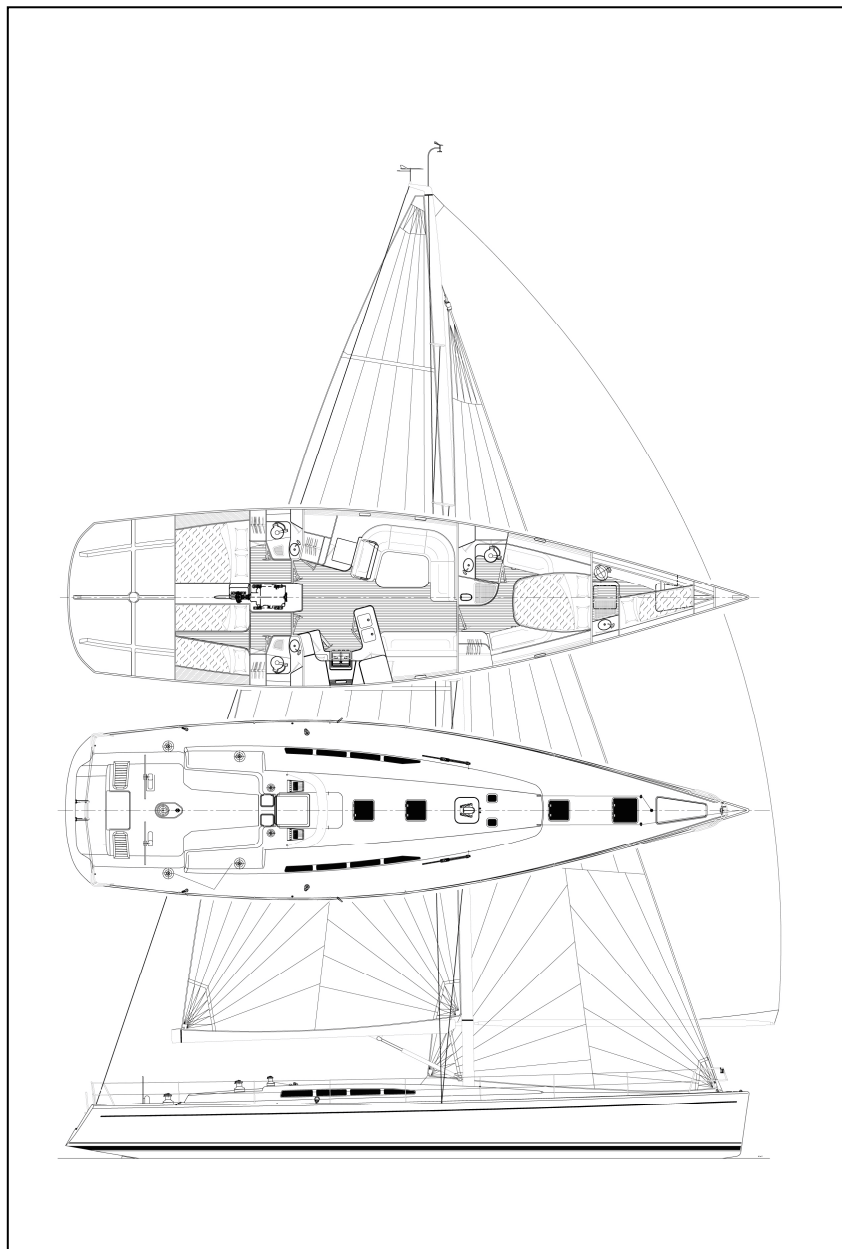


60

July 2010 - valid 01.07.2010

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TECHNICAL DATA

LOA	18,30 m
LWL	16,80 m
Beam	4,80 m
Draft	2,80 m (standard)
Displacement	20.000 kg
Ballast	36%
Engine	75 hp
Fresh water	580 l
Fuel tank	350 l
CE Certificate	The Dehler 60 is built according to CE-specifications, category A (Ocean going)
Mast length above WL	26,10 m
Total sail area	179,0 m ²
Main sail	103,0 m ²
Jib	76,0 m ² (105%)
Genoa	No date
Gennaker	No date
Rig	I 21750 cm J 6800 cm P 22000 cm E 7500 cm
Design	Simonis Voogd
Interior	Dehler

HULL & DECK

HULL

- The hull is built in a female mould sprayed Gelcoat and glass applied using the vacuum infusion process. The core structural components are venylester resin, multidirectional E-glass fabrics and end closed cell foam core as sandwich material. The inner laminate is sealed using a flow coat. The bottom structure has a steel space frame in combination with full laminated stringers.

