

42

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TECHNICAL DATA

LOA	12.84 m
Hull length	12.42 m
LWL	11.50 m
Beam	3.91 m
Draught	2.15 m (standard) 2.40 m (competition) 1.98 m (shallow)
Displacement	9.100 kg (standard) 8.450 kg (competition) 9.350 kg (shallow)
Ballast	2.950 kg (standard) 2.500 kg (competition) 3.250 kg (shallow)
Engine	Volvo D2-40 (39.6 hp)
Fresh water	approx. 315 l
Fuel tank	approx. 160 l
CE Certificate	A
Mast above WL	19.55 m (standard) 20.05 m (competition)
Total sail area	93.0 m ² (standard) 99.5 m ² (competition)
Main sail	52.0 m ² (standard) 55.5 m ² (competition)
Furling Jib 105%	41.0 m ² (standard) 44.0 m ² (competition)
Spinnaker	103.0 m ² (standard) 125.0 m ² (competition)
Gennaker	120.0 m ² (standard) 145.0 m ² (competition)
Rig	I 16.43 m (standard) I 16.90 m (competition) J 4.63 m (standard) J 4.63 m (competition) P 16.10 m (standard) P 16.60 m (competition) E 5.70 m (standard) E 5.80 m (competition)
Design	judel/vrolijk & co
Interior	Dehler

DECK LAYOUT

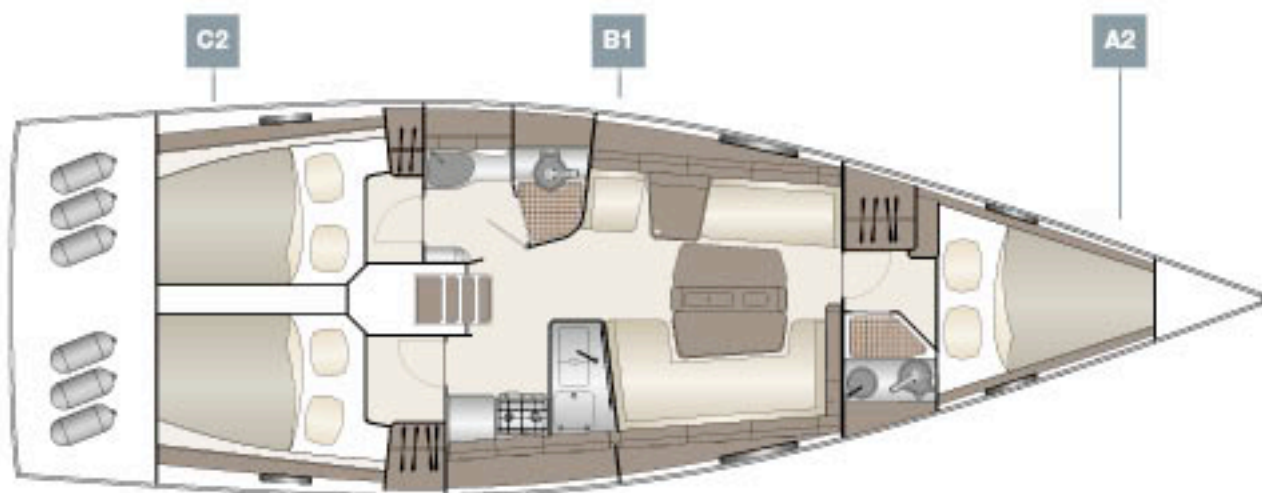


INTERIOR LAYOUT

STANDARD



OPTION



HULL & DECK

HULL

- Vacuum infused hull in sandwich construction using foam
- Supporting bulkheads bonded to the hull
- Construction of hydrolyses proofed polyester resin, vinyl ester in first layer and roving fabrics and unidirectional fabrics
- All thru hull fittings flush mounted
- Guardrail in aluminium for hull protection
- Internally laminate partly sealed with topcoat
- Colour white with blue waterline striping
- Carbon reinforced floor beams laminated to the hull to distribute keel and rig forces along the laminate construction
- Hull portlights (2 pcs in aft cabin(s), 2 pcs in fwd cabin and 2 extra large in saloon)

DECK

- GRP hand laid sandwich construction with balsa core for strength and isolation
- Aluminium reinforcements laminated/glued inside for all fittings
- Non-slip surface moulded deck area
- Self-draining anchor locker
- Colour white

KEEL & RUDDER

KEEL

- T-Keel cast iron with low centre of gravity, 2,15m
- T-Keel cast iron/lead Competition keel with extremely low centre of gravity, 2,40m (optional)
- L-Keel cast iron/lead shallow keel with low centre of gravity, 1,98m (optional)
- Stainless steel bolts integrated for fastening to the laminated in floor beams

