

Dehler 22

Einger – Manual

Specifications:

Length OA	6.60 m
Length WL	5.50 m
Width	2.40 m
Draft	0.95 m
Displacement	950 kg
Ballast	400 kg
Main Sail	14 qm
Foresail	8 qm
Genoa	18 qm
Spinnaker	29 qm

Designer/Constructor:
van de Stadt/Dehler

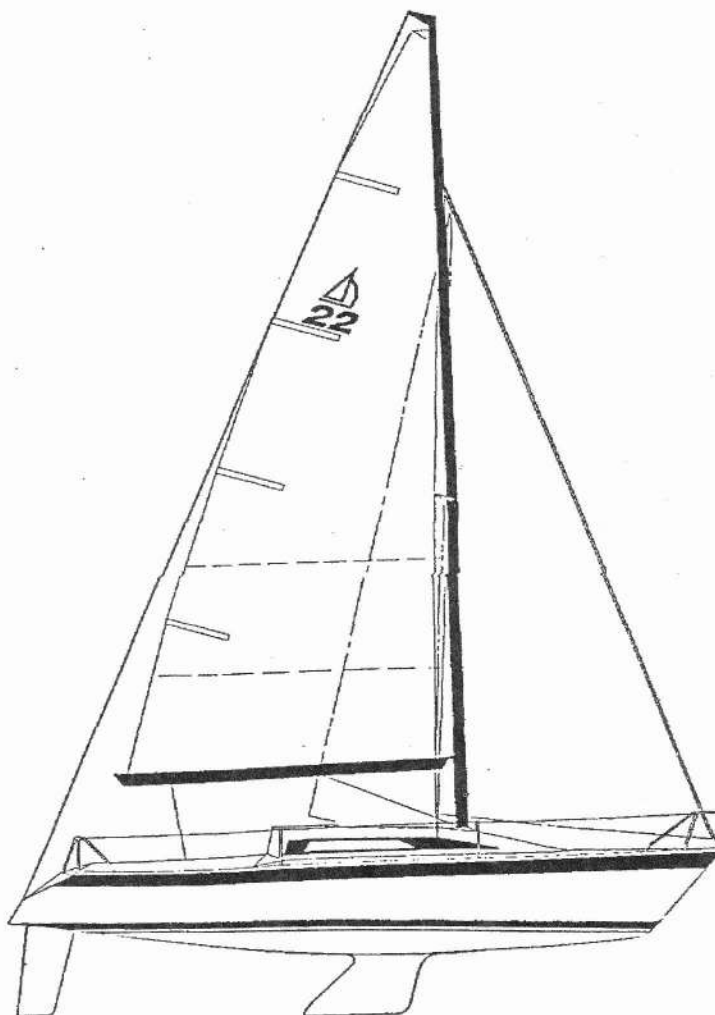


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Dehler 22

Dear Sailing Friend,

We have the Dehler 22 with all carefully designed. Of you it has been lovingly expanded and finished. We wish you, that ungetrubte experience joy and plenty of relaxing sailing floor with her.

Absolute prerequisite for this course is the correct handling and a little Plege. In short: Heed the ancient principles of good seamanship which requires above all that you are in any position once knows how to help themselves, a seasoned "salt hump" we're saying nothing new.

Even with a self-expanding boat can ever little rework required. It takes experienced rigger that yet has some time to learn his boat completely taken possession after Runggen own experience and ideas equipped by additional packages and eliminated small inevitable inadequacies.

Of course we will help you free help and advice. In general, we might infer, that the normal practice assessed sailor fixes little things, because only then can we truly important in our professionals efficiently use traps to effective assistance. We have therefore compiled from the experience gained for the rigging areas and the trailers are a few tips that you should consider.

It may be, of course, that the series production of the boats and packages small changes have been made that can not be immediately included in this description. You should consult with us if you something is not quite clear.

Our tips will probably help that you quickly find the right setting for you to secure total starting to get familiar, because drauBen on the water you can only exceptionally be expected with expert assistance.

Remember that some of the common practices in the maritime industry and for modern yachts have always considered as the standard courtesy among people. Many old dusty Do the flags leadership and yacht etiquette that were formerly taken terribly seriously, are now partially overtaken. However, it not only makes a good impression but also that to behave properly in this regard. Yet the word: The Dehler 22 is on the Construction and unrivaled method of construction. You can exceed the limitations of your sailing companies in the respective field trip stuck quite far and are too hard about weather without difficulty.

The prerequisite for this course is a sufficient maritime experience, you need to behave properly. When grout is not about it. we recommend that you initially learn about the possibilities of your yacht basically familiar, so you will not someday come through ignorance or incorrect cutting into unpleasant situations.

We hope you will enjoy your new Dehler 22 and mast and break sheet.



