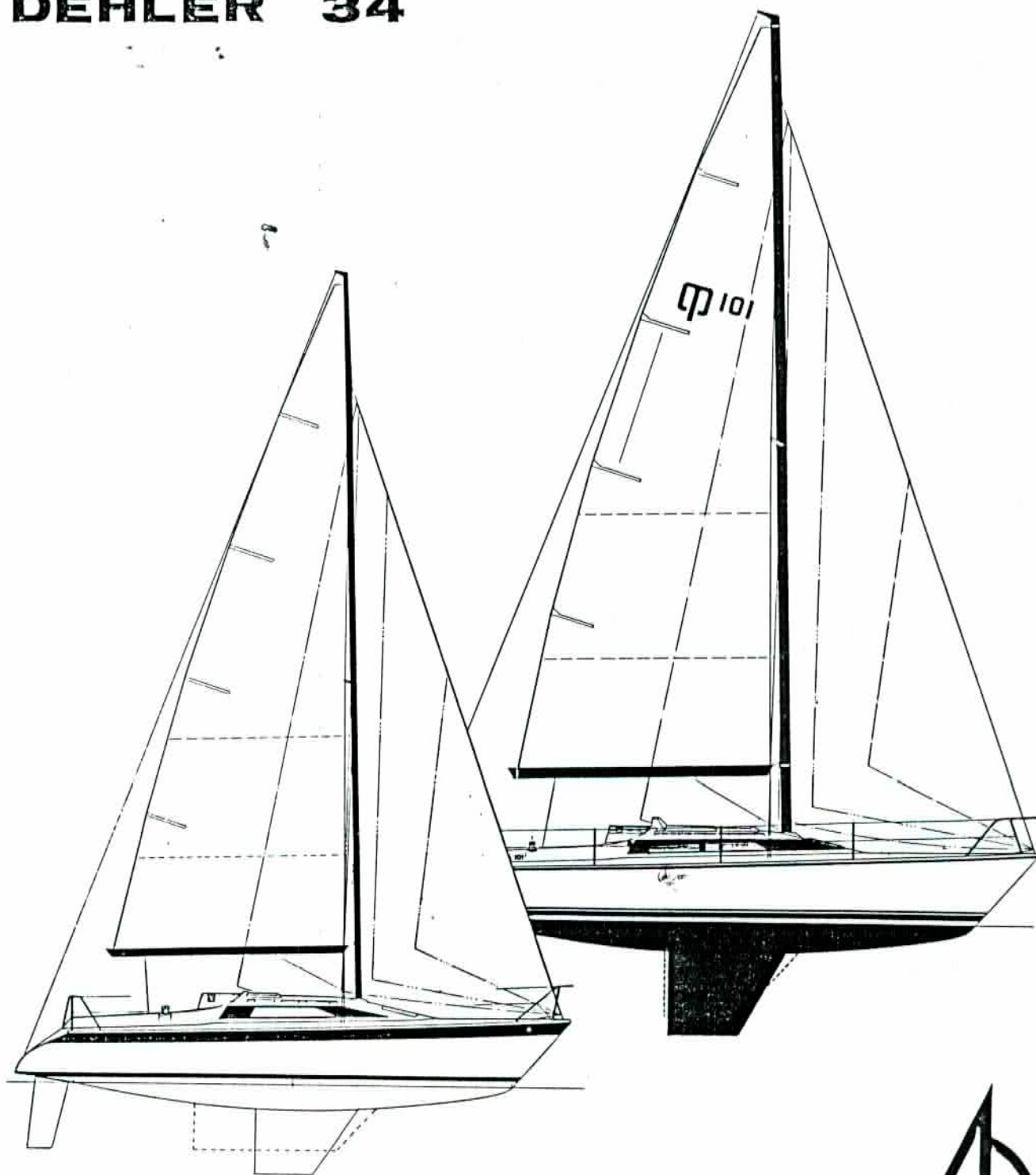


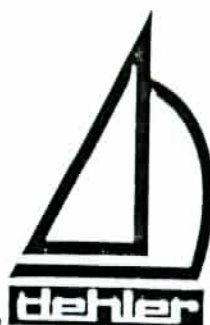
# OWNERS HANDBOOK

DEHLER 31

DEHLER 34



**DEHLER.** NEW ROADS TO THE WATER



DEHLER 31

PRINCIPLE DIMENSIONS

HULL  
(Approx):

Length O. A.	30.83 ft.	9.40 m
Length W. L.	24.27 ft.	7.40 m
Beam	10.17 ft.	3.10 m
Draft	4.75 ft.	1.45 m
Shallow draft (optional)	3.60 ft.	1.10 m
Displacement	7.055 lbs	3.2 tonnes
Ballast	2.866 lbs	1.3 tonnes

SAIL AREAS  
(Approx):

Mainsail	282 sq. ft.	26.2 sq. m.
No. 1 Genoa	296 sq. ft.	27.5 sq. m.
Total to windward	578 sq. ft.	53.7 sq. m.
No. 3 Genoa	198 sq. ft.	18.4 sq. m.
Jib	140 sq. ft.	13.0 sq. m.
Storm Jib	61 sq. ft.	5.7 sq. m.
Trysail	81 sq. ft.	7.5 sq. m.
Spinnaker	678 sq. ft.	63.0 sq. m.

I. O. R. RIG  
(Approx):

I	35.10 ft.	10.70 m
J	11.15 ft.	3.40 m.
L. P.	16.73 ft.	5.10 m.
P	36.74 ft.	11.20 m.
E	13.45 ft.	4.10 m.
SL	34.97 ft.	10.66 m.
SMW	20.07 ft.	6.12 m.

DEHLER 34PRINCIPAL DIMENSIONS

HULL (Approx):	Length O. A.	33.13 ft	10.10 m
	Length W. L.	27.23 ft	8.30 m
	Beam	11.15 ft	3.40 m
	Draft	5.74 ft	1.75 m
	Shallow draft (optional)	4.75 ft	1.45 m
	Displacement	8.818 lbs	4 tonnes
	Ballast	3.968 lbs	1.80 tonnes
SAIL AREAS (Approx):	Mainsail	292 sq. ft.	27.1 sq. m.
	No 1 Genoa	365 sq. ft.	33.9 sq. m.
	Total to windward	<u>657 sq. ft.</u>	<u>61.0 sq. m.</u>
	No. 2 Genoa	290 sq. ft.	26.91 sq. m.
	No. 3 Genoa	226 sq. ft.	21.00 sq. m.
	Self Tacking Jib	201 sq. ft.	18.72 sq. m.
	Heavy Weather Jib	167 sq. ft.	15.5 sq. m.
	Storm Jib	67 sq. ft.	6.2 sq. m.
	Spinnaker	780 sq. ft.	72.5 sq. m.
	I. O. R. RIG (Approx):	I	38.71 ft
J (No penalty)		11.97 ft	3.65 m
L. P.		17.96 ft	5.475 m
P		38.71 ft	11.80 m
E		13.45 ft	4.10 m
SL		38.64 ft	11.78 m
SMW		21.55 ft	6.57 m

# Alan Bourdon Yachts Ltd

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## DEHLER 34/DEHLER 31 SAILING RECOMMENDATIONS

### GENERAL OBSERVATIONS

The Dehler 34 and Dehler 31 class yachts can both be regarded as good performance family cruiser racers. In other words they not only serve as excellent family cruising yachts, they can be raced with success. The Dehler 34 hull form has been taken from the same mould as our previous race winning Dehler dbl I.O.R. Championship winning yacht. The slightly modified current Dehler db2 *SERIES III* is still about 80% dbl hull form. You will see therefore in the case of the Dehler 34 we have produced a potentially very fast racer cruiser which will perform well under I.O.R., the new Channel Handicap Rating System for cruiser racers, also in Club Handicap competition.

