

# Dufour 35

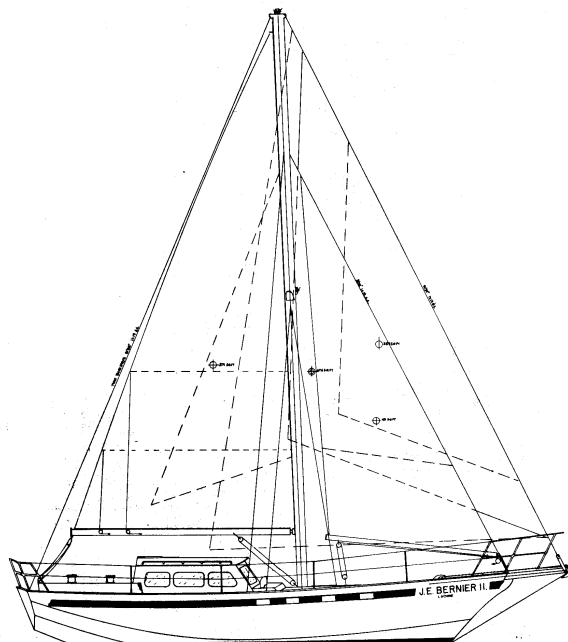
Here is the yacht that sailed the Northwest Passage. The journey of the J.E. Bernier II is one of the great adventures of our time ranking with the exploits of such renowned explorers as Amundsen, Scott, Perry. It is a tribute to the courage and perseverance of her skipper, Real Bouvier and his crew of four which included a woman.

Yet when our 35' cruising cutter first came off our drawing board it was not intended for anything so ambitious. The design was commissioned by an owner seeking only the simple joys of cruising the Bahamas in winter and willing to accept the "hardship" of a yearly offshore passage to get there. His requirements were for a safe, solid vessel with inside and outside steering. A sensible design that would be easy to build, suitable for shortanded cruising, equally at home in the Northern waters and in the tropics. Moreover it was to have ample range under power, move smartly under sail, be able to carry ample supplies of water and be stout enough to withstand any storm.

What evolved is eminently suitable for a couple or a small family. It will sleep four. Three of the berths are excellent sea-berths located under the flush deck, close to midships, and well away from the main center of all shipboard activities, the deckhouse. That is light and airy, a pleasant place in which to eat, cook, navigate, steer or just loil around all the while with a full view of the action outside. In inclement weather the inside steering station is the most comfortable place aboard. Under reduced main and self-tending fore staysail it is possible to tack for days on end without once setting foot on deck!

Simple and functional is the rig and deck lay-out. The strongly stayed cutter rig needs no introduction, it is among the best offshore rigs ever developed. The large flush deck makes a beautiful sunning platform and sail handling safe and efficient. Anchor handling is a breeze, a 45 lb CQR can be left permanently in place on a bow roller ready for instant use; retrieval is a simple chore with the powerful windlass.

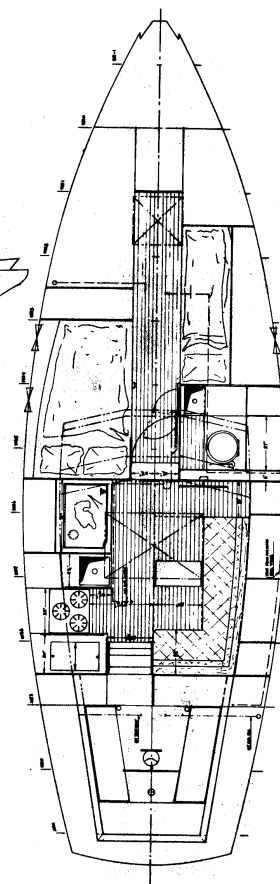
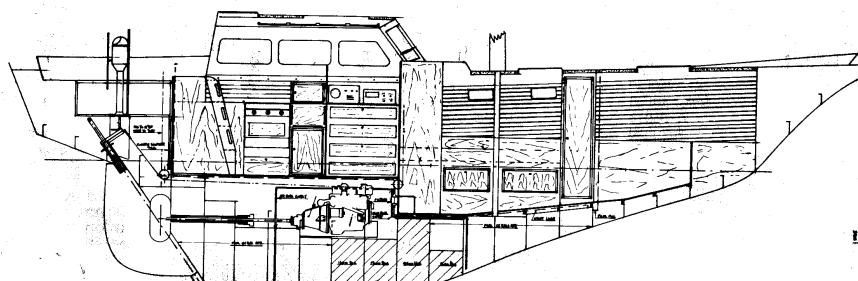
Everything aboard has been designed to be exceptionally strong. Possibly the best example of this can be given by the following tale as told us by Real Bouvier, the skipper of the J.E. Bernier II. "Shortly after launching in Holsteinborg (west coast of Greenland in the spring of 1977) we had to make fuel. The approaches to the fuel dock were tricky, rocks on either side of a narrow channel leading to the dock at right angle. The wind was blowing at an angle towards the dock at a good 35 knots which would complicate things somewhat. A wise decision would have been to wait till the next day but every delay could cost us our chance of making it through the Passage, we had to try! The relative location of channel and dock forced a "head-on" approach and required rudder hard-over at the last second to bring the boat alongside. Just at the moment that I turn the wheel full over to port, a sudden gust catches the bow and delays the response to the helm. A shot of throttle to help her get over, it works but not quite fast enough. Ten tons don't turn as fast as a centerboarder! The bowsprit contacts the dockpiles with a resounding crunch. The shock and the noise make me wince. I'm sure that I've cause some serious damage to the bowsprit and the headstay. After we finally dock I go forward to take stock of the situation and I'm already contemplating hauling the boat and delaying our departure. To my relief and amazement nothing had broken, rather yes... The shock had been taken by the 45 lb CQR anchor and the blades were flattened, the spreader bar between them twisted like a pretzel but not a single piece of the boat's structure had moved a fraction of an inch! I was flabbergasted!



alors que l'arc-boutant entre elles était tordu comme de la vulgaire tôle. Pas une seule pièce du bateau n'avait bougé d'une fraction de pouce. J'en restai médusé!

Plus tard, j'ai réalisé que ce petit bateau pouvait en prendre encore et encore, me défiant presque de l'éprouver davantage. C'est comme ça qu'il avait été conçu !

Later I came to realize that this little yacht could take whatever I was willing to dish out, almost daring me to try harder. That's how it was designed."



**NOTRE 35'**  
**OUR 35'**

## FICHE TECHNIQUE PRINCIPAL CHARACTERISTICS

Longueur hors-tout	39'4"	Length overall
Longueur	35'4"	Length (hull)
Longueur à la flottaison	28'8"	Length waterline
Largeur	10'9"	Beam
Tirant d'eau	5'0"	Draft
Déplacement	17800 lbs.	Displacement
Déplacement max.	22000 lbs.	Max. displacement
Voilure	676 pi²	Sail area
Lest	6000 lbs.	Ballast
Rapport lest-déplac.	33.7%	Ballast-displac. ratio
Rapport long.-déplac.	16.4	Sail area-displac. ratio
Réservoir à carburant	100 gallons	Fuel
Réservoir à eau	110 gallons	Water
Moteur	Westerbeke Engine	
	4-107	
	Volvo MD 3B	
	Perkins 4-108	

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