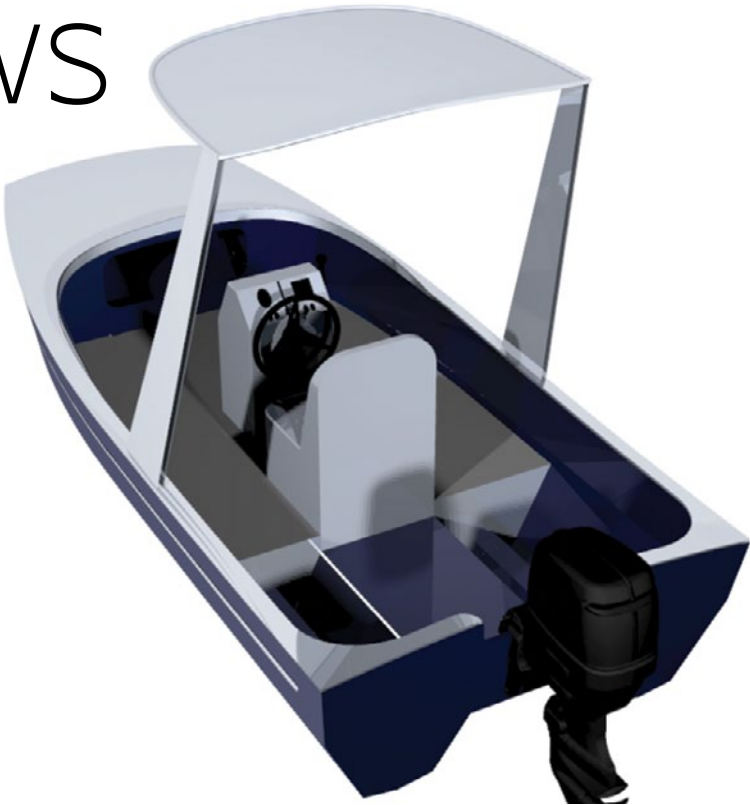


4.2m RIPPLE

Design News

CRAIG SCHIONNING provides an update of this design:

The Ripple tenders have created much interest but this size, even though is too large as a tender for an average size cruising boat, is well suited as a tender for a larger boat or as a capable day boat for fishing or exploring.



This design has the capability to allow for a centre console with walk-around wet-deck forward and also the option of a targa hardtop. It can be built from a range of different materials as per the other designs of this range. The three choices in material are Gaboon plywood, plain foam or Duflex panel in either balsa or foam core. Interestingly the Duflex balsa is almost the same weight as the plywood option so with careful building the plywood project can still achieve a good result. Any of these

material options can be supplied as a kit to fast-track the build and reduce the technical skill level required. Quite a few builders have opted for the building plans separately and developed all their parts from the plans. This adds time to the project but some builders enjoy the entire process.

The building process in either case is no different because once the full sized parts have been developed from the plans the assembly process is the same as for the kit. In the assembly process the first job is to construct the MDF build

frame which provides the jig for the hull to be built over. This same jig works for each type of material with the hull panels fastened to the frame dry. This allows plenty of time to ensure the panels are positioned correctly and running fairly etc. Once the builder is happy with the fit of the panels all longitudinal seams/ chines can be filled. In the case of the Duflex panels all that is required is a tape over the chines whereas with the plywood and plain foam panels, these need to be fully glassed (plywood only externally with a light layer).



The next step is to fair the hull while it is still secured to the jig. This is an ideal small exercise for a beginner builder with a few challenges involved. For many who have chosen one of these builds, they are trying their hand at composite boat building on a smaller scale before committing to a two or three year project.

In Hervey Bay there are three of this design being built side by side. These are being built using a Duflex balsa kit and they are being fitted with a centre console and wet-deck. At time of print they were nearing the painting process with completion not far off. We will bring everyone news of the triple launching when it happens.

For more information please contact: www.spiriteddesigns.com.au

specifications

LOA	4.2m / 13ft 6"
BOA	1.86m / 6ft 1"
Draft	100mm / 4"
Design Displacement	125kgs / 132 pounds

Est. Finished Weights (Open Boat Version)	
Gaboon Plywood	102kgs / 224 pounds
DuFlex Balsa	97kgs / 213 pounds
DuFlex Foam	85kgs / 165 pounds
Bridgedeck Clearance	180mm / 7"
Payload	300kgs / 661 pounds
Max Engine Size	30hp
Estimated Build Hours	85 (basic standard finish)
DuFlex Foam Kit Cost	AU\$4995.00 excl. gst
DuFlex Balsa Kit Cost	AU\$4665.00 excl. gst
Plain Foam Kit Cost	AU\$2955.00 excl. gst
Gaboon Plywood Kit Cost	AU\$2480.00 excl. gst
Building Plans	AU\$400.00 excl. gst
Estimated Additional Cost to Completion	AU\$350.00 excl. gst (excl. cost of outboard)



Three Ripple tenders side by side.



Offset steering console design shown.