### RUNNING

Due to their moderate to light displacement these yachts are capable of surfing indeed sometimes planing downwind, which coupled to their  $\frac{3}{4}$  rig, fair sweet sections, excellent stability and powerful semi-balanced spade rudders, will give an excellent control. Both yachts are capable when running of carrying spinnakers in winds in excess of 40 knots true. Under these conditions the yachts can plane in excess of 15 knots which in turn reduces the apparent windspeed to about 25 knots. There is never any tendency for the yachts to bury their bows or roll in heavy weather down-wind conditions, providing you tack down-wind. Compared to a masthead rig it is even more important with a  $\frac{3}{4}$  rig to always tack down-wind with the apparent wind on the weather quarter. When sailing down-wind slacken off the adjustable standing backstay, ease the kicking strap slightly to straighten the mast. This will assist in balancing the helm in both reaching and running conditions. Also ease the mainsail luff and foot tension, also the genoa luff tension, to maximise full flowing sails.

### REACHING

The Dehler 34 and Dehler 31 class yachts due to their good stability coupled to a  $\frac{3}{4}$  rig configuration can carry a full size spinnaker when reaching in quite strong winds. In the light of experience we have found that a narrow headed heavy weather spinnaker is not really worth the investment. When the wind becomes too strong to sensibly carry a spinnaker on any reasonable point of sailing allowing the boat to heel too far and broach, you will sail much faster maintaining a straight line course by flying a genoa or heavy weather headsail. You can soon check this point by checking and assessing your speed through the water. Naturally the broader the reach the longer you can carry a spinnaker in a given wind strength. It follows you can, at times, when in doubt carry a spinnaker sail low then reach up under genoa to the next mark. This tactic can often pay, particu



larly when sailing on a long off-shore race. The chances are in long races the wind direction invariably changes giving you the advantage of carrying a spinnaker all the way. This is a judgement you can only make on the day of the race, coupled to an assessment of the weather pattern, charts, tidal flow and E.T.A. to the next mark on the course. Please forgive me for perhaps stating commonly known much accepted facts and getting myself involved with racing tactics, a complex subject, well explained by many people who are far more competent than I. The point I am attempting to stress is the importance of complete concentration particularly under reaching conditions when the crew can at times sit back and switch off. There can be no doubt about it, when reaching (and indeed running) under really heavy weather conditions the genoa has very definite advantages over a spinnaker allowing you, for example, to steer a much steadier and straighter course to the next mark. It is deceptive, you always appear to be travelling faster when a yacht is well heeled and making a lot of fuss through the water. This is not so, check your speed.

### TO WINDWARD

The Van de Stadt Designed Dehler 31 and Dehler 34 class yachts enjoy a good performance to windward, due to their excellent stability. This is where the  $\frac{3}{4}$  rig configuration with adjustable backstay pays, in that you can control the mainsail shape so effectively, flat in strong winds and full flowing in light winds opening the leech with a good twist away, particularly in the top third of the sail. Adjusting the kicking strap to windward with particular reference to the way the mainsail leech can be set is most important to get the best from any fractionally rigged yacht. Mainsail luff, foot, cunningham and flattening reef tension is of importance to achieving the best sail shape to windward. In wind strengths up to 25 knots (apparent) you can still just about carry an unreefed mainsail well flattened and feathered with a well twisted open leech and the main boom set well down the track. In this wind strength we would recommend hoisting a 110% almost full hoist No.3 genoa, in other words reduce the genoa overlap quickly as wind speed increases as opposed to previous thinking, i.e. reefing the mainsail and carrying a larger overlap genoa. Excessive genoa overlap demands the sheeting of the mainsail well inboard due to the backwinding effect between the two sails, a situation that has been maintained for many years, particularly with masthead rig yachts where the genoa becomes the main driving force. In other words with  $\frac{3}{4}$  rig yachts the mainsail must be made to work more efficiently to windward by reducing the overlap quickly and allowing the sail to twist away, especially above the main hounds. To windward with particular reference to  $\frac{3}{4}$  rig and the reintroduction of large mainsails, a good mainsheet man can be regarded as just about the most important crew member on deck, especially when beating to windward.

### BASIC POINTS TO REMEMBER

(a) Never overpress the yacht so that the vessel heels over 25 degrees continuously. In gusting conditions, however, heeling in excess of 25 degrees for short periods is acceptable as you must carry sufficient sail to perform efficiently in the average wind strength prevailing. This is where the mainsheet man in careful adjustment and easing the main boom down the mainsheet track can be regarded as just about the most important crew member on deck.

continued/.....

(b) Sail flutter particularly in the leech of the main sail does not appear to slow the boat down when sailing in hard winds or gusting conditions.

(c) You will win more races by "flowing and going" rather than "pinching and flinching". The only time it pays to pinch a little is when the yacht can just leebow an adverse tide.

(d) More races will be won by easing sheets. There is a tendency generally among the crew as tension mounts in close racing conditions, to over pin the mainsail and certainly the headsail.

(e) Keep the yacht in first class condition at all times. Delegate crew members to being responsible for maintaining certain items of equipment. For example, greasing winches, frequently checking for chafe in the rig and sails with particular reference to mast sheaves, blocks, etc.

(f) Keep the yacht light by checking and if necessary by removing all gear and equipment not required by the racing rules on the day of the race - remember these yachts are capable of planing.

(g) Bottom finish is all important. For the cost of applying anti fouling and the heavy labour costs of thereon smoothing and burnishing the anti fouling, perhaps twice a year, you can in preference sail on a polished gelcoat finish and scrub afloat say every 10-14 days. Alternatively "dry sail" the yacht just like the dinghy.

#### SAIL COMBINATIONS TO WINDWARD

1. Full mainsail with varying degrees of mast bend, luff and foot tensions, also cunningham and flattening reef tension with a No.1 light Mylar genoa up to 16 gusting 18 knots apparent. Note:- in the light of new experience we do not see the point in investing in a number 1 heavy genoa as light Mylar sails appear to cope very well throughout this wind range.

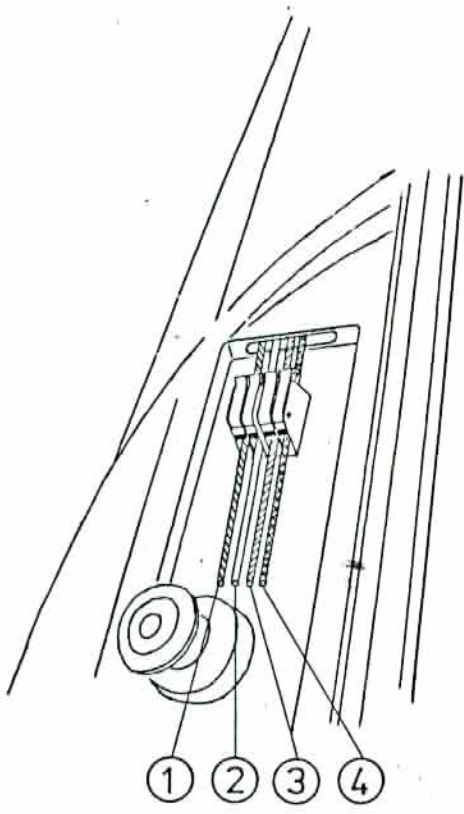
2. Full mainsail well flattened and a No.2 Mylar (perhaps Kevlar reinforced) genoa from 16-22 knots apparent wind speed.

3. Full mainsail sheeted down the mainsheet track, very well flattened with an open twisting leech and a 110% No.3 Mylar/Kevlar genoa from 20-25 knots apparent wind speed.

4. 1 or 2 reefs in a well flattened mainsail sheeted down the mainsheet track, and a No.3 Mylar/Kevlar genoa from 23-30 knots apparent wind speed.

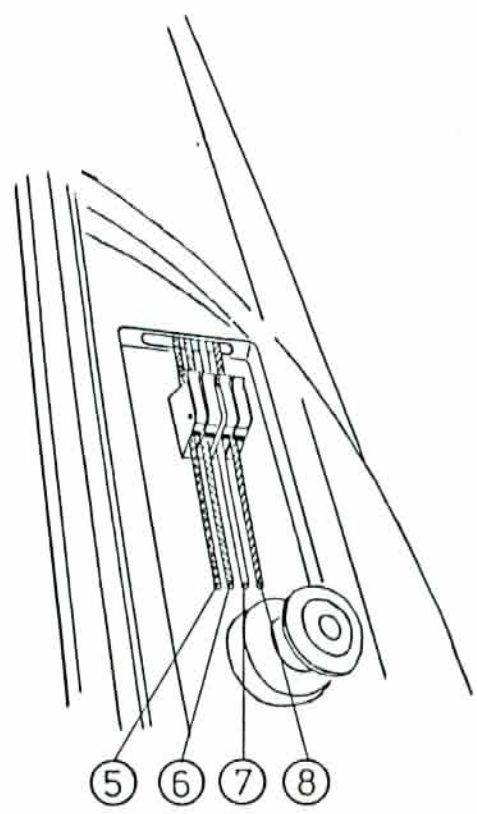
5. 2 or 3 reefs in a well flattened mainsail set well down the mainsheet track, and a No.4 Mylar/Kevlar genoa (heavy weather jib) from 28-40 knots apparent wind speed.

