



## Dehler 34 JV – Kindly Light

<b>Make:</b> Dehler	<b>Boat Name:</b> Kindly Light
<b>Model:</b> 34 JV	<b>Hull Material:</b> Fibreglass (GRP)
<b>Length:</b> 34 ft	<b>Draft:</b> 6 ft 4 in
<b>Beam:</b> 11 ft 10 in	<b>Number of Engines:</b> 1
<b>Year:</b> 2004	<b>Fuel Type:</b> Diesel
	<b>Price:</b> GBP 59,950



## The "Kindly Light"

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DEHLER 36 'JV' - 2004/5 - £59,950

**DRAFT DETAILS**

'Kindly Light' is a supremely rewarding and capable fast cruiser. This particular Dehler 34 JV (hull #73) has not been raced, but has been fitted out to a high specification to provide efficient and comfortable cruising from new. She was displayed at Southampton boatshow in September 2004 and then stored ashore until delivered to her first owner in Spring of 2005.

Her second owner enjoyed just one year with her before she was bought by her current owner five years ago. In all three ownerships she has been professionally maintained to high standards and lightly used. In current ownership; only put afloat in late spring and laid ashore in October each year, with the sails removed for laundering and dry storage, running rigging removed, engine winterised and decommissioned etc.

Currently laid ashore as a result of the current owner's need to be 'shielding' himself and other family members and only for sale due to the unforeseen national events, 'Kindly Light' can be made ready for re-launching within a matter of days and offers immediately rewarding sailing from the outset.

### Measurements

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LOA: 33 ft 6 in

Displacement: 4480 lb

LWL: 30 ft 6 in

Number of Heads: 1

Beam: 11 ft 10 in

Max Draft: 6 ft 4 in

### Accommodation

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The Dehler 34JV offers six berths in three cabins (including the main saloon), a double forward, two singles (with lee cloths) in the main saloon and a double berth in the aft cabin (to port side), with the heads compartment conveniently located to starboard, at the foot of the companionway. The boats were finished in 'Mahogany' type veneered plywood and this one was exhibited as the Southampton boat show boat in 2004, so was spec'd with grey-coloured 'Alcantara' cushions in the main saloon.

Dehlers of the time, (and in common with the marque's earlier and later offerings) were notably stylish and 'smoothly' engineered, with relatively simple but reliable wood finishes fitted to a clean-lined GRP internal former and a straightforward headliner that accommodated understated but effective LED lighting. Dehlers are not the most voluminous yachts in the world, but what they do by way of accommodation, they generally do reliably well.

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'Kindly Light' is fitted with a programmable hot air heater unit by Eberspacher, with four outlets, including in the heads compartment, a CD player/entertainment radio with internal and external speakers, refrigeration within the top opening cooling locker and a cockpit canopy to be able to extend the accommodation if required.

**Forward Cabin:** A 'V'-shaped double berth with plain blue fabric cushion covers are original and additional 75mm thick cushions have been used beneath them for additional comfort. These are just visible in the picture of the berth. The floor space is immediately abaft the berth itself (there is no need for recourse to an in-filling cushion) and two hanging lockers and shelving, mirror each other to either side of the cabin. Deep stowage shelves run along the hull sides.

**Main Saloon:** L-shaped seating to the port side faces a straight single berth to starboard across a centre-line, leafed table. Although there are cave lockers behind the back rests, these are relatively small and primarily offer access to various systems runs. Primary storage is beneath the starboard berth and sensibly, the cushions to both sides are divided into three to enable access without requiring everyone to necessarily stand up! The fuel tank is located beneath the port side's settee, with the battery stowage immediately abaft, the settee return offers ample storage, with pretty extensive spares, engine and saildrive manuals and general sailing chandlery stowed here. Good light values and ventilation are ensured by a centre-line overhead hatch and a combination of fixed and opening portlights.

**Chart Table:** This is a secure and fixed unit, facing forward and provided with a dedicated Navigator's seat (with its own protective cover). The main 12V DC distribution panel is conveniently located and easily attended to when either standing or sitting to the chart table, with sailing instrumentation repeater, GPS, VHF and Navtex alongside. Chart stowage within and a closed locker immediately ahead of the instrumentation.

**Galley:** L-shaped in form, with twin stainless steel sinks set in the peninsular, Top-opening refrigerated compartment in the angle and gimballed cooker. The sinks each have covers and the cooker's aperture may be covered with a hinged and removable panel to maximise the useable work surface area. Locker's beneath the sinks with internal fiddled shelves and removable panels over the sea valve access trap to ensure maximum practicability.

**Heads Compartment:** Genuinely practical and of relatively generous size for the size of boat, this compartment is finished in white 'Formica'-type laminate where it isn't formed by the GRP mouldings. Hot and cold water via a shower-type faucet. A closed hanging locker intended for Waterproofs and Wellies is fitted here too and affords very convenient access to all three of the sea valves.

**Aft Cabin:** A straightforward, double berth extends across the centreline, behind the engine space, with light and ventilation provided by two opening portlights. A half-height hanging locker and closed locker with fiddled shelves are located immediately inside the cabin, with use-able space beneath the 'head-end' of the berth in light of the domestic/services battery bank's location in the main saloon, however, this space is also shared with the primary fuel

filter (making remarkable ease of servicing) and therefore not so suitable for clothing for instance.

## **Mechanical and Electrical systems**

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This Dehler 34 is fitted with a Yanmar 2GM20F rated at approx 19 HP driving a 2-bladed Brunton Autoprop (self-feathering and variable pitch) through a Yanmar Saildrive transmission unit (gasket seal replaced in 2013).

