

# OWNER'S MANUAL

## DEHLER 34

Name of Boat

Shipyard Number

HIN ( Hull Identification Number )

Design Category

**A**



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Manual version 30.11.05



Your Distributor's Stamp

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### 1.3 Introduction

*This manual has been written and compiled to make it possible for you to use your sailing yacht, a DEHLER 34, in a safe and pleasant way.*

*Apart from many details regarding the yacht itself, the manual also contains details about the equipment supplied or integrated fittings and information on its use and maintenance, in addition to the information given by the manufacturer. Please read the manual through carefully and get familiar with everything before you go sailing with your yacht.*

*We recommend that you make copies of the important parts of the manual and of some of the manufacturer's information, such as instructions about maintenance and warnings, so as to have them handy on board in case you need to find out the cause of a technical fault quickly and remedy it.*

*We hope you will enjoy your new **DEHLER 34** and wish you good luck and safe sailing.*

An owner's manual however can never replace the **knowledge of seamanship** which is necessary.

An Owner's Manual is a technical document which gives you a general description of the yacht and its technical systems. It helps the skipper/sailor to handle and maintain the yacht and its systems safely, identify possible technical faults and sometimes even to rectify these faults himself. Furthermore it is to the advantage of the owner to undertake maintenance and servicing of the Dehler 34 and thus maintain its value.

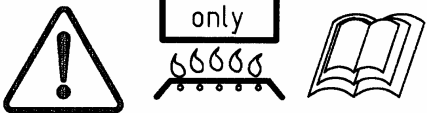
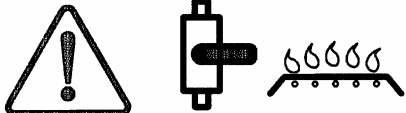
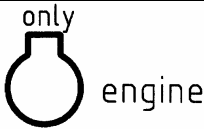
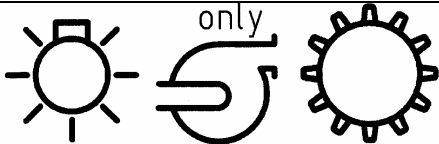
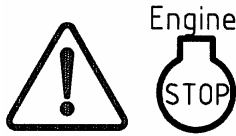
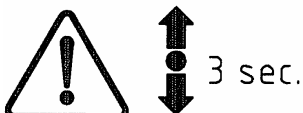
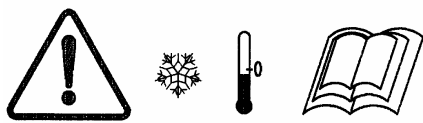


The shipyard reserves the right to carry out changes in equipment and technique. The systems represented in this manual should not be considered a basis for the sales contract. In this respect you should use the construction specifications and the relevant price list for the purchase of your yacht.

**PLEASE KEEP THIS MANUAL IN A SAFE PLACE AND GIVE IT TO THE  
NEW OWNER, IF YOU SELL THE YACHT.**

## 1.4 Stick on notices - List

List of the most important information, indicated by stick on notices.

Observance of the notices is very important for both the boat and its crew. Non-observance of the notices can lead to total loss of the boat and problems for the crew. As the skipper responsible for the boat's safety you should inform new crew members about the notices and their meaning.

|   |   |   |
|---|---|---|
|    | Don't use the cooker for heating!                                   | Notice on front trim of the cooker lid  |
|    | Shut off valve<br>Gas<br>Oven                                       | Notice on the locker flap in the stern cabin port side  |
|    | Main switch<br>Engine   | Notice next to the switch on the engine bulkhead forward in the stern cabin                   |
|   | Main switch<br>General<br>consumption                               | Notice next to the switch under Navi-table  |
|  | Emergency shut-off<br>valve<br>Fuel<br>Diesel engine                | Sticker in the space U-sofa port side   |
|  | Only switch with<br>neutral number of<br>revolutions!               | Sticker next to the Gas/Switch  |
|  | Cold-resistant<br>Please observe<br>manufacturer's<br>instructions! | For inboard diesel engine and heat exchanger at the companionway bulkhead and hand wash-basin |
|  | Fuse<br>12V<br>A= see print   | Sticker in space U-sofa port side   |
|  | Automatic fuse<br>110V or 230V                                      | Sticker next to the automatic fuse<br>Shore connection  |

## Yacht Manual DEHLER 34



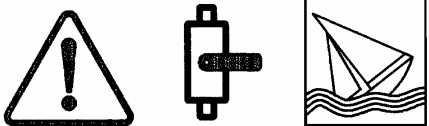
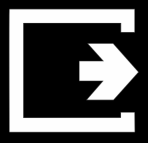


|  |  |                                   |   |
|--|--|-----------------------------------|---|
|   |  | Sticker<br>Fire extinguisher      | Notice for fire extinguisher under navigation seat and under the aft locker starboard |
|   |  | Electric water-heater             | Sticker next to the switch on the shore connection panel                              |
|   |  | When sailing, close the sea cocks | Sticker on each locker door hand washbasin and galley valve                           |
|   |  | Notice for the escape hatch       | Sticker on frame of escape hatch forward  |
|   |  | Lifting belt position             | Four stickers on deck side  |
|  |  | Gas Installation Warnings         | Sticker behind the bulkhead for the gas bottle  |

Figure 1: Warnings

## 1.5 Design Category

One of the requirements of the EC Directive on Pleasure Craft is that every boat must belong to a specific design category.

**The yacht type DEHLER 34 belongs to Design Category A.**

The Directive describes Design Category A as follows:

### Design Category A: High Sea

*Designed for longer trips, with possible weather conditions of a force 8 wind or above (Beaufort Scale) and waves as high as 4 m or more, these boats can continue sailing on their own.*

## 1.6 Identification

For a yacht of this size the EC Directive only provides for Aa module certification. This means that the manufacturer certifies the conformity of its construction and equipment with the directive, but that its stability needs to be tested by a recognised testing institute. The „Germanische Lloyd“ (Abbreviation GL), one of the testing institutes authorised by the EC Directive, was in charge of testing; see the Statement of Conformity on page 12.

The hull identification number was stamped in the gel coat on the surface of the starboard side of the boat. This is a worldwide **unique** succession of numbers and letters. For example:

DEDEH 67011B101

This succession of numbers and letters comprises the following data:

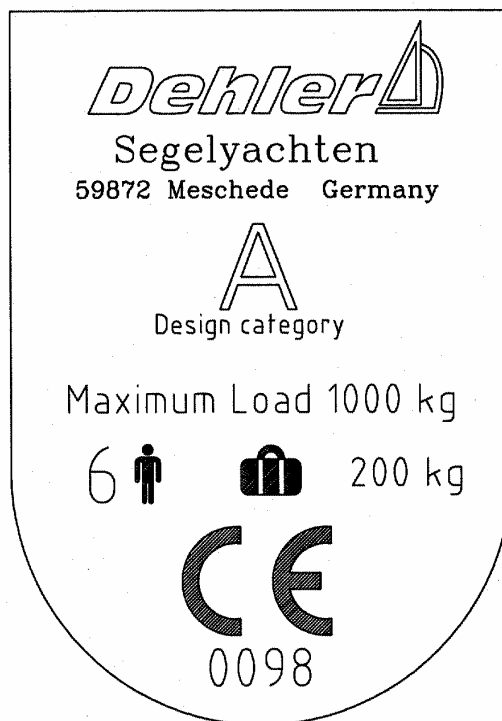
|     |   |
|-----|---|
| DE  | Germany, Country of Origin  |
| DEH | Unique Shipyard Code  |
|     | (the Register is kept by the German Boat and Shipbuilders' Association) |
| 67  | Designated Type as chosen by the shipyard                               |
| 11  | Serial Construction Number  |
| B   | Start of Construction Month February                                    |
| 1   | 2001, when construction started   |
| 01  | End digits of the year 2001, when the yacht was delivered               |

| Month    | Code | Month  | Code | Month     | Code |
|----------|------|--------|------|-----------|------|
| January  | A    | May    | E    | September | I    |
| February | B    | June   | F    | October   | J    |
| March    | C    | July   | G    | November  | K    |
| April    | D    | August | H    | December  | L    |



## 1.7 Manufacturer's Plate

The manufacturer's plate on the companionway bulkhead starboard is a requirement of the EC Directive, giving certain data which are explained here.



### Explanation of the information required by the Directive:

|  |   |
|--|---|
| <b>A</b>                                     | Design Category A: High Sea   |
| <b>Maximum Load</b>                          | This weight indication includes. persons, supplies, food supplies, water, fuel and personal equipment   |
| <b>Max. No of Persons (6, in this case)</b>  | Maximum number of persons, recommended by the manufacturer, when the boat is located in a maritime area corresponding to its design category.   |
| <b>Max. Equipment (200 kg, in this case)</b> | Maximum weight of personal equipment  |
| <b>0098</b>                                  | CE Sign indicating that the boat was built according to the requirements of the Directive. The succession of numbers is the reference number of the certifying institute, in this case the Germanische Lloyd (see Statement of Conformity). |

## 1.8 Statement of Conformity

**Dehler Deutschland GmbH  
Industriegebiet Im Langel  
D-59872 Meschede-Freienohl**

**EC- Statement of Conformity  
according to EC-Directive “Pleasure Craft” 94/25/EC, Annex XV  
amended by Directiv 2003/44/EC**

We hereby state that the sailing boat described hereunder complies with the basic safety and health requirements of the EC Directive “Pleasure Craft”, both in its concept and construction and in its performance in use. If the boat is modified in such a way that the “basic safety requirements” are affected without our approval, this statement shall no longer be valid.

|                         |   |
|-------------------------|---|
| Description of the boat | Sailing yacht                                     |
| Type of Boat            | <b>Dehler 34</b>                                  |
| Main dimensions         | 10.21 x 3.20 x 1.90 m or<br>10.21 x 3.20 x 1.47 m |
| Serial number of hull   | see number on plate                               |
| Design Category         | A   |
| Design and Konstruktion | Aa  |
| Certification module    |   |
| Noise Emission          | A (Directive 94/25/EC)                            |
| Relevant Directives     | EC-RL Pleasure Craft (94/25/EG)                   |

- |                                      |                   |
|--------------------------------------|-------------------|
| • Harmonized standards applicable    | see Annex Page 12 |
| • International standards applicable | see Annex Page 12 |
| • National standards applicable      | see Annex Page 12 |
| • Other regulations applicable       | see Annex Page 12 |

Selected testing institute according to Annex XIV  
**Germanischer Lloyd**  
 Address **Vorsetzen 32, D – 20459 Hamburg**  
 in charge of  
 - internal manufacture checking and testing (Module Aa) pursuant to Annex VI  
 - numbers 3.2 and 3.3  
 - EC Testing of Construction Type (Module B) pursuant to Annex VII  
 -

Test Certificate No. . **88.01.0672**

Freienohl, (date)

Signature of Manufacturer .....

Position of the signatory .....

## 1.9 Technical Regulations

### Appendix to the Statement of Conformity or Manufacturer's Certificate

#### Relevant Standards and/or Technical Regulations listed in the same order as in Annex I and Annex II of the Directive

#### Annex I

|     |                                      |               |                 |
|-----|--------------------------------------|---------------|-----------------|
| 1   | Design Category                      | Annex I       |                 |
| 2   | Principal data                       | pr EN ISO     | 8666            |
| 2.1 | Hull Identification Number           | EN ISO        | 10087           |
| 2.2 | Manufacturer's Plate                 | prEN ISO      | 14945           |
|     |                                      | prEN ISO      | 11192           |
| 2.3 | Protection against falling overboard | ISO/DIS       | 15085           |
| 2.4 | Field of vision from taken position  | prEN ISO      | 11591           |
| 2.5 | Owner's Manual                       | EN ISO        | 10240           |
| 3.1 | Dimensions                           | prEN ISO      | 12215 (6 parts) |
| 3.2 | Stability, freeboard                 | prEN ISO      | 12217 (3 parts) |
| 3.3 | Buoyancy, floating capacity          | EN ISO        | 12217 (3 parts) |
| 3.4 | Openings, hatches, windows           | prEN ISO      | 12216           |
|     |                                      | EN ISO        | 9093 (2parts)   |
| 3.5 | Flooding                             | prEN ISO      | 11812           |
| 3.6 | Recommended maximum load             | prEN ISO      | 14946           |
| 3.7 | Storage space for life-rafts         | -----         |                 |
| 3.8 | Emergency escape                     | -----         |                 |
| 3.9 | Anchoring, mooring, towing           | EN ISO        | 15084           |
| 4   | Engine power, manoeuvring capacity   | prEN ISO      | 11592           |
|     |                                      | DIN EN ISO    | 8665            |
| 5.1 | Engine system and engine compartment | DIN EN ISO    | 16147           |
| 5.2 | Fuel system                          | prEN ISO      | 10088           |
|     |                                      | DIN EN ISO    | 7840            |
|     |                                      | DIN EN ISO    | 8469            |
| 5.3 | Electrical system                    |               |                 |
|     | - Bilge pumpe                        | EN 28849/ ISO | 8849            |
|     | - Ventilatoren                       | DIN EN ISO    | 9097            |
|     | - Direct current systems             | DIN EN ISO    | 10133           |
|     | - Alternating current systems        | DIN EN ISO    | 13297           |
| 5.4 | Steering systems                     | EN 28848/ ISO | 8848            |
|     | - cable steering                     | EN 28847/ ISO | 8847            |
|     | - sprocket steering                  | prEN ISO      | 13929           |
| 5.5 | Liquid gas systems                   | peEN ISO      | 10239           |
| 5.6 | Fire protection                      | DIN EN ISO    | 9094-1          |
| 5.8 | Waste water                          | prEN ISO      | 8099            |

## 2. Description of the boat

### 2.1 Main data

|  |                    |         |
|--|--------------------|---------|
| Overall length                                 | L <sub>ol</sub>    | 10.21 m |
| Length waterline                               | L <sub>wl</sub>    | 9.30 m  |
| Maximum beam                                   | B <sub>max</sub>   | 3.20 m  |
| Beam hull                                      | B <sub>h</sub>     | 3.20 m  |
| Draught hull                                   | D <sub>hull</sub>  | 0.42 m  |
| Max. draught standard keel                     | D <sub>max</sub>   | 1.90 m  |
| Draught flat keel                              | D <sub>max</sub>   | 1.48 m  |
| Side height midships                           | D <sub>b</sub>     | 1.07 m  |
| Transport height standard keel without support | H <sub>T</sub>     | 3.86 m  |
| Transport height flat keel 148 without support | H <sub>r</sub>     | 3.44 m  |
| Full height mast*                              | H <sub>D</sub>     | 15,75 m |
| Full height mast with additional antennas      | H <sub>max D</sub> |         |

### Mainsail 32.70 m², foresail of 23.9 to 86.6 m²

|                                       |                  |                 |
|---------------------------------------|------------------|-----------------|
| Unladen weight standard keel          | U <sub>w</sub>   | 4300 kg         |
| Unladen weight shallow draft keel     | U <sub>w</sub>   | 4540 kg         |
| Max. weight standard keel             | V <sub>max</sub> | 5300 kg approx. |
| Max. weight shallow draft keel        | V <sub>max</sub> | 5540 kg approx. |
| Keel weight standard keel 190 cm      | G <sub>s</sub>   | 1660 kg         |
| Keel weight shallow draft keel 148 cm | G <sub>s</sub>   | 1900 kg         |

|   |                            |
|---|----------------------------|
| VOLVO PENTA inboard diesel engine, type           | <b>D1-20 13,8 kW/19 PS</b> |
| Optional: VOLVO PENTA inboard diesel engine, type | <b>D1-30 20.9 kW/29 PS</b> |

### 230 V Alternating current

Landline installation with battery charger and a 230 V socket

### 12 V – Direct current installation

#### Batteries

|                         |                   |
|-------------------------|-------------------|
| Starter battery         | 12 V 55 Ah        |
| • General use batteries | 1 x 12 V 95 Ah    |
| • Or Gel-batteries      | 2 x 12 V 80/95 Ah |

#### Tanks

|                                   |       |
|-----------------------------------|-------|
| 1 PE fresh water tank N° 1        | 160 l |
| 1 stainless steel fuel tank       | 83 l  |
| 1 stainless steel WC holding tank | 54 l  |

## 2.2 Height

- The full height can be critical when you have to pass under a bridge or a high voltage line. It is the height above the **waterline up to the highest point of the mast**. It is measured without possible antennas or radar reflectors but does include the measurement for the WINDEX. Please correct the measurement if you install any additional gear and mark it in the last line of the main data.

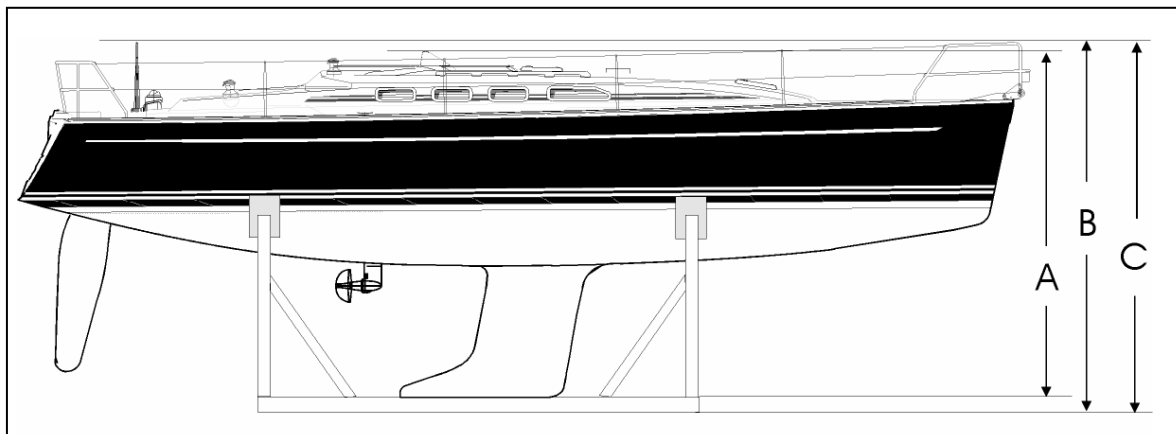


Figure 2: Transport measurements

## 2.3 Transport measurements

### Standard keel draught 1.90 m:

A = Transport height without stand, pulpit and helm 3,86 m

B = Transport height with stand and pulpit 3,95 m

C = Transport height with stand und helm 4,07 m

### Lead keel draught 1.48 m:

A = Transport height without stand , pulpit and helm 3,44 m

B = Transport height with stand and pulpit 3,53 m

C = Transport height with stand und helm 3,65 m

## 2.4 Maximum number of persons

The Directive requires the maximum number of persons recommended on board, when the boat is sailing in the conditions intended, to be laid down. The **Dehler 34** is designed for offshore navigation, that is to say trips of several days between different ports. Therefore we recommend the following:

- For sailing trips lasting several days, no more than 6 persons should be on board, since this is the maximum number of berths available;
- Note:** There **must** be enough life-jackets on board for all persons on the boat. An inflatable life-raft should have enough space for at least 6 persons.