AGAIN WE REPEAT - NEVER OVERPRESS THE YACHT ON ANY POINT OF SAILING



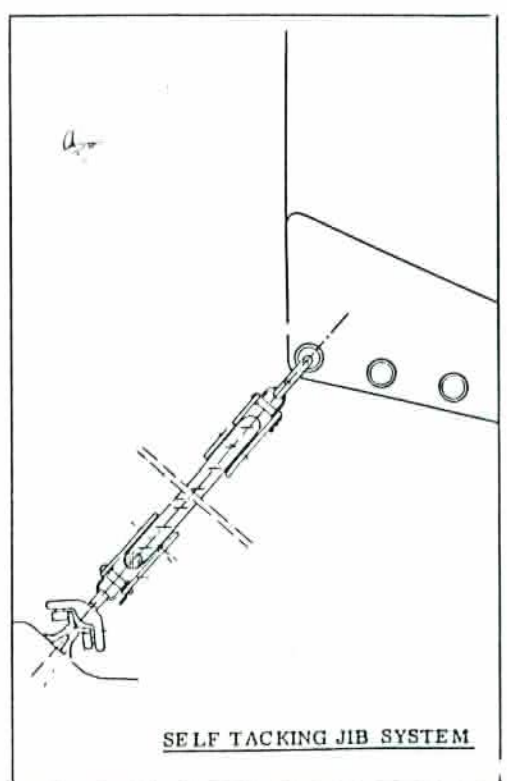
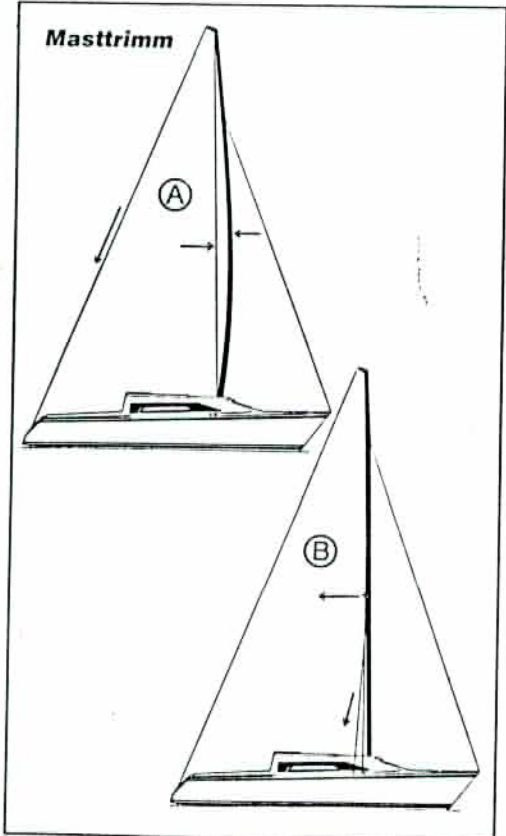
RIG CONTROL - PORT

- 1. Spinnaker topping lift
- 2. Genoa Halyard
- 3. Reef 2
- 4. Reef 1

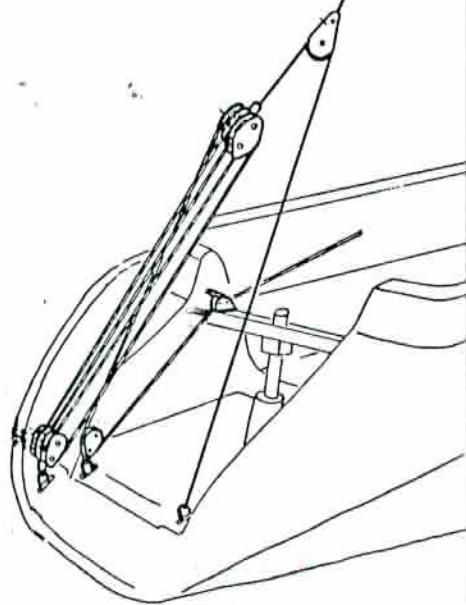


RIG CONTROL - STARBOARD

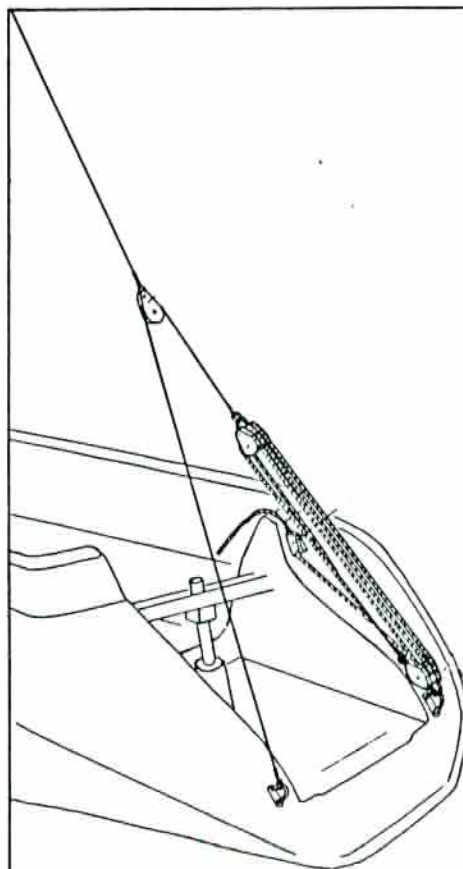
- 5. Main Boom Kicker
- 6. Mainsail Halyard
- 7. Spinnaker Halyard
- 8. Spinnaker Downhaul



