

BOAT REVIEW BY DIETER LOIBNER

Compulsively Creative

A German knack for innovation and performance defines the new Dehler 47

WITH ITS NEW 47-FOOTER, Dehler delivers a performance cruiser that's loaded with inventive features and bears the signature lines of Judel/Vrolijk & Co. It also follows in the footsteps of the Dehler 33, a seminal IMS-based design of the mid-1990s credited with ushering in the present era of performance cruising boats.

floor beams are laminated to the hull for better distribution of rig loads. Dehler joins the hull and deck while both parts are still in the molds, then laminates the hull/deck joint with a wide swath of fiberglass tape.

The spacious and functional cockpit is segmented by the traveler track and a 72-inch wheel that recesses into the cockpit sole. The helmsman's position is comfortable, close to the winches, and has good forward visibility. However, with all sail-control strings led aft through tunnels on the cabin top, line tends to pile up.

This boat features a fold-

ings and the fact that nonskid on the coachroof is an option.

As one can expect from Dehler, the deck hardware is excellent. The test boat had an electric/hydraulic anchor-deployment system that folded in and out of the anchor locker at the push of a button. But the lack of a backup system and the inability to set another anchor on a second roller concerned the judges.

Alvah Simon liked the sliding companionway hatch and the transparent and tinted drop-down Lexan washboards: "One of the better, more seaworthy hatches that

we've seen," he said.

The boat is offered with four different interiors appointed in warm cherry and executed with solid joiner work. The judges commended vented lockers, dividable berths in the aft cabin, a forward-facing nav station, a functional galley with fridge/freezer, and a three-burner stove/oven. The plumbing system has plenty of scuppers, a manual backup bilge pump, and a central discharge valve for draining the freshwater system.

The boat maneuvered and performed very well under engine and sail. The three-bladed Flex-O-Fold propeller produced plenty of thrust in forward and reverse. With its tall, three-spreader rig, an 8-foot standard keel, and a sail area-to-displacement ratio of 21.51, the Dehler 47 made the most of the anemic 8-knot breeze.

The Dehler 47 took home the 2005 Boat of the Year award for production cruisers above 45 feet. "To me, the 47 was a mix of good ideas," judge Bill Lee said. "And it sailed very nicely."

Dieter Loibner is a former CW associate editor.



The Dehler 47's slender hull and sharp, plumb bow hint at its excellent sailing abilities.

In early 2005, Dehler was acquired by Dutch entrepreneur Wilan van den Berg, who aims to consolidate marketing, sales, and production while increasing brand awareness.

The 47's slender, shallow hull with a sharp, plumb bow hints at excellent sailing capabilities. It's laid up by hand with multidirectional fabrics over end-grain balsa core. The

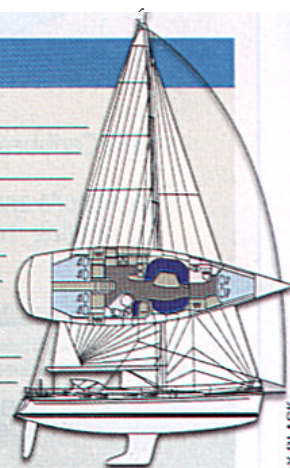
down stern scoop for easy access to water toys or scuba gear. The block-and-tackle system on the test boat seemed insufficient for safe and effective operation by a shorthanded crew, but an optional hydraulic mechanism would address this issue.

Deck flow from the cockpit forward was unobstructed, and there was enough room to stow a dinghy. However, the Boat of the Year judges criticized the absence of mast rail-

Dehler 47

LOA	46' 10" (14.30 m.)
LWL	41' 4" (12.60 m.)
Beam	14' 0" (4.26 m.)
Draft (shoal/std.)	6' 6"/8' 0" (1.98/2.44 m.)
Sail Area (100%)	1,228 sq. ft. (114 sq. m.)
Displacement	27,500 lb. (12,500 kg.)
Water	118 gal. (447 l.)
Fuel	71 gal. (269 l.)
Engine	55- or 75-hp. Yanmar saildrive
Designer	Judel/Vrolijk & Co.
Price	\$560,000

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