Dehler 22

Rigging

The Dehler 22 should be placed by a crane into the water. It is loaded with the usual straps. Proper handling of the crane gear should be largely about the crane personnel. Make sure, however, that the belts

- strong enough
- not to have a hard or rough surface
- be performed at the locations indicated by us
- be conducted over the deck so that they do not impress the guard rail
- Do not damage the giver of Sumlogs

The mast is rigged already almost finished. The traps have been tuned, shrouds and stays together with the clamps are chipped. Topping the shrouds are fixed shod in Salingnock. The correct position is obtained by means of clamps, which are on the top shrouds pressed. The Salingnock fittings are stated above these terminals. Fittings after tightening the mounting bolts for the Salingnock these, are, for example, u wrap with tape, otherwise the coarse sailing can take damage in this area.

Juttlund Device

The description requires the installation of the package rig expansion and Jutt device. It is not installed, the necessary auxiliary equipment must be provided, or, more strong Crew members with touch, in order to provide the pole. With several helpers on board, make sure that not too much movement in the ship to come, because the mast is not sure then drove to and damaged the mast cradle.

Move as the ship loose bulkhead so that the sliding hatch rests at the back and is relieved.

If available, you can attach pennant or Windex wind direction indicator. Now mount the spreaders. The hardware of these are permanently mounted on the mast.

You only need to push the spreader between Salingsrohre Hardware Health and bolted. The screws with lock nuts are in the mist. Then to clearing the traps, shrouds and stays, you making sure that the traps are led on each side of fitting front of or behind the spreaders.

All turnbuckle be dismantled as far as possible uniform. The topping shrouds are struck with their turnbuckles on the front putting the shrouds Under the rear putting.

The two ends of the bridles from the backstay are connected to fittings on the rear cockpit.

Now slide the mast with the help of a crew member as far aft, that you can put on Mast Locker by pierce the patent and bolts and secure.

Now the Juttlund Device is struck. How this is done, please refer to the fully illustrated installation manual.



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Here again is a proven sequence of moves, which have preserved the bodies of the mast: fixed first part the two auxiliary shrouds aft of the pivot point to the Jutt Frame.

With the turnbuckles Length is set. The first time, you should check with a screwed Long Shroud Adjusters so that the mast is approximately set straight.

Next, the telescopic tree fulfills the function of Juttbugels, klariert. These both must be fixed in the open bore of Jutt Frame. The telescope is in the tree ring, the forestay and the mast snapped in brackets.

A control line is led by the forestay trumpet - with a Shackle attached to the forestay - in the anchor box deflected led to a pad eye on through a free eye of the pulley and the deck and through a case stopper - if fitted - for port or starboard Winch led.

If now shrouds and backstay are such that hanging in setting the mast can not, the mast is set.

With the help of a winch, the mast can now be made. There should be at least four Turns placed on the winch. As long as the mast still level height, the effort be reduced by raising the mast. Now refreshes contact the mast with very little effort. After assurance by the forestay pin the Belien line is stowed in the chain locker.