BACKSTAY ADJUSTMENT

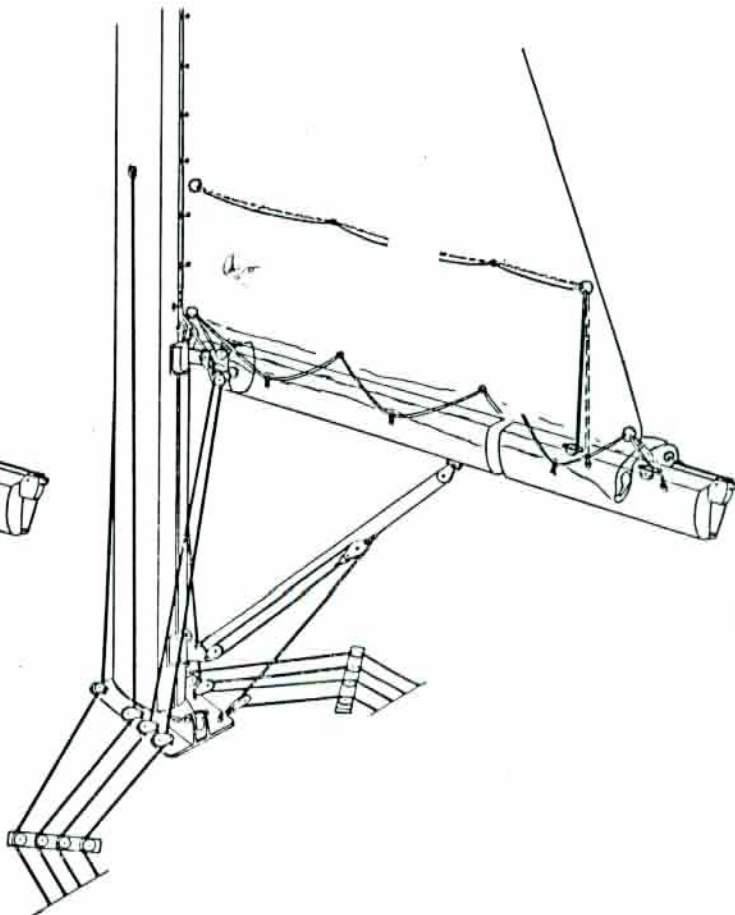
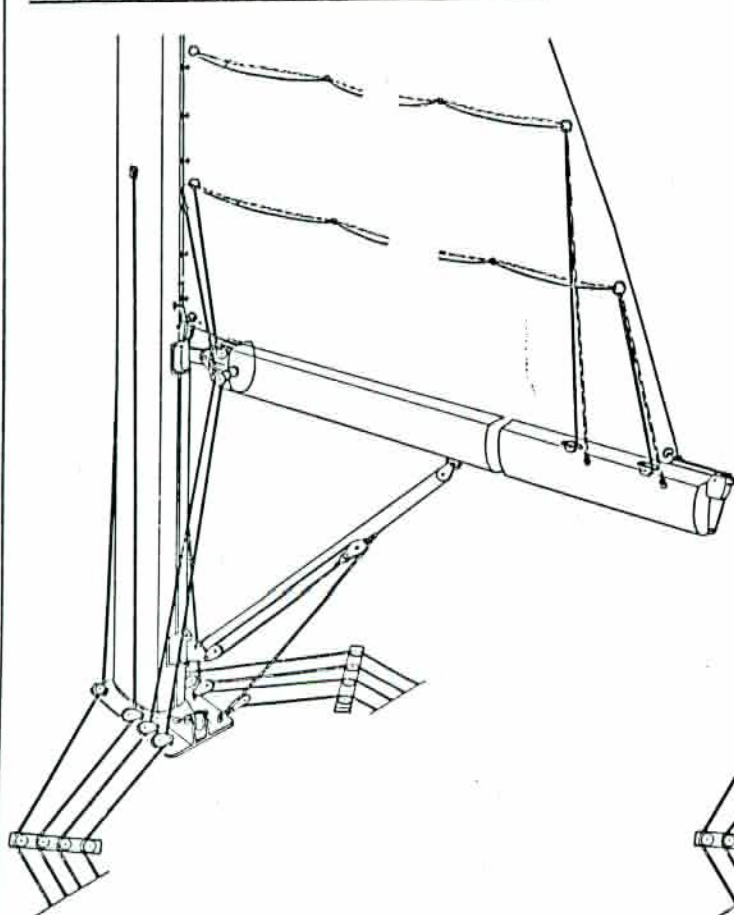