DECK AND CABIN CONSTRUCTION

- The deck is a sandwich construction using venylester resin, multiaxial E-glass and end closed cell foam core to provide strength, stiffness and insulation. Aluminium backing plates are inserted for all deck fittings. The hull and deck are first bonded and then laminated together to create a full mono coque structure. The anchor locker is self-draining and accessible through a large hatch on the deck. Teak is laid on cockpit floor, cockpit seats and centre of the coach roof.

COLOURS

- Hull and deck white, waterline and hull-stripping dark blue

KEEL & RUDDER

- The keel fin is of made in a cast iron / lead combination with extreme low centre of gravity. The semi balanced rudder is made in GRP mounted in self aligning roller bearings

COCKPIT

- Ergonomic self draining cockpit with open transom. Two steering wheels on diagonal pedestals integrated in cockpit sole for a comfortable steering position behind each helm. Large stowing, lockers on starboard and port side.

WINDOWS AND HATCHES

- Dehler patented entrance system, lockable from in- and outside.
- 4 port lights on each side of the coach roof, 2 of them are openable
- 5 flush integrated deck hatches.
- The hull has 3 windows on each side.

DECK EQUIPMENT

- All sheets and halyards adjustable from cockpit.
- Electric anchor winch installed in anchor locker with stainless steel fixed anchor roller.
- Closed pulpit, guardrail with side openings for boarding, 2 divided push pits.
- Retractable mooring cleats (6 pcs)
- Halyard organizers 'Spinlock' on couch roof
- 10 Halyard stoppers on coach roof, Spinlock
- Guide rollers behind Halyard clutches
- Mainsheet tackle 1:2 mounted on sole in cockpit with electric mainsheet winch
- Harken Genoa tracks, continuous adjustable from cockpit
- Flush filler nozzle for water and fuel tank
- Flush channel as preparation to integrate optional spray hood
- 2 Halyard winches Harken HB60.2STA-R
- 2 Genoa 2-speed Harken winches HB80.2 STA-R
- Central 2-speed mainsheet Harken winch HB80.2 STA-R
- 3 winch handles
- Flagpole with flagpole holder
- Two stainless steel steering wheels
- Two magnetic compasses
- Stainless steel safety boarding ladder
- Manual bilge pump
- Electric bilge pumps with automatic float switch
- Cockpit shower (warm/cold)
- Mooring lines and fenders

ENGINE & ELECTRONICS

ENGINE

- Volvo D27-75, 53 KW / 72 HP with shaft and 2 blade "flex-o-Fold" propeller.
- Diesel tank, approx 350 litres with indicator.

BILGE SYSTEM

- Three electric bilge pumps with floater switches are installed; one in each compartment.
- One back-up manual bilge pump is installed in the cockpit.

FRESH WATER SUPPLY

- Water pressure system for fresh water tank approx. 580 litres with electrical level indicator.
- Hot water supply by boiler (40 l) heated by 230 V or through engine.
- Faucets in galley and in heads.

GAS SYSTEM

- A natural ventilated gas box is fitted in the cockpit with room for two bottles.
- One connection point via a copper conduct with two closing valves (located in the galley) and a short flexible conduct to the 2 burner with oven cardanic marine stove.

GREY WATER SYSTEM

- A basic grey water system is installed where only the toilet accessible from the saloon has the choice to either discharge overboard or use the grey water tank.

TECHNICS

ELECTRICAL DC SYSTEM

- Starter battery 12V / 80 Ah, Service battery 24V / 330 Ah.
- Battery charger 70A.
- Separate main switches for starter battery and consumer battery.
- E-Plex Bus system with touch panel at navigation station.

