

DUFOUR | 34

Performance



>>> TECHNICAL DATA >>>

Architects :Umberto Felci / Patrick Roséo

L.O.A.:10,60 m
Hull length:10,28 m
Waterline length:9,13 m
Max beam:3,48 m
Light displacement (approx.):5,700 Kg
Standard draft (cast iron):1,50 m
Optional draft (lead keel):1,90 m
Standard keel weight (approx.).....1 750 Kg
Optional keel weight (approx.).....1 670 Kg
Air draft:15,10 m
Fuel capacity:90 L
Water capacity:265 L
Engine power:19 CV (13,8 kW)

>>> SAIL AREA >>>

Sail area, close-hauled: 61,65 m²
Mainsail: 29,30 m²
Genoa: 32,35 m²

>>> SAIL PLAN >>>

I :12,78 m
J :3,74 m
P :11,83 m
E :4,50 m
LP (140 % overlap)5,24 m
SL :12,65 m
SMW :6,732 m

TECHNICAL INVENTORY

Elegance

- The hull of the Dufour 34 is stiff under sail, yet she remains lively, fast and tolerant, qualities inherited from her bigger sister the Dufour 40, just like the stability of the rudder and her pure hull lines.
- Since steering remains the most important activity on board, the Dufour 34 is equipped with a big size steering wheel, which you will appreciate when up wind sailing.
- With a foothold at the steering wheel console, or below the wind, well covered by the pushpit, the Dufour 34 reacts lively: two finger tips at the wheel, and off you go.
- The genoa winches have been installed quite aft in the cockpit, the main sheet track is fitted on the cockpit floor.
- High quality standing and running rigging make life easy on board and cruising just sheer pleasure.

Excellence

- With 5 deck hatches, 4 opening and 2 fixed porthlights, light enters the interior easily and enhances the Moabi woodwork.
- The saloon really gives you that valuable impression of space. 7 crew members can take place at the dining table.
- An L-shaped galley, several lockers, shelves, storages and a chart table you will find on bigger boats, you will soon be thinking of far away destinations rather than a day trip.

High construction level

- To reinforce structural rigidity of the yachts, we use vacuum-bagged construction techniques for the hull. Structural grids and bulkheads are laminated to the outer and inner hull.
- Decks are moulded by an injection process which allows significant weight saving in the upper structures, more

standing headroom, and guarantees excellent finish.

- High standards count for other materials too : We use lead for deep keel yachts, rudders with closed cell epoxy foam, stainless steel solid rudder stocks for maximum solidity, self aligning bearings for sturdiness and less friction.

>>> CONSTRUCTION >>>

- Hand laminated GRP Hull, vacuum bagged. PVC foam core sandwich above water line. NPG Gelcoat with first layer of cloth impregnated with NPG resin forming an optimum barrier against osmosis. Inner moulded hull bottom, structural framing laminated to the hull. Navy blue decorative stripes on hull and coach roof.
- Provision for ducting (heating or conditioning). Deck in PVC foam core sandwich, moulded by injection process (Resin Transfer Moulding) for significant weight saving and excellent interior finish.
- Standard draft 1.50 m, cast iron keel, bolts loads taken up by stainless steel backing plate.
- Semi-elliptical rudder, filled with closed cell epoxy foam. Stainless steel solid stock, on self-aligning bearings.

>>> DECK & DECK FITTINGS >>>

- Teak handrails on coachroof. Wooden toerail on hull-deck joint. Self-draining chain locker with eye bolt and integrated windlass bracket, cover with locking bolt. Stemhead fitting with removable anchor roller.
- Pulpit in two separate parts with separate green/red navigation lights.
- Asymmetrical spinnaker tack ring ahead of forestay. Pushpits with horseshoe buoy racket, flag pole holder and opening cable gate with hook. Stanchions with 2 levels of stainless steel guard-rails.
- 4 Mooring cleats, stainless steel rubbing plates on sheer line.
- 2 spring cleats.

