet up to the combing as required and re tack, do the same on the side sheet
- 18) Carefully turn boat upside down and weld down the middle once and then fit keel bump strip
- 19) Stop keel bump strip at the Transom wall, (600mm short of the stern) as this will cause turbulent water entering the propeller and effect performance
- 20) Stop the keel bump 1/2 way between frames 8 and 9 and blend them down, so the front has a sleek look.
- 21) Fully weld the underside of the chine section as detailed in the welding schedule.
- 22) Fully weld the underside of the gunwale combing section as detailed in the welding schedule.
- 23) Turn boat right way up, this is the final turn, it remains right way up now
- 24) Best to put boat on a cradle or pack in position on the floor, recommend levelling boat transversely with a spirit level
- 25) Check and monitor boat regularly to make sure it doesnt develop a banana shape or twist
- 26) Fully weld the top side of the chine section as detailed in the welding schedule.
- 27) Fully weld the top side of the gunwale combing section as detailed in the welding schedule
- 29) Do not weld inside the chine, hot tack weld as described in welding shedule, as this will cause the oil canning effect on the side sheet.
- 30) Continue on construction, adding things in a logical manner, tacking first and leaving the full welding as late as possible before sealing things up.
- 31) The fuel filler tube and air breather are installed prior to attaching floor.
- 32) When fitting foam, ensure it is above the hull and sitting on top of the stringers

- 33) When fitting the dash panel check that it is diagonally in the middle and square
- 34) Make sure it remains flat during the fitment of the flat bar around the opening
- 35) Be careful that the dash is flat.
- 36) Fit the cabin nose plate stiffening prior to fitting the bonet, (this can require a bit of careful sit trimming to make sure it fits correctly.
- 37) Be careful that the bonet is well tack welded to the Anchor box bulkhead before attaching the very front bonet and fitting the flat bar around the opening.
- 38) I recommend stitching the transom wall against the side sheet and chemically sealling it with Sikaflex.
- 39) I recommend fitting a nylon board between the engine and the pod.
- 40) Buy good quality bungs, as some of the plastic ones leak.
- 41) Weld 50mm x 3mm flat bars between the internal combing and the side sheets up high so they will not be seen at 1m intervals, for the cables to sit on.

WARNINGS

These warning do not replace work cover authority and Australian Standard guide lines and rules, they are just here to highlight points to remember

- 1) Ensure all work is clamped well before welding cutting, sawing & drilling.
- 2) Never use grinders with lock on switches
- 3) Ensure all electrical equipment is in good order and safe to use.
- 4) Never work when tired or after consumption of alcohol.
- 5) Never work in confined spaces alone.
- 6) 2 or more people are required for construction until the final turnover.

CAUTION

- 1) IF IN DOUT ABOUT YOUR WELDING BRING IN A QUALIFIED WELDER TO CHECK AND CORRECT WELD FAULTS.
- 2) IF YOU DO NOT FEEL CONFIDENT IN YOUR WELDING ABILITY, TACK WELD THE BOAT AND BRING A QUALIFIED WELDER AT KEY POINTS TO WELD AND SEAL.

DO NOT SIT ON THE GUNWALE UNTIL AFTER IT IS FULLY COMPLETED & WELDED, AS THIS WILL CAUSE IT TO DROP DURING CONSTRUCTION

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TITLE 7.6M-T2 HULL & POD
NOTES OF INTEREST