For day trips, if possible not more than 8 persons should be on board, since there is only enough space for this number in the cockpit. For very short trips, the number can be increased.

- Note:** There **must** be enough life-jackets on board for all persons on the boat.

### 2.5 Life-raft

A life-raft corresponding to the sailing area designated by the design category must be mounted in the place provided on deck. The life-raft must have enough room for all people on board.

#### NOTE

According to the cabin version, a 6 man life-raft must be stowed under the helmsman's seat

### 2.6 Cranes

In many harbours yachts are taken on land with a crane and hoisting gear. Belts are to be placed taking into account the solidity of the boat's build and the distribution of weight. On the **Dehler 34**, the recommended lifting points are marked on the edge of the coaming. The forward lifting point corresponds to **A**, **approx. 3.45 m** from the front of the bow and the after lifting point to **B**, **approx. 2.18 m** from the edge of the stern. The distance **C** between these two marks is about **4.35 m**. With reference to these markings, the belts should not be displaced more than as follows:

Rear and front: max. 200 mm forwards or backwards.

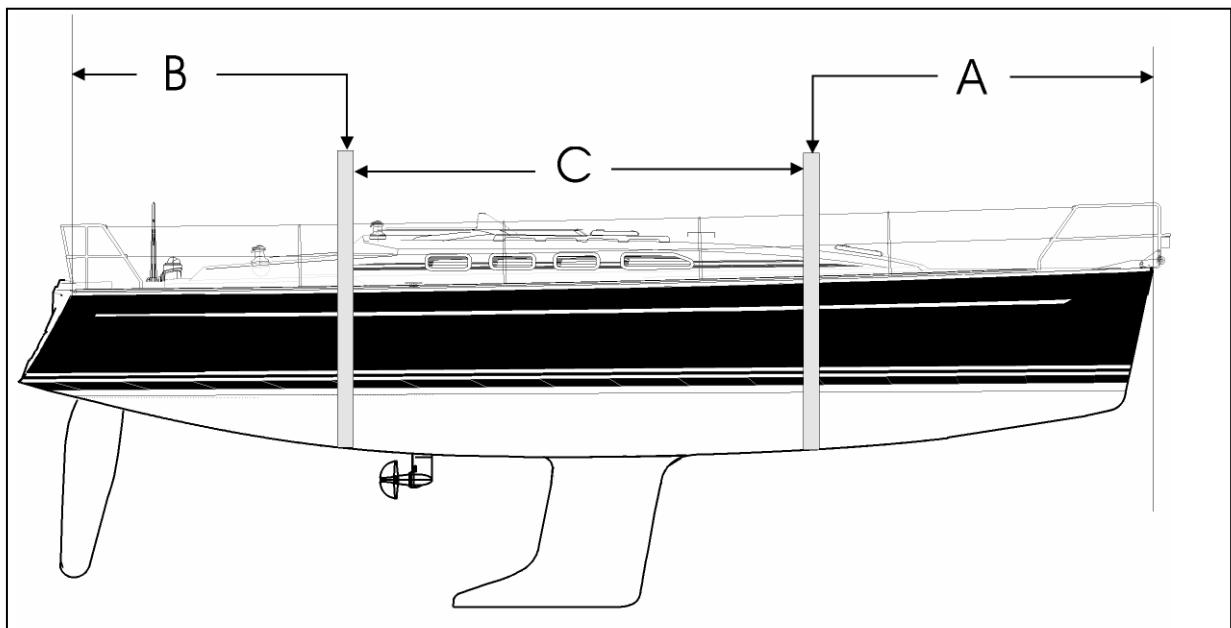
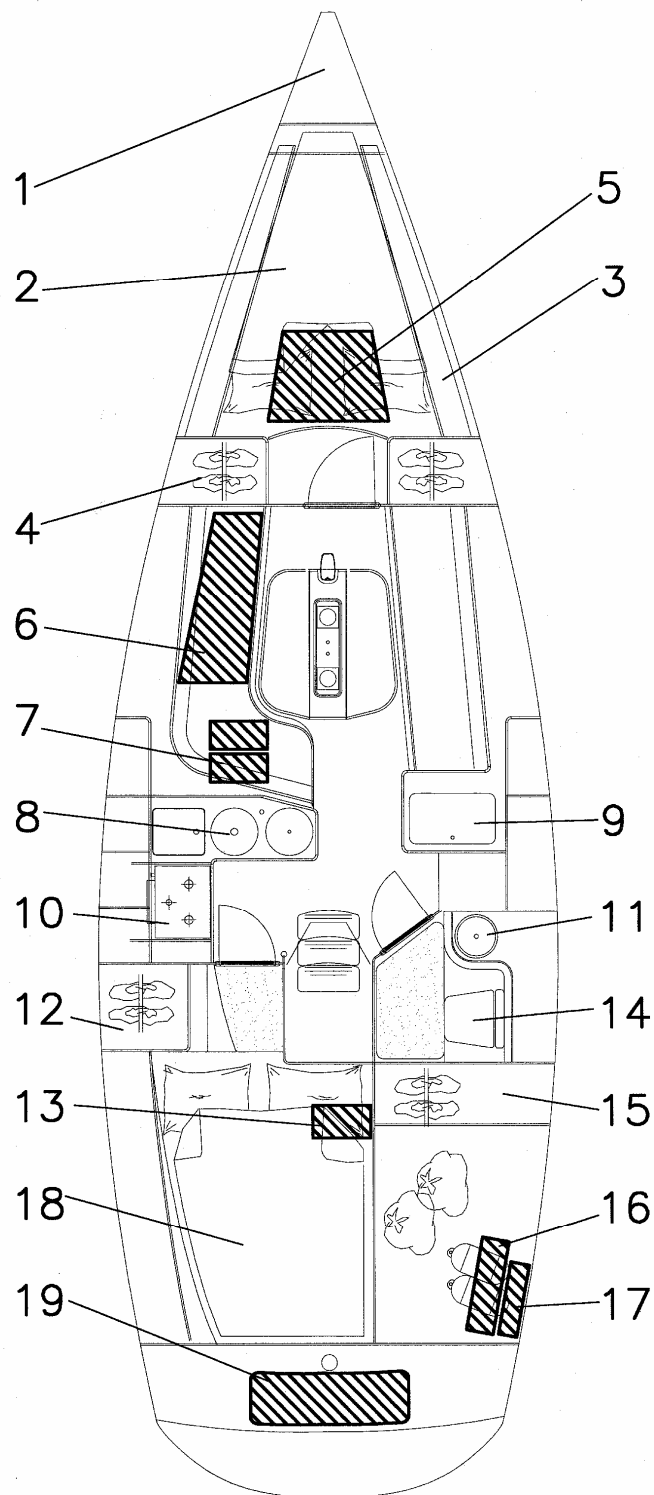


Figure 3: Lifting points for belts

## 3. General Drawings

### 3.1 2 Cabin Version

1. Anchor peak
2. Bow berths
3. Sponson
4. Bow locker
5. Water tank
6. Fuel tank
7. Battery: general consumption
8. Galley
9. Navigation area
10. Gas cooker
11. Hand washbasin
12. Clothes locker
13. Battery: engine
14. WC pump
15. Storage space.
16. Heat exchanger
17. Heating
18. Stern bunks
19. Stern storage space

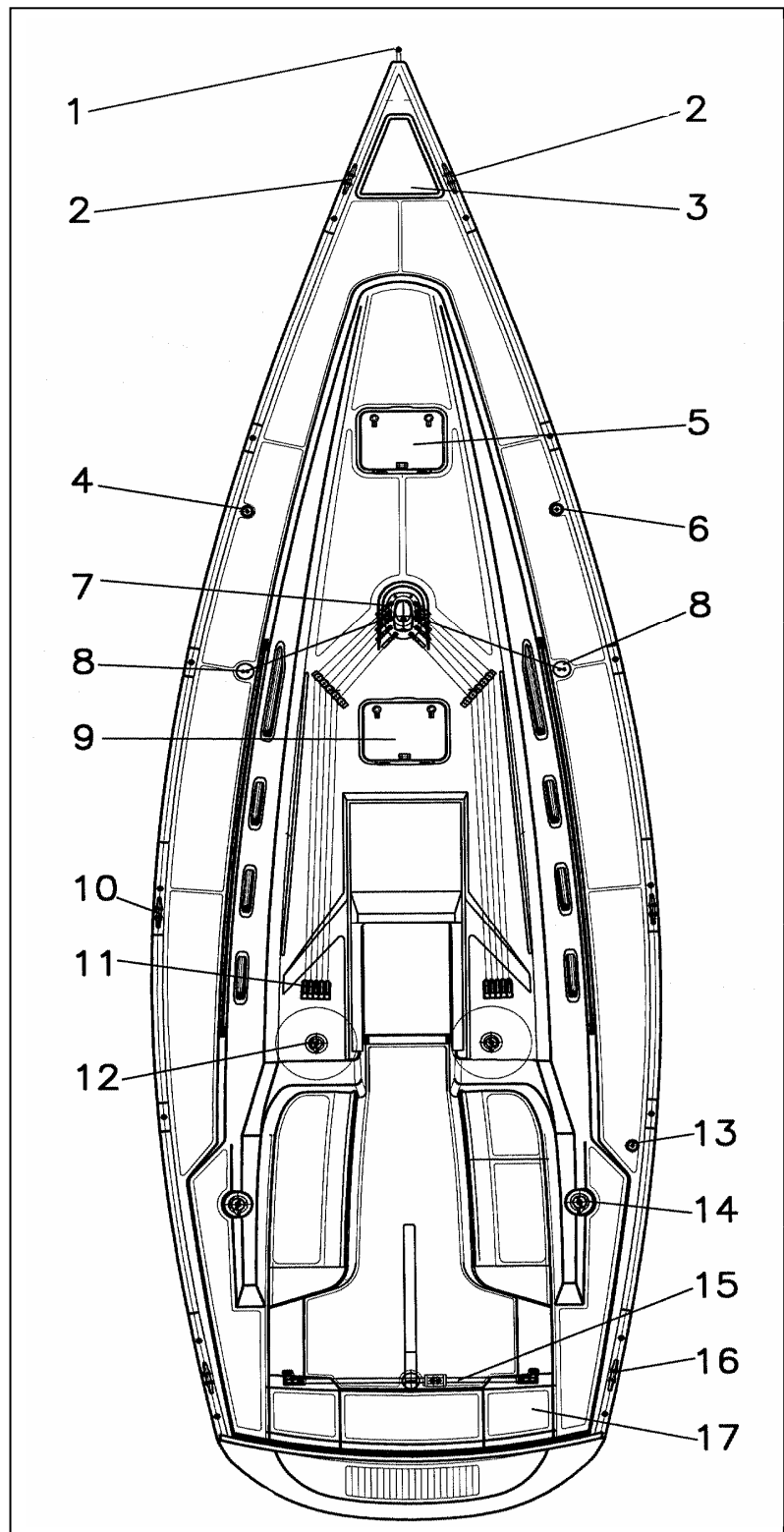


**Figure 4: General**

## 3.2 Deck plan

### Components

1. Anchor roller
2. Bow cleats
3. Anchor locker cover
4. Filling cap Diesel port
5. Forward (escape) hatch
6. Filling cap Water starboard
7. Mast trunk
8. Shroud chainplate port
8. Shroud chainplate starboard
9. Saloon hatch
10. Spring cleats
11. Locking levers
12. Halyard winches
13. Suction nozzle
14. Genoa winches
15. Traveller
16. Stern cleats
17. Gas container





## 3.2.1 Deck

The deck is a sandwich construction. Balsa wood of different thicknesses is used as intermediate layer. In areas with a lot of strain reinforcements of aluminium, plywood or solid wood are used.

Fittings such as genoa slides, halyard pegs, winches, deck hatches or rollers are screwed and sealed with a flexible silicone rubber substance.

## 3.2.2 Guard rails

The deck is equipped with a pulpit, a pushpit, an integrated safety ladder/swimming ladder and guard rail supports. The deck guard rail has a continuous height of 610 mm. The eight railing posts and the bolts for the pulpit and pushpit are screwed on the aluminium deck reinforcement and glued with epoxy resin.

## 3.3 Sail plan

|                   |                     |
|-------------------|---------------------|
| Mainsail          | 32.7 m <sup>2</sup> |
| Genoa 140 %       | 33.9 m <sup>2</sup> |
| Jib 100 %         | 23.9 m <sup>2</sup> |
| Spinnaker approx. | 86.6 m <sup>2</sup> |
| Gennaker          | 71.7 m <sup>2</sup> |

The canvas quality is chosen for the wind strain corresponding to the sails. The mainsail can be reduced by two one-line quick reefings, by 1.60 m above the main boom (reefing 1) and by 3.60 m above the boom (reefing 2).

### 3.3.1 Sail dimensions

- P = 12.52
- E = 4.50
- I = 13.66
- J = 3.76

With these data any sailmaker can make the sail you require.

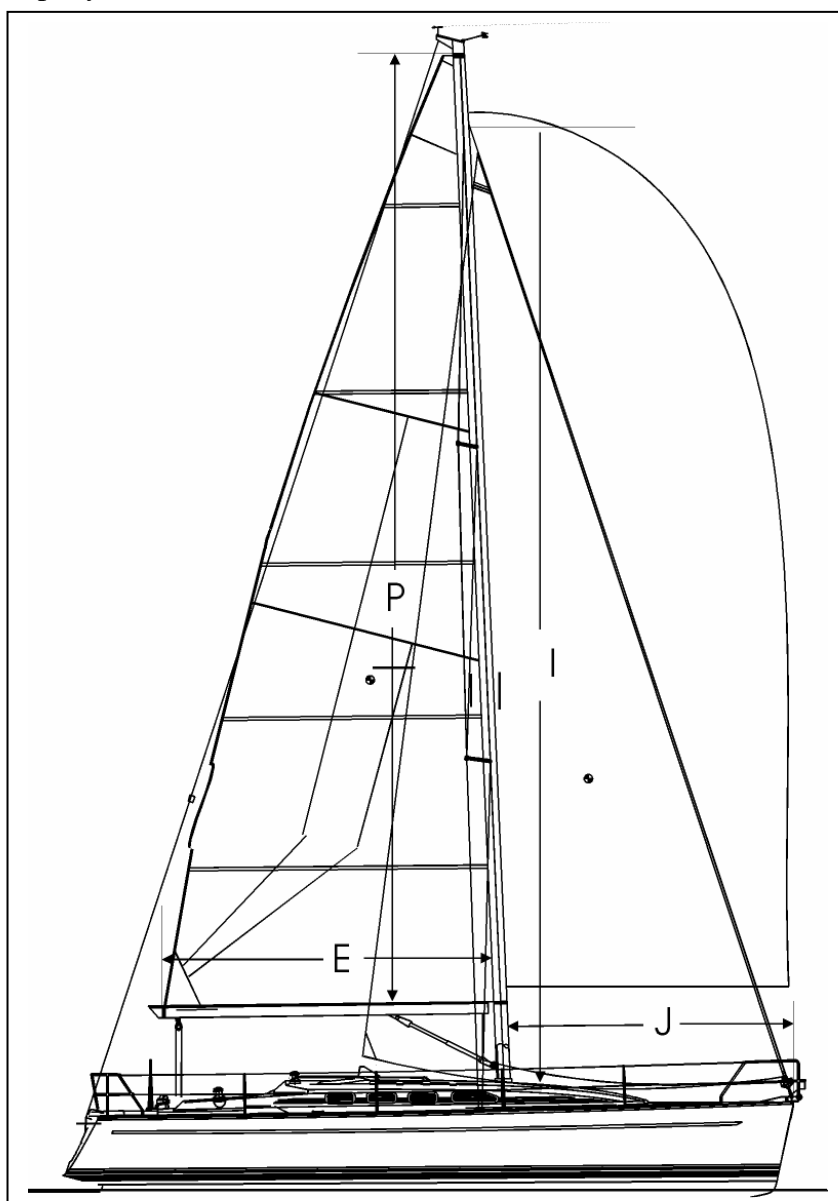


Figure 6: Sail plan

## 3.3.2 Rigging plan

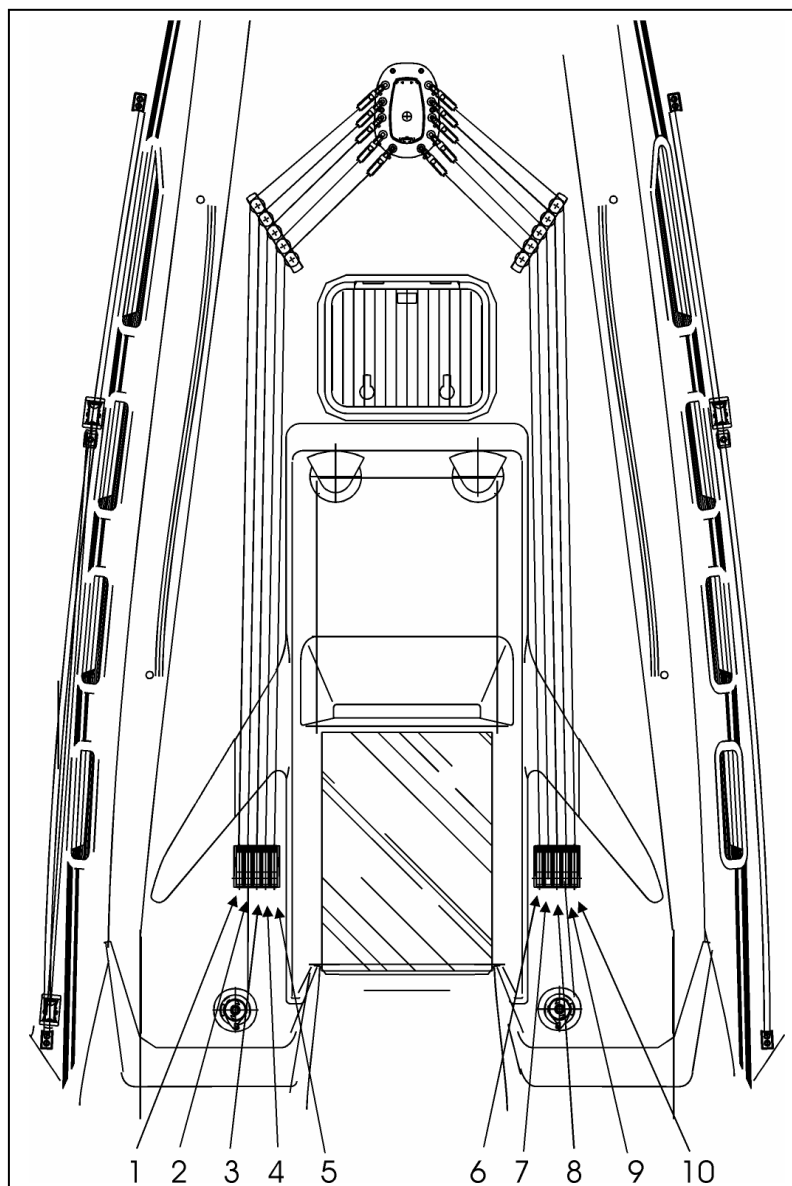
- The mast is placed in a mast rail under the deck:
- Mast length 15.77 m
- Boom length 4.66 m

Section profile: Mast Selden C193/202, Boom B143/76

Boom is fitted with Selden automatic reefing system for reef 1 and reef 2. By this you are able to reef sail by only one line.

