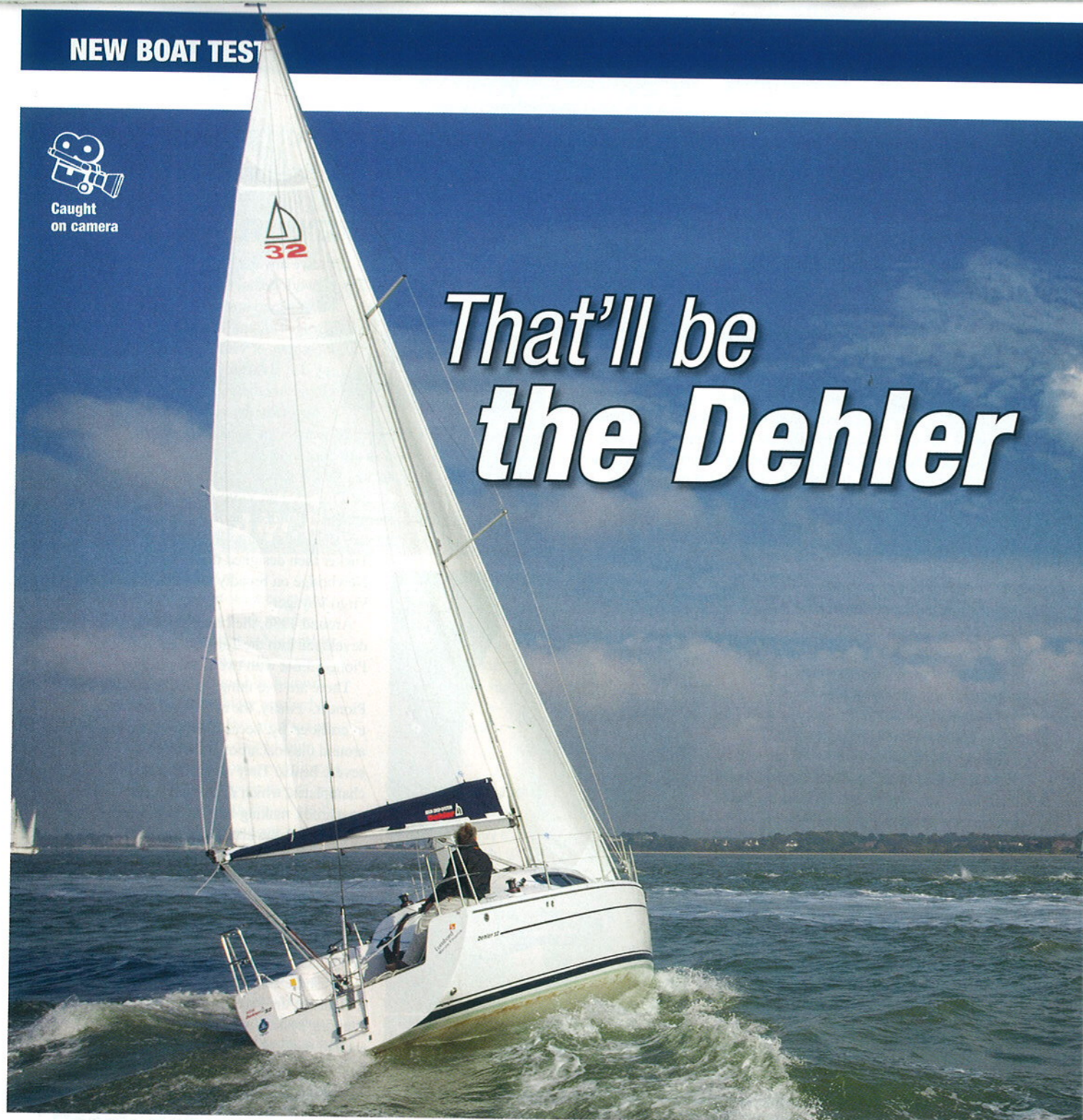




Caught on camera



# That'll be the Dehler



PHOTOS ROD LEWIS



Washboards drop cleverly into the bridgedeck. A nifty storage solution.



Dehler has always been known for producing quality yachts with a pleasing dash of performance to them. Miles Kendall stepped aboard their new 32-footer to see if Dehler continues to delight.

The first decade of the 21st century saw a shake up of the marine industry, a process that was accelerated by the credit crunch. Builders who could not make ends meet either went to the wall, were bought for a song by venture capitalists or were swallowed up by bigger brands. The latter was the fate of Dehler, the established German builder that was taken over by fellow boatbuilders, Hanse.

Hanse was smart enough not to mess with the brand and has let Dehler play to its

strengths, producing a limited number of fast cruiser-racers that are built to last. The Dehler 32 is the latest launch and the choice of Judel/Vrolijk as designers shows a desire for a fast hull.

