

Dehler 34

Racer-cruiser

After looking at the Danish X-35 it will be fun now to take a look at the German Dehler 34. These two boats are very similar. The Dehler is designed by Judel/Vrolijk and is laid out with more emphasis put on cruising comfort. There is more headroom in the Dehler and the transom is not open. The rig of the Dehler is smaller than that of the X-35. There is no mention of one-design class racing in the promotional material of the Dehler.

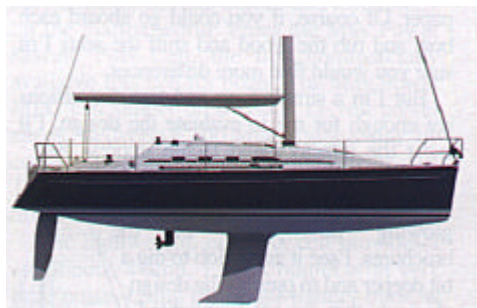
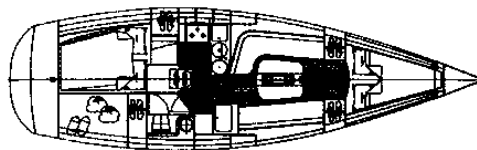
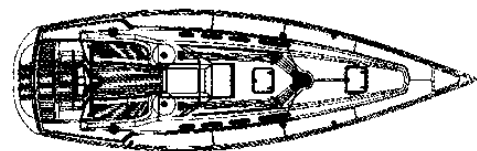
While both the Dehler and X-Yachts boats weigh about the same, the Dehler has a longer DWL at 30 feet, 6 inches, seven inches longer than the X-35. This gives the Dehler a D/L of 156 compared to 163 for the X-35. Beam is essentially the same with the X-35 being two inches beamier than the Dehler. The X-35 has 441 pounds more ballast. The standard draft of the Dehler is 6 feet, 2 inches compared to 7 feet, 1 inch for the X-35. This is a significant difference. So, if for the sake of argument we consider all other elements about equal, the extra draft of the X-35, combined with its greater ballast, would probably give it an edge upwind. I prefer the conventional look of the Dehler's keel fin to that of the X boat. I don't have hull lines for either boat so I would be guessing if I compared hull forms beyond the basic brochure dimensions. Both hulls look sweet and fast to me.

Dimensions aside, I think the biggest difference in these two models is that the interior of the X-35 is plainly laid out; Spartan in comparison with the layout of the Dehler. The Dehler will feel comfy and inviting when you go below. The large settees will make for a good conversation area and

two couples can sleep in relative comfort. The galley is small but I can't imagine doing too much more than this in a 35-footer if you want to salvage any cockpit area at all. We spend most of our time on deck so I would always give the cockpit precedence over the interior. The position of the keel-stepped mast does not interfere with the saloon layout at all. Of course, the Dehler's emphasis on interior comfort means that they will need more headroom in more of the boat, and this results in a bit of a lumpy looking cabintrunk. But remember, cabintrunk heights are always exaggerated on two-dimensional drawings. It will be a good-looking boat I'm sure. Dyform wire is standard as are Spectra main and genoa halyards.

The fractional rig of the Dehler has double spreaders swept 20 degrees. You can get either wheel steering or tiller steering so the mainsheet traveler location will vary depending upon your choice of steering system. I like the idea of a tiller. Once you are docked or anchored that tiller can be essentially removed from the cockpit while the wheel and its cumbersome pedestal and console will always be in the way. Use a tiller and get a nice telescoping hiking stick. It's a great way to feel your boat. The working genoa for the Dehler looks to be about 130 percent. That's not too much.

The SA/D of the Dehler is 20.1. Considering that the X-35 has a SA/D of 24.56, this may be the biggest difference in the overall character of the two designs. I can see where the interior of the Dehler would be heavier to build than that of the X-35 and that may account for the difference in ballast. But in choosing rig size the designer must target his market. Racers want horsepower. Cruisers want ease of handling. You just can't have a mom and pop cruiser with a SA/D over 22. It takes too much work and technique to keep the rig de-powered in a breeze



and cruisers are notorious for not reefing soon enough. "I think we are going to die!" "OK, better think about a reef then." I've beaten this subject to death over the years and I've taken both sides, but as I "mature" I tend to favor more modest rigs for cruisers with SA/Ds between 17.5 and 20.5. It's no fun to be overpowered. The Dehler's 18-horsepower Yanmar genoa will provide plenty of light-air zip.

The Dehler uses a balsa-cored hull and deck. The hull and deck are laminated together while the hull is still in the mold to create a monocoque structure. The keel fin is a hybrid cast iron fin with a lead bulb to get a low VCG.

This is an excellent example of a mid-sized multipurpose boat.



LOA 33'6"; LWL 30'6"; Beam 10'6"; Draft 6'2" (Standard), 4'10" (Shoal); Displacement 9,920 lbs.; Ballast 3,307 lbs.; Sail area 580 sq. ft.; SA/D 20.1; D/L 156; L/B 3.19; Auxiliary Yanmar 2GM20 18-hp; Fuel 24 gals.; Water 43 gals.

Dehler North America, 2129 South Canal St., Chicago, IL 60616, (773) 384-2357, www.dehler.us.

OBE: \$168,500
Our Best Estimate of the sailaway price