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SCALE
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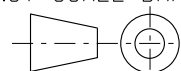
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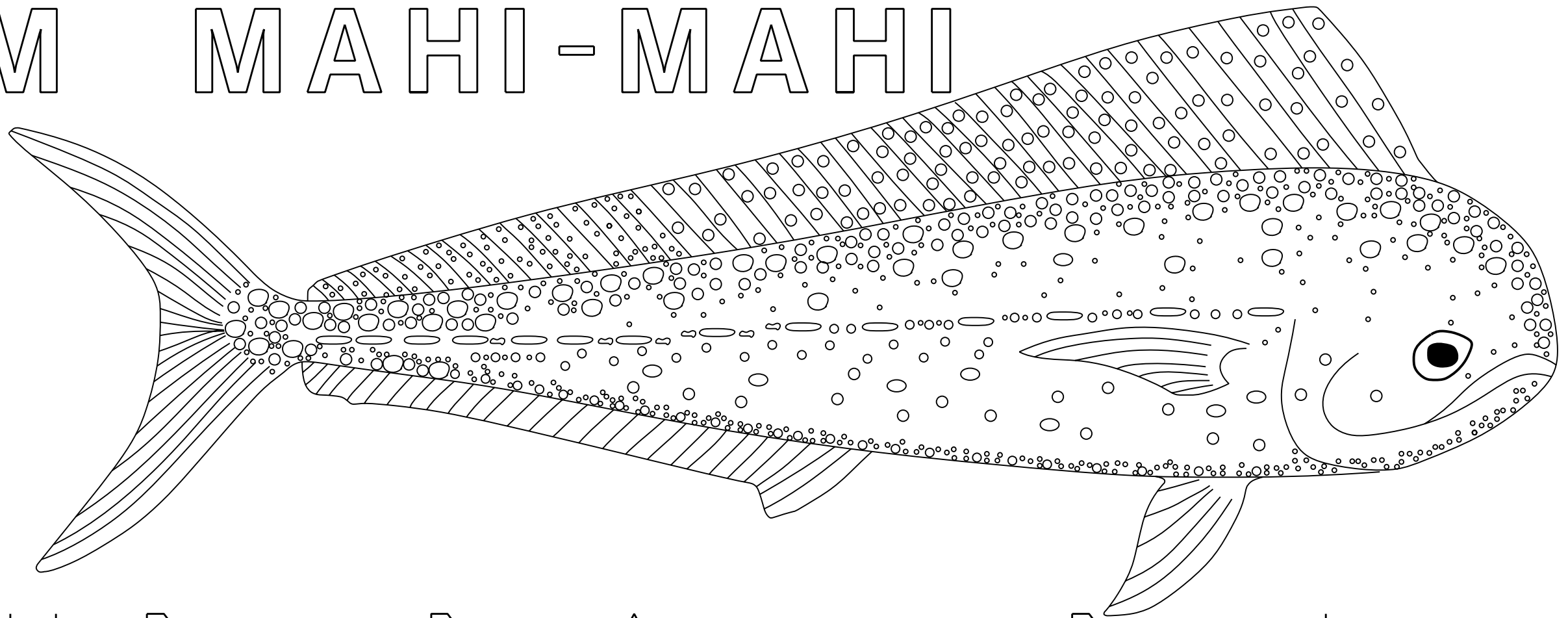
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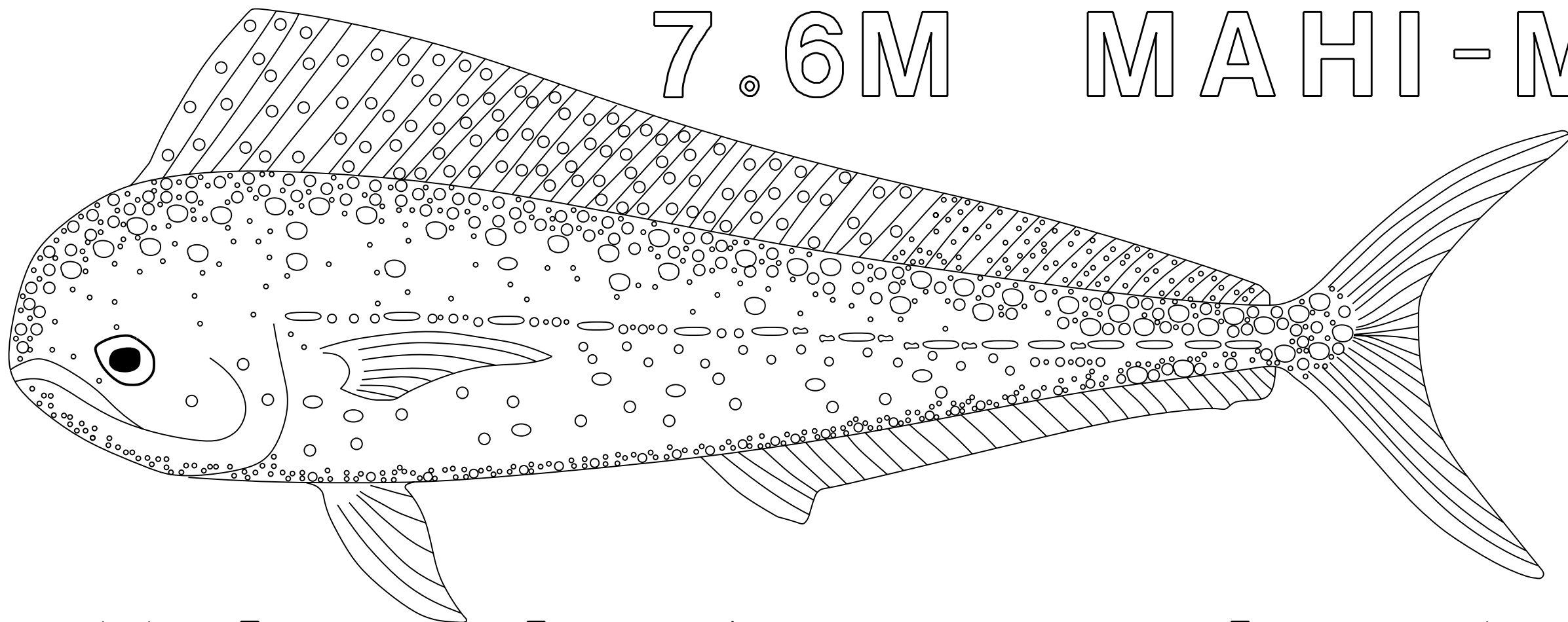
7.6M MAHI-MAHI



