

Dehler 47

Performance cruiser

If the J/133 is a little too small for you maybe this new 47-foot Dehler would do. Designed by Judel/Vrolijk this new model is intended to be the flagship of the German-built Dehler line. While you could probably call this model a racer-cruiser, I like to think of it as just a good all-around boat. It sure is good looking.

The D/L is 174. It's 10,000 pounds heavier than the J/133. The rocker has a distinctly different character to it compared to the Js. Note how the rocker of the Dehler appears to flatten out amidships. Just for fun let's measure the angle made between the counter profile aft and the DWL. It's 19 degrees for the Dehler, 18 degrees for the J/133 and 12.5 degrees for the CR 470. You would usually assume that the boat

This is a beautifully laid out boat that comes in four interior versions. The accommodations aft of the mast remain the same but you have four choices of how you want the bow area arranged. You can have two staterooms that share a head or you can have one big crew "bunkhouse" with no head. You can have Pullman double with forward head or you can have centerline double with head aft. They all look fine to me but my preference would be for the centerline double with head aft. I do not like that dinette settee arrangement in the saloon. It's sexy, I'll give it that,



The dodger folds down into a crevice tooled into the top of the house.

The SA/D is 21.55. The rig is a fractional triple spreader-type with spreaders swept 18.5 degrees. All standard halyards are Vectran and standing rigging is Dyform.

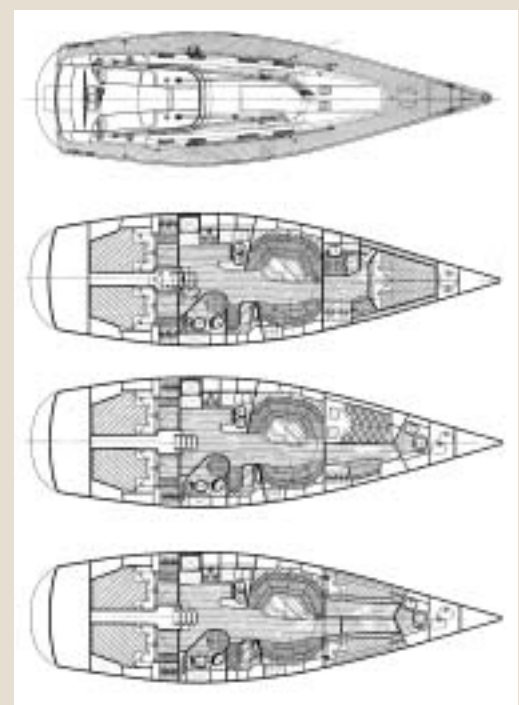
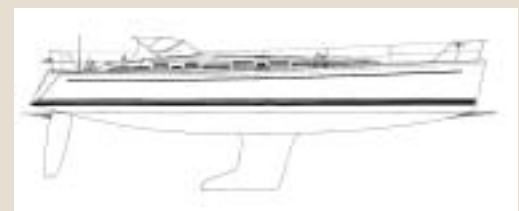
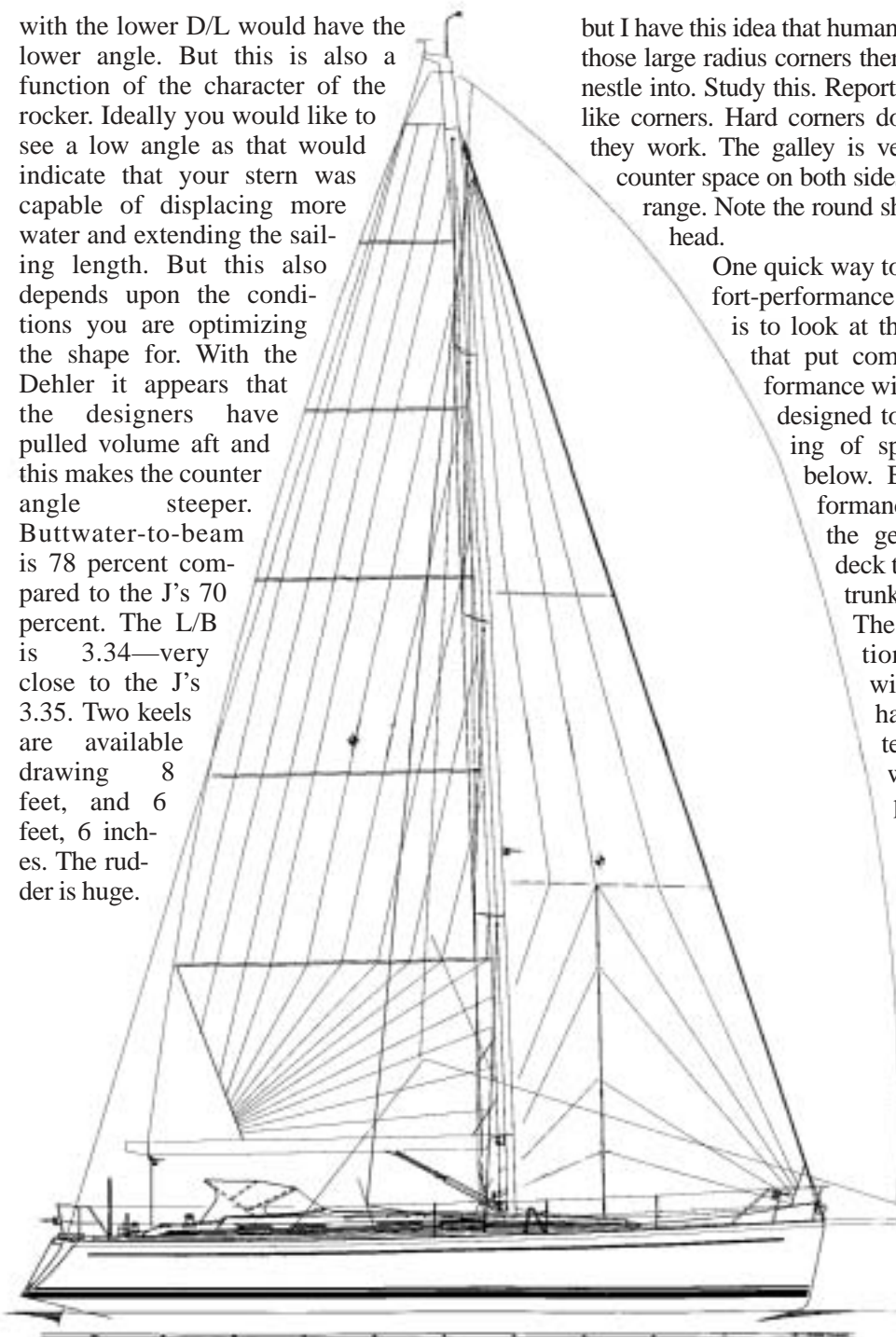
This appears to be a beautifully built yacht. The interior is finished in cherry and in the pictures it looks superb.

