

INCORPORATING OFFSHORE YACHTING

Sails

SUPERSIZED

THE 34TH AMERICA'S CUP GOES TO THE NEXT LEVEL WITH AC72 SUPERCATS

TOP 10

LUXURY CRUISING YACHTS

GOLD HUNTER

OLYMPIC CONTENDER TOM SLINGSBY TAKES THE LASER WORLD CHAMPIONSHIPS IN THE RUN UP TO WEYMOUTH

THE BIG DRY
WET WEATHER GEAR GOES TECHNICAL

CUTTING EDGE
SAILMAKING TAKES ON A TECHNICAL TWIST

YACHT REVIEWS
THE NEW DEHLER 41 AND FARR 400



CRUISING LOG
FOLLOWING ON THE TAIL OF THE BIG CATS

JUN/JUL 2012
 A\$8.95 / NZ\$9.95
 PP: 255003/09/82

9 771446 117003

Designed by Judel/Vrolijk the 41 hull is the second Dehler penned by owner Hanse's long term designers. Often with so called 'cruiser-racers' the compromises negate one another, leaving you with a bouncy cruiser and an underperforming twilight racer.

Not so with the Dehler 41 which really does offer the prospective owner both cruising and racing paths to follow. The performance cruising route has a flush mounted furler, cockpit table, folding bathing platform, microwave, inverter and moderate draft. Alternatively with IRC/ORCi racing in mind the second path would be a deep lead keel, carbon or alloy rig with movable bowsprit, open cockpit and forestay taken right to the stem.

Distributor Windcraft reports significant interest from owners of cruising yachts who are seeking a more performance orientated boat. So far three 41s are in Australia with one in Sydney Harbour, another arriving in Melbourne and a third that will be at the Sydney International Boat Show. The 41 follows on from the popular Dehler 32 (80 sold worldwide in 18 months) and two of these recently arrived in the country.

RACE COCKPIT

The cockpit is a race orientated area but has large lockers either side yet with plenty of room for race crew to move around, while a removable table can divide the space up. The teak cockpit table comes with sturdy stainless handrails and double wings, allowing enjoyable al fresco dining. Shallow lockers on either coaming offer unusual but useful storage, probably intended for iPads or other tablets – increasingly popular aids for navigation.

Deck gear is well specified with oversized Spinlock XTS jammers on either side of the cabin top to lock all the lines while a pair of Harken 40.2 winches sit alongside. Primary winches are H46.2s but were upgraded to H50s on the review boat with the mainsheet ones behind for the mainsheet track – that ran just in front of the twin race-style binnacles. Here, the racing steerer is well catered for with large diameter Carbonautica GRP wheels. The bare binnacles mean all instrumentation is midships with mast located Nexus jumbos in clear view. A downside of this race setup is the distance of sight from key instrumentation when in cruising mode – such as compass and additional readouts which are



Discerning Deutschlandler

THIS NEW GERMAN CRUISER-RACER HAS ITS FEET FIRMLY IN BOTH SIDES OF THE CRUISER-RACER EQUATION WHICH MEANS OWNERS CAN CHOOSE TWO PATHS TO FOLLOW WITH THE QUALITY 41 FOOTER FROM DEHLER, REPORTS KEVIN GREEN.

mounted on the saloon bulkhead. However there's room in the starboard side engine control box for the autopilot so the steerer can operate the Simrad AP24. Underfoot are several lockers, including life raft space and access to the large portside quarter area. The open transom can be closed off with a teak clad swim platform, part of the Cruising Pack option.

Teak is also an option on the cabin top – a hardwearing surface for working crew – while on deck a moulded toerail was smooth enough to allow hiking out. Other good features include large, retractable cleats all around including midships while up forward in the pulpit a deep anchor locker has a sizeable horizontal Lewmar windlass with single roller.

that further enhances the quality feel, is also hard wearing. Key cruising needs are well met in the form of opening side hatches and large top hatches, all with OceanAir blinds, but lighting is halogen rather than the more efficient LED.

The saloon dinette wraps around a full sized table with keel stepped mast dominating while opposite the lounge bench can double as a berth. Behind it, the portside navigation table slides so it can allow the navigator to look forward or backwards while also making space for a two metre settee berth. Above the nav table, the electrical control panel opens to reveal quality cabling and substantial junction box. While looking around here I also noticed the high quality finish on the inside hull. Alongside

points are to hand – impellor, oil and water filter while from the guest cabin a wide hatch cover gives good side access to other items including the dipstick and 90ah AGM starting battery; while dual 165ah AGM house batteries are under the portside settee.