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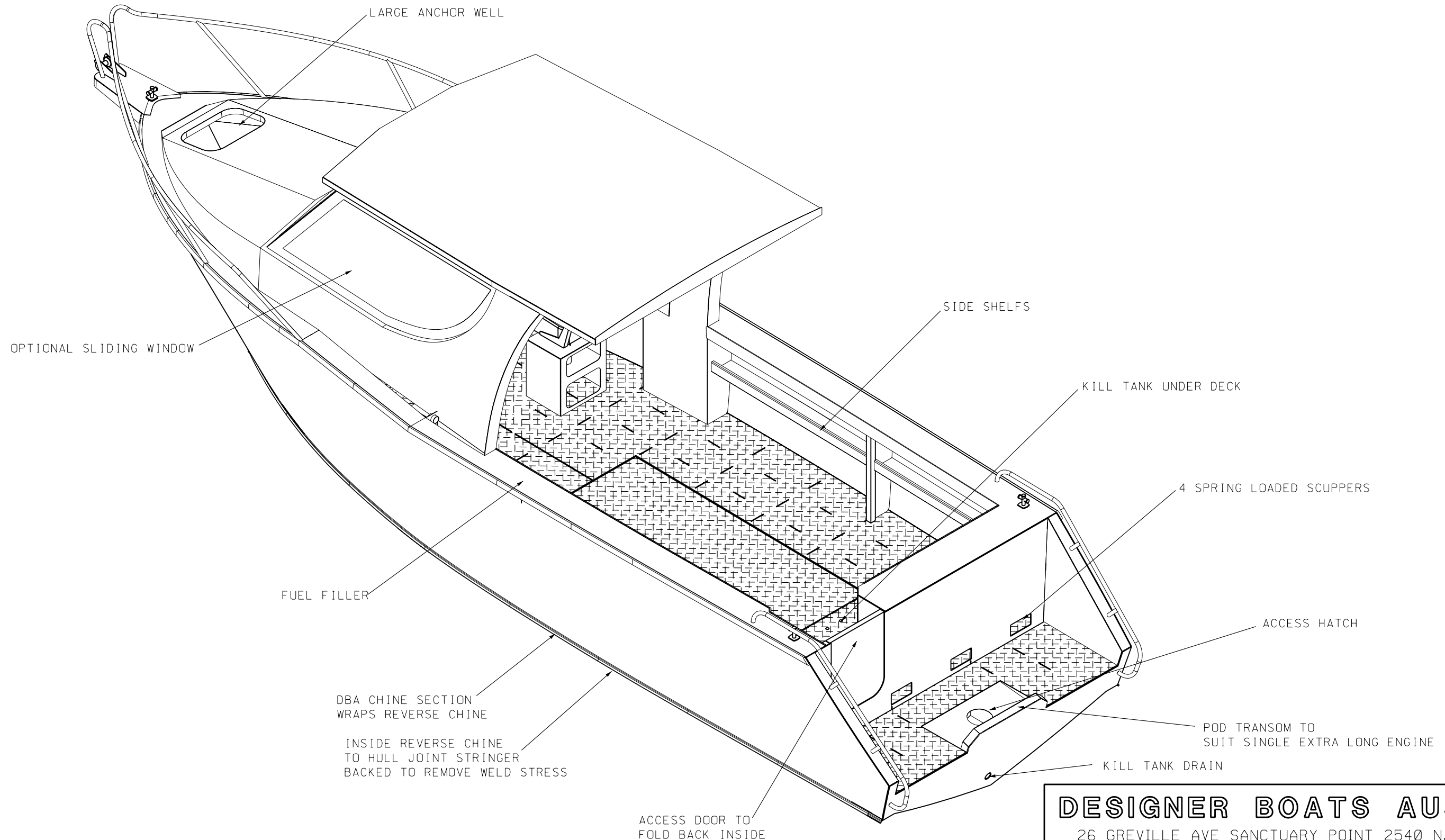
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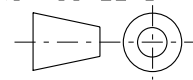