The engine has been serviced and winterised annually and is currently de-commissioned while the vessel has been laid ashore. The re-commissioning of the engine will be included in the sale of the vessel.

An engine hours run meter is fitted and currently reads 1246.

### **Electrical Systems.**

Two battery banks are fitted comprising of:

Domestic and Services - 2 off 110A/hr Numax batteries (new May 2019).

Engine cranking - 1 off 55 A/hr battery.

Charging is by engine-driven 50A alternator plus a 35W P.V. (solar) panel that is mounted on the hatch garage. Battery charging regulation is through a Sterling 'Smart charge' unit that is mounted within the engine space, with a Remote monitoring unit mounted alongside the chart table (not currently serviceable). The latter has been supplemented by a digital Battery state 'Matrix' monitor by BEP Marine.

Internal lighting is LED throughout while the external navigation lamps are fitted with filament bulbs.

A 220-240V AC, 3-way consumer unit with RCD is fitted within the forward end of the cockpit's starboard locker. An immersion heater is fitted within the domestic hot water system. The 30A battery charger is currently unserviceable, but the batteries are adequately maintained by the P.V. panel. A number of UK spec, square pin output sockets have been fitted to supplement the original single, 'Continental'-style of socket.

## **Tankage**

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**Freshwater:** Single tank under the aft end of the forward berths - 160 litres.

**Diesel fuel:** Single stainless steel tank beneath the port settee berth - 83 litres.

## **Spars and Sails**

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Rigged as an approximately 19/20th bermudan sloop on a keel-stepped mast and main boom by Sparcraft with a Furlex roller reefing system on the forestay. The standard sail

plan is of a sailboat primarily mainsail driven, with a relatively small, high aspect ratio jib, although the boat is fitted with the long genoa tracks, with towed cars and the associated deck gear to accommodate an overlapping genoa for racing.

This particular Dehler 34 is fitted with Dyform standing rigging for the increased strength it offers.

### Sail Wardrobe:

- Mainsail (2004) by Elvstrom Sails with three-quarter length battens and single line reefing to No.1 reef and luff and leech lines to Nos.2 and 3.
- Roller reefing jib (with rolling leech battens) by Elvstrom (2004).
- Cruising chute by Momentum Sails (2005).

### Navigation Instrumentation and Equipment

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A well planned suite of Raymarine ST60 series instruments is distributed between the instrument fascia above the main companionway and the steering binnacle according to function, with a multi-function repeater fitted at the chart table to be able to monitor performance and sailing conditions from below.

**Mounted on the steering pedestal, for the helm's information:**

- ST6001+ Smart Pilot control head for a linked - direct drive, autopilot.
- 2 off ST60 Graphic multi displays to be able to read GPS outputs giving speed over the ground and cross-track error amongst others, while the second display is giving speed through the water and depth, for example.

**Above the companionway for informing the whole of the cockpit:**

- ST60 Speed Log.
- ST60 Echosounder.
- ST60 Wind, giving wind direction and speed.
- Raymarine C80, combined colour chart plotter and radar display, with AIS input.

**Located at the chart table:**

- ST60 Multi repeater.
- ICS NAV6 navtex.
- Garmin 128 GPS as a secondary back up GPS.

### Deck Equipment

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- A modified stainless steel stemhead roller provides means of attach the cruising chute's, tack downhaul.
- 16kg Delta anchor, attached to 50m of 8mm calibrated chain.
- 10kg kedge anchor, attached to 5m of chain and 10m of rope.
- A 'Hy-speed' manual windlass by Simpson Lawrence is fitted within the enclosed anchor locker.
- Lightweight booming out 'whisker' pole.
- Lewmar deck gear, including genoa tracks and towing cars for infinite adjustment from the cockpit.
- Lewmar ST44 self-tailing primary winches.
- Lewmar ST30 on coach roof for halyards and sail adjustment.
- Low-profile, folding sprayhood, with hide-covered grab bar.
- 12V DC output socket on the instrument fascia at the companionway.
- Blue acrylic cockpit enclosure and stowable support hoops with storage bag.
- Teak sheathing to cockpit seats and sole.
- Cockpit table on pivoting support leg.
- Hide-covered steering wheel.
- Acrylic wheel cover and matching rope tidies.
- Outboard engine stowage bracket.
- Min.7 inflatable fenders with fender 'socks' and min. 6 mooring ropes.

## Safety Equipment

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- Simrad DSC and GMDSS capable VHF radio, with independently switched cockpit speaker.
- Four person liferaft by Seago in valise (last service date expired Jun 2019) held in pushpit-mounted quick release cradle.
- Webbing Jackstays.
- 2 off horse-shoe lifebuoys.
- Danbuoy.
- Mast-mounted radar reflector.
- Automatic fire extinguisher in engine space.
- 2 off 1 kg dry powder fire extinguishers in accommodation spaces.
- Fire blanket.

General note on safety equipment: Any safety equipment such as life rafts, EPIRBs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left

on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

## **Disclaimer**

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The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

## Photos

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Visiting Falmouth.



2020 - currently laid ashore.



Afloat 2019



Launch day June 2019



Launch day June 2019



Main Saloon, table folded.



Table extended.



Starboard side main salon and chart table



Detail of instrumentation alongside chart table.



Galley, with opening portlights over.



Plenty of galley storage



Twin sinks.



Fuel tank, batteries and plenty of spares.



Yanmar reversed, with saildrive ahead.



Sterling battery management and regulator.