For ablutions, the elongated bathroom near the companionway is large with two distinct areas for the manual head and shower while beyond is a door to the large portside storage area – a good alternative to a spare cabin for both cruisers and racers. This setup is also a great wet locker area for race crews hanging gear, while keeping the main saloon dry.

The owner's cabin in the forepeak has a full width bed along with two adjoining night tables plus double wardrobes either side. The Visco mattress gave good support to my 70kg, 5ft 10inch frame when stretched out. Natural light is a bit measly due to minuscule portlights but there's enough headroom to avoid feelings of claustrophobia. An option here is a forward bathroom which would give added comfort to this owner's area.

QUALITY HULL BUILD

The hull has Judel/Vrolijk's signature smooth lines, moderate beam with tall topsides and U-shaped sections. The hull layup is vinylester foam core and built using the infusion process. The pressurised infusion process ensures a high consistency of resin throughout the hull; it's relatively expensive and has significant setup costs but thanks to new owners Hanse, the Dehler remains reasonably priced. The hull is strengthened with mid-section beams for supporting the rig and stays. Keel options can be a T-shaped racing fin or the more cruising orientated L-shaped keel with less draft. A traditional deep spade rudder connects by cable to the twin helms.

The Selden alloy rig comes with two swept back spreaders, twin adjustable backstays and outboard wire shrouds. The 9/10 fractional rig can be upgraded to carbon if your budget allows. With the race course very much in mind a symmetrical spinnaker setup with carbon pole came with the review boat. The alternative, for flying an asymmetric, is to run a prodler from alongside the anchor roller and hoist the kite from a small roller furler. A Tuff Luff headsail foil was fitted to the review boat and the owner had chosen North Sails Laminate cruising sails with 106% overlapping genoa.



CLASSIC SALOON

Moving down below is easy, thanks to the retractable (and adjustable) washboard which is a good feature on the main hatch; while teak steps guide you into the saloon.

Accommodation can be either two or three double cabins with bathroom near the companionway or forward; while the two cabin review boat gives dedicated cruiser-racers plenty of storage in either modes of sailing. The mahogany wood interior lends both a quality and classical look to the saloon with the hardwood finished edges blending with matching laminates on all doors and cupboards. A stylish brushed alloy trim running through the cupboards adds some contemporary flair to the classic looking saloon. Cream leather upholstery, an option

the panel, the cupboard could be used as a bulkhead for a plotter. Fixtures and fittings are also good with metal door hangs with positive locks on cupboards while drawers are soft close in the galley. Also, sturdy longitudinal metal handholds run along the window sills.

The galley has a two burner stove/oven, 130l top and front opening fridge with plenty of composite work surfaces for food preparation and good locker space. Useful options fitted included a stylish coffee maker and microwave. These are powered by 1600W inverter while a 110amp alternator which runs off the 39HP Volvo saildrive. Engine access is gained by lifting off the companion way steps, though gas struts and hinges would be preferable. For maintenance most of the key

BEST OF BOTH WORLDS
A classic timber finished saloon is brightened up with leather upholstery and a modern looking alloy trim through the cupboards.



AT SEA

A day's racing with owner Rod Pearse was an excellent way to test the mettle of the 41. The senior industrialist returned to sailing after a childhood on boats and initially chose the Hanse 430. "I ended up racing it more than cruising," explained Rod as we sailed off Pittwater. "So, along with my crew I wanted to move up a level".