RIGHT ISOMETRIC VIEW

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 RIGHT ISOMETRIC VIEW

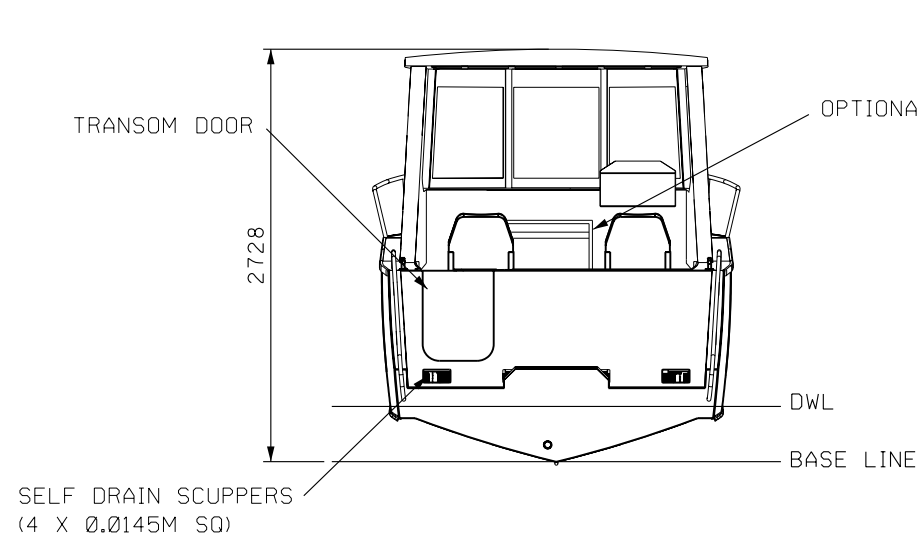
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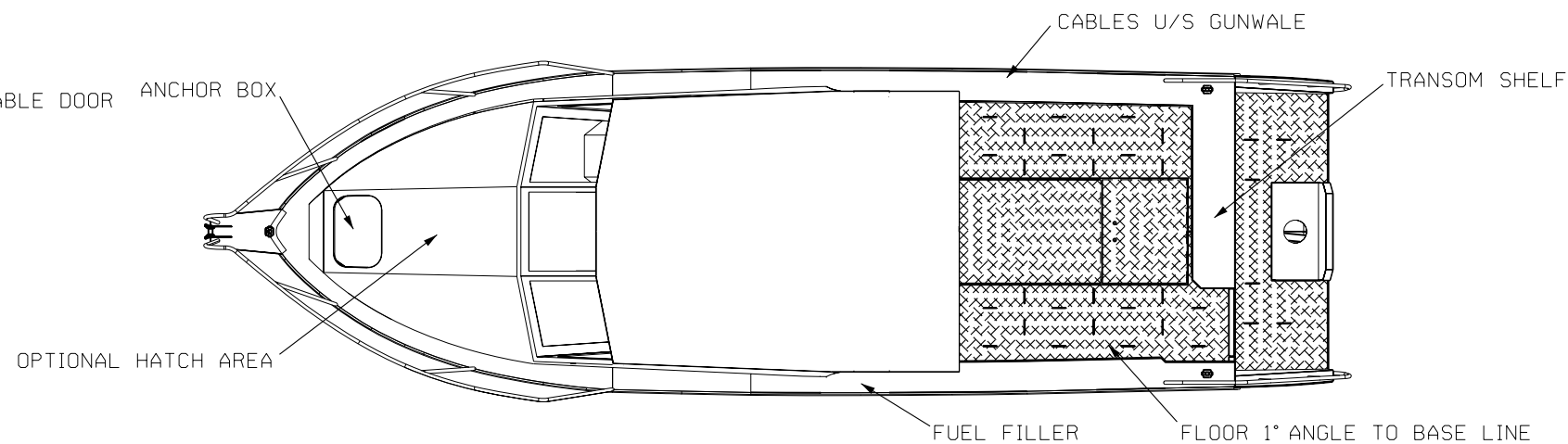