- Single chainplate for cap shrouds/aft lower shrouds including an eye for fixing extra control lines.
- 2 deck filler plates for water, 1 for fuel.
- Mainsheet track on cockpit sole with adjustable traveller. Genoa sheet track with piston lead blocks. 2 x sheet turning blocks with built in jammer and pad-eye for fixing spinnaker sheet block. Aluminium mast step with return blocks. Stainless steel swan neck for electric cable gland. 3 and 5 sheave deck organizers for halyard returns to cockpit. 6 clutches on coachroof.
- 2 x 32.2 ST halyard winches on coachroof.
- 2 x 40.2 ST Genoa sheet winches on coamings close to helmsman. Clutch on toerail for Genoa furling line.
- Sliding companionway hatch and washboard in Plexiglas with stops and lock.
- Stowage of washboard under port side berth. GRP cover ahead of companionway with spray deflector.

>>> COCKPIT >>>

- Teak trimmed seats, slightly curved GRP sole. Large side lockers with lids fitted with padlock hasps.
- Tiller. Large size steering wheel with pedestal (option). Compass on aft side of coach of coach roof. Space for instruments. Single lever engine controls and recessed engine control panel. Oddments tray integrated in engine control panel. Large Propane locker in aft port seat.
- Life raft stowage with straps under helmsman seat. Swim/boarding platform teak trimmed in central part. S/S grab rail as well as step on transom. Cockpit shower in aft locker. Stainless steel bathing ladder in the centre to be folded on transom, with teak steps.

>>> SAILS & RIGGING >>>

- Anodised aluminium mast with double swept backed spreaders, rigged 9/10, deck stepped. Anchor and steaming lights.
- Possibility to rigging a removable inner forestay (optional). Boom topping lift cleat. Anodised aluminium boom

equipped with single line reefing system.

- Rigid boom vang, with tackle led back to cockpit.
- Genoa furling system.
- Discontinuous standing rigging in single strand stainless steel Dyform cable and chrome plated bronze turnbuckles including: forestay, backstay, cap shrouds, inter and lower shrouds. Split backstay with 32 to 1 purchase.
- Running rigging in pre-stretched textile including: « low stretch » main and Genoa halyards, boom topping lift, main sheet on 5 to 1 purchase and Genoa sheets, reef lines and furling line.
- Mainsail with logo in high tenacity cloth, with two broad reef bands. Mainsail cover.
- Special bi-radial roller furling Genoa with anti-UV protection.

>>> INTERIOR >>>

- All joinery work in prime choice light Moabi mahogany, with fiddles and mouldings in solid wood. Locker doors have ventilation louvers.
- The cabin doors have double anti-vibration bolts. The floorboards are in laminated marine Moabi wood.
- Cabin mattresses and saloon cushions have removable covers. The upper cabin and saloon linings are in Moabi wood.

>>> VENTILATION & LIGHTING >>>

- Very good ventilation ensured by 5 deck hatches with integrated ventilators and opening port-lights (3 or 4).
- Lighting is completed by 2 fixed coachroof port-lights and 2 fixed hull port-lights. Electric lighting provided by numerous spotlights and reading lights.

>>> COMPANIONWAY >>>

- Headroom: 1.86 m.
- Removable companionway unit with wide steps and

handrails. Removable engine wooden cover under companionway steps.

- Battery switches under companionway. Dedicated stowage for companionway door inside the boat.

>>> FORWARD CABIN >>>

- Headroom: 1.77 m.
- Large berth approx. 210 x 165 cm. 10 cm mattress in 2 parts (washable cover). Access to stowage lockers under berth. Full length shelf with sea-fiddle around berth. Large hanging locker with shelves and seat forming a shoe locker. Access to navigation instrument transducers. Water tank under berth.