Pitched as 'a quality yacht for competitive skippers', the 32 is a welcome addition to the smaller end of the market. Few yachts position themselves as out-and-out racers or solid and slow cruisers – instead they occupy the massive grey area, claiming to offer both performance and comfort. This

is certainly the case with the Dehler 32 and the three keel options, ranging from 1.98m to 1.43m, indicate that she is being pitched at a range of markets. Further options enable owners to fine tune their yacht's racing capability. A Performance Pack costs £20,200, while other extras, such as side ports in the aft cabin and heads, will be considered essential by most buyers. Excluding them from the standard fit out is either disingenuous or shows a welcome flexibility of pricing – you decide! »

## Caught on camera: Dehler 32 boat test



Did you know we're now videoing our new boat tests?

Created by our media partners Yachting TV, this web video, and others like it coming soon, will give you a real insight into the sights and sounds of an ST boat test.



Caught on camera

Visit [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk) to view this test.

Visit [www.yachtingtv.co.uk](http://www.yachtingtv.co.uk) for this and more sailing cruising videos.



1



2

ACCOMMODATION

Saloon (1)

The 32 has a traditional layout for a yacht of this size with a central table and double drop leaves. The keel stepped mast passes through the forward end of the table and intrudes on the space. There is a small step up from the galley/nav area and headroom of 1.83m (6ft) reduces forward – though there is more room beneath the large central hatch. Ports open over the galley and chart table. There is stowage in all the usual places, though the plastic sliding locker covers will not be to everyone's taste. The styling is a modern twist on a classic look and overall is successful.

Galley (2)

The galley is to port and – just like the chart table – is well integrated with the saloon. There is a shortage of work surface area and a cover for the single sink and oven would be needed. There is stowage beneath the sink, under the oven and on narrow shelves, though there is no real space for the plates, mugs and bowls needed by a crew of four or six.

The fridge is deep and well insulated with ample room for all the necessities: beer, wine and other contraband.

Navigation area (3)

The nav area is compact and elegant with form and function both satisfied. The chart table is hinged at the outboard edge, but has no supporting strut. There is a narrow shelf and a further cubby hole for books or gear.

A shelf and locker within the foot of the table provide further stowage with room for a toolbox beneath the seat. A dedicated LED nav light is a nice touch.

Aft cabin (4)

Space is always at a premium at sea, so finding a berth that is 2.20m (7ft 3in) long makes one wonder if the designers could not have used the room more wisely. The berth



4



3

is clearly long and is also wide with a large double locker providing hanging room for the blazer and plenty of shelves for the yacht club tie and other prizegiving essentials. The wood finish is limited to this locker and a long shelf, with the white sides giving a spacious feel.

Forecabin (5)

There is a symmetrical layout in the owner's cabin with tall lockers both sides and shelves running the length of the 1.87m (6ft 6in) V-berths. The exposed, moulded deck head feels somewhat stark and the plastic panelling on the sides is light but far from luxurious.



5

The joinery is nicely finished but traditional and there is a reasonable standing/crouching room of 1.77m (5ft 10in).

Heads (6)

The heads compartment is aft of the chart table with a loo facing inward. With no attempt to squeeze twin aft cabins in, there is room for a hanging locker with a deep bin beneath it.

Hatches open into the cockpit and outboard and, combined with a downlighter and the white moulded units, create a bright feel. There's plenty of mahogany veneer too. Stowage is beneath the sink and behind sliding doors with plenty of room for the flannel.



6



1

ON DECK

Cockpit (1 & 1a)

Our test boat had a curved tiller that rose up from the cockpit sole and could be conveniently lifted out of the way. Wheel steering is an option. The sporty set up has the mainsheet track running right across the open deck abaft the tiller, while cruisers can opt for the sheet to be led to a block in the centre of the cockpit. Most owners retain the standard open transom though an optional box/bench can totally enclose the cockpit and prevent the dog disappearing over the stern. There is a large locker to starboard and the coamings are curved and comfortable though more designed for sitting out on than snuggling behind on long passages. Washboards drop cleverly into the bridgedeck meaning they are always to hand and gas struts hold lockers open or closed.

Side decks (2)

An absence of non-slip moulding to the coamings and aft cockpit seats will protect oilies, but could be slippery at sea. There is an integral GRP toerail and lines from the mast are led aft under covers. The genoa cars are adjustable from the cockpit. The shrouds are led outboard and there is a cleat amidships. It all makes for a practical set up with good room to go forward.

Foredeck (3)

The coachroof retains its height forward of the mast before sloping down to the foredeck. The furling line comes straight from the coachroof and is led across the foredeck, reducing friction but creating a tripping hazard. It disappears through the cover of the anchor locker to the furler that is recessed at the very point of the bow with guardrails either side rather than a conventional wrap-around pulpit.



2



3



1a



4

Rig (4)

There are twin swept back spreaders and the Selden rig has plenty of pre-bend. Rod rigging is available as an option either individually or as part of the race pack and shows the designer's racing ambitions. Spectra adjustments to the backstay and the 24:1 adjustment on the mainsheet show that this is a rig that was set up to be tweaked.

Sails (4)

North Sails' Dacron C-Cut come as standard though performance orientated sailors will opt for a £3000 upgrade to North's ACL T-Cut main and jib. Racers can also choose the 'race equipment' package that includes spinnaker halyard, aluminium pole, jib inhaul system and cunningham.