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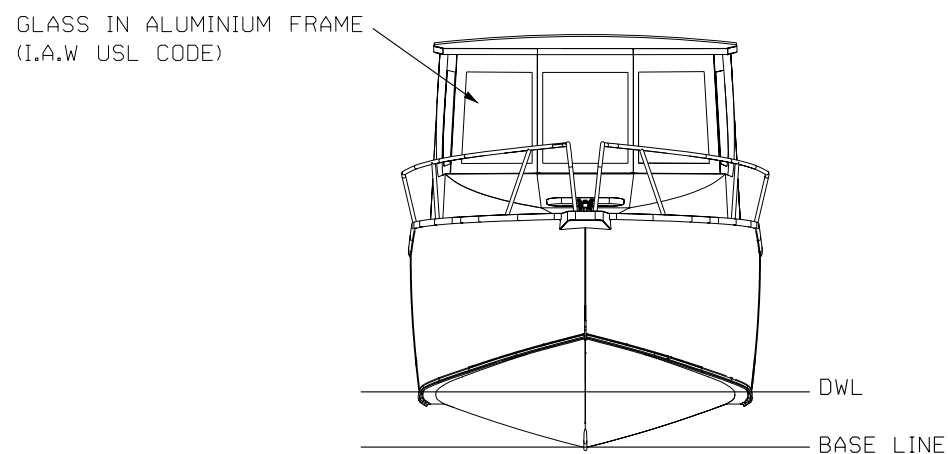
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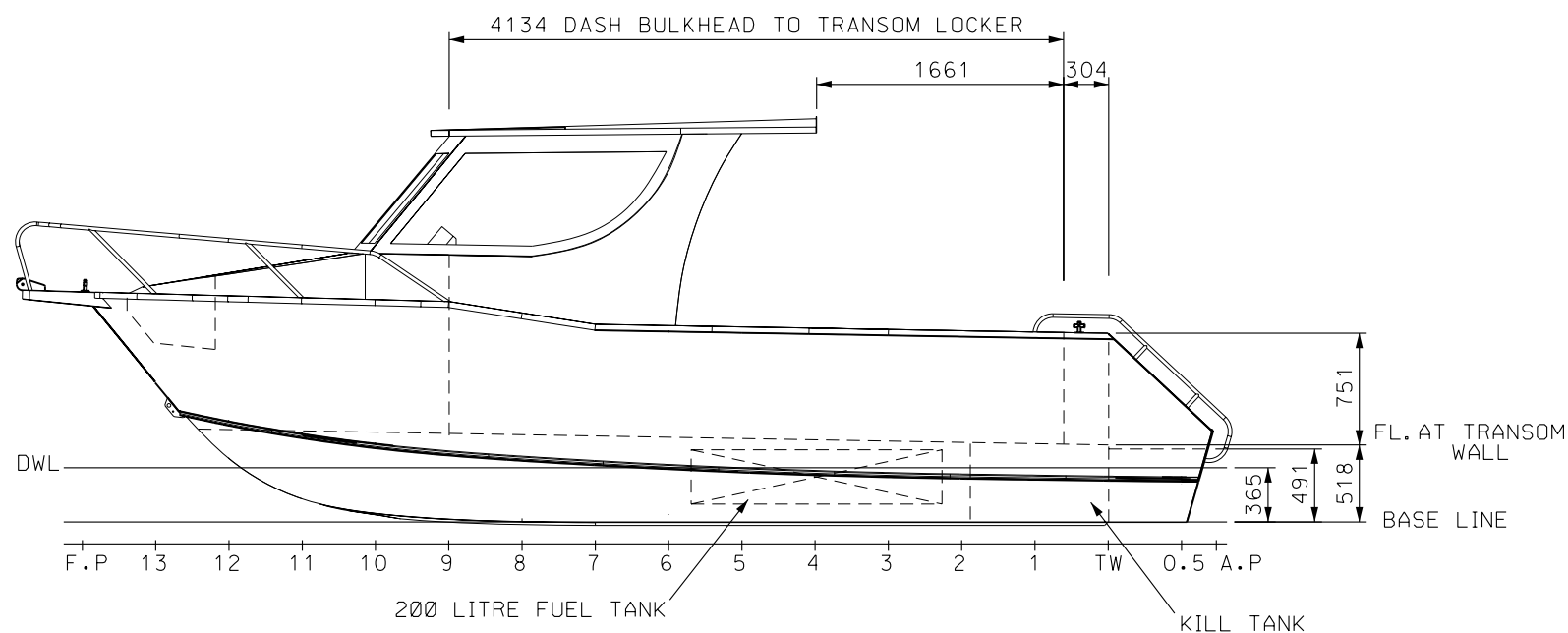
REAR BODY