DEHLER 34

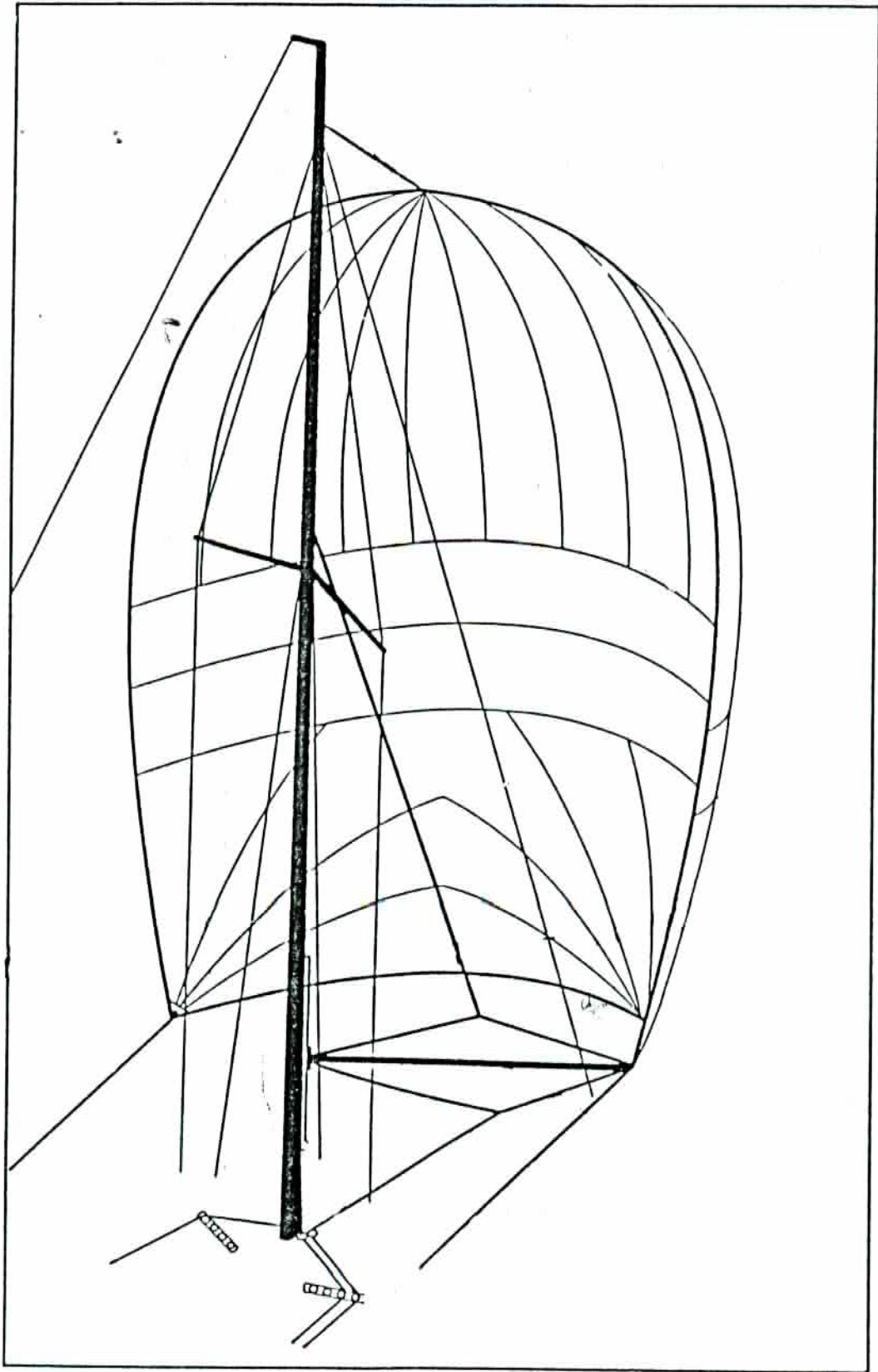


DEHLER 31

DEHLER - QUICK REEF SYSTEM



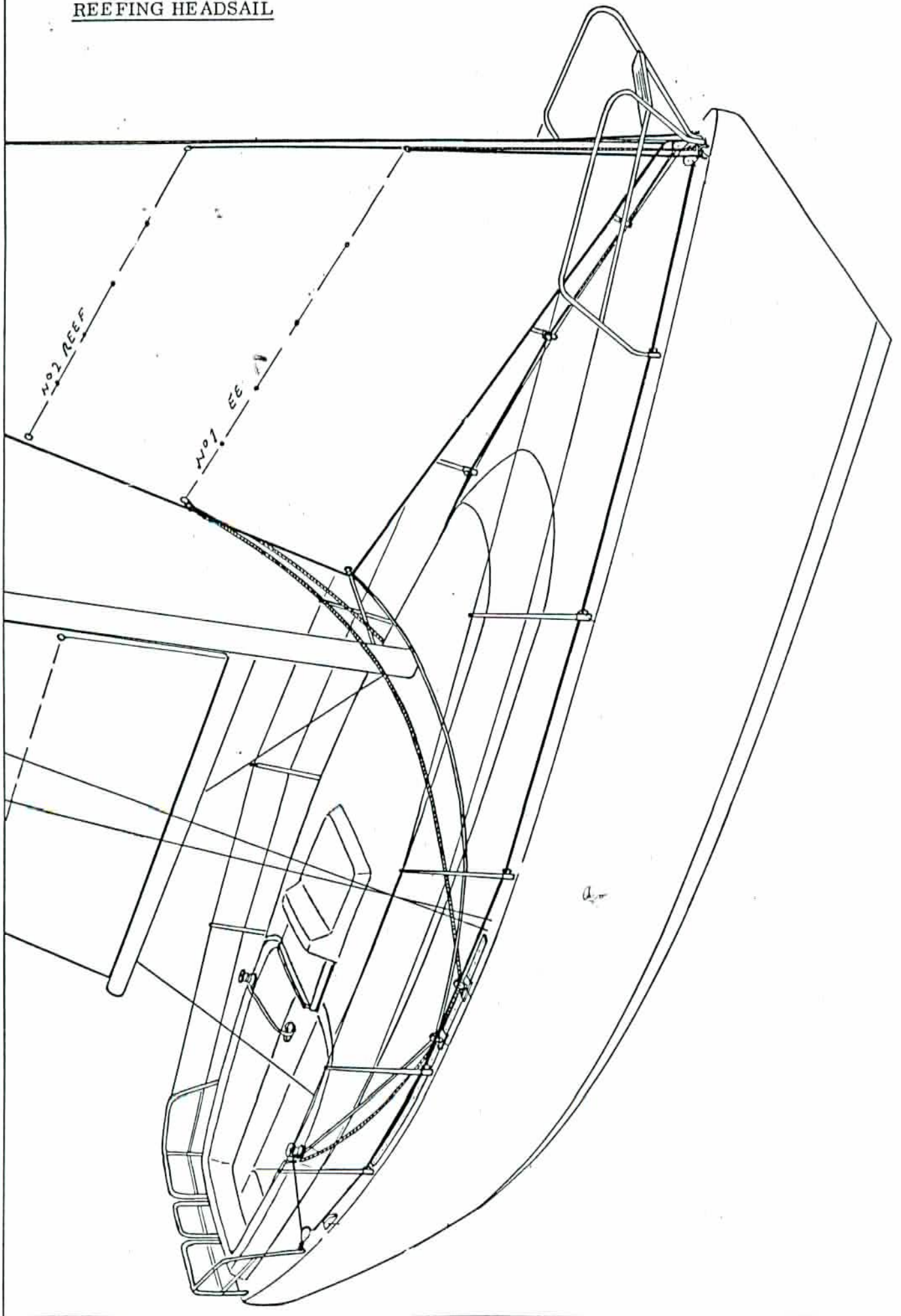




SPINNAKER EQUIPMENT



REEFING HEADSAIL



With reference to the DEHLER 31 class yacht. Bearing in mind her more moderate design compared to the I.O.R. influenced DEHLER 34 hull form, also her very good sail area to wetted area and displacement, it may well be, with particular reference to windward sailing, that you may have to reduce the sail area more quickly compared to the DEHLER 34. As the latest yacht within our range further experience is required before we can give precise recommendations on sailing the yacht at her best. However, it is fair to say as a fast family cruising yacht designed to the same formula as the DUETTA 86 G.S., also the larger DEHLER 372, that the DEHLER 31 will perform extremely well on all points of sailing in varying wind strengths.

THE FOREGOING INFORMATION AND WHEN TO REDUCE SAIL IN A GIVEN WIND STRENGTH ARE BASED ON THE db1/db2 ALSO DEHLER 34 UNDER HARD RACING CONDITIONS. WHEN CRUISING YOU WILL WISH TO REDUCE SAIL EARLIER AS WIND SPEED INCREASES.

THE BEST HELMSMAN AND CREW WILL BE ABLE TO MAINTAIN MAXIMUM BOAT SPEED WITH THAT LITTLE EXTRA SAIL AREA AS INDICATED. CONVERSELY THE MORE EXPERIENCED HELMSMAN AND CREW WILL KNOW JUST WHEN TO REDUCE THE SAIL AREA AND STILL WIN RACES.

The foregoing recommendations are given as a general guide and are based on our collective experience sailing db1 and db2 class, also DEHLER 34 class yachts, in at times, top World Championship race winning conditions. There will always be slight differences between yachts and the current thinking of keen racing yachtsmen and sailmakers. I am sure these sailing recommendations, however, will help and assist in getting the best out of your fine new DEHLER YACHT.

FAMILY CRUISERS AND CRUISER RACERS

RECOMMENDATIONS FOR CARE AND MAINTENANCE

FORWARD

We trust the following advice will assist you in maintaining your fine new DEHLER yacht in first class condition. Much of what we say is common knowledge but we feel there is no harm in putting it down in print.

MOULDINGS

Mouldings generally can be maintained in good condition by washing down regularly with fresh water and in the case of stains these can be removed with mild detergents or T-Cut polishing compounds. We believe that at least once every season the smooth area of mouldings should be lightly polished with first a T-Cut compound and then polished with one of the many proprietary glassfibre polishes on the market today. This will help to maintain the rich lustre within the pigmented gelcoats and reduce bloom. Deeper scratches and abrasions can generally be rubbed down by wet and dry sandpapers and worked up to a high finish by the use of cutting compounds, T-Cut and finally polishing. Very deep abrasions that cut through the gelcoat surfaces which are nominally about 20 tho' thick can be cleaned out and filled with pigmented polyester resins prior to rubbing down and re-burnishing. Should the yacht be severely damaged we suggest repairs should be put in the hands of an experienced Company conversant with handling G.R.P. repairs. The yacht can also be repaired by Dehler where it might, for example, be necessary to mould new sections of hull and deck and, thereon graft them into the existing G.R.P. fabrication. We can supply colour pastes and pigments to ensure the best possible colour match. It must be emphasised, however, due to colour fade over a period of years we cannot guarantee giving you an exact colour match. Due to the physical characteristics of G.R.P. mouldings severe damage, for example, a hole in the hull is usually restricted to a local area and will not affect the general structural integrity of the yacht. It is also fair to say that even if the hull is ruptured the characteristics of G.R.P. normally mean the laminate will spring back to its original shape confining what could be a serious leak into a very small leak of water into the hull. For example, the writer was aboard a seriously damaged Van de Stadt designed G.R.P. yacht some years ago where the hull was badly holed below the water line. With careful pressure from a seaboot the laminate sprang back into place and was then supported by the anchor chain in a sail bag in the bilges until the yacht could be hauled ashore some hours later. Very little water entered the yacht at this time and was easily coped with by the powerful bilge pump provided.

KEEL

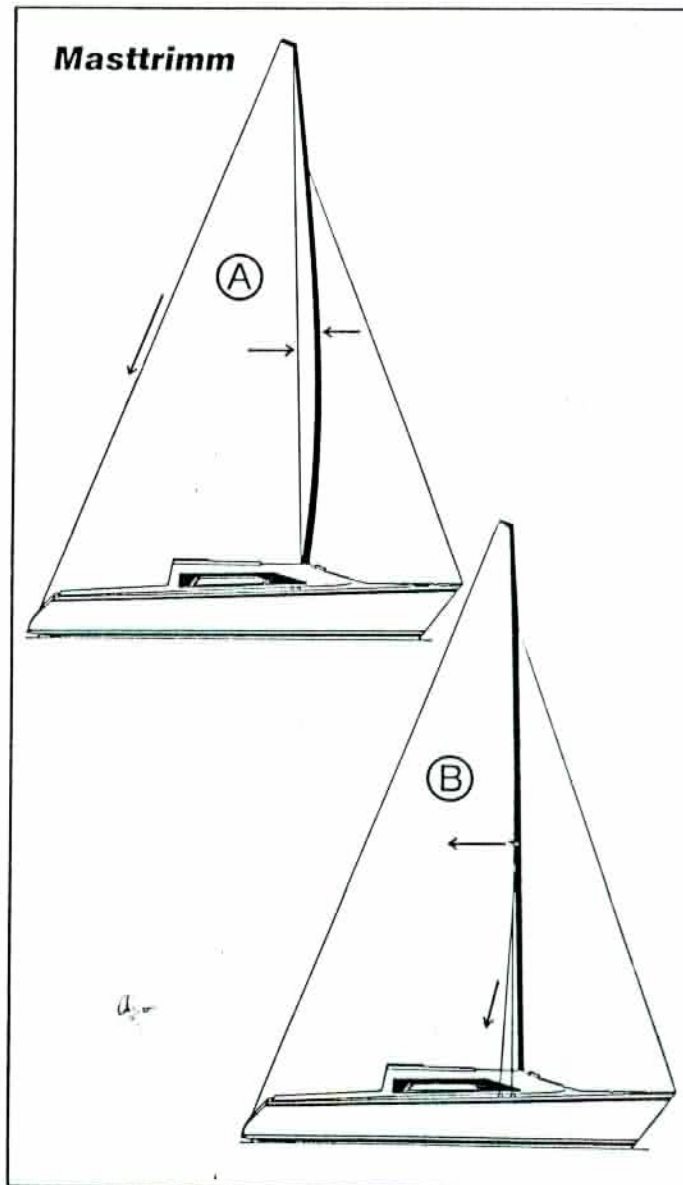
Both deep and shallow draft options are constructed in cast iron and when leaving the factory are surface coated with three coats of epoxy resin, painted and anti fouled. The keels are fastened into the hull with stainless steel studs, nuts and plate washers. It is unusual that keel bolts should need to be hardened up on this form of construction as opposed to a lead keel. The keel is initially bonded to the hull with a silicone mastic. If over a period of years the keel shows signs of rusting particularly over the lower surfaces due perhaps to the yacht being grounded, the areas affected can be cleaned and wire brushed and painted with a proprietary brand of rust proofing paint prior to re anti fouling.

