

ON TEST
THIS MONTH



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ANCHOR TEST

Our 10-strong research team spent three days testing 14 anchors using 5,000 lb-plus force. The results may surprise you...



New kid

ON THE

block



DELPHIA 37

'This is a delightfully easy boat to handle, which will please family crews'

The price is right and she looks the part, but does this new contender for yachting's middle ground make the grade where it counts - on the water? James Jermain finds out

As a company, Poland's Delphia is one of those outfits that has been quietly working behind the scenes for years, contract building boats in its Polish factory for some of Europe's biggest and best known names, including Sportina and Europa Yachts. It has only recently started building under its own name and the Delphia 37 is the first model that

could truly be said to be a serious challenge to the mainstream. To do battle with the likes of the Bénéteau Océanis 373, the Sun Odyssey 36i or the Bavaria 37 on your first outing might be considered foolhardy but, given this company's experience, it is a challenge to be taken seriously and Delphia seems to have adopted a sensible strategy; not least in tackling the giants head-on over pricing.

The Delphia 37 looks modern with its sweeping deck line and curvy windows but at heart it is a conventional hull, driven by a generous sail plan and deep, narrow foils. The stem is slightly more raked than most, yet she manages a remarkably long waterline. The sections tuck in just above the waterline to reduce beam and wetted surface area but not in an extreme way, and the stern sections are

P74 UNDERSTATED & UNDERRATED

This Hallberg-Rassy 36 has thoroughbred design and powerful performance

**P78 NEW BOATS AND GEAR**

From Cornish Crabbers to Harken furlers and 'a lotta' plotters

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Pure Seal anti-fouling sounded too good to be true... it was!



moderate to full. She has rounded sections forward for a soft ride, moderate depth amidships and a long, gentle run.

The topsides are quite high but the coachroof blends into it pleasantly to help reduce the appearance of bulk.

The statistics suggest she is on the light side of average for her length, though this is largely due to her long waterline, but the ballast ratio is pretty much what you would expect, as is the sail area.

The GZ curve indicates a lower than average AVS of 123.

UNDER SAIL

We had only light to moderate winds for our trials, which rose from a spineless 4 knots at the start to a far from muscle-bound 10 knots by the end. However, this was enough to give us up to 14 knots over the deck to windward, which is pretty decent sailing weather. We carried the fully battened main and 110% genoa for most of the trials, popping a cruising chute once the wind was abaft the beam.

A short beat in 5 knots apparent showed she could slip along easily enough in the light stuff, with just under 3 knots on the clock. We tacked

through 95° to keep her moving but once up to speed, she would come up another two or three degrees. As the wind picked up we tacked through 90° quite happily and could even edge a little closer. In 13 knots of wind apparent we just topped 6 knots. Throughout, the steering was very light and positive with good feedback. However, we were heeling quite a bit and it is likely the first reef will be needed a little earlier than usual, say in 17 knots apparent.

By the time we came to the off-wind part of our trials the wind had fallen a bit lighter, reaching little more than 8 knots true. But she





made good use of it, making almost 6.5 knots at 60° to the wind, dropping a couple of points as the wind came more on the beam. Once well aft of the beam, we deployed the cruising chute but speed still fell to 5.5 knots, albeit in less than 7 knots apparent wind.

The sailing controls are all reasonably well positioned and up to spec for a cruising boat with a working crew of two. The primary winches are just aft of the wheel and designed for the helmsman to use, while the mainsheet is on the coachroof. All reefing lines are led back to the cockpit. There is a backstay adjuster but in general the 9/10ths fractional rig is not particularly tweekable.

We found the cockpit worked well with good bracing points, including an interesting dome-shaped footrest for the crew and comfortable seating. There is plenty of cockpit stowage in the single aftercabin version (less in the two-cabin

option). The binnacle has room for a range of instruments and can be fitted with a fixed or folding table.

By the end of our trials we concluded that this was a delightfully easy boat to handle, which will please family crews but perhaps disappoint club racers. Performance seems to be in the same mould – interesting but not scary. The hull, with its fine keel and deep rudder, looks as if it could be made to go quite quickly, which would possibly make her a contender on the club circuit.

BELOW DECKS

The style of the Delphia 37's interior is old-fashioned but by no means any the worse for that. The comparatively dark mahogany woodwork was set off by extensive white mouldings and vinyl linings with a special upholstery package for this boat's owner.