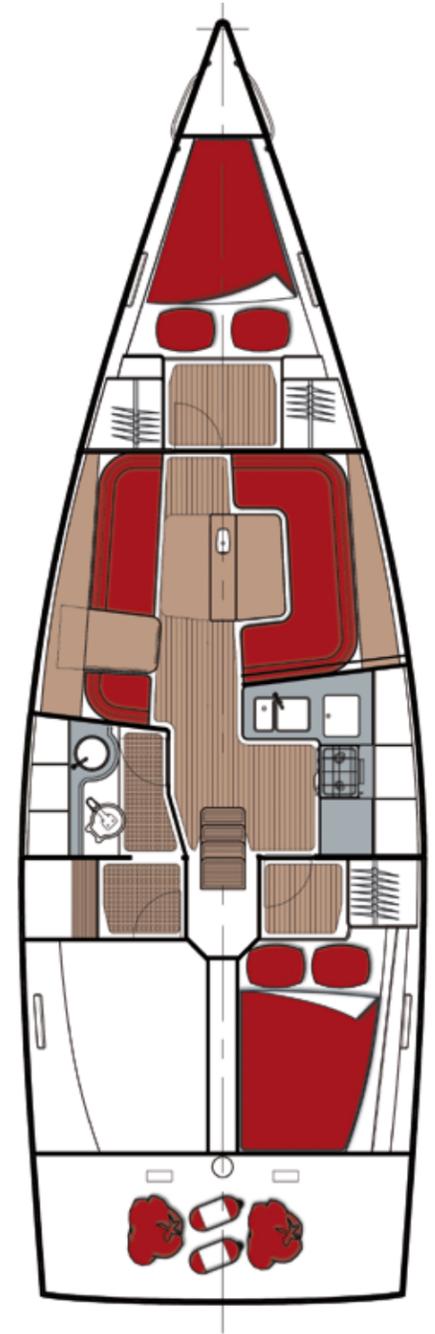
Moving up a level meant mixing it up with the big boys – our fleet included dedicated race boats like the new Ker 40 of Ed Psaltis and high end performance yachts such as the latest X-Yachts Xp38 – but Rod and his Corinthian crew clearly relished this steep learning curve. Our mix of younger and more senior crew members quickly found our places in the functional cockpit for the first beat on Broken Bay. The D41's fine entry bow cut through the heavy swells nicely. In the cockpit, trimming the primaries I had plenty of room to do my job, as they are sensibly well clear of the binnacles. Similarly with the mainsheet trimmer, who can sit comfortably in front of the helms, and thanks to the German mainsheet system, has either coaming to work from while the Harken track was also easily adjustable.

As the fleet spread out on a bumpy Broken Bay the D41 settled into her groove as we hardened up on the variable 12/14 knot breeze with the numbers on the jumbos peaking at about 8.1 knots as we pointed at 35 degrees. There were clear views of the genoa telltales as I sat hunched over the leeward primary winch, and could quickly cross the cockpit to load the lazy sheet on the other primary in readiness for our tack off Lion Island, which went without dramas thanks to the sheets running freely through the Harken cars on both sides.

Now on a beam reach we made for Pittwater. As we neared Barrenjoey Head, sheltered from the NE wind, conditions lightened as we edged our way across the smoother waters but still at a good 5.2 knots in the fading 6.3 knot breeze. The lighter airs had us tweaking the D41, shifting crew weight, changing halyard tensions, vang, Cunningham and backstay as we worked hard to keep her deep hull moving in the zephyrs of pressure as we ghosted over the finish line.

Taking a trick on the helm proved enjoyable as well, with plenty of response from the lightweight steering as I chased bands of pressure along the steep hillsides, spinning the hull through 80 degrees as we tacked on the knocks. The steerer can comfortably sit out on the broad, smooth coamings to watch the telltales and when healed over foot chocks offer good support; while the walkway between helms is clear. Throwing in a few gybes went without fuss as I leaned forward to take charge of the mainsheet from the helm position as the Dehler spun around nicely, I'd say. But with the evening's prizegiving to attend it was time to motor over to the marina so I cranked up the 39HP saildrive Volvo as we dropped the sails allowing the twin bladed prop to push us along at 8.1 knots (2800RPM) without any vibrations felt.

After a day spent on the Dehler 41 it's clear why this cruiser-racer is winning fans here in Australia as it definitely rewards the performance sailor both with a quality build and a decent performance. The other good news is that thanks to the Hanse Group's enormous buying power the new Dehler 41 can maintain the traditional quality of this 50 year old marque at a competitive price. www.windcraft.com.au



MODEL	Dehler 41
COUNTRY OF BUILD	Germany
DESIGNER	Judel/Vrolijk
LOA	12.40 m
LWL	11.50 m
BEAM	3.93 m
DRAFT	(standard / racing) 2.15 m / 2.40 m
DISPLACEMENT	8195 kg
BALLAST	2995 kg
MAINSAIL	55 m ²
JIB FURLING	37 m ²
SPINNAKER	149 m ²
ENGINE	Volvo 39HP sail drive
FUEL CAPACITY	110 Litres
WATER CAPACITY	295 Litres
PRICE	\$351,000 (base), \$377,186 (tested)