## 3.3.3 Halyard running

1. Spinnaker Topping lift
2. Spinnaker halyard 1
3. Jib halyard
4. Reefing1
5. Main boom kicking strap
6. Outhaul
7. Reefing 2
8. Main halyard
9. Topping lift
10. Spinnaker halyard 2



## 3.3.4 Genoa slide / Main sheet traveller

Genoa slide and main sheet traveller are adjusted progressively from the cockpit. The adjustable top setting of the genoa slide is particularly sensible with a foresail roller reefing system.

Figure 7: Halyard running

## 3.4 Shrouds, stays and halyards

### Dyform rig Dimensions

#### Forestay

Type Dyform 7mm Ø 14100 mm

#### Backstay

Type Dyform 5mm Ø 13000 mm

#### Bridle Backstay

Type Dyform 5mm Ø 4000 mm

#### D2

Type Dyform 5mm Ø 3925 mm

#### V2/D3

Type Dyform 7mm Ø 7970 mm

#### D1

Type Dyform 8mm Ø 5320 mm

#### V1

Type Dyform 8mm Ø 55320 mm

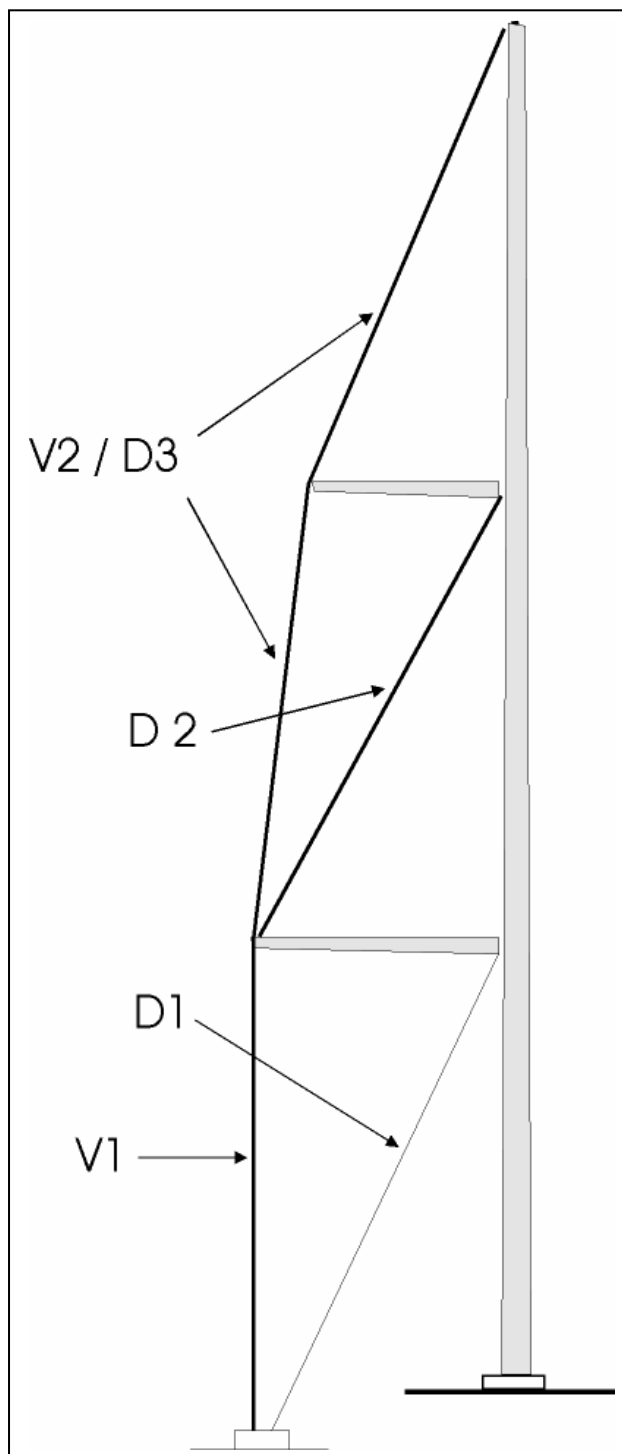


Figure 8: Shrouds Stays

### 3.5 Summary of halyard sizes

| Name                              | Material | Diameter | Length | Identifying thread |
|-----------------------------------|----------|----------|--------|--------------------|
| Genoa halyard                     | Spectra  | 10 mm    | 32 m   | blue               |
| 1 <sup>st</sup> Spinnaker halyard | Cupsheet | 10 mm    | 35 m   | yellow             |
| Main sheet                        | Dyneema  | 10 mm    | 34 m   | white              |
| Topping lift                      | Tasmania | 8 mm     | 32 m   | white              |
| Main sheet                        | Tasmania | 10 mm    | 30 m   | white              |
| Boom kicking strap 1              | Cupsheet | 8 mm     | 10 m   | black              |
| Boom kicking strap 2              | Cupsheet | 8 mm     | 1,5 m  | black              |
| Boom kicking strap 3              | Cupsheet | 8 mm     | 1,1 m  | black              |
| Reefing 1                         | Cupsheet | 10 mm    | 21 m   | white              |
| Reefing 2                         | Cupsheet | 10 mm    | 30 m   | white              |
| Genoa sheet                       | Dyneema  | 10 mm    | 14 m   | blue               |
| Flag halyard                      | Braided  | 4 mm     | 12 m   | white              |
| Mainsheet traveller line          | Tasmania | 8 mm     | 8 m    | white              |
| Genoa travellerline               | Tasmania | 8 mm     | 12 m   | white              |
| Backstay tackle                   | Cupsheet | 8 mm     | 4 m    | blue               |
| 2 <sup>nd</sup> Spinnaker halyard | Cupsheet | 10 mm    | 35 m   | red                |
| Spinnaker Topping lif             | Tasmania | 8 mm     | 28 m   | yellow             |
| Spinnaker kicking strap           | Cupsheet | 8 mm     | 24 m   | yellow             |
| Service line<br>Spinnaker slides  | Tasmania | 8 mm     | 5 m    | yellow             |
| Spinnaker sheets                  | Spectra  | 10 mm    | 20 m   | red                |
| Barber hauler                     | Cupsheet | 8 mm     | 10 m   | yellow             |
| Genakersheet                      | Tasmania | 10 mm    | 20 m   | red                |

## 4. Description of inboard systems

### 4.1 Engine installation

The **Dehler 34** is equipped with a Volvo engine installation and Saildrive. The system is economically mounted to turn through 180 degrees. The table shows you the most important data. At the same time we would like to refer you to the extensive information provided by Volvo. As skipper, you must be familiar with the safety and maintenance indications.

|                               |   |   |
|-------------------------------|---|---|
| Manufacturer                  | Volvo                                   | Volvo                                   |
| Type                          | 1D-20                                   | D1-30                                   |
| Number of cylinders           | 3                                       | 3                                       |
| Cylinder capacity             | 760 cm <sup>3</sup>                     | 1130 cm <sup>3</sup>                    |
| Rated power                   | 13,2 kW / 19 PS                         | 20,9 kW / 29,0 PS                       |
| rpm                           | 3.200 U/min                             | 3.200 U/min                             |
| Cooling                       | Fresh water cooling with heat exchanger | Fresh water cooling with heat exchanger |
| Reduction ratio               | 2,19: 1                                 | 2,19: 1                                 |
| Saildrive gearbox             | 130 S                                   | 130 S                                   |
| Dry weight                    | ca. 144 kg                              | ca. 158 kg                              |
| Three phase current generator | 12 V 115A                               | 12 V 115 A                              |
| Folding screw                 | 16 x 11"                                | 17 x 12"                                |
|                               |   |   |

According to the manufacturer there may be slight differences in pitch and diameter

As regards the installation the engine compartment is insulated on partition bulkheads. The engine is accessible through the bulkhead in the stern cabin. In addition you can open a flap hatch in the shower room and in the rear cabin to get access to all the important components of the engine. Oil dipstick is able to be controllrd though maintenance hatch in portside stern cabine.

#### 4.1.1 Exhaust system

The yacht is equipped with a wet exhaust system, i.e. cooling seawater is injected into the exhaust outlet pipe, which cools the exhaust fumes. This mixture is taken downwards to a silencer/water collector – mounted under the double berth. The pipe continues on towards the stern and forms a swan's neck in front of the port inner edge of the transom.

The exhaust pipe is made of synthetic rubber reinforced with a steel spiral. The pipe is heat-resistant, although with certain limits. Do **not** interrupt the sea water supply. Attention must be paid therefore to providing a continuous supply. The pipe is fixed at all connection points with two clamps.

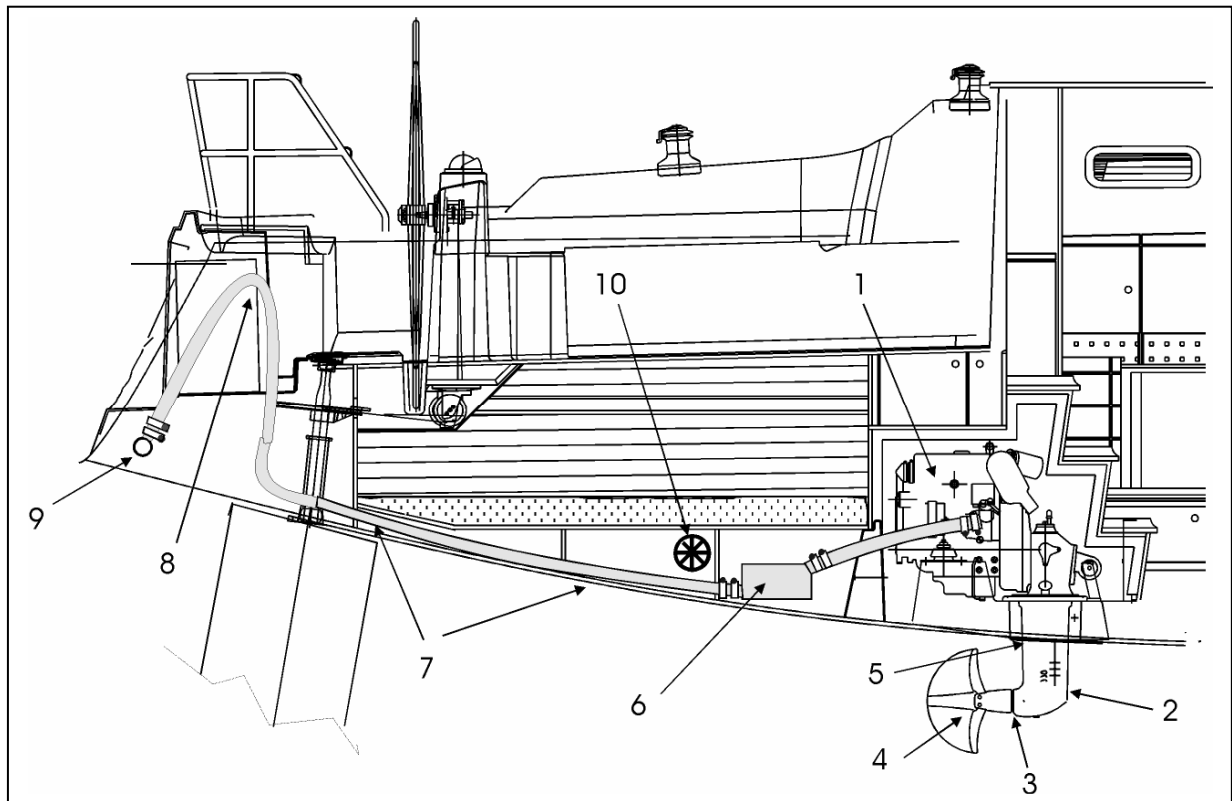


Figure 9: Engine installation

### Components

|                       |                 |                     |
|-----------------------|-----------------|---------------------|
| 1 = Inboard diesel    | 2 = Saildrive   | 3 = Zinc ring       |
| 4 = Folding propeller | 5 = Gasket      | 6 = Water collector |
| 7 = Exhaust pipe      | 8 = Swan's neck | 9 = Outlet          |
| 10 = Ventilator fan   |                 |                     |

### IMPORTANT

Every time after starting the engine, you should check that cooling water is being expelled with the exhaust fumes at the outlet!

### 4.1.2 Propeller

The yacht can be fitted with either a fixed screw or a folding screw.

### IMPORTANT

In freshwater areas the zinc ring (3) must be replaced by a magnesium ring.

### 4.1.3 Fuel tank

A 86 l stainless steel diesel tank is installed under the forward port bunk in the saloon. It is filled through the screw cap on the main deck towards the front port side of the cabin roof structure (marked FUEL with symbol).

Supply of and return to the inboard diesel engine occurs through a fixed copper pipe with fireproof fuel hoses at the ends in accordance with ISO 7840. Out-board ventilation of the fuel tank is carried out via a swan neck in the locker to the port deck and exits at the port side edge of the deck.



Figure 10: Fuel tank

### 4.1.4 Fuel supply/circulation

The feed pipe goes from the inlet pipe on the fuel tank, via a quick shut off valve on the fuel pipe to the coarse filter/water separator under the bunk in the stern cabin and on to the fine filter and diesel pump. The engine return pipe to the tank is situated almost parallel. A quick shut off valve is installed on the feed pipe. This is reached by lifting up the forward padded seat port side in the saloon.

#### IMPORTANT

Perfect running of the engine is only possible with clean fuel. Therefore it is absolutely essential to regularly inspect and clean the filter and water separator.

#### Warning

**Turn off the engine, heating and the cooker when filling the tank.  
Never smoke while filling the tank!**

**Never approach with a naked flame!**

## Components

1. Filling cap
2. Ventilation
3. Fuel tank
4. Quick shut off valve
5. Return pipe
6. Feed pipe
7. Inboard diesel engine
8. Filter/Water separator
9. Diesel supply to heating

### 4.1.5 Engine switch panel

The engine switchboard with a control lever is installed in the cockpit's coaming starboard. All other information can be found in the extensive information provided by Volvo.

### 4.1.6 Engine monitoring

It is especially important to heed the engine temperature light in calm and tidal waters. If the water supply is disturbed engine over-heating may rapidly occur. As the light does **not** fall in the field of view of the skipper an audible warning signal should reliably prevent such a situation. See also the instructions in the Volvo manual.