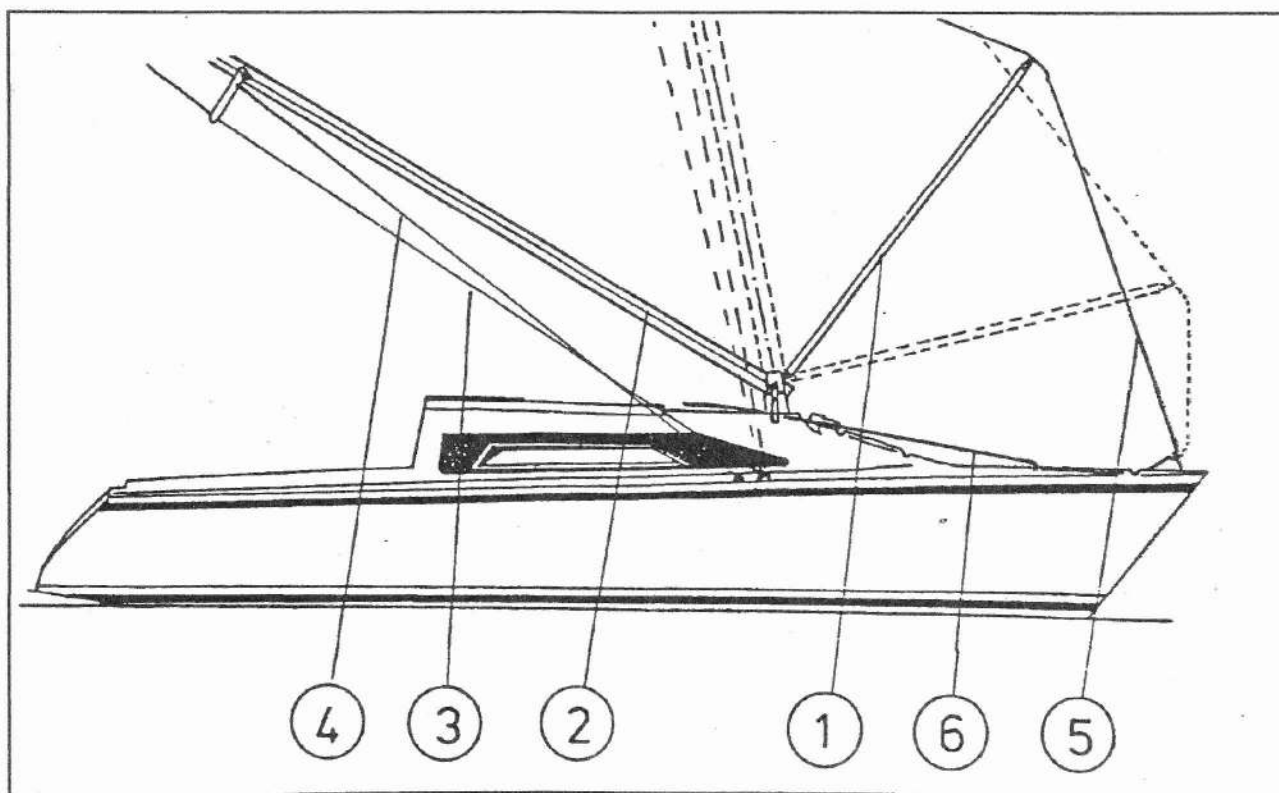


Bild 1 1 = Spinnakerbaum
2 = Hilfswant

3 = Oberwant
4 = Unterwant

5 = Bedienleine
6 = Wantenstützen



7/8 Rig, Mast Trimming

On cruising yachts contact 7/8 rig more and more. They offer small crews many advantages:

- easy operation
- less sail change
- less headsail
- good trim options

Herewith this rigging is superior to the standard Masthead rig. More square mainsail wrong can be better than a Genoa by adjusting the slot under wind conditions. One can turn the mast, to trim the mainsail flatter. It should complement the existing trim facilities to can trim under and also control from the cockpit. With sudden gusts can the traveler or the boom veer easier to be followed immediately hauled back and sail back with full force.

This brief enumeration also shows that one with the coarse sail with more "sail", as is customary on masthead boats.

General Mast Trim

For this purpose, any experienced sail has its own method. The flexible rig the Dehler 22 must be made very carefully. Determined by the forestay trumpet is the mast rake.

When he is on the cross above the saling bends away to leeward, the upper shrouds too loose and too tight the lower shrouds (or both).

When he is on the cross in the center after Lee "through depends", the masthead shrouds too tight and the lower shrouds too loose (or both).

The Dehler 22 with their fast underwater hull speed is length-sensitive. That is, that the swimming waters with and without motor can vary greatly. When stowing you should pay attention to this information.

Mast Trim Position Basic Sailing

- After setting the mast, with the help of Jütt frame or crew members, the forestay is secured in the forestay trumpet. Top and bottom turnbuckle be reshot by hand uniformly, so that the mast is limited in its movement amidship. The backstay is struck.
- Now necessary to adjust the mast bend, as a control, the rough case, the pole downhaul Kroker in the hole for the tree coarse schakelt turned and enforced.



Now use the backstay so large bias and thus train is brought to the masthead fitting, that the mast height of one to two spreader Profile Strong dodges forward. This distance is build on very accurately using the strained coarse Falls also check (see Figure A position). In this position, the upper shrouds are tightened in such a way that the mast after lots of backstay retains a slight bend. With MaBband control the gleichmaBige tightening the turnbuckle.

Now the mast by tensioning the lower shrouds brought back into a straight position. A view of the keep along the top of the mast shows if the port side - have attracted and starboard shrouds uniformly (see figure B).

Mast Trim under Sail

We pointed this out once again, that it is the pole of the Dehler 22 is a very flexible rig. The default setting that, as described, are carried out very carefully. Even in light winds, the mast is driven bending. The coarse sail is cut according to, and in this position remains in the stomach and sufficiently coarse sail.

In strong winds the backstay be further taken by so is that the profile widths moves several aft bends. Then the stomach taken out of the sail and the sail is coarse at the top open.

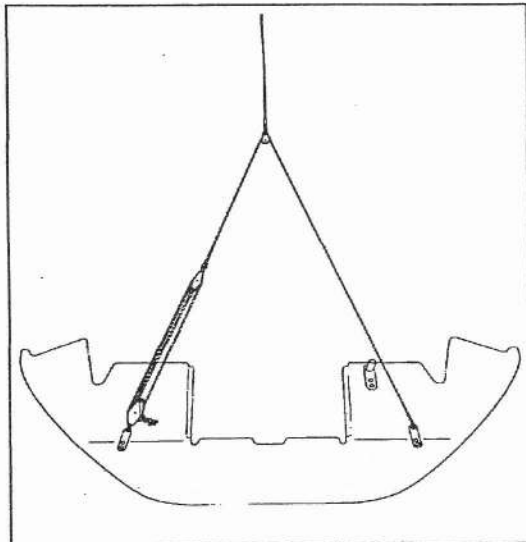


Bild 2 Achterstag

Security

Once the mast is trimmed, the lock nuts on the turnbuckle screws are tightened with schrouds fixed. It is not enough to tighten by hand. The tight fit of all screws that are continuously controlled.

