

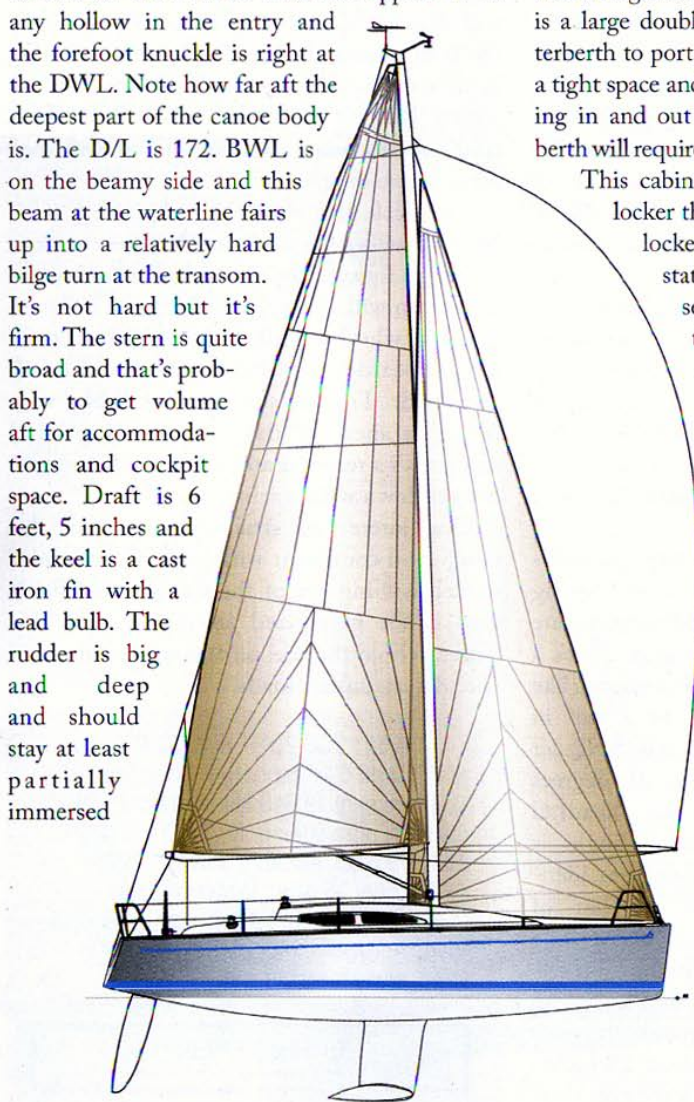


Dehler 34

Racer-cruiser

I have a pretty complete promotional package for this new Dehler 34 but what is not there are any comments explaining what this boat is intended to be. I kind of like that. Most promo packages would have you believe that the new boat is a world cruiser and a club racer, a floor polish and a dessert topping. Without being influenced by comments like that we can just look this design over and see how it would fit our individual needs for a boat in this size range and style.

The design is by Simonis-Voogd. The hull form shows short ends and plenty of beam with an L/B of 3.01. There does not appear to be any hollow in the entry and the forefoot knuckle is right at the DWL. Note how far aft the deepest part of the canoe body is. The D/L is 172. BWL is on the beamy side and this beam at the waterline fairs up into a relatively hard bilge turn at the transom. It's not hard but it's firm. The stern is quite broad and that's probably to get volume aft for accommodations and cockpit space. Draft is 6 feet, 5 inches and the keel is a cast iron fin with a lead bulb. The rudder is big and deep and should stay at least partially immersed

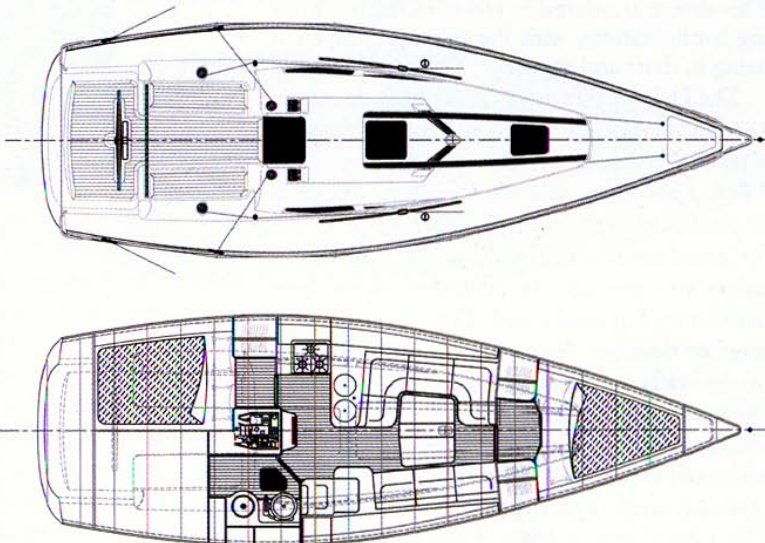


when the boat is at extreme heel angles. I think this hull could be a fun PHRF racer if you race in a fleet of less than grand prix-styled boats.

I like the layout. There is nothing novel or fancy about the geometry of it but it looks to me like the special priorities are well thought out. There is a large double quarterberth to port. This is a tight space and crawling in and out of that berth will require some potentially awkward poses.

This cabin includes a good-sized hanging locker that I suspect will become the wet locker. There is a face-forward nav station to starboard with a dedicated seat. The galley is big enough and the designers were smart to leave counter space on each side of the range. I don't see how there is much room for an ice box and I assume it is outboard of the sinks. It has to be minimal. The rest of the layout is very workable. The head is big and I'm glad they did not try to divide it with a shower stall area. Forward of the mast headroom will be less than standing but that's just the price you pay for that nicely shaped cabintrunk. Headroom in the galley is all I need.

The sailplan shows a tall fractional rig but the draftsman forgot to draw in the spreaders and standing rigging. We can see from the deck plan though that the spreaders will be swept 19 degrees and the chainplates are inboard. The 107-percent



jib will have a 12.5-degree sheeting angle. The SA/D is 22.25 so there is enough power there to satisfy the experienced racer without the rig being intimidating. North Nordac sails come standard on the boat. I find this boat to be very good looking.

The deck layout should work for racing with the big wheel aft and the wide traveler at seat-top level. I like the sculpted coamings forward in the cockpit. I'm not sure how that rolled shape will work for footing as you exit the cockpit but it sure looks good. I also like the recessed panel in the top of the house. This area is teak covered and adds eye candy to the cabintrunk. The side decks are also teak covered. There is a flush well in the bow for ground tackle.

To my eye this appears to be a well rounded, handsome design that should work for family cruising or racing.

LOA 34'6"; LWL 30'9"; Beam 11'5"; Draft 6'5"; Displacement 11,266 lbs.; Ballast 4,079 lbs.; Sail area 699 sq. ft.; SA/D 22.25; D/L 172; L/B 3.01; Auxiliary Volvo Penta 18-hp; Fuel 22 gals.; Water 43 gals.

Dehler North America, (773) 843-2497, www.dehler.us.

OBE: \$204,526

Our Best Estimate of the sailaway price