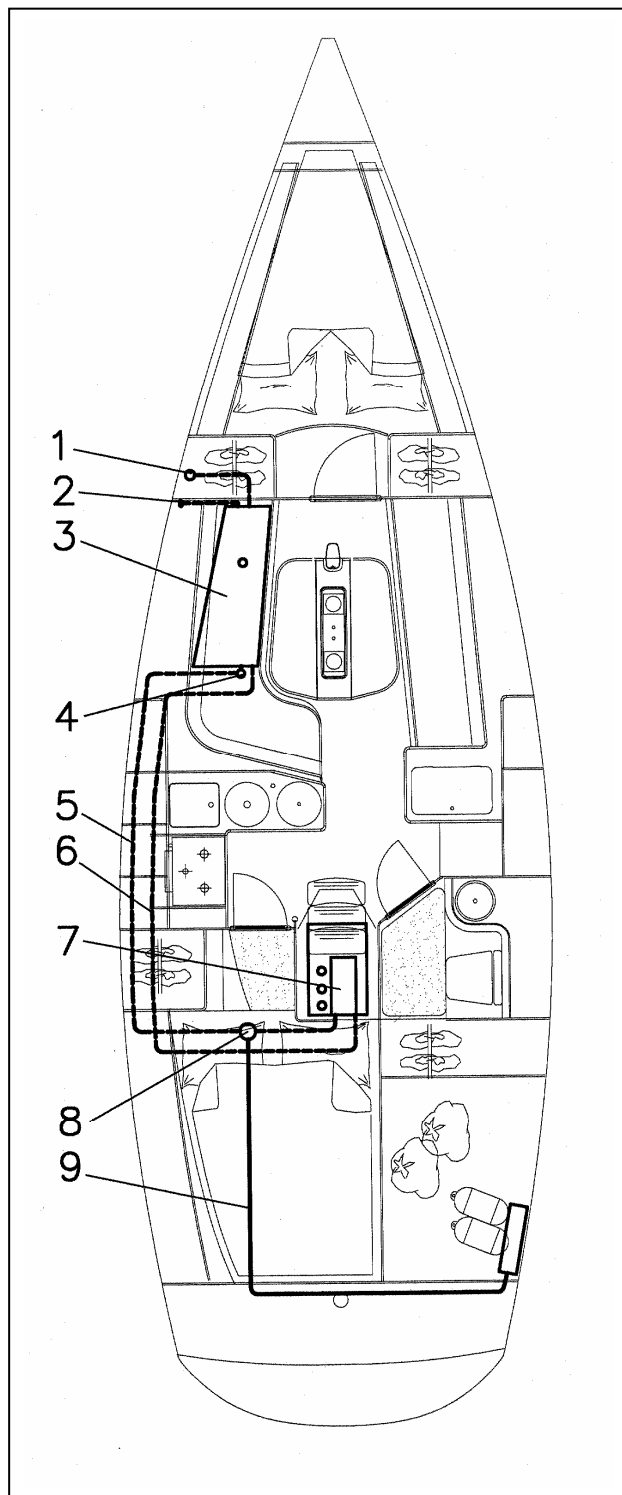


Figure 11: Fuel lines

## NOTE

The single lever circuit is a combination between a circuit and a throttle. Always allow a few seconds in neutral between gear changes, to take care of the gear.



### 4.2 Fresh water, drinking water, cold

The **Dehler 34** has a polyurethane water tank, with a capacity of 160 l. It is installed under bed in forward cabin. The filler cap is on the starboard on the coaming. An electric pressure water pump with a secondary surge tank supplies the sink and the washbasin in the toilet area.

#### 4.2.1 Cockpit shower

The fresh water tank also supplies the cockpit shower. The unit is installed on the surface aft.

#### Components

1. Ventilation starboard tank
2. Filler cap
3. Water tank
4. Sink bleed point
5. Pressure water pump
6. Surge tank
7. Hand washbasin bleed point
8. Cold water supply
9. Cockpit shower cold

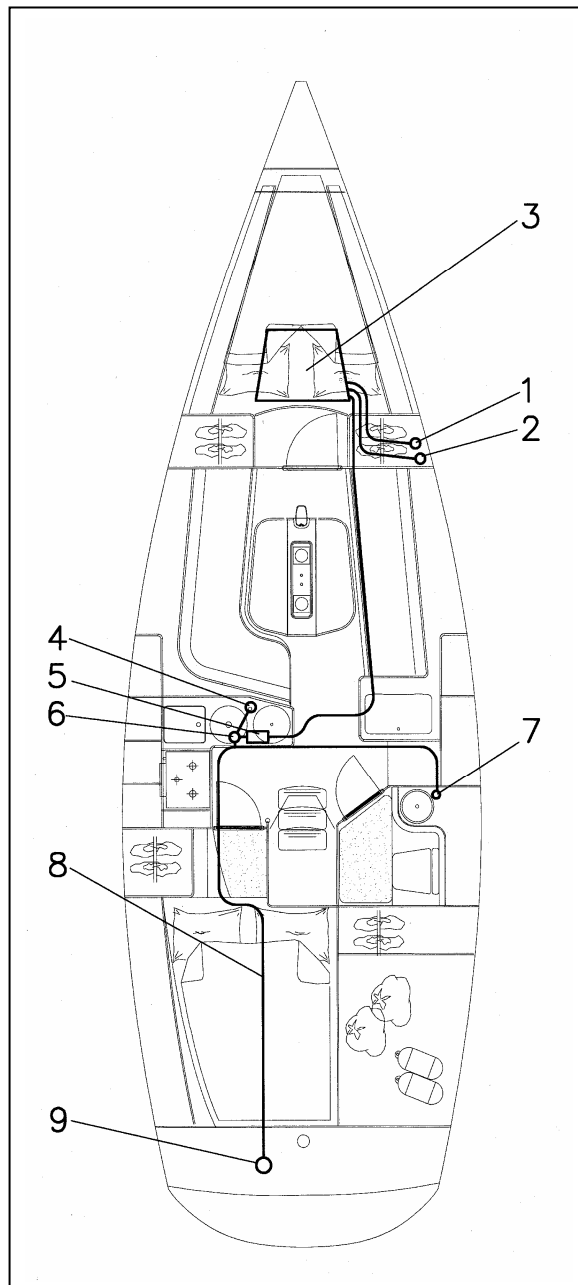


Figure 12: Drinking water cold

## 4.3 Fresh water, hot

A heat exchanger with a 20 l capacity is installed for the production of hot water. It is situated in the starboard rear storage space.

### Components

- 1 Ventilation tank
- 2 Filler cap
- 3 Water tank
- 4 Pressure water pump
- 5 Sink bleed point
- 6 Surge tank
- 7 Hand washbasin bleed point
- 8 Cold water supply
- 9 Hot water supply
- 10 Heat exchanger
- 11 Engine supply hot
- 12 Engine return
- 13 Cockpit shower, hot

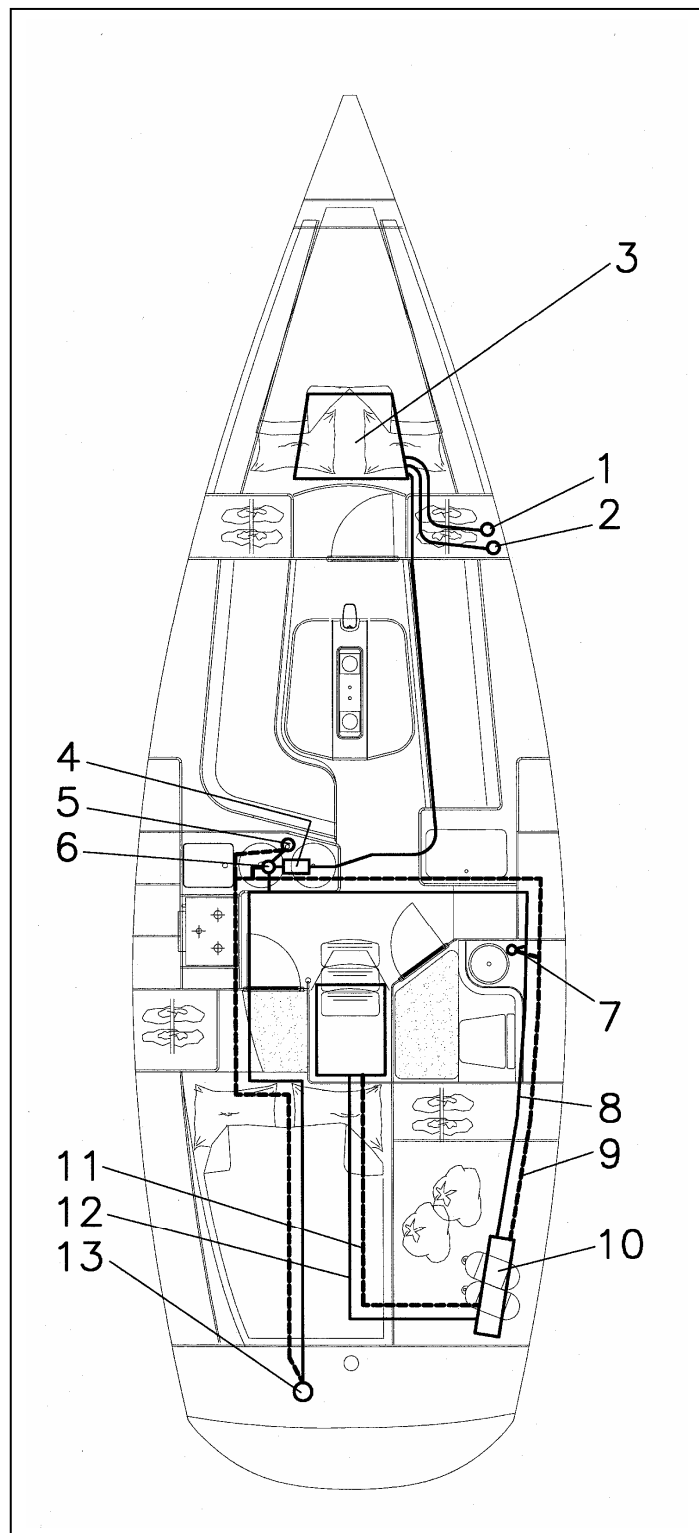


Figure 13: Hot water

### 4.3.1 Hot water boiler

If the boat is fitted with a hot water boiler the system is supplied via the shower installation with a tap in the hand washbasin, from which water can be drawn. A waste water pump and shower curtain are supplied.

The engine twin-circuit cooling is used amongst other things as heat source. Since it is anticipated that the engine would be used only in calm weather and for manoeuvring in harbour, the hot water boiler/heat exchanger is additionally equipped with a 1200 Watt electric heating cartridge, which in harbours can be used with 230 V alternating current via the shore connection. You will find the switch in the space under the navigation table.

The cold water goes to the insulated boiler by means of the pressure pump. . The water in the water boiler is heated by the hot water of the engine. The washbasin, galley and eventually the cockpit shower are thus supplied. The surge tank in the cold-water circuit responds also to the withdrawal of hot water.

### 4.3.2 Waste water pump

We have installed a shower water suction pump in the locker space under the hand washbasin. At 12 l/min. the pump removes more water than can be provided by the water supply. If the water in the shower tray rises, this means that the filter is clogged and should be cleaned. It can be easily reached in the locker space under the washbasin. The stopcock can be found at the side of the washbasin.

## 4.4 Alternating current installation

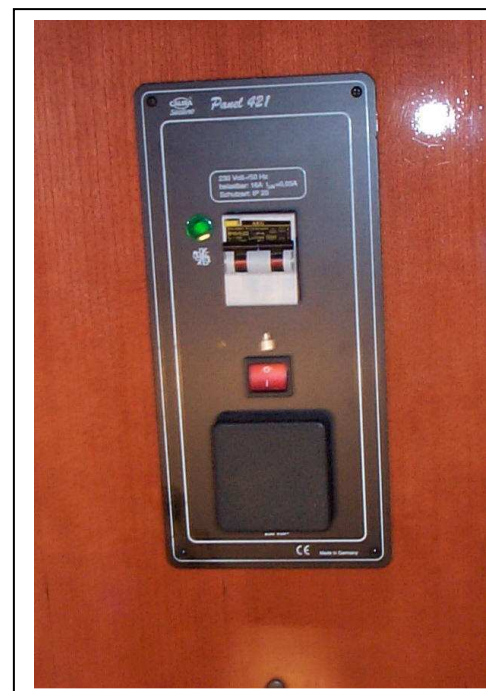
If the yacht is equipped with a 230 V shore connection unit, when you are mooring in a harbour, you can feed power into the onboard system with a connection cable. The socket is to be found at the end of the cockpit. There is a 230 V socket in the shore connection unit in the space under the navigation table.

### 4.4.1 Shore connection unit

- Manufacturer CALIRA 421
- On/off switch, battery charger
- FI- protection switch
- System control light
- On/off switch, heat exchanger
- with control light
- 230 V safety socket

Charging of the battery starts once the shore connection cable is plugged in. The 230 V socket is likewise ready to function. It is exclusively for electrical use. Please think about the power limit of land sockets. The feed for hot water heating in the heat exchanger has fixed cabling, which is separately switched and protected.

Figure 14: Shore connection panel



## 4.4.2 MASTERVOLT BATTERY CHARGER

|                         |              |
|-------------------------|--------------|
| Name                    | Standard     |
| Model                   | IVO 12/25-2  |
| Voltage                 | 230/110V     |
| Power                   | 25 Amp.      |
| Charging voltage        | 14,25-13,25V |
| Charging characteristic | IUoUo        |

### NOTE

Please make yourself familiar with the **safety instructions** attached for the battery charger!

## 4.5 Onboard direct current system

The 12 V direct current system is responsible for the power supply for all general use appliances. The 12 V – Plus load circuit can be switched off using the main switches next to the port companion way and with the second master switch of the starter battery. The 12 V power supply is comprised of the following main components/power supply sources.

Starter battery, consumer battery, motor generator (dynamo), and a battery charger

### 4.5.1 Master switches

The master switches of engine are situated at bottom of bed on the port side of the stern cabin. The master switches of consumer batterie is mounted under the Navi-Table.

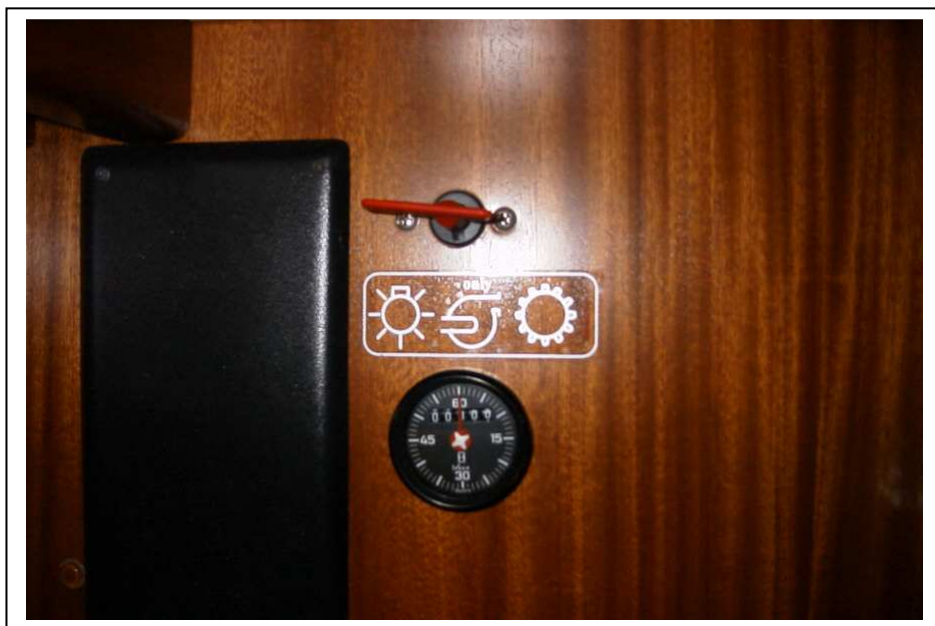


Figure 15: Master switches

### 4.5.2 Arrangement of main fuses

The following main fuses are to be found under the stern cabin port side behind the batteries – depending on the equipment:



Figure 16: Main fuses

1= Anchor winch

2= General consumption

Further distribution to the “general consumption” is via the **power circuit distributor**, (switch board) above the starboard chart table.

### 4.5.3 Identifying the cables

The following numbers are to be found on the electric cables. Thus it is possible to check the clamped connections and leads easily.

1 = Bow/Stern light

2 = Steaming light

3 = Tricolour light

4 = Anchor light

5 = Instrument lighting

6 = Interior lighting port

7 = Interior lighting starboard

8 = VHF radio

9 = Pressure water pump

10 = Self steering gear

11 = Refrigerator

12 = Bilge pump

13 = Waste water pump

14 = 12 V socket

### 4.5.4 Additional fuses

Apart from the fuses on the control panel and in the companion way, three more “in-line” fine wire fuses have been installed, in each case a 3.25 A fine fuse in the control cables of the indicator for the consumer batteries. An additional “delay action” 3.15 A fine wire fuse protects the cable for the engine compartment ventilation.