PLAN



BODY



PROFILE

PARTICULARS

DISPLACEMENT @ READY TO GO (NO PASS): 1930 Kgs (S.W)
 LENGTH OVERALL 7.602 m
 LENGTH LOAD WATERLINE: 6.422 m
 BEAM AT DECK: 2.340 m
 BEAM AT DWL: 2.184 m
 MAX FREEBOARD 1.183 m
 DEAD RISE AT TRANSOM 16 degrees
 DRAFT: 0.357 m
 MAX: 260 HP
 MASS CONTROLS, MOTOR & BATTERIES: 340 KGS
 FUEL: 200 LITRES

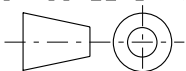
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 GENERAL ARRANGEMENT

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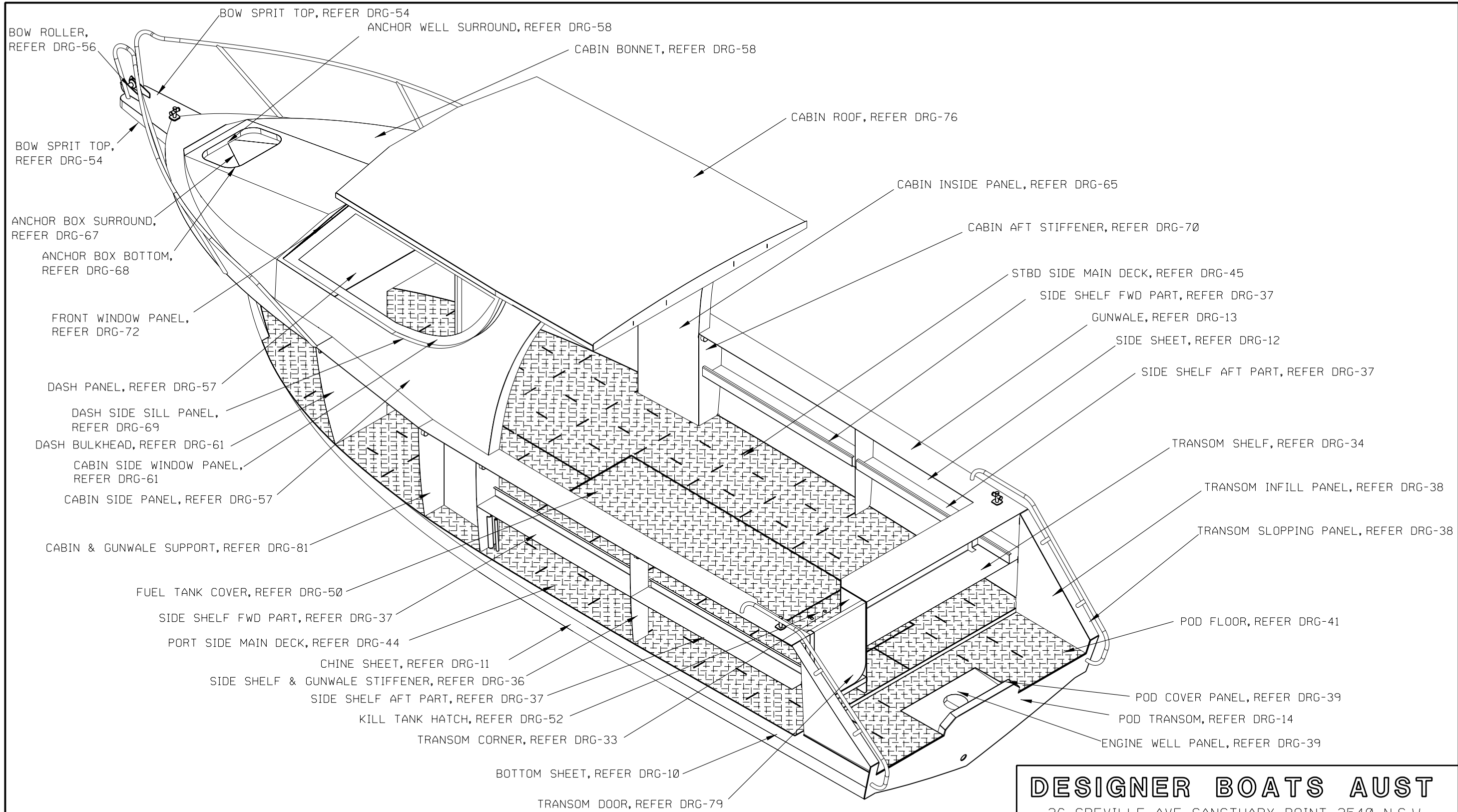
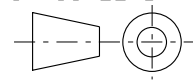