SPARS

Spars are painted or anodised with generally alloy or polished stainless steel fittings. It is inevitable that spars will get scratched and rubbed over a period of time. There is no way in which an anodised spar can be painted due to the fact that there is no adhesion to this form of surface treatment. In other words, anodised spars will either have to be stripped and re-anodised or stripped and painted.

STANDING RIGGING

The standing rigging on any yacht and the connections into the mast, turnbuckles and deck connections want to be checked at regular intervals, particularly when the yacht is new. The rigging and fittings will give slightly when the yacht is new and small adjustments will be necessary to maintain a straight mast. Always keep the rigging firm. However, a little slackness in the leeward rigging is acceptable as wind strength increases. In other words, never sail with slack rigging for this could cause uneven tension in the rigging and distortion in the mast which must always be regarded as a compression strut which, at times, is under some considerable load, especially when the yacht is driven hard, well heeled to windward. You will appreciate a compression strut (in this case a mast) is designed to be kept straight as possible. The mast is designed to bend (and must be bent) a little in the fore and aft plane, especially when the mainsail is reefed. This is due to the fact that as the headboard to the mainsail is drawn down the mast there is some considerable aft loading in the spar which can tend to invert the mast in the middle and hook the masthead forward, this is not acceptable. On three-quarter and seven-eighth rigged yachts (such as a Dehler 31 and 34) as wind speeds increase, tightening the backstay will effectively flatten the mainsail and open the leech. The mast will bow forward in the middle as the head of the mast is pulled aft.

RUNNING RIGGING

The great problem associated with running rigging is chafe, ensure at all times that sheets lead fair from the sails through turning blocks to the winches. Halyards which get twisted round, for example, the forestay will quickly weaken and fracture. This will also cause undue wear to the sides of the sheave and sheave boxes. Check your running rigging at regular intervals also splices, whippings, snap shackles etc. When the yacht is at rest ensure that all running rigging is spanned away from the mast as continual halyard tapping against the mast can be irritating and will quickly wear the anodised or painted surface coatings.

DECK FITTINGS AND WINCHES

Turning blocks can very often create undesirable side loads and stress into deck fittings. Ensure that blocks always lay fair to the deck fitting and in line with loads imposed by sheets and halyards which can, at times, be under some considerable strain.

The modern winch is a highly engineered product and most reliable in operation providing you keep it well lubricated at very regular intervals. It is surprising how quickly salt granules from spray wash away this lubrication. Many owners think they require bigger winches, a situation which is generally solved by servicing their existing winches.

Check lifelines and their terminals (never tolerate slack lifelines) stanchions, pushpit and pulpit connections at very regular intervals as they can be subjected to pretty heavy loads at times.

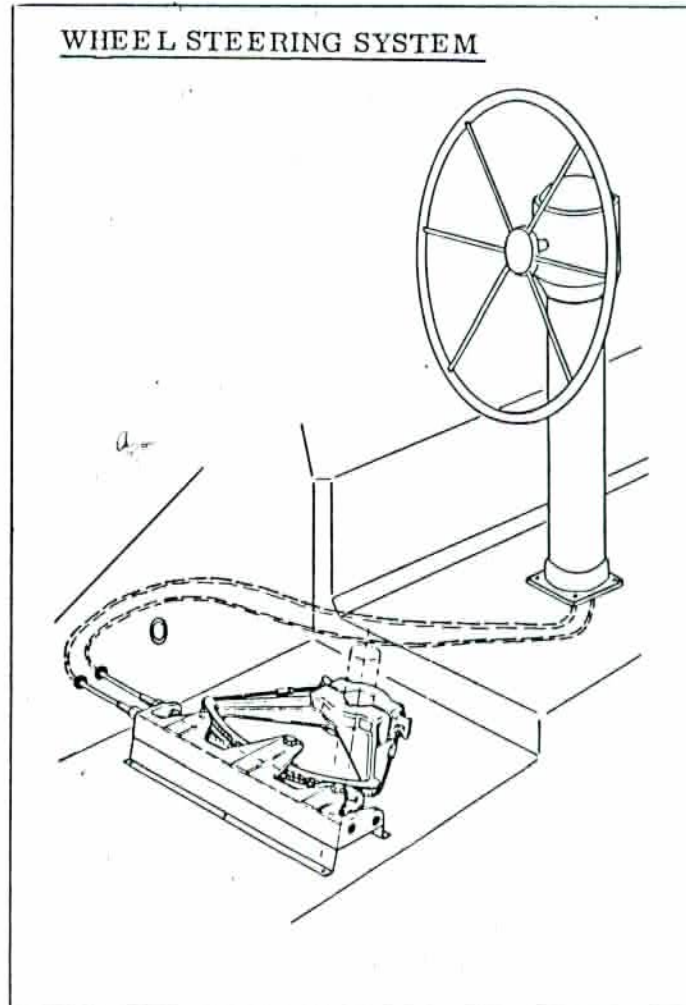
RUDDER

The rudder is designed to be a semi-balanced spade configuration and is usually made from a very hard foam plastic casting encapsulating the aluminium rudder stock. The rudder stock has a series of web frames welded to the general structure to adequately support the rudder blade. Rudder blades are sometimes encased within a light glass re-inforced plastics moulding. Rudder bearings are generally constructed in water lubricated nylon. Anti-fouling should be applied as the general underwater surfaces of the yacht.

WHEEL STEERING

When wheel steering is fitted, it is operated on the Dehler 31/34 by chain and wires through blocks to a quadrant. Inspect, adjust and lubricate steering mechanism at regular intervals.

All yachts fitted with a wheel steering system should be equipped with an emergency tiller which fastens to the top of the rudder stock where it protrudes from the cockpit moulding.



### TILLER STEERING

When a tiller is fitted it is connected directly to the top of the rudder stock and there is usually a friction lock device incorporated which allows you to leave the helm from time to time when sailing short handed. On leaving the vessel, especially in tidal conditions, always securely lash the tiller so that the rudder is fore and aft in the vessel. Never steer the yacht with the tiller raised above the designed limit as this will distort and strain the connection to the rudder stock.

### COMPASS

The modern compass is very efficient in its operation but it is advised that when the yacht is new a Compass Adjuster is employed to check the yacht through 360° and also check for heeling error. Ensure that no metal objects are put close to the compass as it can cause deviation. The addition of a handbearing compass is always worthwhile equipment, for example, the Brookes and Gatehouse Herron D.F. equipment. If in doubt, the main compass can be checked from time to time against a good handbearing compass.

### SAILS

Manmade fibre sails can be hard worked but remember to wash them down regularly with fresh water and stow in a dry condition. If you have to stow when wet spread the sails away from cushioned upholstery or make a loose stow in the sail bag provided. Check the sails regularly for chafe on the stitching, especially around the batten pockets where the sail can rub against lifelines and standing rigging. Never leave the mainsail bent on the boom for long periods without using a sail cover, sunlight affects the strength of synthetic sail cloth, particularly nylon. All headsails not in use or being dried out should be kept stowed in their sail bags. Always fold sails carefully before stowing in their sail bags for this will improve general stowage below decks significantly.

### ENGINE

The modern diesel engine has proved to be very reliable. An instruction manual is included with the ship's papers and maintenance recommendations should be observed at all times. Regular checks should be made on the engine and gearbox oil levels (particularly when new) and we believe it is fair to say that it will extend engine life to change the engine oils and filters very regularly as recommended. You will note an engine hour meter is fitted as standard and this is of great benefit when servicing your engine to the maker's recommendations.