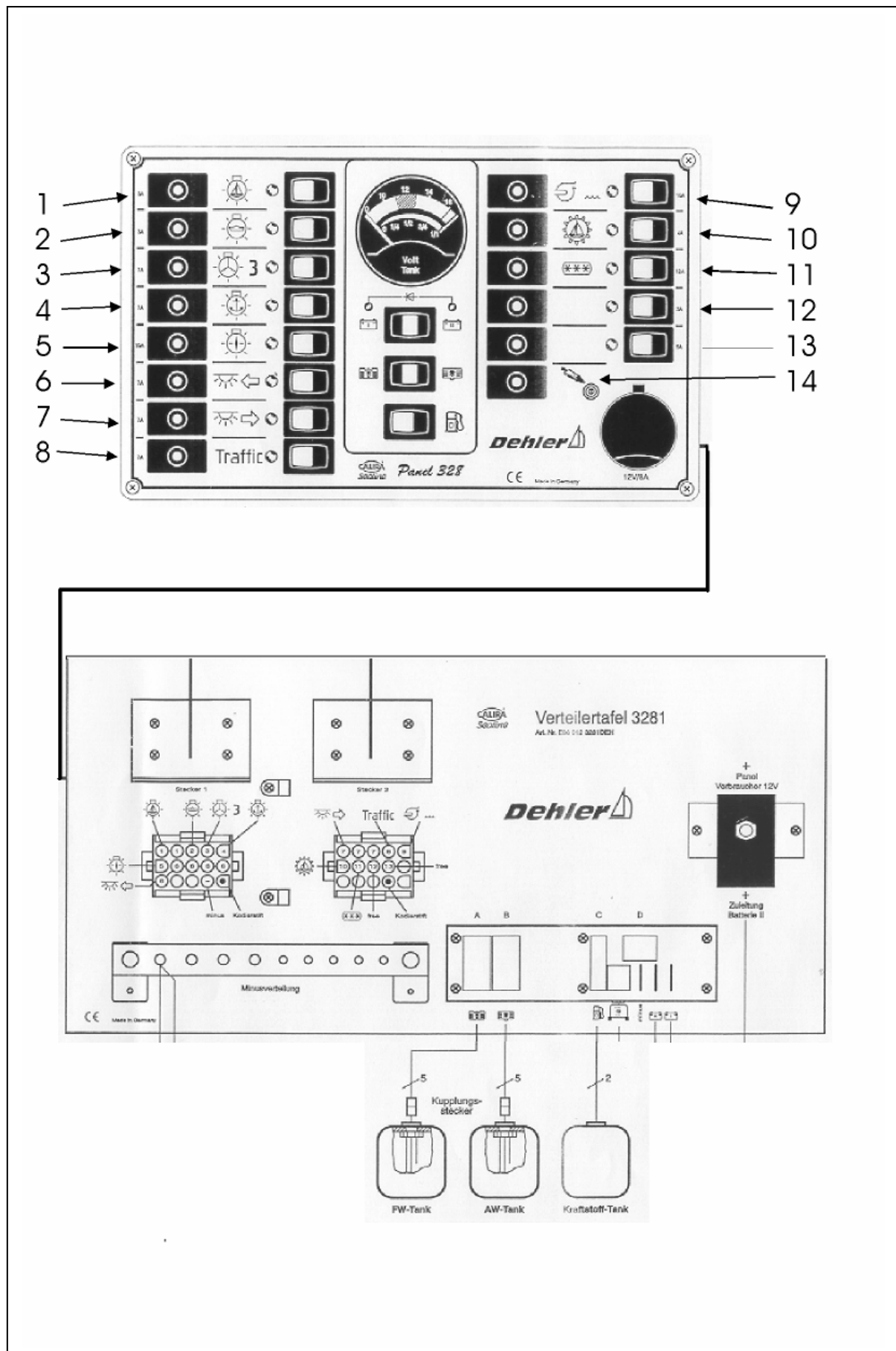


Figure 17: Control panel with connection numbers

### 4.5.5 Control panel data

Manufactured by CALIRA, Panel 328  
Circuits with thermal protected switches  
Ammeter  
Switch  
Combined indicator voltmeter  
for water/diesel + holding tank (optional) indicators  
12 V socket

### Direct current consumers

The main circuits are the following:

|                       |                                   |
|-----------------------|-----------------------------------|
| Navigation lights     | Refrigeration unit for cool-box   |
| Water pumps           | Engine instruments/Tank indicator |
| VHF Radio/ radio      | Electronic navigation instruments |
| Auxiliary consumption | Bilge pumps, Shower/Bilge         |
| Anchor winch          | Self steering gear                |

### 4.5.6 Battery Charging

The yacht is equipped with a 12 V 55 Ah starter battery, placed under the berths of the stern cabin port side. Depending on the equipment, the installed consumer batteries are 1 x 95 Ah or optionally 2 x 80/90 Ah Gel, installed under the port side salon berths. Both batteries are maintenance-free and protected against leakage.

The batteries are charged via the engine alternator. As soon as the shore connection is switched on, the battery charger starts charging all batteries.

### Alternating current consumers

The fixed 230 V connections are for the battery charger and hot water provision. The 230 V sockets in the panel of the land line unit are intended for carrying out small repairs with electrical machines when on a sailing trip or for connecting other comfort consumers.

#### REMEMBER

The power of shore connections is usually limited. Max. 600 – 800 Watt.

### 4.5.7 Auxiliary supply

Navigation lighting must have absolute priority. If there is a drop in capacity caused by a technical fault in the supply, all other consumers must first be switched off. Running the engine, even when sailing, can recharge the batteries, which enables you to switch on the second most important consumers .

## 4.5.8 Tank monitoring

The fuel tank, water tank and holding tank indicators are all integrated in the navigation control panel. Thus their level can be checked.

### NOTE

The control indicator is a **stepped indicator** with four steps  $\frac{1}{4}$   $\frac{1}{2}$   $\frac{3}{4}$  and full

## 4.5.9 Terminals/Supplies

In the event of a fault it is necessary for its elimination to check whether the distribution points are receiving any current. In this page we want to show you where the terminals and supplies are positioned and how to find them on your boat.

Supply- locker portside  
Clothlocke4r forward to portside,  
Distributor N°1

Supply - locker space starboard

Cloths locker forward to starboard  
Distributor N° 2

Supply – backrest starboard

N° 3 supply is on the side in front off the  
chainplate support starboard

Supply - Clothes locker

N° 4 supply is in the clothes locker aft.

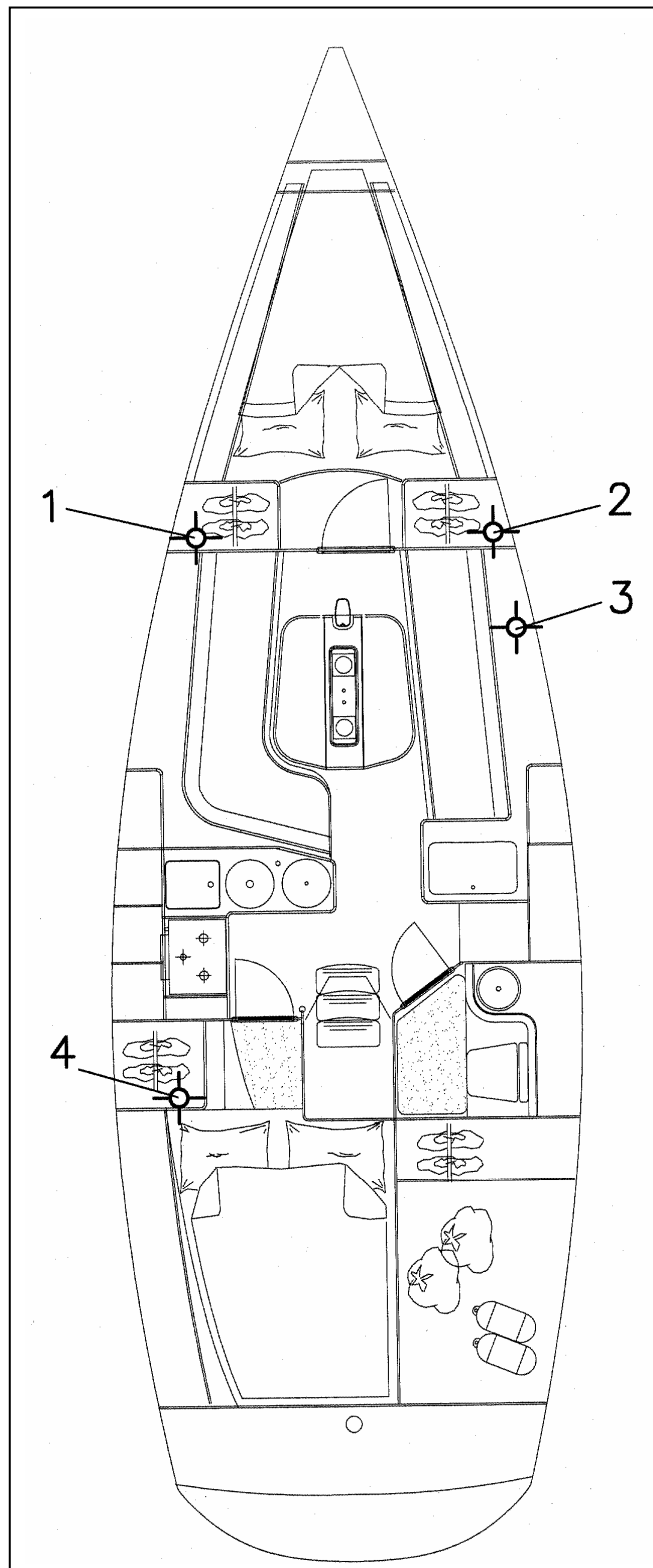
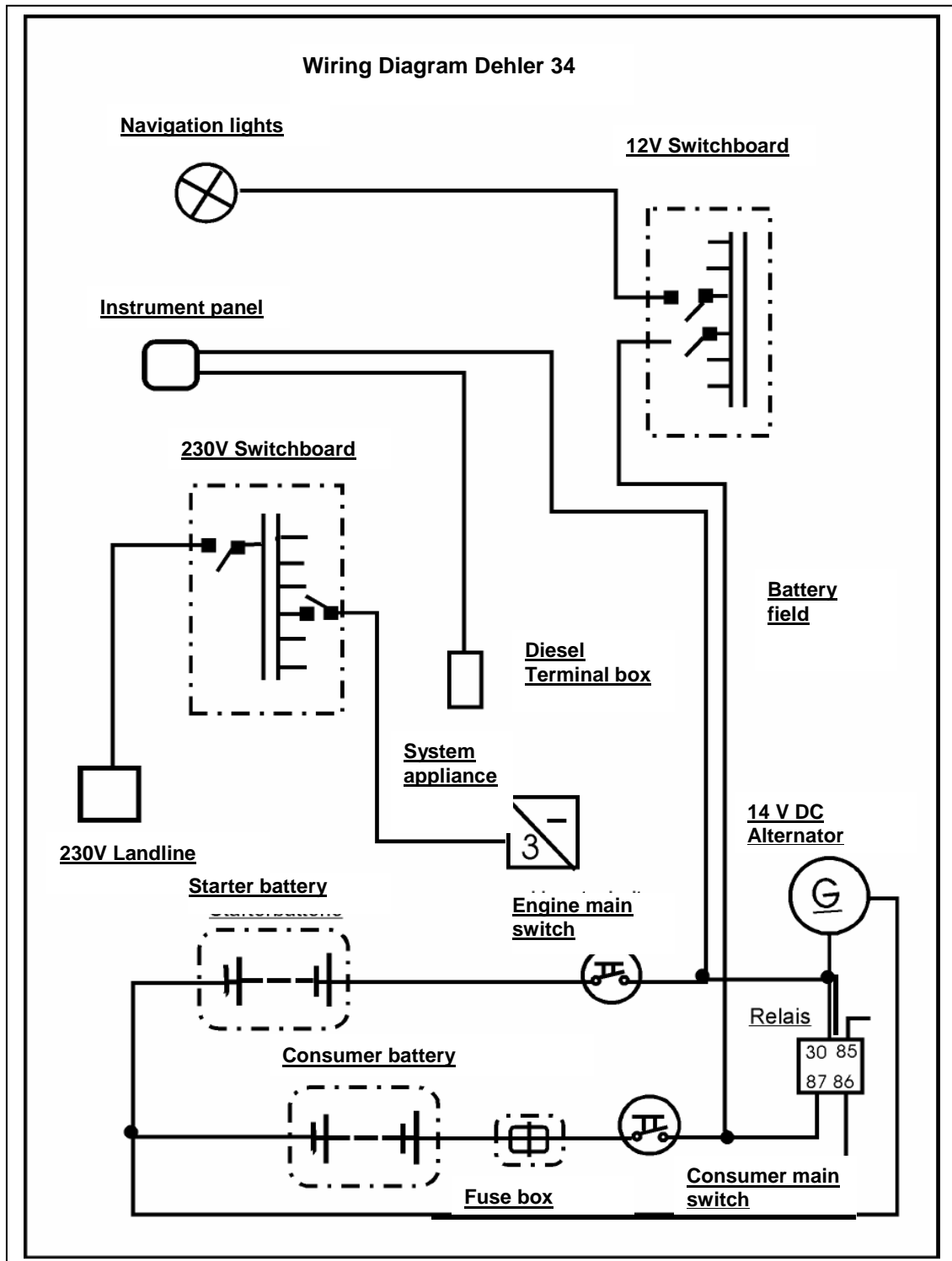


Figure 18: Terminals



## General consumers

This particularly includes the interior lighting with sockets. All lights have an integral switch so that it is possible to use the electricity only where required.



### 4.5.10 Electric wiring diagram

The wiring diagram helps the specialist when looking for faults. It shows in a diagram the layout of the 12 V and 230 V system.

#### **Important**

Before setting out: check the battery voltage and functioning of the navigation lights

#### **Important**

Never  
work on live electrical installations,  
choose more or less powerful fuses and thermofuses,  
install electrical appliances that exceed the permissible loading of the  
power circuit.

### **Important information concerning the alternating current installation:**

#### **WARNING**

In order to avoid the risk of electrocution or fire:

Never let the shore connection cable hang in the water  
Always connect the shore connection cable on board first and then on land

Do not change the shore connection plugs  
(Adapters, e.g. in Denmark, should be left on board)

Repairs on the 230 V installation should only be carried out by a specialist.

## 4.6 Bilge systems

### 4.6.1 Anchor locker

The **anchor locker** is watertight from the boat. It empties outboard directly through an opening.

### 4.6.2 Cockpit

The **cockpit** is drained through the bilge drains in the footspace port and starboard

#### Components

1. Electrical bilge pump
2. Suction nozzle mechanical pump
3. Bilge pipe - electric bilge pump
4. Bilge pipe - mechanical pump
5. Mechanical pump
6. Outlet – electric pump
7. Outlet - mechanical pump

### 4.6.3 Hand bilge pump

The suction filter with return valve is installed in the saloon between the galley and the navigation table in the bilges (1). It is connected by a flexible hose to the hand bilge pump with a capacity of 90 l/min, mounted on the bulkhead wall of the aft port side locker. The outlet is on the port side rear surface of the boat.

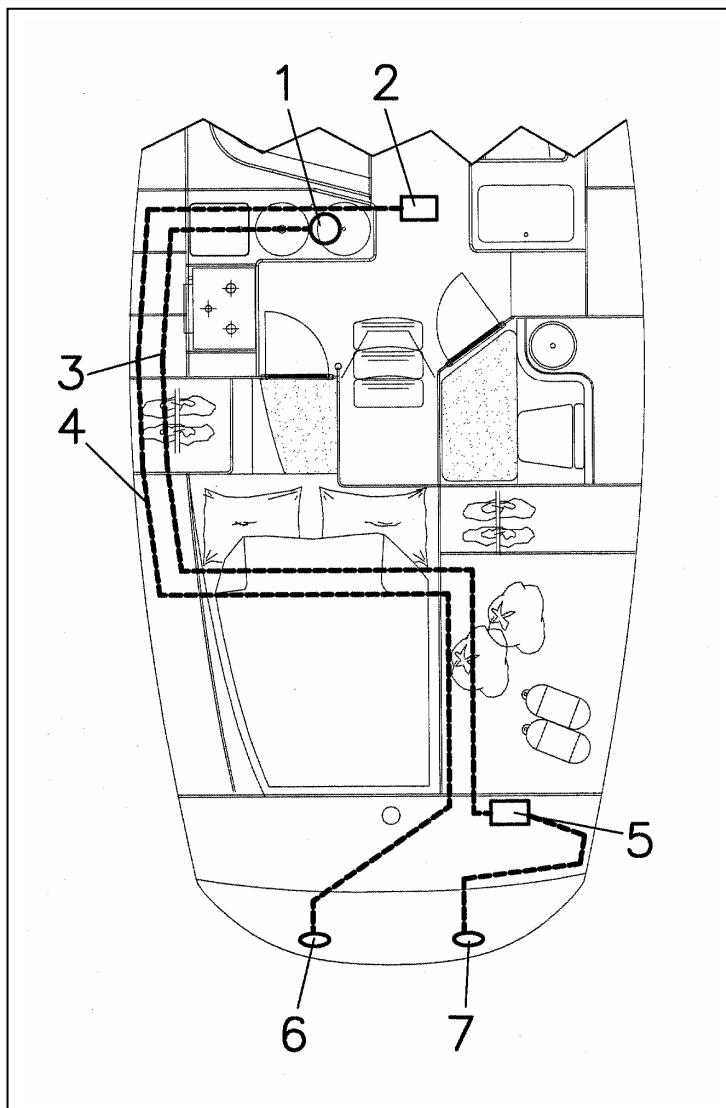


Figure 19: Bilge system

#### NOTE

The hand lever is easily accessible, fixed in locker seatlid

### 4.6.4 Piston pump

A piston pump is an excellent bilge emptying device. Every boat should have one on board and it should always be accessible in the galley locker.

### 4.6.5 Electric bilge pump

In addition we have installed an electric bilge pump with a capacity of 120 l/min. The suction filter (2) is under the galley towards the middle of the bilges. The outlet is on the flat part of the stern. The switch is on the navigation panel among the group of switches.

#### **WARNING**

The total pump capacity will probably not be sufficient to empty the boat in the event of a collision with solid objects. Take measures for such exceptional events with collision mats and other devices.

#### **NOTE**

Both bilge systems only work if the suction filters are clearly under the water. Small quantities of water should be removed with a sponge or a dustpan.

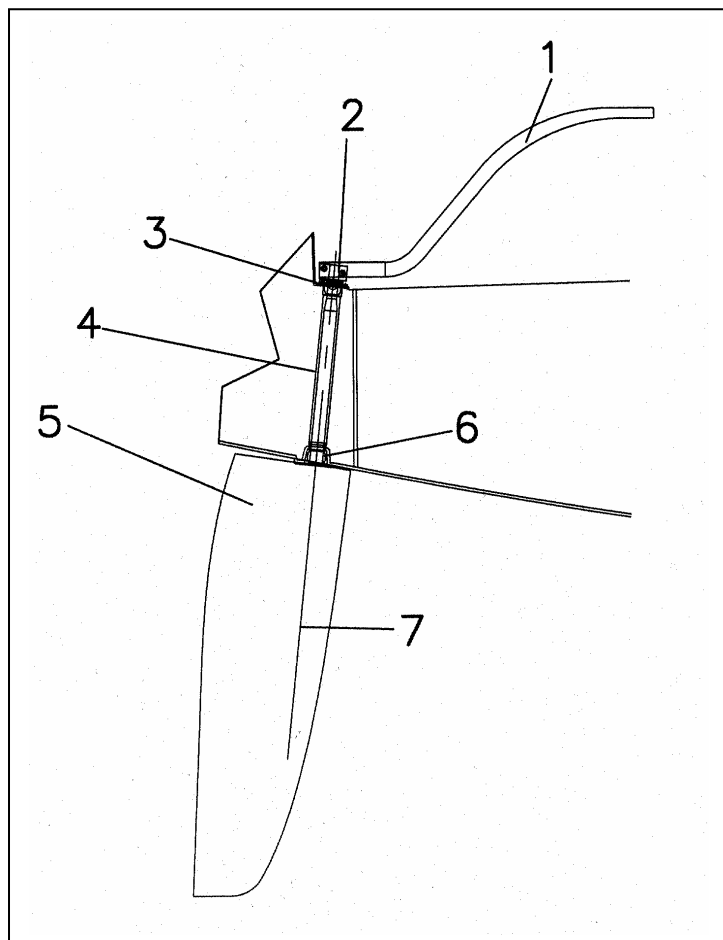
### 4.7 Rudder system

The rudder system only needs minimum maintenance. The rudder blade with rudder shaft is held in an upper and lower pendulum bearing. The power is transmitted from the cable drum on the steering column via a cross piece to the steering gear and from there to the rudder quadrant. Here the very strong steering cable can be put under strain. See also the supplier's documentation.