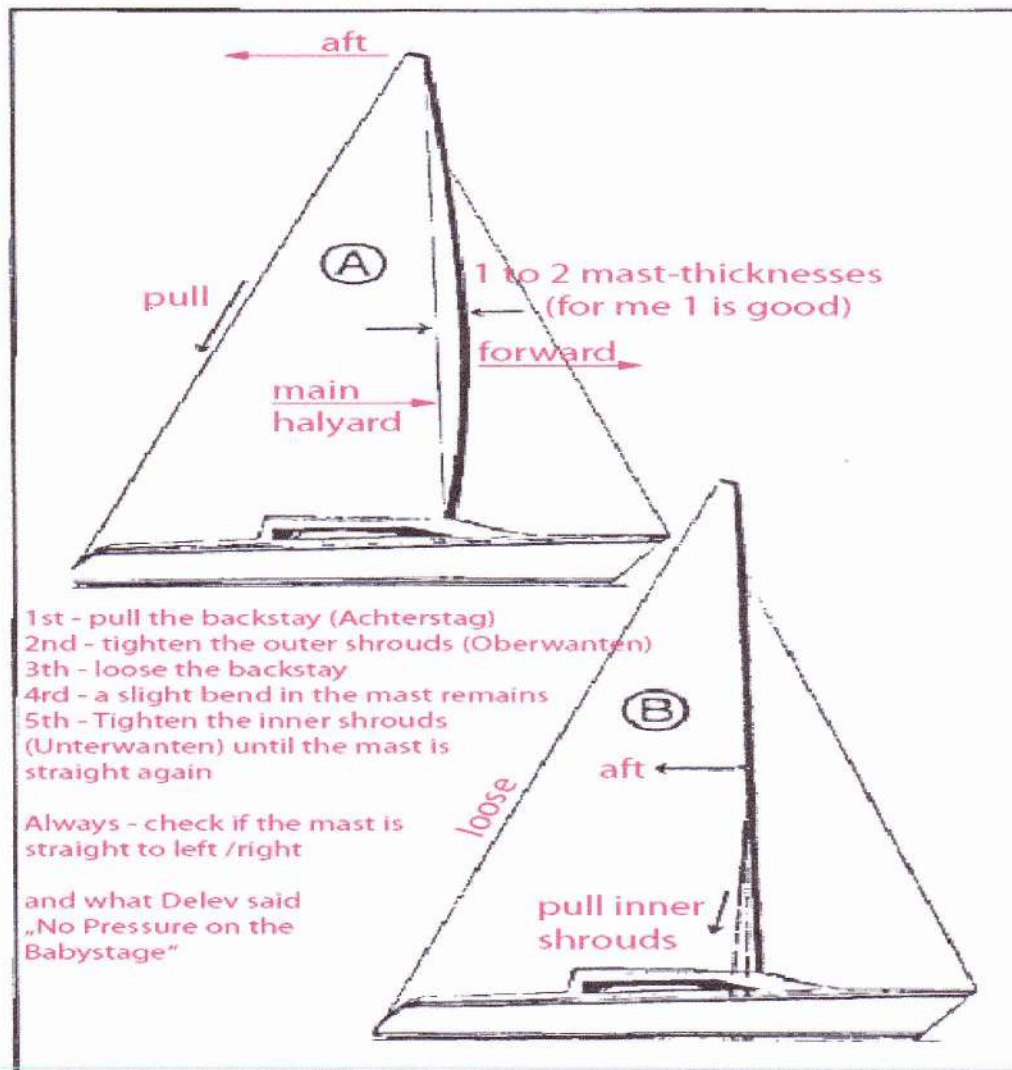


Bild 3 Masttrimm

As a tool for this work, you need a wrench with a 13 mm wide wrench. A small pipe wrench and tensioner pin afford good job.



Sails

Normal – Mainsail

Rough tree hit the pole, GroBbaumnock fix with Dirk in the terminal crest. Rough tree-vang and GroBschot strike.