Check the alternator drive belt tension at regular intervals, particularly when new, due to initial stretch. A spare fanbelt should be provided in the yacht's equipment, also engine tools and engine spares generally, for example, a water pump impellor and drive belt should always be carried on board. In this respect the engine manufacturers are ready with recommendations, help and advice.

The propellor shaft inner bearing is provided with grease cap lubrication or a sealed bearing. A sealed bearing can be lubricated every 200 hours and/or once per year. Ensure the shaft is well lubricated at all times and it is recommended when fitted, two full turns of the grease cap are made every two hours the engine is running and always when the engine is shut down. A tin of high melting grease should be provided with the

ENGINE (continued)

ship's inventory for lubricating the stern gear, also for cable linkages to throttle and gear box etc. The propellor shaft outer bearing is usually a rubber composition cutless bearing which is water lubricated. This can be checked once a year (more frequently in shallow mud or sandy waters) and replaced, if necessary.

When starting the engine ensure that the combined single lever throttle gear change is in neutral and set as recommended by the engine manufacturer. As soon as the engine has started, throttle back to a fast tickover and ensure that a good flow of cooling water passes through the exhaust system which can be observed from the exhaust outlet at the transom. A noisy exhaust indicates a restriction in engine cooling water.

In general terms it is recommended that the engine runs between half and three-quarter throttle. This will give you good boat speed and economical fuel consumption. If the engine is allowed to labour under load this can quickly be seen by the emission of black oily smoke from the exhaust outlet.

A folding geared propellor is usually fitted and may stick if the yacht is out of use and afloat for some length of time. Always check that the propellor blades open freely by checking the installation in gear prior to leaving your mooring. Scrubbing and regular inspection will ensure reliable operation. If a non geared propellor blade is fitted and sticks in the feathering position when the engine is put into gear a very harsh vibration will immediately be felt. Throw the engine out of gear IMMEDIATELY and check the propellor. A propellor running out of balance for any reason will quickly damage the stern gear and most certainly fracture a "P" bracket, if fitted. A zinc waster is fitted to the propellor shaft adjacent to the "P" bracket and this should be inspected and changed at regular intervals depending upon where the yacht is located.

FUEL TANK

The fuel tank is vented to atmosphere and is fitted from a deck filler marked "FUEL", a little vaseline wiped around the threads of the fuel filler will ensure a watertight joint. Fuel contents gauges are sometimes fitted. When laying the yacht up, especially during the Winter months, always fill the fuel tank as this will reduce condensation.

ELECTRICAL SYSTEM

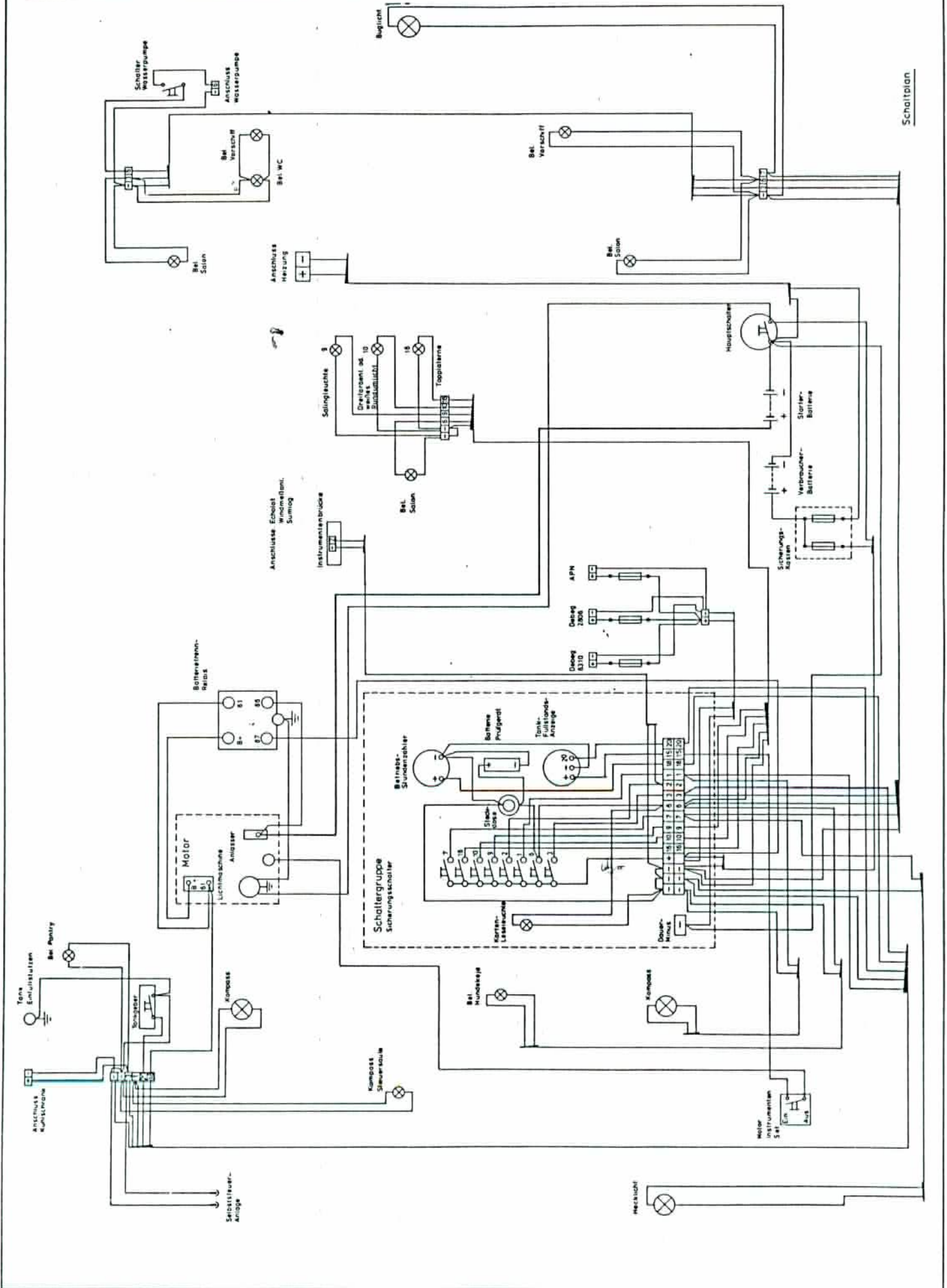
A one or two battery 12 volt D.C. system is employed to service the general electrics throughout the yacht. The second battery, when fitted, is wired for engine start only. The battery (batteries) is charged by the engine driven alternator or through a shore line which can be fitted as an extra. The shore line brings 220/240 volts A.C. current converting to 12 volt D.C. for charging the batteries with the addition of an A.C. socket.

NEVER TURN OFF THE BATTERY ISOLATION SWITCH (OR ENGINE IGNITION SWITCH) WHEN THE ENGINE IS RUNNING AS THIS WILL IMMEDIATELY DAMAGE THE ALTERNATOR AND REGULATOR SYSTEMS.