Unusually for a modern boat, the saloon, which is well forward, has two straight settees, ideal for turning into sea berths. On the starboard side the settee has a short crosspiece making an L-shaped dinette. The centrally mounted table is secure and safely fiddled but contains no stowage. Interestingly, it can be removed from its stainless steel mounting frame if more space is needed. There are good stowage bins under the settees but quite a bit of wasted space behind them. Above are two lockers each side with a short bookshelf between. Overall it is sufficient for normal cruising needs. The windows let in a reasonable amount of light but there is a shortage of opening ports and hatches. Headroom is reasonable at 1.95m (6ft 4in).

The galley has well-organised and plentiful stowage with twin sinks and a generous cool box. The latter has a small and a large lid to reduce the amount of cold air that escapes.

Our trial boat had the single aftercabin option with the heads pushed aft and a workmanlike forward-facing chart table. If two aftercabins are chosen the heads moves forward and the chart table faces aft over the end of the port settee. Our heads was also a little larger, with a more generous shower tray and slightly better stowage, including a wet hanging rail. A holding tank is standard.

The forecabin has the usual array of shelves and lockers with the benefit of standing headroom. The aftercabin is also fairly standard. Overall the interior was pleasant and well arranged. The construction and finish of the joinery is at least on a par with the competition and there are clever touches, such as hinged settee tops, galley stowage and removeable headliner panels for access to the deckhead, that give her extra appeal.

»» BELOW DECKS



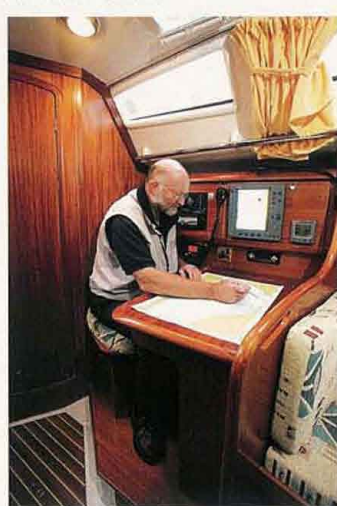
ABOVE: The saloon's straight settees are ideal for turning into sea berths.

INSET: These lights glow red during darkness to act as night lights.

LEFT: The battery and windlass switches are easily accessible



BELOW: The chart table is forward facing unless a two-aftercabin boat is chosen, in which case it faces aft.



RIGHT: The forecabin has standing headroom and standard stowage using shelves and lockers



» UNDER POWER

Our boat was fitted with an optional larger engine of 40hp which, allied to a Maxprop, gave her a real kick when the throttle was opened. Maximum speed was 8.3 knots at 2,600rpm and she would cruise comfortably and quietly at around 7.5 knots (2,500rpm).

The only problem we encountered was that we paid for the light and positive steering under sail with some over-balanced habits under power. The helmsman has to keep a firm hand on the wheel to stop her sheering off quite suddenly one way or the other. On the other hand, at close quarters and slow speed, control was excellent in both ahead and astern. The engine didn't seem to be too shoehorned into the space beneath the companionway and access was good to all parts.



CONSTRUCTION

The hull is built conventionally with a foam core above the waterline and solid laminate below. An internal moulding is bonded to the hull for strength and also provides the location points for most of the furniture. The keel is bolted through a massive web of steel girders and the reinforcement in way of the shroud plates is also impressive. The hull is foam cored with solid laminate in way of the fittings. ▲

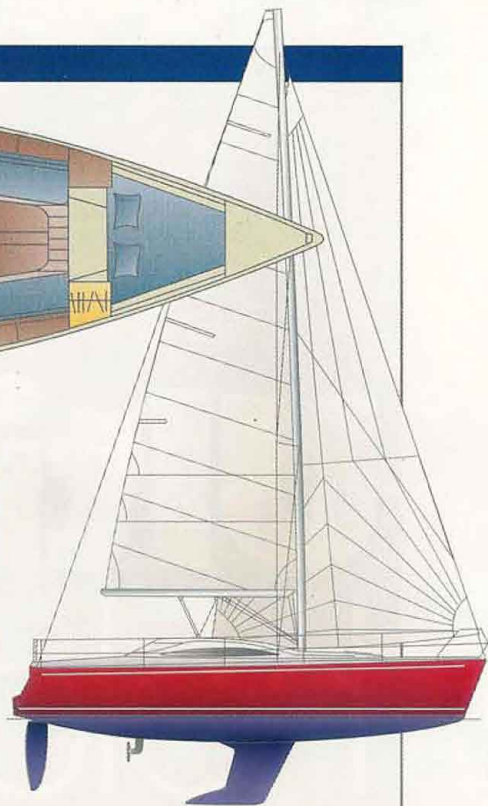
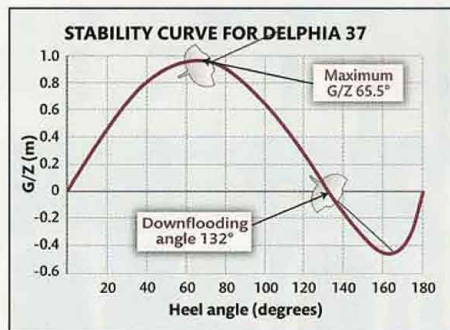
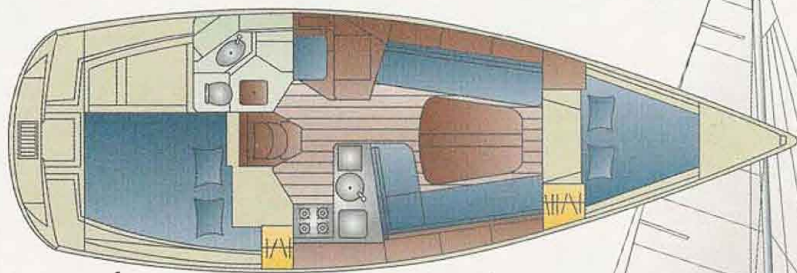
» VERDICT