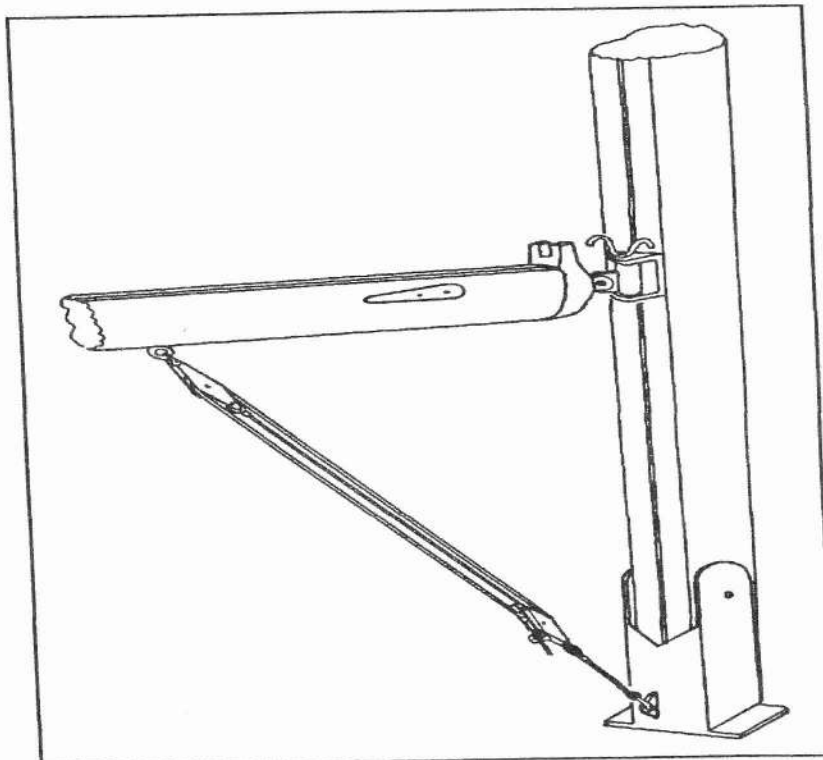


Bild 3 Großbaumniederholer

Mainsail move from her mast in the keep of the rough tree. The front of the mainsail boom fitting rough fix. Aft leech trim with Bandsel.

Unhook Rutscher-stopper and slide bandsel mainsail from below into the keep, battens slide, case peck on the head board a

LOOK CAREFULLY

Make sure the snap shackles properly locked.

Now the mainsail is clear to set.

Mainsail trimming

One advantage of 7/8-Fractional Rig to the masthead rig is that the mainsail is reefed. Thus, the frequent case of a masthead rig foresail is alternately reduced. This also means that you pay more attention to the mainsail shape to make it rough sailing refreshes adapt much better than a Genoa different wind conditions.

By more or less strong enforce coarse case Mainboom outhaul and backstay the rough sail is trimmed for different wind conditions. In principle, the following applies:

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- Prevail in strong winds and rough case outhaul stiff. Additional increase in the backstay tension is the rough sailing in the aft area of the belly open and move aft. This takes the wind pressure from the rough sailing, the ship sails upright and is hardly leaning. Wind Indicators and a glue-on trim strips help with the clean setting sail.
- With less wind should coarse case and outhaul have a lower effect. Also, the backstay should not be pulled too tight.

If you understand it after some practice to set a 7/8-Fractional Rigg right is superior to a yacht with this Masthead Yacht by far.

Main-Drop-System

If your yacht with the mainsail recovery system, the Dehler Main-Drop-System to be Equipped, then Jezt place attachment:

The boom batten is introduced with the sealing strip in the existing profile on the main boom. Then the yellow reinforcement sleisten be inserted into the cover. Should a Long Uber the strips can be shortened accordingly. Now the Bergel A mounted.

The spreader letter each have two rollers. The Bergel one be guided by the inner roles auBeren roles serve to guide the halyards. The attachment of a Bergel made to the tower mounted cleats.

Now the fully battened mainsail is first inserted into the Keep only the coarse tree and introduced de battens in the rough sailing. The sketch shows you the correct assembly of the clamping device for the battens. Thereafter the Mastrutscher pushed into the keep of the mast and the sail is clear to set.

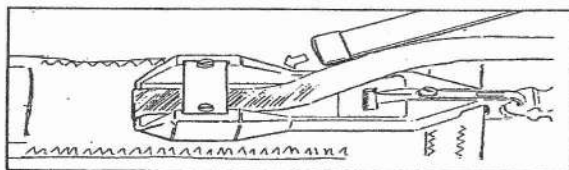


Bild 6a

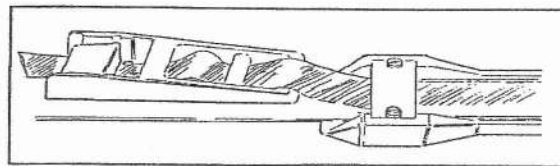


Bild 6c

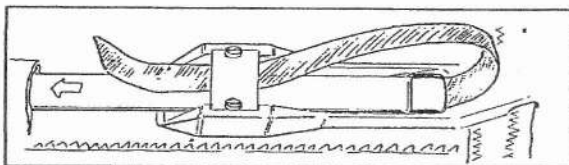


Bild 6b

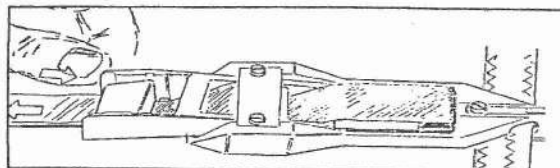


Bild 6d



LOOK CAREFULLY

- The topping should always have a little more power than a Bergel as they could not hold the weight of the heavy tree and rub on the cover.
- Factory front sailmakers are included so-called "patch-reinforcements." This should be stuck in the batten pockets on the rough sailing, a fraying of the sail by shrouds and spreaders letter to avoid downwind and downwind courses.