PLATE ARRANGEMENT

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 PLATE ARRANGEMENT**

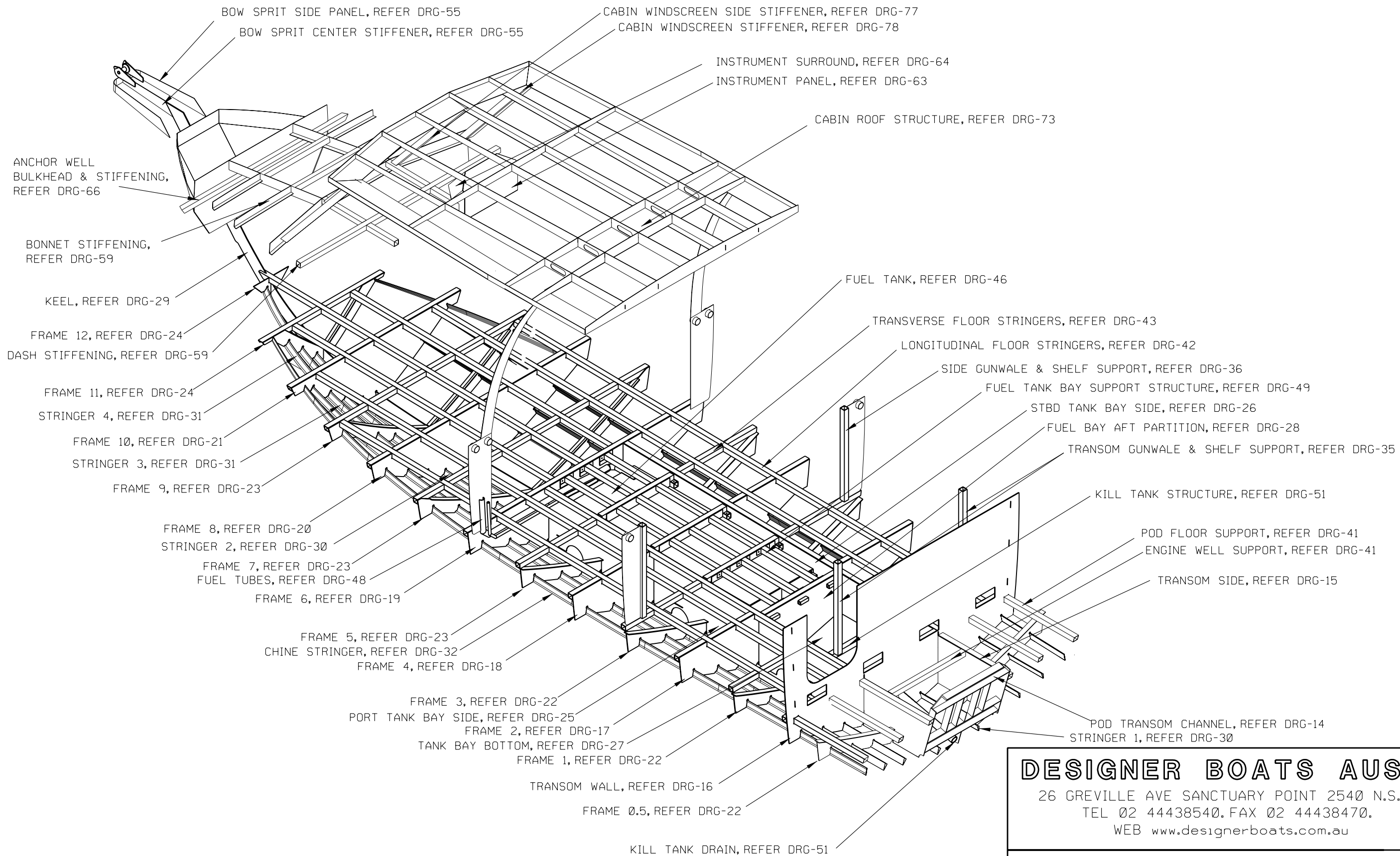
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STRUCTURE ARRANGEMENT

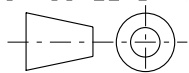
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