The rudder is caulked and held by a rudder caulking ring on a friction bearing above the rudder port. In addition the rudder shaft is caulked by thickening of the shaft in the port.

#### 4.7.1 Tiller steering

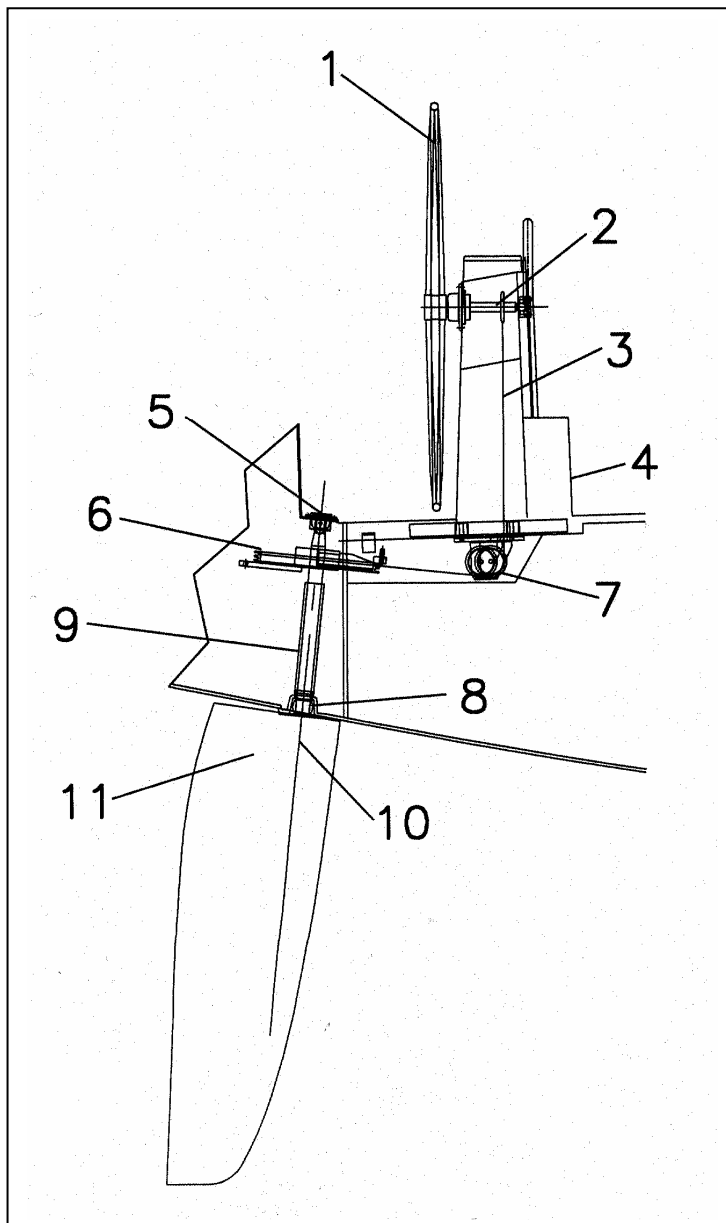
- 1 Tiller
- 2 Tillerhead
- 3 Upper bearing
- 4 Rudder tube
- 5 Rudder blade
- 6 Lower bearing
- 7 Rudder stock



### 4.7.2 Wheel steering

Steering pedestal is integrated into deck.

- 1 Wheel
- 2 Steering drum
- 3 Chain and vice set
- 4 Steering column
- 5 Upper bearing
- 6 Quadrant
- 7 Idler
- 8 Lower bearing
- 9 Rudder tube
- 10 Rudder stock
- 11 Rudder blade



## 4.7.3 Rudder blade and rudder bearing

The rudder blade is a modern prebalanced GF synthetic profiled blade with considerable rudder force. The rudder shaft, diam. 44 mm, is made of stainless steel, offset and is narrower at the lower end. The rudder force from the wave to the rudder blade is transmitted with welded fittings. The rudder shaft is held above in a JP3 pendulum bearing, type 1 Ref 10.13.03 and below in a JP3 bearing, type 1 Ref 10.14.04.

The rudder is practically maintenance free. An annual cable tension check is however necessary. Tension adjustment should be carried out if necessary. Every five years the rudder should be dismantled, the bearing surfaces carefully cleaned, greased and then reinstalled. Bear in mind that the rudder can only be “withdrawn” in a crane or above a pit after the rudder quadrant has been loosened.

After re-installation the transmission cable must have its tension adjusted again.

### IMPORTANT

Do not make sternway **too quickly**,  
and always **hold the wheel firmly**.

**Never** let go of the wheel!

The stop mechanism and the cables are unnecessarily put under strain

## 4.7.4 Emergency tiller

The emergency tiller is stowed in the galley locker port side. One end of the emergency tiller is in fact a screw, with which the cover of the upper bearing can be loosened. The other end is equipped with a nut that must be placed on the connecting plate in the upper end of the rudder shaft. As skipper, you should get used to the hand grip and have tried out the tiller.

### Components

1. Emergency tiller
2. Nut for insertion
3. Cover of upper bearing
4. Blind hole with connecting plate
5. Pendulum bearing
6. Cockpit floor

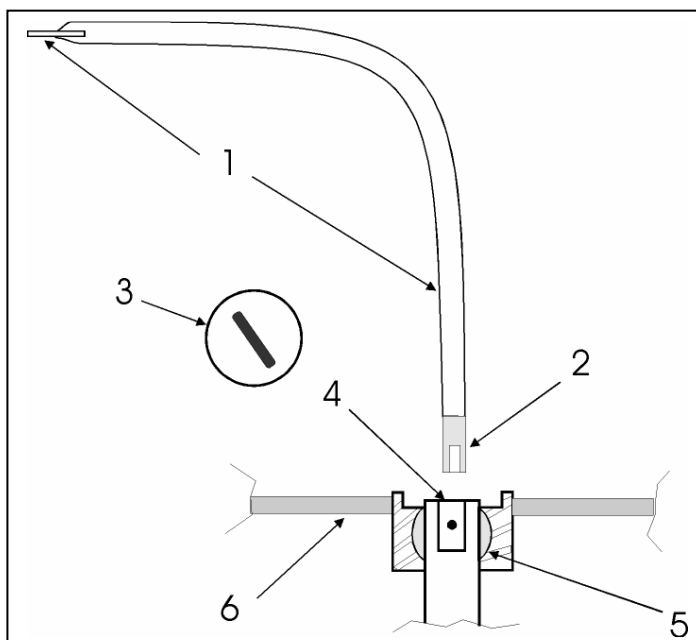


Figure 20: Emergency head

### 4.8 Gas installation

The gas installation of the **Dehler 34** for the cooker was installed in accordance with the German regulation, G 608, and in compliance with the European Standard EN 10239. The stamped test certificate is attached to the documentation for your boat.

You can use Camping GAZ bottles.

#### Components

1. Gas cooker
2. Cooker shut-off valve in the clothes locker
3. Cu pipe
4. Pressure regulator
5. Shut-off valve and gas bottle
6. Camping gas bottle emplacement

#### Handling of gas installation

Please use following instruction to handle gas installation:

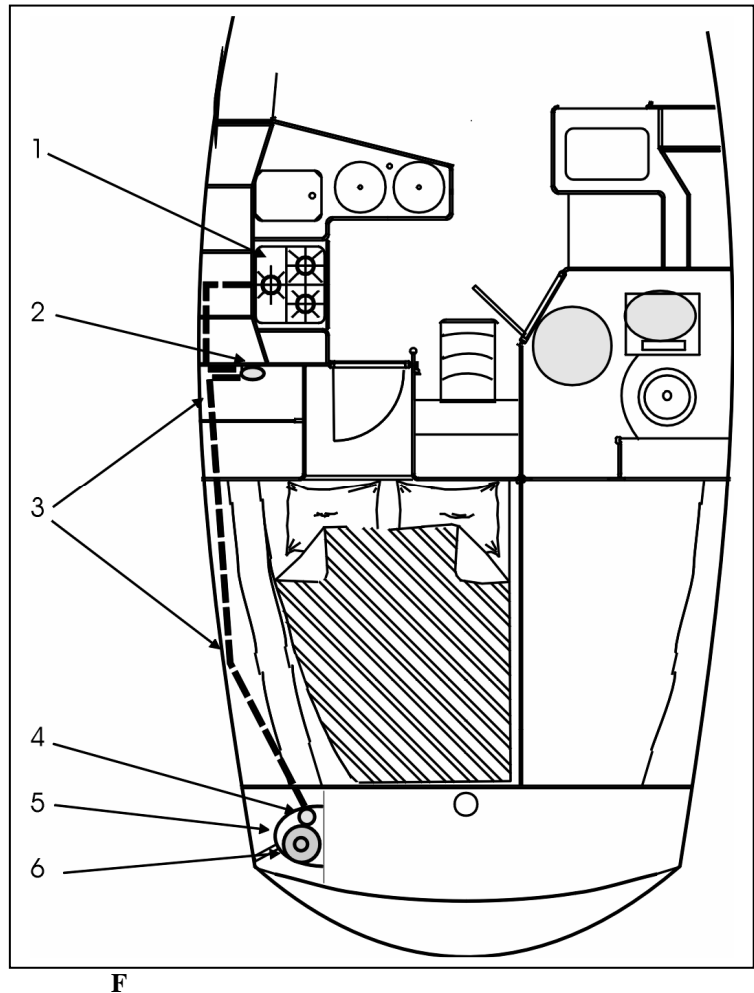


Figure 21: Gas installation

- Open the shut-off valve in the bottle emplacement in the cockpit port
- Open the valve in the locker for the cooker
- Push on one of the burner valves and light the gas.
- Keep the valve opened, until the safety pilot stays alight.

#### IMPORTANT

When switching off, always observe the following sequence:  
Turn off burner – Shut off valve in locker -  
Close valve in bottle emplacement.



### **Some additional hints on how to avoid problems with your gas installation:**

Close the valves of the supply pipe and the bottle, when you are not using the cooker. **In emergencies, immediately close the valves.**

Regularly check the liquid gas installation, looking for possible leaks. Check all connections with soapy water or liquid detergents (For this the burner valves of the cooker must be closed and the bottle and installation valves open).

If there are any leaks, close the bottle valve and have a technician repair the whole installation before using it again.

Since flames consume oxygen, good air intake and ventilation is necessary. Do not use the cooking stove to heat the cabin.

The valves of empty gas bottles should be closed and disconnected from the installation. Keep the screw cap at hand.

Do not use the gas bottle emplacement to store other pieces of equipment.

Do not leave the yacht unattended, when the cooker is being used.

Regularly check the hoses of the liquid gas installation, at least once a year. Replace them if they are damaged.

If you replace the cooker, take care that the new cooker has the same working pressure.

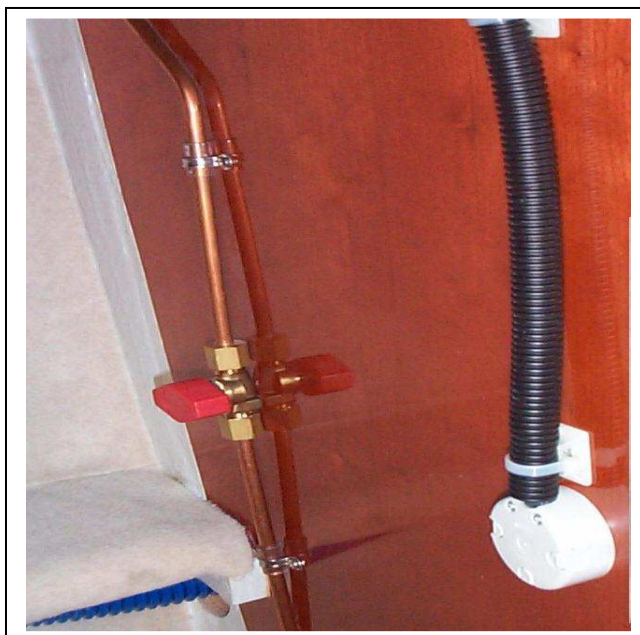


Figure 22: Gas shut-off valve

### **Important Note**

**Every two years you must comply with the obligatory inspections in accordance with Regulation G 608 and ask the technician for a certificate.**

Do not use solutions containing ammonium for checking the pipe.  
Never use a naked flame to search for a leak.

Do not smoke and do not use a naked flame when connecting up or replacing a gas bottle

### 4.9 Pump - WC

The WC on board is a commercially available pump toilet. Without a holding tank, the fresh water intake is opened and the contents are pumped out through the outlet valve. See also the supplier's instructions for use.



Figure 23: Rapid shut off valve shower room

#### 4.9.1 Rapid shut-off valves

From left to right in the locker under the hand washbasin are the following rapid shut-off valves:

- |                                      |                                    |
|--------------------------------------|------------------------------------|
| 1 = WC seawater intake               | 2 = Pump WC outlet or holding tank |
| 3 = Washbasin and shower tray outlet |                                    |

#### 4.9.2 Holding tank

The 48 l holding tank is made of stainless steel plate and serves as an intermediate storage system. The tank is situated in the accessible rear locker starboard. The WC pump can be used approx. 8 times. Regular checking via the control panel is necessary so that the ventilation pipe does not get clogged. If possible, the tank should be emptied at every sewage emptying point and only exceptionally be emptied outside of bays or harbours (normally when you are sailing with the engine). The discharge valve is opened for this purpose.

## 4.9.3 Holding tank indicator

How full the holding tank is can be seen on the indicator in the navigation area. This should regularly be checked.

### NOTE

The state of the holding tank must be regularly checked so that the ventilation pipe does not become clogged.

## 4.9.4 Emptying of the tank

Where sewage emptying stations are available, the tank contents should be drawn off through the standard deck screw fitting (1).

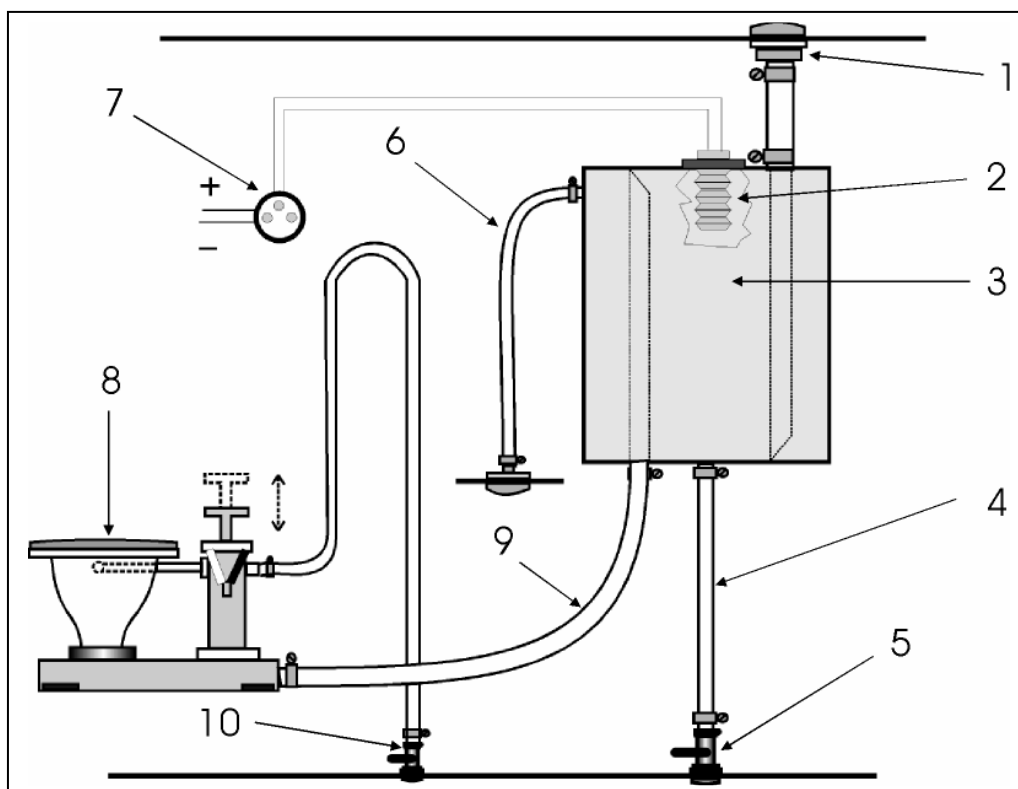


Figure 24: Holding tank system

### Components

- |   |                                 |                      |
|---|---------------------------------|----------------------|
| 1 = Suction fitting                             | 2 = Level indicator             | 3 = Holding tank     |
| 4 = Discharge pipe                              | 5 = Quick shut-off valve outlet | 6 = Tank ventilation |
| 7 = Indicator                                   | 8 = Pump WC                     | 9 = Intake hose      |
| 10 = Quick shut-off valve with sea water intake |                                 |                      |

### IMPORTANT

Only open the quick shut-off valves for working the toilet installation!

### 5. Fire protection

#### 5.1 Fire Prevention

During the construction of the **Dehler 34** we have paid special attention to avoiding the risk of fire. This included careful consideration of the choice of materials, the distance between the cooker burner flames and the surrounding built-in furnishings and the onboard diesel engine, with the engine compartment lined with self-extinguishing insulation material.

