



New Boats: Delphia 37



Surprise packet!

This newcomer to the Australian market from Poland has top-quality equipment, says Bob Ross.

The newest production cruiser/racer on the Australian market, the Delphia 37, is a surprise packet. It comes from Delphia Yachts, a well-established Polish yacht and powerboat boatbuilder, with a standard boat price tag of \$245,000. That is about \$50,000-\$60,000 less than some comparable production 37-footers, thanks to Poland's lower labour rate compared to Western Europe's.

The boat, designed by Andrzej

Skrzat, is built in hand-laid fibreglass with foam core above the waterline and carries the stamp of Germanischer Lloyd EU-certification for recreational craft.

The test boat was the long-keel version and has a cast-iron keel, fastened with nine galvanised steel bolts through 50mm of fibreglass in a grid system that also absorbs the rig loads. The balanced rudder's 70mm aluminium shaft

ABOVE: The Delphia 37 felt light and lively in the sloppy seas between the Heads.

runs in Jefa rudder roller bearings.

The Delphia 37 is easy to sail and sails well. The real surprise is in the quality of the equipment from top European manufacturers that you get with the boat as standard – like all Lewmar winches and deck hatches, Selden spars, Furlex jib furler, Rutgerson batten cars with adjustable tensioner, electric windlass, Raymarine ST 60 Tridata log, speed and depth sounder, radio and CD with speakers inside and outside, and VHF radio.



LEFT: The 37 carries good sails on a conservative fractional rig.

ABOVE: Relaxed on the sail home, from left: Ben Johannesson, Bob Vinks, with Terry O'Hare on the helm.

BELOW: Mainsheet system, clutch banks, self-tailers and rope bags.



The builder

Delphia Yachts grew from a company building the Sportina range of small yachts, some trailable with swing and lifting keels as well as fixed keels, in the late 1980s. It expanded into western markets and in 2003 changed its name to Delphia Yachts and built a new production factory at Olecko, near Gdansk.

While continuing to build the Sportina range of yachts up to eight metres, it began the Delphia range: 24, 29, 37 and 40. Since 1989 the company has also built 2800 motor boats for the US Brunswick Group and it is also building Arvor power boats.

Delphia is producing about 200 yachts yearly and employs 1000 people.

The distributor

Whitsundays-based Ben Johannesson, a relative newcomer to the Australian boating industry, is importing the Delphia range. He came to Australia in 1972 from his homeland, Sweden, where he was a motor engineer working for SAAB. He had a SAAB dealership in the Sydney northern beaches suburb of Narrabeen before moving to the Whitsundays in 1990 with a yacht charter company.

Then he started a boat and caravan accessory business, dealing mostly with

the manufacturers of boats, caravans and mobile homes, which he sold last year. He spent a year and a half looking for boats in Europe to import until a friend recommended the Delphia he had seen displayed at a Stockholm boat show last year.

He secured well-known Melbourne yachtie Terry O'Hare, of the Anchorage Marina, Williamstown, as his Victorian agent. They displayed the Delphia 40 at the boat show in Docklands during the Volvo stopover with a promising response. The second imported boat, the Delphia 37, went to Sydney Yachting Centre at the Middle Harbour Yacht Club.



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Down below

When I first went below on the Delphia 37 at MHYC's marina I thought I had boarded the 40 by mistake; the saloon is so spacious. It has 1.95m headroom, is modern in design with long panoramic windows of tinted glass, with curtains, in the coach house.

Two skylights with roller blinds port and starboard just aft of the mast admit more light and afford a good view of the rig from down below. In total the boat has six small opening hatches on deck, as well as the large forehatch and two more in the coachhouse sides aft, providing ample ventilation as well as light.

Wood panelling and furniture in light mahogany and the cheerful pattern of the settees and bunk cushions contribute to the light and bright feel. The finish on the joinery is neat.

The saloon layout is conventional with a settee to port and L-shaped settee to starboard flanking a table with drop leaf to admit access forward.