One quick way to spot how the comfort-performance balance is oriented is to look at the deck plan.

with the lower D/L would have the lower angle. But this is also a function of the character of the rocker. Ideally you would like to see a low angle as that would indicate that your stern was capable of displacing more water and extending the sailing length. But this also depends upon the conditions you are optimizing the shape for. With the Dehler it appears that the designers have pulled volume aft and this makes the counter angle steeper. Buttwater-to-beam is 78 percent compared to the J's 70 percent. The L/B is 3.34—very close to the J's 3.35. Two keels are available drawing 8 feet, and 6 feet, 6 inches. The rudder is huge.

but I have this idea that humans seek corners. With those large radius corners there is just no place to nestle into. Study this. Report back to me. People like corners. Hard corners do not look sexy but they work. The galley is very nice and I note counter space on both sides of the sink and the range. Note the round shower stall in the aft head.

One quick way to spot how the comfort-performance balance is oriented is to look at the deck plan. Boats that put comfort ahead of performance will have a cabintrunk designed to give the best feeling of space, light and air below. Boats that put performance first will orient the genoa tracks on the deck then draw the cabintrunk to fit inside that. The fact is that additional cabintrunk width would probably have been over counters and settees anyway, so it's more practical to keep the side decks wide. It does look better. There is a slight indent in the transom that appears to be a swim step but in reality the entire center of the transom folds down to make a huge swim step and revealing a large cavity aft where you could stow stuff—and you know how cruisers like stuff.



LOA 46'10"; LWL 41'4"; Beam 14'; Draft 8' (Standard), 6'6" (Shoal); Displacement 27,500 lbs.; Ballast 11,000 lbs.; Sail area 763 sq. ft.; SA/D 21.55; D/L 174; L/B 3.34; Auxiliary Yanmar 56-hp; Fuel 71 gals.; Water 118 gals.

www.dehler.us

OBE: \$529,000

Our Best Estimate of the sailaway price