As owner of the yacht you should keep everything the same and observe the following instructions:

#### **IMPORTANT**

Keep the bilges clean and check regularly whether the yacht smells of diesel fuel or gas.

Do not keep inflammable material in the engine compartment. If you store non-inflammable materials in the engine compartment, they should be secured so that they cannot fall into the engine system and do not hinder the access to the engine.

You and your crew can contribute to fire prevention by complying with the following:

#### **Never**

block the way to exits and hatches;

block access to safety devices such as fuel and gas valves or switches on electrical installations;

change anything on the sailing boat (certainly nothing concerning electric, fuel or gas systems);

leave the yacht unattended, whilst using cookers and/or heating appliances.

#### **Never**

use gas lamps on the yacht;

fill the tank or replace the gas bottles with the engine running or whilst using the cooker;

smoke when handling diesel or gas.

## 5.2 Active fire protection

The well-known sources of risk on board are the cooker in the galley and the engine compartment

If in spite of all preventive measures a fire occurs on board, you have at your disposal two fire extinguishers, installed by you or by the shipyard at the points marked:

**Nr. 1 Dry powder extinguisher**  
under the navigation seat  
Fire category PG2 / 13A89B

**Nr. 2 Dry powder extinguisher** in the starboard locker on the forward bulkhead  
Fire category PG2 / 13A89B

**Nr. 3 NOTE**  
Next to the second companionway step there is an opening. In the event of fire, a fire in the engine compartment can be extinguished through this opening. Remove grey closing valve, put the snout of the fire extinguisher into the opening...

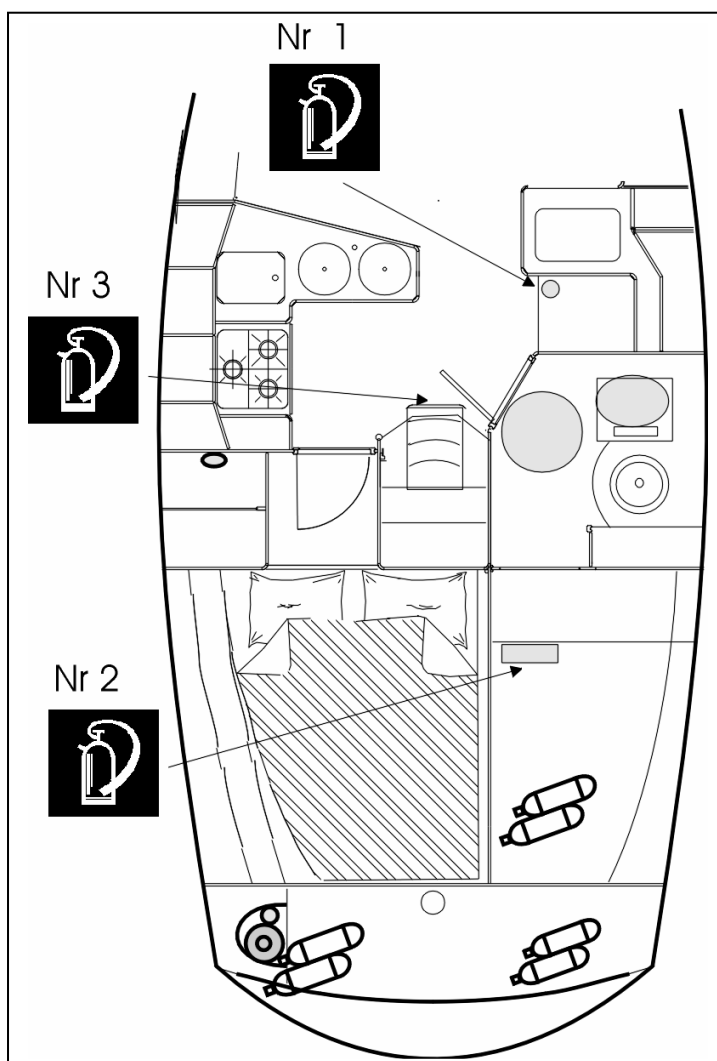


Figure 25: Fire extinguishers

### NOTE

In addition you should keep handy in the galley a light **fire blanket**, made of glass fibre and highly effective in case of fires caused e.g. by overheated fat.

**No oxygen > no fire.**

## 5.3 Firefighting

If in spite of all preventive measures fire breaks out on the yacht, you should proceed as follows:

All persons who cannot actively fight the fire, must go on deck either via the companionway, or

if a fire starts in the galley or engine compartment through the escape hatch over the forward berth

### 5.4 In the event of fire in the galley

Immediately close the gas supply valve!

Extinguish the flames with the fire blanket. It can be re-used afterwards. If furnishing elements are on fire, use the fire extinguisher.

### 5.5 In the event of fire in the engine compartment

#### **Important**

On risk of fire close the safety valve on the tank.  
This can be reached under the saloon quilting forward port side

First close the fuel supply valve on the tank (see photo page 25).

**Do not remove the companionway and do not open the companionway bulkhead.**

There is a capped hole in the companionway bulkhead. Remove this cap. This provides a small opening. Place the nozzle of the fire extinguisher into this hole and empty the fire extinguisher completely.

Wait a few minutes before opening the engine compartment to check the damage.

### 5.6 In the event of fire in the living area

Here too the fire blanket can be useful.

A piston pump should be at hand in the equipment locker in order to activate the dry powder extinguisher just in emergencies.

#### **Important information**

**It is the task of the boat owner to, supply the yacht with fire extinguishers. The gard shows the mountiy places by stickes. Owner or Shipper hast take care of:**

regularly check and service the fire extinguishers,

see that fire extinguishers are replaced after their expiry time.

The same goes for fire extinguishers that have been used. The new fire extinguishers should have at least the same extinguishing capacity as those installed.

**It is the task of the skipper or the boat owner** to see that

both fire extinguishers are easily accessible and

that all persons on board know about

the position and use of fire extinguishers and fire blanket,

the location and function of the extinguishing hole for the engine compartment,

exiting via the forward hatch.

## 6 Heating

In order to make the sailing season less dependent on weather conditions and create a good interior climate in the **Dehler 34**, a Webasto Air Top 3500D diesel heater can be installed. The heater is installed at the starboard side aft in the stern storage space and is accessible through the starboard locker seat. See the manufacturer's Instructions for Use

### Combustion air

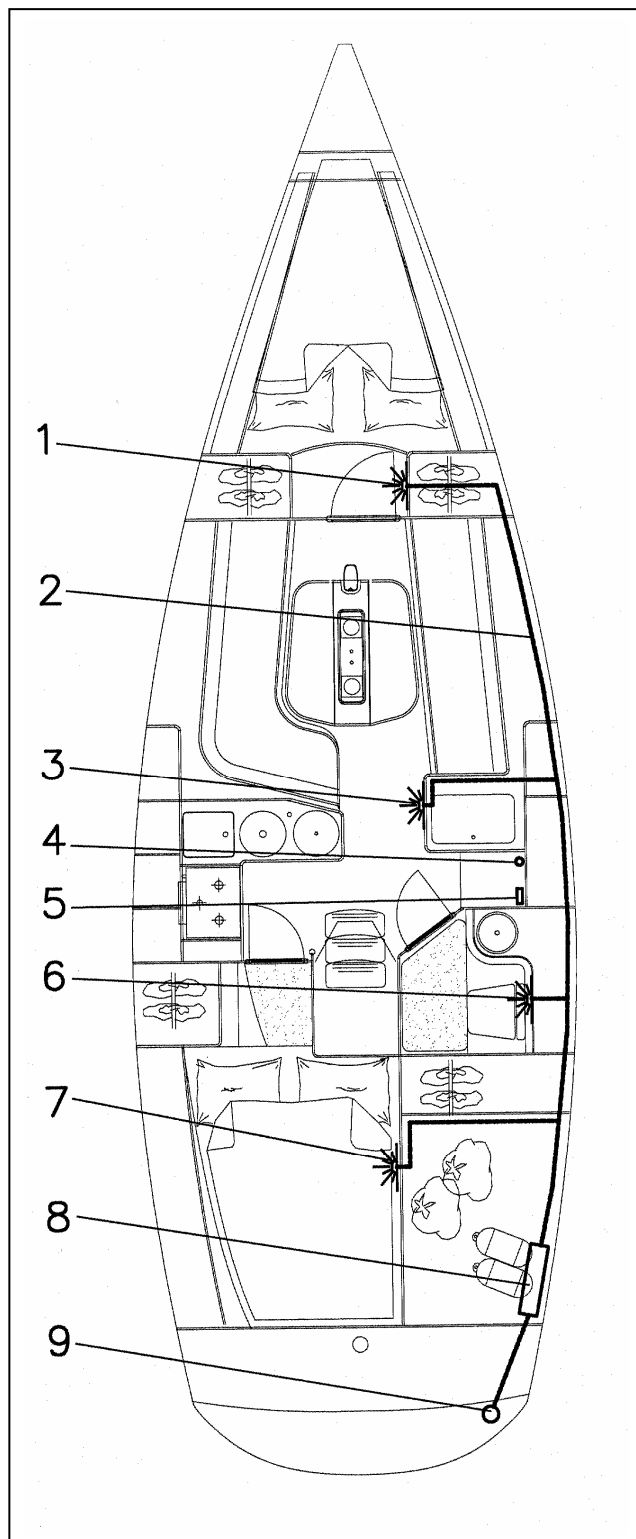
The chimney for combustion air is installed on the starboard side of the flat surface of the stern.

### 6.1 Hot air

The air in the boat is drawn into and heated in the heat exchanger via the heater intake. Then the air is carried through a pipe system to the four outlets in the cabin, bow, rear cabin and shower room; the quantity of air can be regulated at all hot air outlets, except in the cabin.

### Air distribution of the diesel heater

- 1 Hot air outlet bow
- 2 Hot air pipes
- 3 Hot air outlet cabin
- 4 Thermostat
- 5 Heater control
- 6 Hot air outlet shower room
- 7 Hot air outlet cabin
- 8 Diesel heater
- 9 Combustion air outlet



### 6.2 Dispensing pump/Filter

The dispensing pump and the fuel filter are mounted behind the diesel filter and are accessible through the cover aft under the port side cabin quilting.

### 6.3 Temperature control

The control element is mounted on the panel in the navigation area. The heating can be steadily adjusted. The thermostat is installed on the upper left of the navigation bulkhead.

#### IMPORTANT

The heating **must** continue running for 15 min. after turning off  
in order to cool the combustion chamber.

**Do not switch off the main switch before time**

#### Technical data:

All other data can be found in the extensive information supplied by Webasto. You should inform yourself about the start-up phase and possible causes of technical faults.



## 7. Hull openings, sea cocks

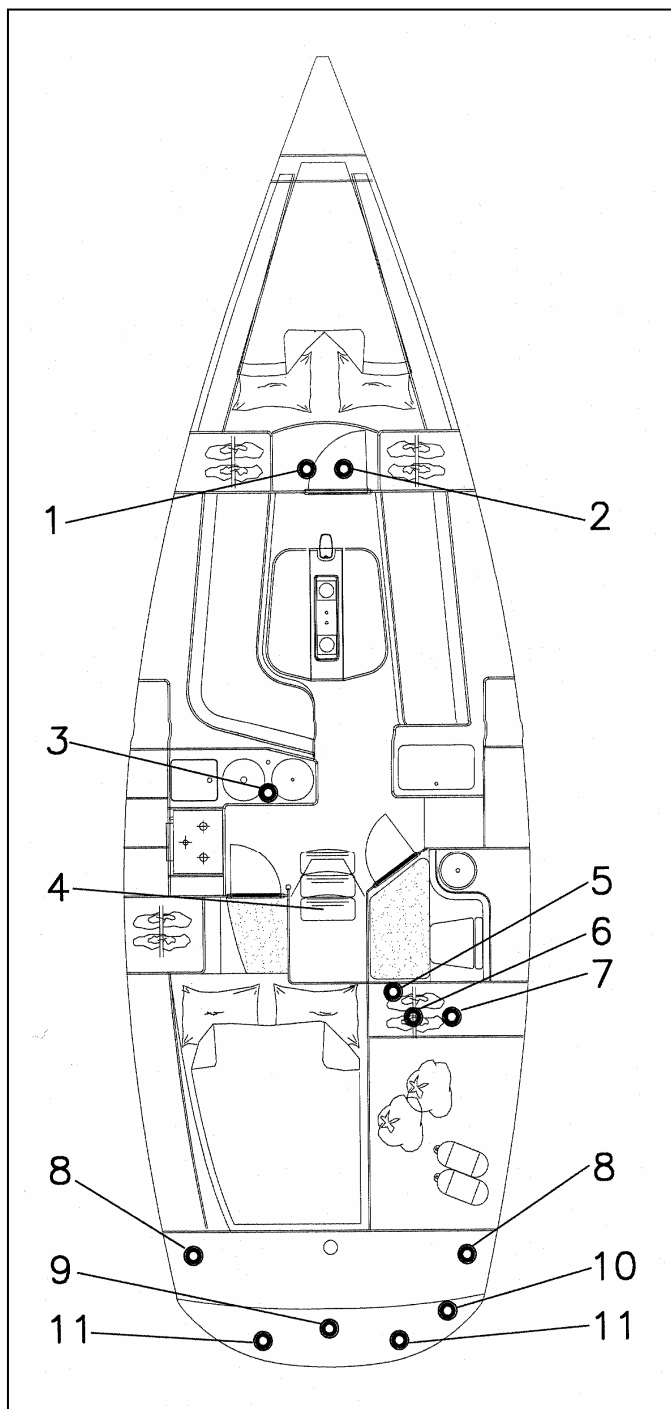
Openings under the waterline are possible weak points, to which we have therefore paid a lot of attention.

The hull openings are made of a brass alloy and where necessary fitted with a fast shut-off ball valve. This basic set-up is completed by a suitable hose connection on the hose side of each valve. Each hose is secured by two clamps.

### List of hull openings

1. 2" hull opening for log
2. 2" hull opening for echosounder
3. 1 1/4" hull opening with ball valve  
Sink discharge
4. Valve for cold water intake to  
Saildrive head
5. 3/4" hull opening with ball valve  
washbasin with exit for shower outlet
6. 3/4" hull opening with ball valve  
WC intake
7. 1 1/4" hull opening with ball valve  
Holding tank or direct WC outlet
8. 1 1/2" hull opening, cockpit
9. 3/4" hull opening inflatable liferaft locker
10. 2" exhaust exit
11. 1 1/4" hull opening, electric bilge pump  
outlet
12. 1 1/4" hull opening, mechanical bilge  
pump outlet

**Figure 26: Hull openings, 2 cabin**



### 7.1. Leak stoppers

In the event of a seacock or hull opening being damaged your **Dehler 34** is equipped with several leak stoppers made of soft wood, the diameters of which fit the different sizes of hull opening so that each opening can be blocked.

#### Important

Close the ball valves, when you leave the boat. Ball valves in enclosed spaces (for example toilet areas) should only be opened for use.

#### Note

With ball cocks you can easily see if they are closed or open:

CLOSED: lever is transverse to the hose or pipe

OPEN. the lever is perpendicular to the hose or pipe

## 8. Anchoring, towing and mooring systems

### 8.1 Anchor

A 10 kg galvanized Delta anchor (considered to be an anchor with great holding power).

### 8.2 Second anchor

Depending on its sailing area, a boat must be equipped with a second anchor, length of chain and anchor line. Another anchor with a great holding power should be chosen, e.g. a Danforth anchor, which can be stowed safely in the equipment locker.

### 8.3 Mooring ropes

- 2 ropes, Ø 12 mm, 16 m long, polyamide, type Geolan
- 2 ropes, Ø 12 mm, 11 m long, polyamide, type Geolon.

### 8.4 Towing rope

In case the boat needs to be towed, it should have a towing rope on board which is used exclusively for this purpose. Dimensions: 14 mm diameter, polyamide, 3-braid hawser, length 55 m.

### Important

Before setting out, the skipper must ensure that

- the anchor locking pin is operational,
- the anchor chain of the bow anchor is fixed,
- the necessary mooring and towing lines are on board and ready for use.

## 9. Environmental protection

### 9.1 Fuel and oil

When filling your **Dehler 34** you should be extremely careful. A piece of cloth around the filling cap can avoid fuel getting from the fuel hose into the water. In your engine manual you will also find a diagram with a graph showing specific fuel consumption. This gives a good indication for the engine's optimum number of revolutions.

To change the oil of the engine a suction pump is placed in the opening for the oil dipstick, since it cannot be drained as for a car. The oil should be changed at least once a year, even if you have not made many trips. Before draining out the oil, let the engine warm up.

A well-maintained engine should never leak. In order nevertheless to avoid even the slightest oil spill into the bilges and therefore into bilge water pumped out, the engine base is shaped like a closed pan. Any water that collects there with possible traces of oil in it must be drawn off through a small bilge pump (a suction pump should be included in the equipment), be put into a separate container and disposed of together with the used oil. In any case you should have oil-binding agents on board.

### 9.2 Rubbish

Rubbish does not belong in the water which goes without saying for any water sports enthusiast. This holds good too for biologically degradable rubbish. On your boat you should have a fixed place for rubbish, which you should collect and dispose of separately.

### 9.3 Noise

A wet exhaust of a diesel engine equipped with a silencer greatly reduces engine noise. Rubber bearings, flexible couplings and engine compartment insulation reduce noise emissions even more. You should nevertheless avoid accelerating too quickly and reduce the number of revolutions in sea areas with heavy traffic.

### 9.4 Backwash

Natural shores are sensitive to backwash. Please keep an adequate distance between your boat and such shores. The wave profile of your yacht will give you a good idea where to reduce speed in order to avoid unnecessary backwash. In narrow waterways you should also heed the relevant notices.

### 9.5 Exhaust fumes

Regular checking of exhaust fumes is necessary. The exhaust should neither expel black smoke nor blue clouds. If this is the case you must clean either the air filter of the engine – something you can do yourself – or a specialized workshop must re-adjust the settings of the engine.