The battery isolation switching when turned on immediately energises the electrical system throughout the yacht, i.e. engine start, general lighting, etc. A fuse box or circuit breakers are provided for protection with individual switching to navigation lights, steaming light, night illumination of instruments, compasses etc, etc. A socket is also provided into which a powerful light/signalling lamp (ship's scarer)

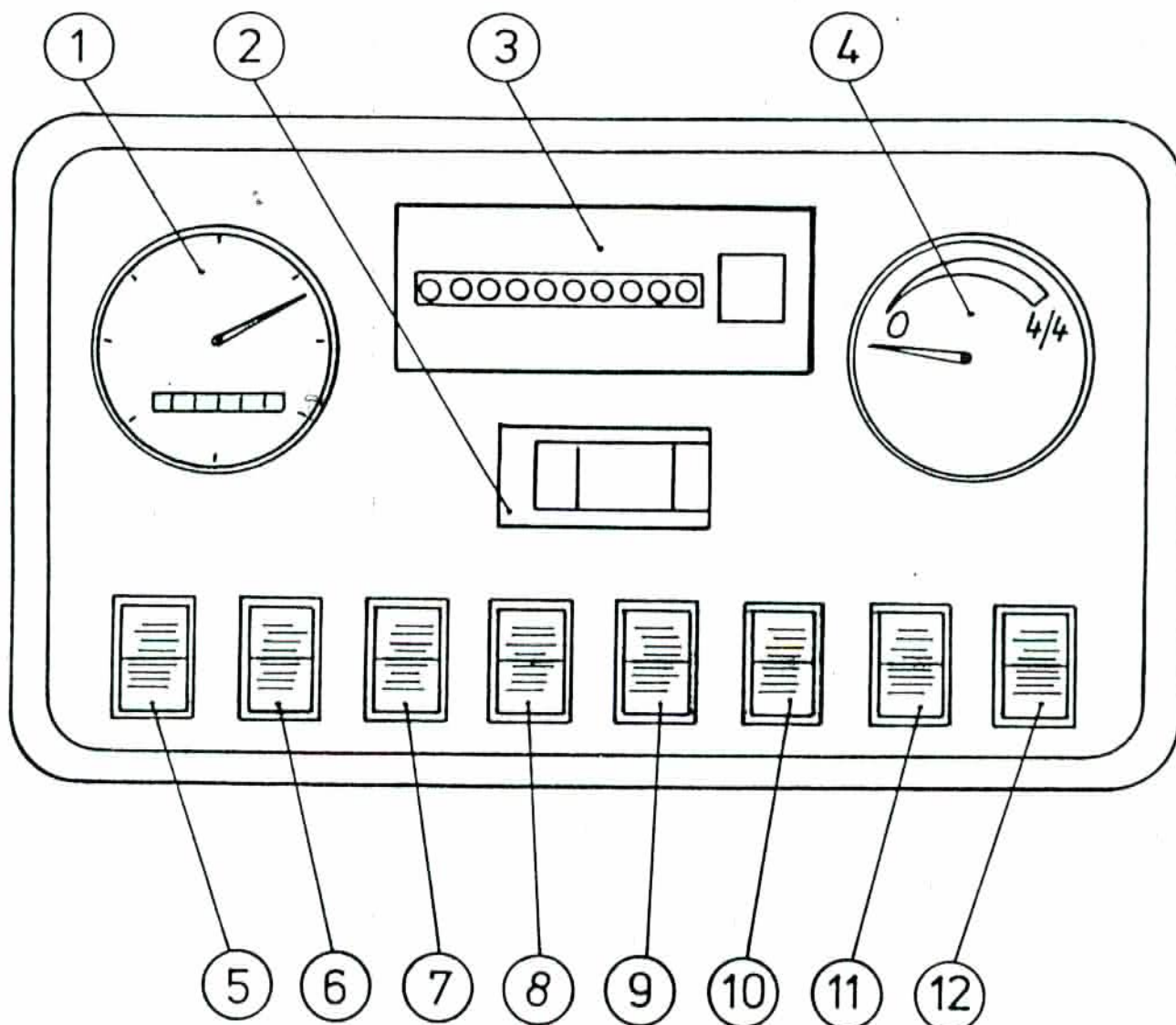


# ELECTRIC WIRING DIAGRAM - DEHLER 34/31



DEHLER 34 DEHLER 31

MAIN SWITCH PANEL



1. ENGINE HOUR METER
2. 12V. JACK PLUG, SEARCHLIGHT, ALDIS LIGHT, 12V POWER TOOLS, ETC.
3. BATTERY STATE METER
4. FUEL TANK CONTENTS GAUGE
5. NAVIGATION LIGHTS BOW AND STERN
6. STEAMING LIGHT
7. TRI COLOUR LIGHT
8. FOREDECK LIGHT
9. INSTRUMENT (COMPASS ETC) NIGHT ILLUMINATION
10. ELECTRONIC NAVIGATION AIDS, SPEED, DEPTH, ETC.
11. INTERIOR LIGHTS STARBOARD ALSO REFRIGERATOR
12. INTERIOR LIGHTS PORT ALSO FRESH WATER PUMP

can be plugged. Inspect and clean electrical connections with particular reference to on deck connections and wipe a little Vaseline around the threads of all water tight electrical deck sockets at regular intervals. Ensure spare fuses and light bulbs, especially navigation light bulbs, are kept on board.

Ship's batteries are located in their own individual stowages held down by webbing straps either under the quarter berth arrangement or at the fore end of the saloon. Check acid levels at regular intervals, especially in Summer conditions. If you appear to be using an excessive amount of distilled water to top up batteries it could well be the alternator regulator system is at fault by overcharging and "boiling" the batteries. The gas emitted from a boiling battery is dangerous and a Specialist should be called up immediately to inspect the electrical system should a fault occur.

### WATER TANKS

The water tank or tanks are vented and come complete with a deck filler marked "WATER". A changeover valve is provided on a two tank installation, one tank can therefore be kept in reserve. A pressure water system is employed to the galley sink and wash-hand basins. If a shower is fitted this also operates from the pressure water system. It is recommended that a spare can of "sweet" water is carried on the yacht and kept in reserve in case of contamination to the main water supply. A little Vaseline wiped around the threads of the water filler cap will ensure a watertight joint. For Winter lay-up or under very cold conditions drain the water tanks and pipe lines, also water heaters if fitted.

### ACCOMMODATION

The accommodation can be kept in good condition by lightly polishing or oiling all woodwork a few times each season. Carpets, cushions and settee backrests are in an easy clean textile material. Should they get wet, ensure that they are dried as soon as possible, *first* wash with fresh water to remove all salt granules.

### BILGES

Due to the shallow design of the yacht's bilges, a little bilge water can travel a long way. Keep the bilges as dry as possible at all times for general comfort below. Sponges placed between the keel floor frames will collect and stop the general surge of bilge water and they can be easily squeezed into a bucket. It is of prime importance to maintain good regular house-keeping practices below decks, particularly when sailing off-shore on extended cruises. Keep the yacht interior dry, clean and well ventilated.

### SEACOCKS

Locate and note all seacocks and under water fittings and note their positions in the hull. It is recommended that all seacocks are turned OFF when not in use, apart from cockpit drains (when fitted) which are usually left open at all times. Ensure at all times that seacocks operate smoothly and are kept well lubricated. Check pipe connections to all through hull fittings regularly.

GAS INSTALLATION

The gas bottle is located in a drained container usually under one of the cockpit seats. If the Gaz system is employed, a spare bottle can be stowed with the Gaz bottle in use in the one container. A gas tap is fitted to the bottle and should always be turned off when not in use. A second gas tap is fitted in the galley locker bulkhead and a flame failure device fitted to gas burners when the German legislation system is installed. It is recommended that the gas installation be checked at regular intervals and that the flexible pipe to the galley stove and gas bottle are changed every two years.

CHECKLIST

It is advisable to make a checklist for when boarding and leaving the yacht. For example, when leaving the yacht:-

- (a) Turn off gas and electrics.
- (b) Turn off seacocks (apart from the self-draining cockpit valves when fitted), dry bilges, clean interior. This can affect your Insurance Policy.
- (c) Check the mooring chain, or lines and fenders when moored, *OR IN* a Marina to ensure security with particular reference to chafe.
- (d) Secure the sail cover, ensure halyards are secured and spanned away from the mast. Ensure the mainsheet is well secured.
- (e) Centralise rudder, secure and lash tiller or wheel.
- (f) Check and fill or replace water, fuel and gas bottles for the following weekend.
- (g) Remove flags and ensign (penalty - drinks all round in the Club bar).
- (h) Ensure that all holdalls and clothing are accounted for, for example, young Johnnie's favourite and irreplaceable toy (at that moment in time) etc.,
- (j) Check hatches are secured - who holds the yacht's keys?
- (k) Allow yourself time to check and double check for the elements can be hard and unrelenting on a yacht and her gear.

On behalf of Van de Stadt Designs, Dehler Yachtbau GmbH, also ALAN BOURDON YACHTS LIMITED, we wish you fine sailing and great enjoyment. We trust the foregoing recommendations are of help in maintaining your vessel but hasten to add that as you become more conversant with the design and layout of your fine new DEHLER yacht the list will, no doubt, be extended.

Please have no hesitation in contacting us at any time should a query arise which may eventually affect the function of the yacht. Because we race and cruise the yachts we build we are always around to offer a first class advisory and After Sales Service.

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