

# Dehler 36

## Performance Cruiser

I used to tell people to buy the biggest boat they could afford. That was before my love affair with my own 26-footer. It doesn't cover the distances the way a bigger boat would, but it does offer a lot of carefree fun. But the other night while sailing with my wife and son I needed to use the head, and in a chop and a 25-degree heel angle that was an athletic feat. There's just not enough room to assume the position with any style and grace. Experience with a new 35-footer of my own design has led me to start thinking that 35 feet is the perfect size for the type of sailing I do. Thirty-five feet gives you headroom and head room.

This new Dehler is designed by Judel/Vrolijk and aimed at family cruising with the emphasis on performance. Twenty years ago we would have called this model a racer-cruiser. This boat would make an excellent and comfy PHRF racer. There is only 49 gallons of water tankage so I think this precludes the Dehler from being

**"I think this is my type of boat.  
Handsome, comfortable and fast."**

considered an offshore cruiser. There is 24 gallons of fuel tankage.

Twenty years ago almost all boats began looking like IOR boats. Racers and cruisers alike sported pinched ends. Today we see the same thing happening based upon the IMS-encouraged features, i.e. extremely short ends. The difference is that IOR features made no sense whatsoever on cruising boats while IMS-encouraged features lend themselves positively to any boat. The only pragmatic drawbacks to the near plumb stem are getting the anchor back on board without whacking the stem and the fact that bow overhang makes for a dryer, if slower, boat. The 36 comes with a choice of either a 6-foot, 5-inch deep fin or a shoal fin drawing 5-foot, 3-inches. The D/L for this design is 170. Note how broad the stern is.

The near plumb stem has one very distinct advantage for cruising boats. Consider a design brief where the LOA is fixed. Now extend the waterline in the current fashion. This pulls volume and cabin sole forward making for more accommodation volume. Look at the way this V-berth is

wedged up into the bow while retaining at least 24 inches of width to the cushions at the toe end. Unfortunately none of this additional volume has been used to make a bigger fo'c'sle.

The accommodation plan shows double berths for two couples. The aft head has a small hanging locker that I don't think is big enough to allow enough air circulation to dry wet gear. The galley shows those sexy Euro round sinks, but I think rectangular sinks work better for washing dishes. The icebox is minimal. There are three generous hanging lockers in this boat. The nav station is well laid out, and the saloon looks big enough for entertaining. The aft double quarter berth will require some quasi-erotic gymnastics if you need to get up during the night. Engine access looks to be excellent.

The rig is a fractional sloop rig with the spinnaker hoist slightly taller than the hounds. The spreaders are swept. The SA/D is 18.89, and that's enough

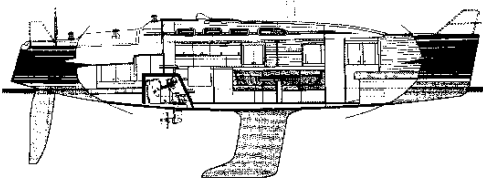
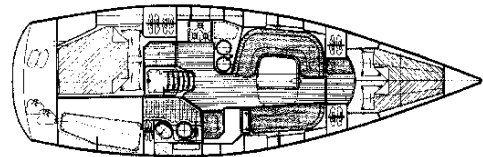
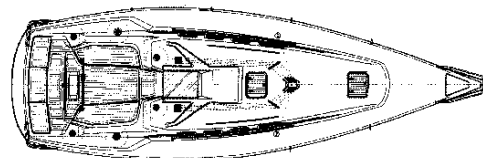
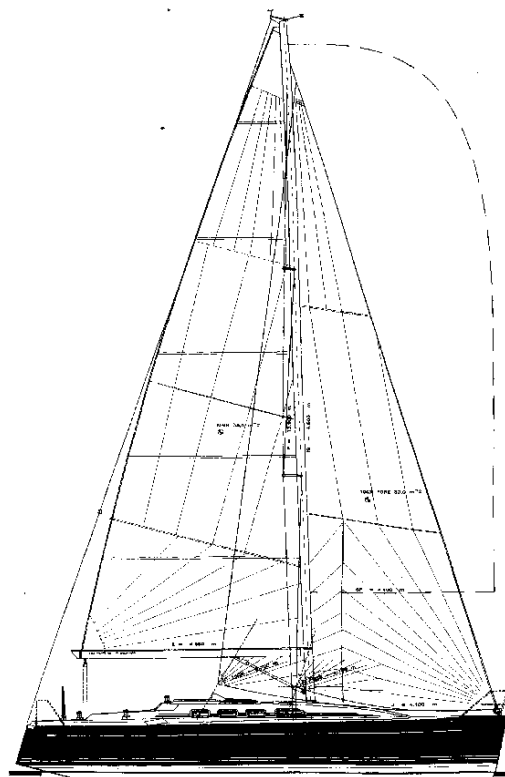
horsepower per pound to keep the most demanding sailor happy. However, this is enough rig to become overwhelming for the "hacker" when the wind picks up. Some cruisers are far better off with lower SA/Ds that don't require the anticipation and sail-handling skills required by the higher-powered boat.

The cockpit benefits from the broad stern. There is a large diameter wheel with the mainsheet traveler directly ahead of it. The cockpit coamings are chopped off before they get to the helmsman, allowing him to sit on the deck. The recessed companionway makes for a snug "nook" for the person operating the halyards. There is a flush anchor well forward. Jib tracks are up off the side deck and on the chamfered bottom edge of the cabintrunk.

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# Sailing

Perry on Design



Family cruiser with style and speed.

LOA 36'1"; LWL 32'10"; Beam 11'6"; Draft (standard) 6'5", (shoal) 5'3"; Displacement 14,000 lbs.; Ballast 4,400 lbs.; D/L 170; SA/D 18.89; Sail Area 686 sq. ft.