RUDDER

- Double wheel steering system
- Elliptical balanced rudder
- Competition rudder (optional)
- Seawater resistant rudder shaft with self-aligning rudder bearings

DECK EQUIPMENT

- 2 openable large flush deck hatches: fwd cabin, 1 in saloon
- 2 openable small flush hatches for aft cabin(s)
- 2 openable portlights facing cockpit
- 6 windows, all openable
- 4 mooring cleats, retractable
- Stainless steel open bow pulpit
- Stainless steel pushpits
- Stainless steel handrails on coach roof
- Filler nozzles for water and fuel
- Freshwater tank with tank level
- Faucets in galley, cockpit and head
- Genoa tracks, adjustable from cockpit
- Halyard winches Lewmar 40 Race, self-tailing, on coach roof
- Genoa winches Lewmar 45 Race, self-tailing
- Mainsail winches Lewmar 40 Race, self-tailing
- 10 Halyard stoppers on coach roof
- Guide rollers at mast foot
- German mainsheet system
- 2 winch handles
- Sheets, control lines and halyards adjustable from cockpit

COCKPIT

- Dehler entrance closing system at companionway
- Engine control panel recessed in cockpit coaming
- 2 steering pedestals with stainless steel steering wheel including compasses
- Manual bilge pump
- Mainsheet traveller recessed in cockpit floor
- Ergonomic self-draining cockpit
- Safety boarding ladder
- Cockpit lockers under port and starboard seats

ENGINE & ELECTRONICS

ENGINE

- Volvo D2-40 (29,1kW/39,6hp), saildrive with fixed 2-blade propeller
- Alternator 12V, 110A
- Fuel tank, approx. 160 litres with tank indicator

ELECTRONIC

- AC Control panel with integrated 230V Socket
- 230V Shore supply and 30A battery charger
- Consumer battery AGM, 12V/160Ah
- Starter battery AGM, 12V/90Ah
- Main switches for consumer and engine battery
- DC Control panel with automatic circuit breakers, 12 V socket, tank control display (water, fuel, grey water) as well as battery voltage control
- Electric bilge pump 12V

LIGHTING

- Saloon lights dimmable
- Interior light in all cabins, galley, head and navigation area
- Reading lights at navigation chart table, in front cabin (2 pcs), Saloon at main bulkhead (2 pcs) and aft cabin (2 pcs)
- Navigation lights (LED) and steaming light

NAVIGATION

- Chart table on port side with stowage for charts and books, sliding
- Switch panel for electrics
- Space for extra navigational equipment

WATER

- Fresh water tank approx. 315 litre with deck filler nozzle
- Electric fresh water pump
- Warm water supply (20 l) with engine heat exchange and 230V heater.
- Shower with sump pump in head and cockpit shower with cold/warm water connection

INTERIOR & ACCOMODATION

FORWARD CABIN

- Large double berth
- Storage shelves and lockers
- Panels on ships side
- Large hanging locker on starboard and port

SALOON

- All joinery and panels in Mahogany satin finish
- Solid frame woodwork with smooth surface
- Ceiling and inner liner with textile covered panels
- U-shaped sofa on starboard and alongside sofa at port
- Detachable backrests
- Stainless steel handrail under roof
- Saloon table with foldable sides and drinks locker
- Storage locker on main bulkhead on stb side

AFT CABIN

- Standard C1: Spacious aft cabin on starboard side with double berth, wardrobe and cupboard
- Large stowage locker on port side with entrance from multifunction head
- Option C2: Double aft cabins with wardrobes and shelves, port side entrance from multifunction head

GALLEY

- Starboard side L-shape full functional galley
- Double sink with mixing water tap
- Lockers for pots and pans
- Worktop with 2-burner stove and oven (gimballed)
- Extra large fridge (approx. 130 l), top and front loader with light

HEAD

- Spacious multifunctional head with separate shower stall fitting marine toilet with lid
- Holding tank with deck extraction and separate sea cock
- Wash basin with water tap
- Shower pump

RIGG & SAILS

RIGG

- 9/10 keel stepped aluminium mast
- 2 pairs of spreaders
- Aluminium boom
- Boom vang, rigid
- Stainless steel shrouds (Dyform) and stays with roll-formed terminals
- V backstay, adjustable, ratio 48:1
- Halyards for main and jib in Dyneema
- Main sheet system and jib sheets
- Dehler quick reefing system
- Furler TD 300 below deck furling system

SAILS

- Elvström FCL triradial cut performance main sail, with 2 reefs, full battens and Selden MDS sliders
- Elvström FCL triradial cut performance jib, 105%