Caught on camera



1

UNDER WAY



2

Closehauled (1)

A brisk breeze and bright sun made for perfect boat test weather with the wind gusting from Force 3 to Force 5. This was the boat's first proper sail since commissioning and, with everything sheeted in hard, she picked up speed with alacrity and was soon making around 6.3kn at a very respectable 35° to the apparent wind of 17kn. There was even scope to pinch higher without killing boat speed. The test boat had the standard keel and the leeward scuppers were often awash, yet there was never any indication of the rudder losing grip.

Reaching (2)

With the wind on the beam, the Dehler 32 powered along, recording a top speed of 7.3kn. We were getting near reefing stage but she was never truly overpowered by the gusts, thanks to an expert hand (dealer Andy Hinds) to ease sheets or drop the traveller. She tacked very neatly and the manner

in which she picked up speed was a truly joyous sensation.

Running (3)

With the breeze at 120° the log showed 5.6kn and goosewinged we made around 4kn in 7.5kn apparent breeze. A firm hand was required on the helm on the faster points of sail and the 32 showed slightly twitchy tendencies, but the sight of water surging past the rail and the hiss of a rapidly receding wake meant much was forgiven.

Under engine

A two-blade 'Flex-o-fold' propeller is linked via Saildrive to the 18hp Volvo D1-20. The deep, thin rudder seemed unusually sensitive to propwash, with the tiller amplifying these vibrations. The helm could not be left to tidy a sheet or nip to the chart table. With the tiller thrust over, the 32 turned on a sixpence and picked up way in astern without any propwalk. A firm hand was needed on the tiller, but she was easy to manoeuvre.



3

CONCLUSION

The Dehler 32 strikes a happy balance between performance and control. She is close winded and fast, yet not unmanageable, even in a blow. Her small jib is easily handled and you'll be close tacking through the moorings just because you can. She can't be left to her own devices, either under power or sail, and so is not the best boat for those seeking undemanding sailing. Down below she is short on stowage in places and some of the styling lacks imagination, but overall she is well finished and good looking. A cut above your average cruiser-racer, she will give pleasure for decades to come.

For

- Stiff and fast
- Range of options
- Good value

Against

- Limited stowage below
- Sensitive helm balance
- Exposed cockpit for cruisers

SPECIFICATIONS – DEHLER 32

LOA	9.8m	32ft 1in
LWL	8.94m	29ft 4in
Beam	3.23m	10ft 7in
Draught	1.74/1.98/ 1.43m	5ft 8in/6ft 6in/4ft 8in
Displacement	4310kg	9501lb (standard)
Ballast	1480kg	3262lb (standard)
Sail area	56m <sup>2</sup>	603ft <sup>2</sup>
Fuel	110ltr	24gal
Water	100ltr	21gal
Berths	6	
Engine	18hp Volvo D1-20	
Designer	Judel/Vrolijk	
Builder	Dehler Yachts	
Dealer	Inspiration Marine Tel: 02380 457008 www.dehler.co.uk	
Price	£87,000 including VAT, commissioning and delivery	

Arcona 340



The Arcona 340 received a rave review in these pages last year. Built in Sweden, the range has a great reputation for strength, thanks to the galvanised steel chassis that it is at the heart of each yacht. Down below, the layout is conventional with a central table and two straight benches. On deck the mainsheet track transects the cockpit forward of the wheel. There is a partly open transom offering easy access aft without sacrificing all stern seating. There's a large cockpit locker for cruising kit, though it could also be home to a wardrobe of racing sails.

Price: £138,000 Contact: www.arconayachts.com

Elan 310



The Elan 310 is more race orientated than the Dehler 32 and her open transom and aggressive chine certainly mark her out as a modern performance yacht. It is that same chine, along with the twin rudders, that make her such a delight to sail, both in terms of performance and ease. She tracks well and the helm is always light, though the wide cockpit calls for a more athletic sailing style. The interior does not have the same quality feel as the Dehler's, though the bright styling will appeal to younger buyers, and removable lockers can help reduce racing weight.

Price: £95,000 Contact: www.elan-marine.com

First 30



The Beneteau First 30 was given a high profile launch at last year's Southampton boat show and the demo boat's bright pink livery made her unmissable. She was designed by Juan Kouyoumdjian, well known from the America's Cup and Volvo Ocean Race so promises to be fast. The on the water practicalities should be well sorted too with technical fine-tuning supervised by French ocean sailing superstar, Michel Desjoyeaux. The twin rudders and chine show her kinship with Open 60s. Below she is simple, bright and modern – though stowage is limited.

Price: £95,475 Contact: www.beneteau.com

Hanse 325



Dehler is now part of the Hanse group of companies and the Hanse 325 shares some features, most importantly the respected design team of Judel/Vrolijk. The 325 is a development of the popular 320 and adds a more rounded coachroof and cherry joinery that is well finished. The cockpit is more conventional with a helmsman's seat abaft the wheel. The mainsheet is led to a block in the centre of the cockpit sole. The fully battened main and blade jib offer rewarding performance while one compromise below is the aft facing nav station at the end of a saloon bench.

Price: £74,000 Contact: www.hanseyachts.co.uk