### 9.6 Antifouling Paint

The part under the waterline of the **Dehler 34** can be protected by antifouling paint, since growth and vegetation means more energy consumption just to run the boat. The range of protective paints is large, their effect is wide and therefore the type of paint can be suited to every type of water.

If the anti-fouling paint needs to be sanded and repainted, discuss the work with your winter storage firm. During the sanding work the surface under the boat must always be covered with plastic or foil, in order to be able to dispose of the sanding dust as special rubbish.

### 9.7 Paint remover

Most paint removers are very aggressive and if possible should therefore not be used. Mechanical removal of the paint layers, e.g. with a scraper should be preferred above all other methods.

### 9.8 Holding tank

If your yacht is equipped with a sewage collection tank, it is essential to take care that in areas where evacuation is forbidden, the seacock – the connection for direct pumping outboard – is closed.

The capacity of the tank is limited. You should regularly check the level on the control panel in the navigation area. As far as possible you should use the toilets in the pleasure harbours or other places on land.

### 10. Ten golden rules for water sports enthusiasts

Avoid sailing into canebrakes, reed beds and all other densely covered shore areas. Avoid shingle, sand and mud banks (resting and feeding areas for birds) as well as shoreline copses. Also avoid shallow waters (spawning areas), especially those with aquatic plants.

Keep sufficient distance between the boat and canebrakes, reed beds and other densely covered shore areas as well as shoreline copses – on wide rivers for example 30 to 50 meters.

In nature reserves comply absolutely with all relevant directions. Water sports are frequently forbidden in nature reserves, all year or part of the year, or are only possible under certain conditions.

In "Internationally protected wetland areas" be especially considerate when undertaking water sports. These areas are the living spaces of rare animals and plants and are therefore particularly worthy of protection.

When mooring, always use the places provided or such places where you cannot obviously damage anything.

Even on land, do not go too near to reed beds and other densely covered areas, so as not to disturb and endanger the existence of birds, fish, small animals and plants.

Observe and take photographs of animals as far as possible only from a distance.

If you are in a mud-flats area, do not go near to seal banks, so as not to disturb or drive away the animals. Keep a distance of at least 300 to 500 m between the boat and areas where seals and birds gather and in any case keep near marked waterways. Sail as slowly as possible in these areas.

Help keep the water clean. Rubbish does not belong in the water, particularly not the contents of chemical toilets. This waste must be disposed of, just like used oil, at special disposal points in harbours. When in a harbour, only use the sanitary facilities on land. When tied up in a harbour, do not run the engine unnecessarily, so as not to pollute the environment additionally with noise and exhaust fumes.

Make these rules your own and before going on a sailing trip find out about the regulations in the area you want to go to. Pass this knowledge on with your own exemplary attitude towards the environment to younger people and especially to unorganised water sports enthusiasts.

### 11. Maintenance, repairs and cleaning

#### 11.1 Hull, deck

Winter storage is the right time to thoroughly inspect the hull and other weight-bearing elements of the construction. If the gel coat is damaged and the laminate has become visible, this fine layer must be repaired, starting with sanding the bottom layer, the application of a new gel coat and sealing it subsequently by sanding and polishing. You can get the right repair packages and useful information from your distributor.

For cleaning and servicing all components of the technical equipment of the boat you will find useful information in the different chapters of this manual or in the special manufacturers' installation and maintenance instructions, which are among the boat's documentation.

#### Information for maintenance of the deck

**Stainless steel fittings:** Polish matt or dark areas so that the stainless steel keeps its anti-corrosion properties

**Winches, Blocks:** Dismantle, clean and treat with suitable grease at least for winter storage

**Windows, Hatch covers:** Wash with clean water and polish with a soft cloth

**Teak:** Regularly wash with clear water. For a richer colour, sand lightly and impregnate with oil

#### 11.2 Cleaning

Clean the parts of the boat under the waterline of your **Dehler 34** as soon as the boat is taken out of the water. High-pressure cleaning machines remove every kind of vegetation. The next task is the repair and cleaning of the gel coat and varnish. All paint manufacturers give extensive information with their treatment and painting systems.

For boats sailing in salt-water areas: Salt residues bind with water and accelerate corrosion. Where possible, wash the boat with freshwater

#### 11.3 Ventilation

No matter whether your boat is stored under a roof or in the open air during winter, correct ventilation avoids corrosion, mould stains and fungi. In clear weather, the low air humidity in winter quickly lets your boat dry out.

#### 11.4 Rigging

During winter storage, the rigging should also be thoroughly checked. The standing and running rigging especially but also the halyard block housings and the mast and boom profiles

should be checked. When the rigging is down, you can repair every small bit of damage with very little effort.

### **Rigging check:**

Wash the entire rigging abundantly with fresh water before winter storage.

For winter storage you should examine the standing and running rigging, the halyard blocks and shroud bottle screws. Grooves in the pins: essential to change the pins.

Grease moving parts with suitable lubricants. For shroud bottle screws graphite is particularly recommended. Spray the sliders of the mainsail now and then with a lubricant.

If the mast or boom shows damage, the areas should be cleaned and a paint suitable for aluminium applied.

Damaged areas on the stainless steel fittings or those covered with rust film should be polished so that they retain their good properties.

There is always the possibility with dismountable masts of leakage at the mast collar. Where the mast profile/collar meet, seal additionally with silicone rubber.

### **11.5 Care of the Sails**

Synthetic sails are sensitive to UV rays. If the sails remain on the main boom and on the roller reefing installation they should always be covered with mast covering and foresail tarpaulin.

Do not stow the sails for long periods in wet conditions.

The sails should likewise be rinsed with fresh water before winter storage and then well dried, so that they do not get spotted with mildew.

Seams and cable eyes should be thoroughly checked and if necessary repaired.

### **IMPORTANT before every sailing trip:**

Check hawsers, cordage, shroud bottle screws and cotter pins

Fix cotter pins with adhesive tape or by bending

Replace bent or damaged pins

### 11.6 Engine and propeller

The diesel engine must be made winterproof. We recommend fitting a long hose on the nozzle of the water pump, see Volvo manual, preparing an anti-freeze mixture in a bucket and letting the engine draw in this mixture until it comes out at the exhaust. In this way the engine and the exhaust system will be protected from frost and corrosion.

#### NOTE

The zinc ring/magnesium ring (sacrifice anode) should be renewed annually.

#### Note

During winter storage the propeller should be cleaned of any vegetation and be inspected. If deformed, dented or nicked these areas must be repaired. Subsequently it may be necessary to have the propeller balanced again.

#### 11.6.1 Interval between engine servicing

All further information on the inboard Volvo engine can be found in the documentation provided by the manufacturer.

#### 11.6.2 Exhaust system /Maintenance

The seawater cooled exhaust system with water collector, exhaust hose and swan neck is winterproof and must not be emptied of water. The hose clamps should be tightened annually.

### 11.7 Electricity

Contacts should be free of corrosion and be firmly connected. Once a year you should check all connection.

The battery needs special care. Even the fact that it is “maintenance-free” does not mean that you can leave the battery connected on the boat in frosty conditions. Only a charged battery, stored in a frost-free area and from time to time recharged, will work for years without trouble



### NOTE

Avoid major discharge of the batteries on board  
Even maintenance free batteries must be charged up in winter  
(charging condition at least 50%) so that they do not freeze

Once a year all contacts should be checked and sprayed with a special spray

Make yourself familiar with the electrical system, so that you can react quickly in the event of a fault.

### 11.8 Hose clamps

All hoses and pipes under the construction waterline are fixed with double hose clamps.  
Every year you should check the clamps still fit firmly.

Water tank

### NOTE

From time to time change the water in the tank. In addition you should add commercially available water purifying agents e.g. Micropur to the water

### NOTE

For cleaning the tank has an inspection cover.  
The seal should be smeared with Vaseline.

The inspection cover must be well tightened.

### Important

The hose clamps must be tightened annually. When there is a risk of freezing the system should be emptied via the bleed points using the pressure water pump with the cold-water cock open.

### 11.9 Heat exchanger

#### IMPORTANT

Heed the information supplied by SIGMA for maintenance and exchange of the thermostat and the heating element!

When there is danger of freezing the heat exchanger must be emptied. How to do this is described in the manufacturer documents. The bilge pipe is directed with a Y piece for emptying the cockpit.

For winter storage, tanks should either be empty or completely full.

Fuel tanks: If only a small quantity of diesel remains, the tank should be emptied and ventilated.

Fresh water tanks: Empty completely and open them. Do not forget the electric fresh water pump.

Holding tank and pipes: Clean well (with mild household cleaners) and open them. Cover the ends of open tanks, pipes and hoses with a cloth or piece of gauze (Air = YES, Dust = NO).

### 11.10 Pump WC

After cleaning, drain the pump toilet via the drainage tap or prepare an antifreeze mixture and then pump in so as to protect the toilet against frost. In winter, ball valves should be left open. With heavy frost they could otherwise split open.

The hose clamps should be checked annually and tightened if necessary.

### 11.11 Holding tank

#### NOTE

Never use strong WC cleaners in the holding tank

It is perfectly sufficient 2 –4 times in the season, depending on the frequency of use, to fill the tank a third full with seawater and a small squirt of washing-up liquid and sail for a few hours:

**The rubber valves remain soft and the tank will be cleaned of grease.**

### 11.12 Paint

If you have any questions about paint, discuss them with your storage company or your distributor. If possible, always keep with the compatible systems of one manufacturer.

### 11.13 Worn and spare parts

As an experienced skipper, you will not have any trouble finding original spare parts. If you need information, please ask your distributor.

If you need spare parts and the original parts are not available, then you should pay attention to the characteristics given in the manual, to keep the **Dehler 34** technically at the same high level as when you acquired it.

### 11.14 Hull openings

#### Servicing information

Hull opening seals must be checked at regular intervals for water resistance.  
Check hose clamps for a firm fit

The hull openings should be checked every year for electrolysis  
If damaged new openings must be fitted. The replacement should be carried out by a specialist firm.

### 11.15 Repairs

Any specialist company can repair the hull. The interior construction has been designed in such a way that nearly all areas are easily accessible without upheaval. For repairs of the technical equipment, please see a specialist company. Your distributor will be pleased to help you.

## 12. Winter storage

With regard to winter storage, we have already given useful information in different paragraphs. The basic principle should be: even winter storage firms must be technically up-to-date. This is true for the environmental conditions of storage, and for storage blocks, fire prevention and accessibility to the yacht. There must also be established rules for work that ought to be carried out by the owners themselves, in order not to interfere with other water sports enthusiasts.

## 13. Final remarks and tips

This manual complies with the guidelines of the harmonised European Standard EN 10240. Many of these guidelines will seem natural to you. Notwithstanding, we hope that the different chapters will help you to understand the technical systems and the idea behind their design and set-up. As we already said in the introduction, the purpose of the manual is a carefree use of the boat. Among the matters the manual does not deal with is e.g. personal safety equipment.

This is exclusively the responsibility of the skipper. Of course there should be enough lifesaving equipment available for everybody on board. However, the provision and servicing of a VHF radio or Handy transceiver, a life-raft, distance distress signals, first-aid kits, important spare parts and repair tools, etc also should be considered.

Since the fire protection guidelines are so important, we draw your attention again to the fact that fire extinguishers must be regularly serviced and that the skipper must inform the crew how to use them.

People who are well equipped for emergencies, often do not have any problems. But just in case you find yourself in the midst of an emergency, be assured that your yacht is equipped with the right aids. Finally, we'd like to give you some useful addresses:

### **Boatmakers' Federation**

If you need a shipyard for renovation or alterations, repairs, storage or other services, such as, for example, the appointment of an expert, please contact:

Deutscher Boots- und Schiffbauer-Verband  
St. Petersburger Str. 1, 20355 Hamburg  
Postfach 30 12 27, 20305 Hamburg  
Tel. 040 - 35 28 17, Fax - 34 42 27

If you have any questions about sailing or legal regulations, please contact the department for Waterways and Navigation. Here are also the addresses of the regional **Navigation Authorities** or those relevant in your case.

Wasser- und Schifffahrtsdirektion Nord  
Hindenburgufer 247, 24106 Kiel  
Tel. 0431 - 33 94-0, Fax - 33 94-348

Wasser- und Schifffahrtsdirektion Nordwest  
Schloßplatz 9, 26603 Aurich  
Tel. 04941 - 6 02-0, Fax - 6 02-378

Wasser- und Schifffahrtsdirektion Ost  
Stresemannstr. 290, 10963 Berlin  
Tel. 030 - 26 99 0-20, Fax - 26 99 0-270

Wasser- und Schifffahrtsdirektion Mitte  
Am Waterlooplatz 5, 30169 Hannover  
Tel. 0511 - 91 15-0, Fax - 91 15-400

Wasser- und Schifffahrtsdirektion West  
Cheruskerring 11, 48147 Münster  
Tel. 0251 - 27 08-0, Fax -27 08-115

Wasser- und Schifffahrtsdirektion Südwest  
Brucknerstr. 2, 55127 Mainz  
Tel. 06131 - 9 79-0, Fax -9 79-155

Wasser- und Schifffahrtsdirektion Süd  
Wörthstr. 19, 97082 Würzburg  
Tel. 0931 - 41 05-0, Fax - 41 05-380

### 14. Warranty Card

#### Dehler – Warranty card

We are convinced of the quality of our sailing boats and are therefore able to offer the following additional guarantee, over and above the various legal warranties of the European Community:

In addition to legal guarantee, we guarantee for **a period of 5 years** the non-appearance of osmosis

With this extended guarantee, you have the right to a repair or replacement of faulty parts. For repairs you should bring the boat to one of our servicing stations or to the manufacturer's works. In the event of technical faults in parts on board that can be removed without too much effort (for example anchor entrance covers, stern swimming ladders, etc.) you can take out these parts yourself and send them to a place indicated by your distributor.

If, exceptionally, and after prior agreement with your distributor, it should be necessary to have a third party carry out the repairs, you will have the costs reimbursed in accordance with the customary provisions for the Federal Republic of Germany.

If our service personnel carry out the repairs, travel costs will be at your expense.

All other claims are excluded, unless there exists compulsory legal responsibility.

Our extended guarantee does not cover faults caused by incorrect treatment or excessive use. These include bleaching and cracks in the gel coat. Excluded from the guarantee also are small bubbles in the gel coat.

Above all, we would like to draw your attention to the fact that technical modifications as well as the use of materials that are not indicated in our documentation require our approval. Our responsibility is null and void if unapproved modifications have been carried out.

We wish you bon voyage for all your sailings trips with this yacht!

The customer's signature makes this agreement binding for both parties.

.....  
Distributor's stamp and signature

.....  
Customer's signature

## 15. Manufacturers' Information

This is a list of the firms whose guarantee and warranty conditions you will find in the documentation. These firms are ready to help you through their extensive service network. Nevertheless, if you have any problems, please contact your distributor.

| <b>PART INSTALLED</b>   | <b>TYPE</b>                      | <b>INFORMATION</b>                                 | <b>SUPPLIER</b>                             |
|---|----------------------------------|--|---|
| <b>INBOARD DIESEL ENGINE</b>  | Volvo Penta                      | Instruction manual                                 | VOLVO – Penta<br>24159 Kiel                 |
| Boat heater<br>Control device<br>Temperature sensor                   | Webasto                          | Technical description<br>Instruction manual        | Webasto GmbH<br>82131 Stockdorf             |
| Compression fridge  | Coolmatic                        | Instruction manual                                 | Waeco<br>48282 Emstetten                    |
| <i>Gear shift lever</i><br>Fuel filter                                | Volvo Penta                      | Installation manual<br>Installation manual         | VOLVO – Penta<br>24159 Kiel                 |
| Winches, deck fitting<br>Electrical winches                           | Harken                           | Spare parts list<br>Servicing manual               | Fa. Frisch<br>80805 München                 |
| Mechanical bilge pumps  | Wahle BP 4410                    | Installation instructions<br>Operating information | Fa. Lindemann<br>20537 Hamburg              |
| Pump WC   | PAR-Brydon                       | Installation instructions<br>Instruction manual    | JABSCO GmbH<br>22844 Norderstedt            |
| Fresh water pressure pump   | Shurflo                          | Installation manual                                | Fa. Lilie<br>71634 Ludwigsburg              |
| Compass   | Suunto S116-F                    | Instructions for use                               | Fa. Simrad<br>24837 Schleswig               |
| Folding propeller   | Flex –O -Fold                    | Installation manual                                | Flex –O- Fold<br>DK-6040 Egtved             |
| Gas cooker  | LT 30 D                          | User and Maintenance manual                        | Fa. Rheinstrm<br>56070 Koblenz              |
| Navigation lights   | Aquasignal                       | Installation instructions<br>Test certificate      | Fa. Aquasignal<br>28307 Bremen              |
| Navigation instruments<br>Self steering systems<br>Log<br>Echosounder | Raytheon<br>Raytheon<br>Raytheon | Installation and User Manual                       | Fa. Eissing<br>26723 Emden                  |
| Battery chargers  | Mastervolt                       | Installation and User Manual                       | Mastervolt<br>NL-1101 AN Amsterdam          |
| Roller reefing system   | Furlex                           | Installation and User Manual                       | Fa. Gotthard<br>22761 Hamburg               |
| Rigging   | Selden                           | User Manual  | Selden Mast<br>S – 42677 Frölunda           |
| Steering system<br>Steering wheels                                    | Jefa Streering Systems           | Maintenance instructions                           | Yachtausrüster Kohlhoff<br>28757 Bremen     |
| Hot water boiler  | Volvo                            | User Manual<br>Maintenance manual                  | VOLVO – Penta<br>24159 Kiel                 |
| Electric control panel  | Verteilertafel 3281              | Information sheet                                  | Calira Apparatebau<br>87600 Kaufbeuren      |
| Anchor winches  | Horizon                          | User Manual  | Lewmar Mid Europe BV<br>NL –08042 PD Zwolle |
| VHF Radio   | Ravtheon                         | User Manual  | Fa. Eissing<br>26723 Emden                  |