>>> FORWARD & AFT HEAD >>>

(DEPENDING ON VERSION)

- Manual marine toilet. Washbasin unit, with moulded washbasin and stainless steel handrail. Hot/Cold pressurized water system. Large mirror, chrome plated brass mixer tap with shower unit.
- Shower with direct drainage by electric pump. Closing upper lockers with ventilation louvers. Ventilation by deck hatch or opening portlight. Large space for hanging oilskins (2 cabin version).

>>> SALOON >>>

- Large settee on port and starboard. Saloon table with bar and 2 folding leaves for easier circulation.
- Backrests and seats in foam with washable covers. Stowage under seats and behind backrests.
- Stowage lockers with doors and a bookshelf above each settee. Light and ventilation by deck hatch, 4 fixed port-lights and 6 spotlights.
- Stainless steel mast pillar.

>>> GALLEY >>>

- L-shaped galley close to companionway.
- Corian® worktop with fiddle.
- Double stainless steel sink.
- Chrome plated brass mixer tap for pressurised water (hot/cold).
- Cooker with 2 burner stove/oven on gimbals. 12 V electric refrigerator with ice cube compartment. Stowage under sink with shelf and sliding baskets. Space for garbage bin. 3 upper cabinets with doors on hull side.
- Light and ventilation ensured by opening port-light and 2 spotlights over galley. Crumb tray under sole.

>>> CHART TABLE >>>

- Large chart table with hinged desk top, starboard to companionway. Seat with stowage underneath, vinyl covered curved cushion.
- Outboard panel with switchboard and instrument panel. Instrument console angled towards navigator.
- Bookshelf under electrical switchboard. Stowage under chart table with drawer and door. Dome light and chart reading light.

>>> AFT CABIN(S) >>>

- Headroom: 1.82 m.
- Double berth approx. 200 x 150 cm. 10 cm thick foam mattress with washable cover. Large hanging locker with double door with shelf above.
- Seat forming shoe locker. Shelf with sea-fiddle on hull side. Access behind engine, oddments tray on top.
- Lighting and ventilation by a deck hatch and an opening port-light and by 1 dome light and one reading spotlight. Fuel tank under starboard berth. Water tank under port berth.



BUREAU
VERITAS

DAT
DUFOUR ADVANCED TECHNOLOGIES

>>> ENGINE >>>

- VOLVO 19 hp (13,8 kW). Sail-drive transmission. Heat exchanger, anti-siphon valve.
- Control panel close to helmsman, with hour meter and tachometer. Alternator with battery isolator.
- Fuel tank approx. 90 l, gauge on electrical switchboard. Fuel filter with water separator. Emergency fuel shut-off handle. Engine room ventilation blower, and 2 ventilation hoses.
- Two-blade fixed propeller. Access to the engine from front and both sides. Independent engine bilge.
- Quality sound proofing high density foam.

>>> PLUMBING >>>

- 2 polyethylene tanks for a total capacity of approx. 265 l with inspection plates. Sump built into keel.
- 20 L water heater running off engine transfer and 220 V. Electric bilge pump with strainer and filter and controls on switchboard.
- Manual bilge pump operated from cockpit. Drainage of shower water by pump(s) direct to the sea.

>>> ELECTRICITY >>>

- 12 V DC SYSTEM. 12 function switchboard. 12 V outlet at galley and switchboard.
- 1 x 75 Ah engine battery
- 1 x 75 Ah house battery. Battery switch for each battery.

>>> MISCELLANEOUS >>>

- Two winch handles with holder.
- Owner's briefcase with owner's manual.
- Grounded rigging system.

DUFOUR YACHTS
1 rue Blaise Pascal
17187 PERIGNY CEDEX - France
<http://www.dufour-yachts.com> - 01/09/2006

*The descriptions, illustrations, etc. given are for information only.
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D U F O U R

Y A C H T S

T h e U l t i m a t e S a i l i n g P l e a s u r e