

arrangements, with a large master cabin forward and quarter cabins with double berths aft. The saloon has an L-shaped settee and drop-leaf table to starboard with stowage beneath and behind the seat. The galley lies to port with ample counter space, lockers for provisions and stainless steel sinks. Navigators will like the nav table, which has room to mount assorted electronics.

The Bavaria 37 is a complete package right out of the box since the company provides so much gear and equipment in the standard package. Like its little sister, the 30 Cruiser, the Bavaria 37 is a good boat with a lot of cruising potential at a very fair price.

From roughly the same region of Europe as Bavaria, Delphia yachts—built in Poland, not Germany—made a splash in the U.S. last year with the introduction of the **Delphia 37** and 40. What we observers noted first was the amount of boat that was being offered at what appeared to be very favorable pricing.

On second look we found that the Delphia boats are high-quality cruising machines of modern design that are built by expert production craftsmen who have been building boats in Poland for



**Delphia 37**

more than 15 years. Buyers of Delphia yachts just happen to benefit from a favorable cost base in Poland that allows the company and its dealers to pass on savings to consumers.

The Delphia 37 is a fin-keel, spade-rudder sloop with a 9/10 rig. Designed to sail well and close to the wind, the 37 is also a cruising boat that can be easily handled by a couple. With an 11-foot, nine-inch beam (moderately narrow), and an almost 50-percent ballast-to-displacement ratio (high), the hull has a lot of stability built in, yet will also be quite easily driven in a wide range of conditions.

The deck layout has all halyards and control lines running aft to winches in the cockpit on either side of the companionway so that the crew won't have to venture forward to adjust sails or tie in a reef. Four self-tailing winches are provided in the cockpit for handling both the rolling headsail and a larger downwind sail. The cockpit is large and comfortable and offers plenty of storage for deck gear, sails and cruising toys.

Down below, the 37 can be had with either two large cabins aft and a smaller V-berth forward, or a single aft cabin and a larger aft head. The two-cabin layout provides a lot more storage in the sail locker to port that replaces a sleeping cabin.

The saloon has a good seagoing galley to starboard and a large nav table to port. An L-shaped settee and table form a dinette to starboard with a bench settee to port. With the drop leaves on the table up, five or six adults can eat around the table.

The Delphia 37 is a very complete package that comes at a good price. Throughout the boat the builders have used top-of-the-line gear and equipment and finished the boat to a high degree of detail. Built for cruisers who are seeking a comfortable boat that sails well, the 37 will turn a lot more heads as the brand becomes better known.



**Delphia 40**

Like its little sister, the **Delphia 40** packs a lot of value in a hull and rig designed for cruisers who want better than average sailing qualities. Yet the design for the 40 also has added a lot of volume to the interior, which opens up the living spaces and leaves room for a lot of storage. If the 37 is an excellent coastal and near-offshore cruiser with a performance edge, the 40 is a passagemaker that has been designed and built to stand up to the rigors of the notorious North Sea.

With a nearly 13-foot beam, the hull has a lot of initial stability and will not need to be reefed too early. At 18,000 pounds displacement and with a 35-percent ballast-to-displacement ratio, the boat should have an easy motion in a seaway and will be stiff when heading to windward. Like many fractional-rig boats, the 40 will be happiest with one reef in the main before you start to roll up the jib.

The deck layout is simple and efficient. With swept-back spreaders, double lower shrouds are unnecessary, which opens up the side decks. The dodger stows away neatly in a deck recess so that it is out of the way when not being used. The cockpit is large and has ample stowage. The stern platform has a wide enough area to really stand after a swim or when getting into the dinghy.

Down below the builders are offering a new interior layout this year that will appeal to offshore sailors. A large master cabin has been added aft and the aft head enlarged. The port aft cabin has been eliminated, which creates a lot more storage in the cockpit locker. Instead of an in-line galley,

the new layout features an L-shaped galley that will work well at sea. And a new U-shaped dinette has been incorporated into the saloon. Lined in light mahogany and finished to a high degree, the interior, which also has large overhead skylights, is open and airy.

For a couple looking for a boat on which to venture far and wide, the Delphia 40, particularly with the new cabin arrangement, is an attractive option.

is comfortable if Spartan and is dead simple to keep.

Long and lean and very stable, the 124 will stand up to a breeze and will handle nicely under mainsail alone. Because of the narrow beam and efficient underwater appendages, pushed by a powerful rig, owners will be sailing while others are motoring and will get to their next landfall, or complete a distance course, well ahead of their compatriots.



**J/124**

The folks at J/Boats always march to the beat of their own drum, and they have thousands of sailors who hear that beat and follow. Last winter they launched the new **J/124** that is designed to appeal to sailors who want something pure and simple in their boats. Bucking the trend to fit out a boat with every modern convenience possible from air conditioning to dishwashers and elaborate home entertainment centers, the concept behind the J/124 was to do away with all of the gadgets and get back to the essence of sailing and cruising: a couple's boat that sails very well,

With the standard 100-percent jib, the boat will be a cinch to tack; a Hoyt jib-boom is also available to make the boat self-tacking. Hoist an asymmetrical spinnaker and the 124 will fly downwind while steering like a Porsche on a mountain road.

Down below, the layout evokes classic cruising boats of the past with a V-berth forward, two settees in the cabin and a double quarter berth aft. This is a place for friends to gather after a day of fun sailing to share a simple meal, swap sailing yarns and enjoy the peace of being on the water—and not the rumble of a generator.