As a newcomer to a crowded market, Delphia must have been tempted to produce something strikingly different from the established names. If they were they have largely resisted, but not completely.

Externally she is a middle-of-the-road fast cruiser and internally the layout follows well-proven paths. But there is something sufficiently original about the interior, which is styled to make her stand out and demand attention.

All the departments, galley, chart table, etc, work and there is a sensible balance in the allocation of space. At first sight the build and finish of the furniture looks very high. This doesn't quite stand up to detailed examination but for the price it is still well above average.

TECHNICAL SPECIFICATIONS



Price	£72,748*
LOA	10.74m (35ft 2in)
LWL	9.83m (32ft 3in)
Beam	3.67m (12ft)
Draught (deep fin)	1.92m (6ft 3in)
Displacement	6,350kg (13,999 lb)
Ballast	2,200kg (4,850 lb)
Sail area	56.5m ² (608sq ft)
Engine	Volvo D1-30 with sail drive diesel with saildrive
Fuel	150 lit (33 gal)
Water	220 lit (100 gal)
Disp/length ratio	171
Sail area/disp ratio	17.8
Ballast ratio %	32
RCD Category	A

STIX	N/A
Designer	Andrez Skrzat
Builder	Delphia Yachts, Olecko, Poland
UK Agent	Delphia Yachts UK,
Tel	01489 482045
Email	mail@delphiayachts.co.uk

FOR

- Easy handling under sail
- Practical, attractive interior
- Workmanlike cockpit

AGAINST

- Some detailing just misses
- Over-balanced steering under power
- Minimal ventilation

* All prices quoted in YM boat tests are inclusive of VAT

THE RIVALS



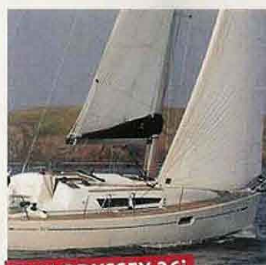
DUFOUR 365

Price	£83,248
LOA	10.35m (34ft)
LWL	9.28m (30ft 4in)
Beam	3.65m (12ft)
Draught	1.70m (5ft 6in)
Displacement	6,127kg (13,508 lb)
Ballast	1,740kg (3,836 lb)
Sail area	53.8m ² (579sq ft)
Engine	29hp
RCD Category	A
Contact	Portway Yacht Sales
Tel	01803 380518



BAVARIA 37

Price	£64,293
LOA	11.12m (36ft 5in)
LWL	9.42m (30ft 9in)
Beam	3.76m (12ft 3in)
Draught	1.93m (6ft 3in)
Displacement	5,762kg (12,703 lb)
Ballast	1,904kg (4,198 lb)
Sail area	59.5m ² (640sq ft)
Engine	29hp
RCD Category	A
Contact	Peters Opal
Tel	02392 583242



SUN ODYSSEY 36i

Price	£81,760
LOA	10.95m (35ft 10in)
LWL	9.84 (32ft 3in)
Beam	3.69m (12ft 1in)
Draught	1.93m (6ft 3in)
Displacement	6,362kg (14,026 lb)
Ballast	1,839kg (4,054 lb)
Sail area	55m ² (592sq ft)
Engine	55hp
RCD Category	A
Contact	Sea Ventures
Tel	01590 672472