Mountains of the Mainsail

Boats of this size are often driven with only two crew members, so that the user-friendliness of a ship maneuvers at finding more and more into account in their purchasing decision.

Therefore we have developed for the mountains of the mainsail, the main drop system, in conjunction with longstanding auxiliary equipment, the so-called "lazy jacks". This system allows the complete Bergen and stowing the Mainsail in the permanent on the coarse tree ailing tarpaulin rough sailing in the shortest time and with a crew member alone.

Once the boat is in the wind, the rough case solved and pulled the heavy sails luff. The catch or a capture line prevent blowing out of the sail and the continuous battens make Darfur, is that this puts in neatly on the rough tree and into the rough sailing cover drawn. Then the rough sailing is tightened with the Reißverschluss the cover.

The sail can be stowed completely klariert the deck in this area.

When setting the mainsail is only necessary to ensure, that the ship is put exactly into the wind so that the headboard of the rough behind the sail does not catch a Bergel. If the rough sailing for longer time are required, must de fireplace with the addition persenning be covered.

LOOK CAREFULLY Mildew hazard

Not the rough tree must be mounted so that it is horizontal at rest is up Hangst. He must be abgehangt aft so with Dirk leash, that through the seams of the cover can proceed unhindered infiltration of water.

Jib Sails

The sail area is such that the boat under full sail in light winds quickly reach their maximum top speed, the only under special conditions - is increasing significantly - downwind, surfing. The Dehler 22 runs therefore also strong with properly scaled wind sail area still High ride while under full sail unnecessarily krangt segln and slower with increased drift is.



What sails are struck, a question of experience and local circumstances these weather conditions and the respective adjacent course.

Can an exact statement of the sails under all weather conditions from calm bid storm we do not give.

Set the Headsail

For stopping the headsail headstay has Trumpet one eye. With a Schlüssel schakel the connection is made to the headsail Kausch. With the jib halyard pull the sail up as far as it is possible by hand. Then you assign the case to a mast or put it some Turns around the winch and put it with the Winschenkurbel through as far as it requires the strong wind.

Trimming the headsail

More generally, the same principle applies here as with the mainsail: loose in light, stiff in a strong wind.

The Dehler 22 will be practically with two headsails. Secondly, with the high aspect jib (in the basic version, normal jib). The jib sheet is guided inside the shrouds, and indeed over the building to Kajatt

downer for hauling point before the teak-run hand-and on through the lever clamps to the winch (all Hardware Health -. Toppaus-Rüstung)

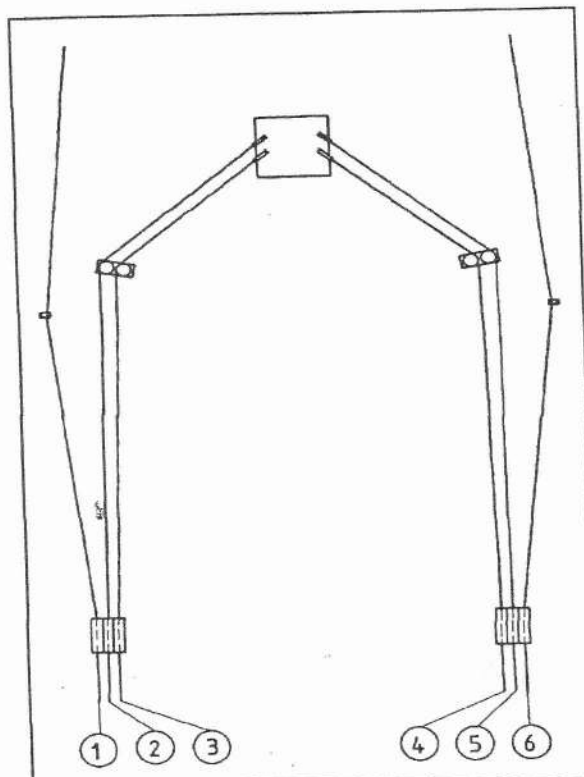


Bild 5 Fallenführung

- | | |
|---------------|---------------|
| 1 = Fockschot | 4 = frei |
| 2 = Fockfall | 5 = Großfall |
| 3 = frei | 6 = Fockschot |

High Aspect Jib

The high aspect jib is a very long cut jib, which is cut to leech over conventional headsail very short. So she comes in turning maneuvers never mast, shrouds or spreaders in conflict.