ELECTRICAL AC SYSTEM

- AC Distribution with automatic breakers remote controlled by E-Plex system.
- Shore power connection 230V / 16 Amp in cockpit.
- Victron Multi Plus Quattro Inverter 24V / 3000 W / 70 A. 230 V outlets in navigation station, pantry and heads,
- 12 V outlets in navstation and cockpit.

LIGHTS

- Interior lights in all cabins, saloon, head and navigation area.
- Night lights (red) in saloon, pantry and navigation area (3 pcs).
- Reading light at chart table.
- Navigation light in LED technique, conventional steaming light.

INTERIOR & ACCOMODATION

- The interior is fitted in mahogany with brushed aluminium details and toe-ins.
- Sole panels are installed but can be removed with access hatches in way of seacock's and other inspection points. Important but small details are standard incorporated as door- and locker locks and end stops, shelves are fitted with high fiddles as per good offshore practices.
- Standard mattresses are fitted in each cabin and saloon for settees and berths. The covers are removable and can be chosen from the Dehler palette.

FOREPEAK

- The forepeak is fitted with a single permanent sole and ladder for access.
- Standard finished with practical topcoat and is purposed for stowage.

OWNERS CABIN

- The owner's cabin is fitted with a central located double size berth accompanied by the topside lockers lay-out as per
- the modern Dehler look. The walls are covered with panels on the ships side.

- A settee is fitted on starboard side of the berth.
- A large wardrobe locker is installed on starboard side.
- Inside the cabin on port the owners head is fitted.
- The front cabin is fitted with 2 stock beds on each side with large storage bins in front of them.

SALOON

- The saloon features a wealthy U-shaped dining area on port side and on the starboard side an alongside sofa.
- Topsides are fitted with lockers for storage as are underneath the seats.

UTILITY ROOM

- On starboard side behind the pantry a spacious Utility room is installed.
- Optional this can be ordered as on-suite head for the starboard aft cabin.

GALLEY

- The modern open U-shaped galley is located on starboard side.
- In the Corian countertop a double stainless steel sink with a mixed water tap and a cool box with compressor are integrated.
- A semi-gimballed cooker with oven and enough storage space completes this area.

NAVIGATION STATION

- On port side the navigation station features an ergonomic seat with a desk, pointing in the sailing direction. The area provides apart from, the main electronic devices and several storage spaces, enough room to mount all sorts of navigation equipment.

GUEST CABINS

- The cabins are standard fitted with a double berth and a wardrobe locker.
- Each cabin has an opening port light for daylight and ventilation into the cockpit.

HEAD

- The boat is stated with two separate heads of which all features a hygienic finish with little maintenance. Thanks to the hygienic finish these lavatories are dual purposed as shower cabin and are fitted with electrical shower pumps.
- Integrated in the owner's cabin with a electrical toilet, separate shower cabin with electrical shower pump, sink, countertop, mirrors and lockers and a deck hatch for natural ventilation.
- On portside the area is purposely increased in size with a double access to act as well as daily washroom for the saloon area. It features a toilet with large bowl, combined shower/sink tab and countertop.

ENGINE ROOM

- The Engine room is accessible from three sides with removable panels.
- The engine room is sound insulated with an approved type for comfort

RIGG & SAILS

RIG

- The sail plan is a non-overlapping fractional rig with masthead spinnakers

MAST & BOOM

- Standard the yacht is equipped with a aluminium three spreader rig with swept spreaders and a wide shroud base with an aluminium boom.
- A mainsail track is installed which allows both boltrope and cars with a removable insert at the bottom end.
- Reefing system is standard single line slap reefing.

STANDARD RIGGING

- Rod standing rigging is provided for all shrouds with appropriate sized and type turnbuckles.
- An electric recessed jib furler is standard fitted on the headstay.

- The backstay features a split to allow comfortable use of the transom and bathing platform.

RUNNING RIGGING

- Standard running rigging consists of: 1 mainsail halyard, 2 masthead spinnaker halyards and 2 fractional, halyards.
- Standard sheets are 2 jib, sheets, 1 mainsheet, 2 MPS sheets and 1 tack line.
- Provided control lines are 1 outhaul, 1 Cunningham, 2 reef lines, 2 jib car controls.