The galley to starboard aft of that is L-shaped with a double-bowl deep stainless-steel sink with hot and cold water and sea water available as an option. The Smev stainless-steel gas stove has three burners and an oven. The Isotherm top-loading 75-litre refrigerator has the very efficient seawater-cooled condenser unit. The bench top is Corian. Storage for cutlery and crockery is ample. A strip light is stationed overhead.

Opposite to port is the navigation station with chart table, seat, switchboard, VHF radio and room for instrumentation, including the chartplotter offered in the options list.

This first imported 37 has one aft cabin to starboard and a large toilet/shower compartment to port ahead of a lazarette accessed under the cockpit seat. The aft cabin has a double berth, seat and hanging locker. A two aft cabin version is available.

The toilet/shower compartment is a very neat one-piece fibreglass moulding incorporating the wash basin, storage cabinet, seat and base for the electric toilet, which has a 40-litre holding tank.

The hot water system can be run off



240V shore power as well as the engine, so it can be used while the yacht is berthed on a marina.

The compartment for the 29hp Yanmar diesel is heavily insulated and has access from the starboard aft cabin and the saloon. It has an automatic fuel shut-off and automatic fire extinguisher.

The forward cabin has 1.85m headroom, double berth, seat and a hanging locker. The 230-litre stainless-steel drinking water tank is located

TOP LEFT: The single aft cabin is to starboard; bathroom behind door to port.

TOP RIGHT: A stainless-steel water tank is under the forward bunk, which also has room for stowage.

ABOVE: Plenty of natural light, cheerful settee cushions and light mahogany woodwork make for a bright interior.

under the V-berth. Aft of that under the V-berth there is still a large space to

stow sails and other gear, handily positioned under the forehatch.

Cockpit bar fridge

The cockpit on this boat even has a bar fridge incorporated in the standard cockpit table, which has drop leaves and glass/can holders.

Besides partying, the Delphia 37 is well organised for short-handed sailing. Floor and seats are teak-plank covered. Halyards, control lines for the furling genoa, Selden Rodkick boomvang, rapid reefing system and mainsheet all lead back to banks of rope clutches ahead of two Lewmar 30 self-tailing winches, backed up by rope tail bags on the aft face of the coach house. The mainsheet traveller runs on a short track just ahead of the companionway.

All of these control lines and halyards can be readily reached by standing on the wide top step of the companionway ladder.

The Lewmar 48 self-tailers for the headsail sheets are located well aft, within reach of the helmsman, which is a plus for short-handed sailing. The negative is that the helmsman's feet can become entangled in the tails.

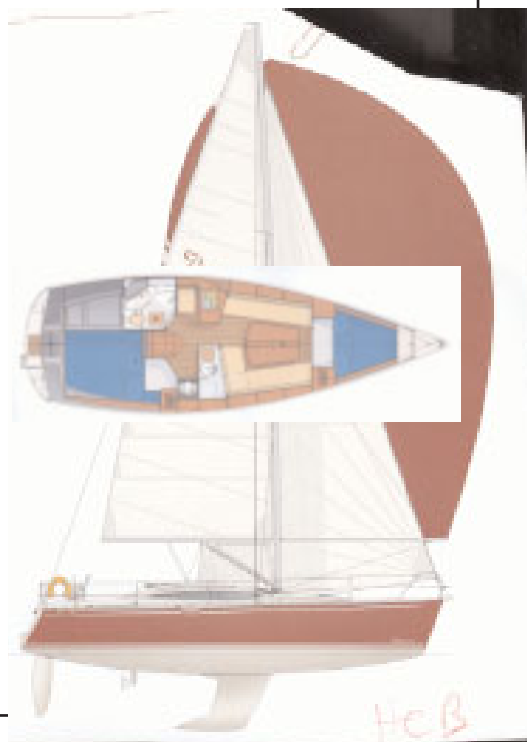
The cockpit has four lockers. The biggest one, behind the port cockpit seat, occupies the large area behind the bathroom and there is a shallow one opposite for odds and ends. One of the two small lockers just ahead of the transom houses gas bottles and the other the mechanism for the autopilot. A Raymarine Autopilot ST 6001 S1G is offered as an option for \$9350.