All control lines consist of Perlon. This material changes its length and smoothness due to weather influences. A line, which resulted in, for example, at wet proper trim, is in the same position when dry too stiff, and vice versa. After frequent trimming is irrelevant!



Trimming in General

Generally applicable rules for all wind speeds and sail plans can be derived from this, of course not, as the subtleties of the sheet at all Leadership make up precisely the thrill of sailing, to explain in all its effects are barely. Moreover, there is no sail, which shows in a lull, Strum, Wet, Dry, Warm and Cold on all courses always optimal properties.

Normal Reefing Mainsail

In strong winds should be reefed. This is not just a question of convenience and safety. The Dehler 22 sailing upright, the drift is low and increases the speed.

When you have become familiar with the system, then it is of course also possible with simple tools, stan-ended thus completes the Mainboom, that one reefing can take place without problems. A little exercise but it belongs in any case.

Reefing Device

The reef-forward device type van de Stadt, need the following components:

- two existing main Reef points
- both sides on a number of Mainmast per Reef points
- deflections for the above reef aft side of the boom
- Two strong cleats for the above reef front, the side of the boom
- Reffgatchen two rows are already in the mainsail
- a reef line, which is the carried endlessly back and forth through the Reffgatchen in rough sailing.

LOOK CAREFULLY

The length must be such that the furling line through loose depends, as shown on the sketch. the
Smeerreep, with this line is obtained on the aft knotted the leech eye bowline, then passes beneath
the coarse tree passes upwardly through the reef point back down on the eye to the front on the
coarse Belekampe tree. The Smeerreep refreshes itself - with a technical skill - over three pulleys and a
lever clamp to deflect into the cockpit. The reefing process is greatly facilitated. As far as the first
should and second Reff always be prepared.