The Danish Jefa steering system has a leather-covered wheel as standard, Plastimo compass and throttle/gear lever on the stainless-steel pedestal. The centre section of the helmsman's seat folds down for access to the teak-topped boarding platform. The platform has a fold-down stainless-steel ladder, and cockpit shower with hot water as standard.

The substantial stainless-steel bow fitting incorporates mooring line fairleads as well as anchor rollers and channels to the anchors. A 17kg anchor with 40m of 8mm chain is included in the standard price. The anchor locker also houses a 1000W electric windlass,

SPECIFICATIONS

LOA	10.84m
Beam	3.67m
Draft	1.92m
Mast height above waterline	16m
Displacement	5850kg
Ballast	1850kg
Displacement/length ratio.....	205.544
SA/displacement ratio	12.35
LWL/beam ratio.....	2.82
Hull speed	7.80
Sail area:	
mainsail	33.30sqm
genoa (furling)	39sqm
Engine	2.82
Fuel tank	130ltr
Water tank	220ltr
Price.....	\$245,000
Designer	Andrzej Skrzat
Builder: Delphia Yachts, Olecko, Poland	
Australian distributor: Delphia Yachts (Aust) Pty Ltd, Whitsunday Coast, 7 Patterson St, Midge Point, Qld, 4799, ph (07) 4947 6211, fx (07) 49476152, email info@delphiayachts.com.au, www.delphiayachts.com.au	



which has a hands-free remote control and Johnson deck-wash system.

Large stainless-steel mooring cleats are located forward, amidships and aft.

Lively in the light

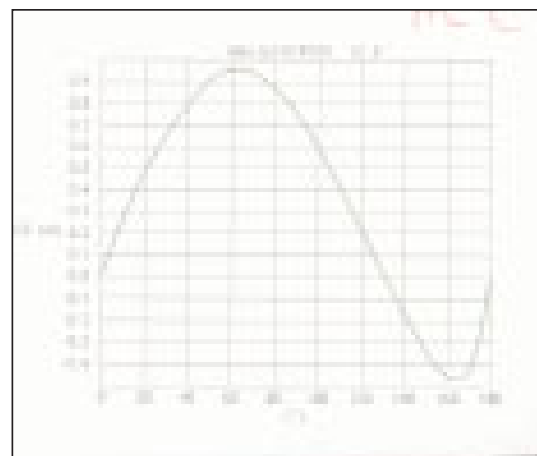
I sailed the boat with Ben, Terry and Bob Vinks from Sydney Yachting Centre in a light easterly in the sloppy stuff between South and North Head and in the smoother waters inside Sydney Harbour.

She was lively upwind, sitting on 6.2 knots in 11.5 knots of true breeze and 5.7 knots in 9 knots of wind. She tacked easily with little loss of speed, down to 4.2 knots through the tack.

She was very light on the helm – almost too light. I had to apply a little steering lock to get some positive feel.

The standard sails look good. With the Rutgerson cars, you can adjust the camber of the batten in the fully-battened mainsail by a screw adjuster on the car. The outer end is captive so there are no strings hanging out of the batten pocket and the battens cannot shake out of the leech of a flogging sail.

Best of all, with the help of these cars, raising the mainsail required little muscle power; lowering it meant just releasing the rope clutch. It fell with lightning speed within the lazyjacks into the lazy bag on the boom without a hand being laid on the sail.



The GZ curve shows an angle of vanishing stability of around 130, which is good for a production boat (around 115° is required of Sydney-Hobart entrants).

Motoring, the Yanmar ticked over quietly behind all that insulation and the two-bladed prop on the saildrive pushed us along at 7.2 knots under 400rpm full power and 6.5 knots at 300rpm cruising speed.

Bob Ross is the ex-editor of sister magazine *Australian Sailing* and one of Australia's foremost yachting journalists.