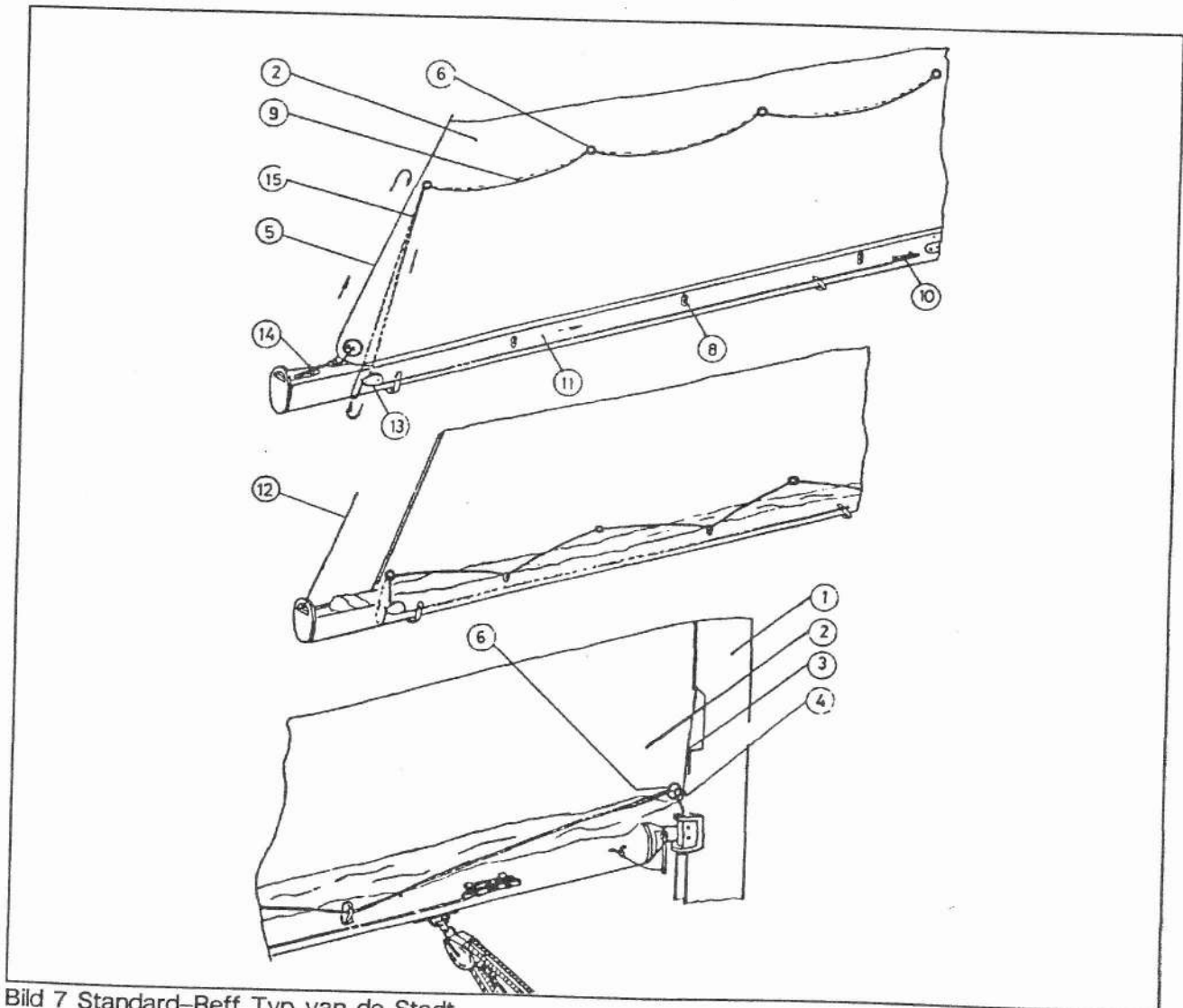


Bild 7 Standard-Reff Typ van de Stadt

- | | | |
|--------------------|------------------|------------------------|
| 1 = Mast | 6 = Reffhaken | 11 = Großbaum |
| 2 = Großsegel | 8 = Reffhaken | 12 = Dirk |
| 3 = Vorliek | 9 = Reffleine | 13 = Umlenckblock |
| 4 = Hauptreffhaken | 10 = Belegklampe | 14 = Unterliekstrecker |
| 5 = Achterliek | | 15 = Smeerreep |

Ten Basic rules for trimming a 7/8 fractional Riggs:

An overview of yacht - Editorial Board Peter Schweer

From a deep sail profile refreshes itself a coarser propulsion win as a flat. A comparison may clarify this: transport aircraft have a deep maximum buoyancy to carry heavy weight goods. Dusenjets, gliders, catamarans, ice yachts, etc., however, are provided with flat profiles. They are for high speeds - calculated - with little form and frictional resistance.

It takes more force to push through a boat through rough seas toward than plain water.

- **Sailing at Swell: bulgy**
- **Sailing on calm water: flat**

As long as the boat can be sailed upright, the mainsail leech may be closed: you can reach in this way a maximum propulsion, If the wind continues to grow, increased by the closed leech the crane constricting effect and usually the weather helm.

Especially on a close-hauled course may the leech of the sail rough swirling wind not brindle. The leech must therefore the wave picture be adapted.

- **Open leech in waves**
- **- Closed leech in still water**

The sail is optimal if all the trim line in the leech fly horizontally aft.

Correct adjustment of the headsail Hole point is reached when at tight fetched sheet the leech and the Unterlick have approximately the same power. Rough Sailing belly and abaft part of the headsail it must be approximately parallel to each other.

To check the optimal setting headsail excellently Wollfaden serve both sides in Vorlick area. Three pairs of strings over the other suffice.

- **Start the windward thread auszuwehen uneasily fall**
- **Klappaen the Leefaden forward: luff**

On a close-hauled course is roughly level necessary to achieve the headsail jib lead as far down inside. Downwind of the sheeting point is moved outwards and forwards. In this way, the so-called "Duse" opened between jib and headsail and open leech closed.

In hard weather: Never on a casting of the jib upwind or downwind course while sailing the rough is Optimum upwind sailing properties - mainly from wind resources - achieved only when the headsail luff by hanging as little downwind. This requires a high rig tension the upper shrouds.

Bedienungsanleitung für das Trimmen eines 7/8-Riggs

Wind- und Wellenverhältnisse	Wenig Wind		Mittlerer Wind		Viel Wind	
	Glattwasser	Wellengang	wenig Welle	viel Welle	wenig Welle	Rauhwasser
Schot	locker	sehr locker	dicht	mäßig dicht	max. dicht	dicht
Vorliek	lose	lose	mäßig stramm	leicht dicht	max. stramm	stramm
Unterliek	lose	lose	mäßig stramm	leicht dicht	max. stramm	stramm
Achterstag	lose	lose	mäßig dicht	stramm	max. durchs.	stramm
Baumniederholer	lose	lose	leicht dicht	lose	stramm durchs.	leicht durchs.
Traveller	mitschiffs	mitschiffs / Luv	mitsch. / Lee	mitschiffs	zunehm. n. Lee	zunehm. n. Lee
Mast	gerade	gerade	mäßig gebogen	leicht gebogen	max. gebogen	stark gebogen
Achterliek	fast geöffnet	geöffnet	mäßig offen	geöffnet	geöffnet	sehr geöffnet
Twist	viel	sehr viel	mäßig viel	viel	viel	sehr viel
Schot	locker	sehr locker	mäßig stramm	stramm dicht	sehr stramm	stramm dichtholen
Fall	lose	lose	stramm	mäßig stramm	sehr stramm	stramm - sehr str.