

HARRY HALLBERG

440 SO ELLÖS

TEL. 2204/803 24 250 21

M 33 Specifications.

HULL:

One piece hull, made by hand lay up. Thickness at the sheerline is 10 millimeters, increasing to 30 millimeters in the bilges. The fibreglass construction is a combination of woven roving and matting. Hull stringers and engine bed are fibreglass. The rudder fin is integral with the hull. Sixteen inch propeller aperture.

DECK:

Sandwich construction of fibreglass and divinycell core. Bolted and fibreglassed to the hull. The deck is covered with half inch thick teak planking bedded in a sealant, screwed into the deck. Seams between the planking are filled with a synthetic rubber base material. The deck is equipped with six internal scuppers that empty at the waterline.

CABIN:

The cabin sides are made from 4/5 inch selected mahogany, bolted to the deck through a sealant. The cabin top is made from marine grade plywood bonded to cross frames, then covered with fibreglass. Structural handrail, full length, inside. Full length external handrail. Four portholes on each side of 1/5" plexiglass in stainless steel frames.

KEEL:

External, cast iron and attached to the hull twelve 7/8" keel bolts. The keel is then fibreglassed for a permanent watertight seal and for smoothness.

RUDDER:

Solid fibreglass with rudder shaft in stainless steel, with packing box and bearings of ferro asbestos. Rudder hinges are bronze. G.R.P. trailing edges for smooth water flow.

COCKPIT:

Horizontal surfaces are of the same construction as the deck, with teak strips. Full length thwartship roller bearing traveler on teak cross member. Two $1\frac{1}{2}$ " drains. $4\frac{1}{2}$ " mahogany coaming, steamed and curved aft. Inside backrests of $\frac{1}{2}$ " mahogany at an angle, with storage areas for winch handles etc. A teak cap rail covers the coamings and backrests, providing a base for winches and cleats. Large sail locker to starboard, and two hatches to the lazarette, one in the cockpit and the other on deck aft. Seats and hatches equipped with scuppering. Hatch dogs are chrome-plated bronze.

RAILS:

A very strong 2" teak rail is through-bolted to the hull and deck. Splash-board around main hatch, complete with grooves for the spray hood.

CLEATS & CHOCKS:

Very large mooring cleat forward, of teak and bronze. Two similar towing/mooring cleats aft. Four integral bronze chocks. Stainless steel anchor roller block forward.

LIFELINES:

Double stainless steel lifelines, 24" high. Five tapered stainless steel stanchions per side.

PULPITS:

Both bow and stern pulpits are double, of stainless steel, and are exceptionally rigid and strong. Stern pulpit includes gate. Bow pulpit designed to allow easy boarding.

HATCHES:

Main and forward hatches made of fibreglass and mahogany. Integral lock with main hatch. Forward hatch with internal dogs. Lazarette hatch construction similar to deck. Louvered, hinged, and screened main companionway weather boards with stainless steel edges and fittings.

VENTILATION:

Weather proof ventilators on forward and lazarette hatches and over the head.

MAST:

Oval with internal halyards. Massive steel step on deck. Deck reinforced under step. Special step design permits mast to be moved fore or aft to owner's choice depending upon foretriangle measurement, trim, etc. Stainless steel fittings. Aluminium spreaders include light. Wind direction indicator mounted at masthead. Mast is surface treated with epoxy resin or anodised. The mast is equipped with intergral groove for mainsail luff or slides.

BOOM:

Similar construction to mast, with roller reefing, and fittings for boom vang.

RIG:

Headstay, double backstays, upper and double lower sidestays in 19-thread stainless steel cable. Stainless steel turnbuckles and toggles. Stainless steel chainplates of special design of extreme strength. Main and jib halyard of stainless steel spliced to dacron. Half inch terylene genoa and mainsheets provided, complete with two pair of blocks. Self-locking mainsheet block.

ENGINE:

A Perkins 4 107 diesel engine is mounted on rubber mountings with direct drive through a mechanical ^{or hydraulic} gearbox, and is fitted with fresh water cooling. A three bladed, 12" or two bladed 13" bronze propeller is included. One inch stainless steel shaft. Water lubricated rubber bearing. Internal rubber mounted stuffing box, with water-repellant grease.

EXHAUST:

Stainless steel, watercooled, stainless steel heat expansion compensator attached to engine. Elasto neoprane muffler.

TANKS:

Thirty gallon stainless steel water tank molded in the bilge, with fitting from deck. Thirty gallon fuel tank in stainless steel under the cockpit sole, with gauge. Filler on reverse transoms to reduce risk of spilling diesel fuel on the deck. Fuel line equipped with valve, filter, and water separator. Fuel tank vented to sheltered area.

ENGINE CONTROLS AND GAUGES:

Throttle and clutch controls next to helmsman's seat aft. Cold weather starting heater. Fuel gauge, oil pressure gauge, water temperature gauge, tachometer.

BATTERY AND CHARGING:

Alternator with automatic switch to charge three 12 volt batteries, the starting battery first and then two lighting and accessory batteries. Battery charge indicator provided.

ELECTRICAL AND LIGHTING:

Easily accessible fuse panel in main cabin aft of companionway. All electrical connections and wiring mounted out of sight. Two lights in forward cabin, two lights in head, two fluorescent lights in main cabin, one special flexible neck adjustable navigation chart table light. Outlet for extension light. Stainless steel running lanterns mounted on pulpits, with fresnal lenses, 360 degree masthead light. Steaming light ten feet above the cabin top. Spreader light.

HANDLING EQUIPMENT:

Two Lewmar 40 2-speed geared stainless steel genoa winches with handles. Two Lewmar 25 2-speed geared stainless steel spinnaker winches. Main and genoa halyard winches. Jib, main, & spinnaker Jib Fairlead blocks aft. Complete spinnaker gear. 41 lb. anchor. 100 feet anchor line with 13 foot chain. Two mooring lines. Pedestal steering wheel, hydraulically operated, 3 turns lock-to-lock, "navy" type wheel of stainless steel. Emergency reserve tiller. Five inch lighted Sestral compass in pedestal binnacle with cover. Complete genoa gear, with track to handle up to 175% LP genoa.

SAILS:

No sails provided.

SAFETY EQUIPMENT:

Two Tempus 2T fire extinguishers are included. One Beros hand bilge pump is fitted. A manually activated electric bilge pump is installed. ~~Seacocks~~ on all through hull fittings.

INTERIOR:

The interior is basically made of solid mahogany, with doors and bulkheads of high strength marine grade plywood. Interior appointments are as follows, enumerated fore to aft:

Locker in forepeak with hinged doors. Forwards cabin with two berths with storage shelves above, drawers and lockers under. Separated V-berth filler with cushions is included. Step for entry from forward hatch. Fully enclosed thwartship head, with doors fore and aft. Forward door slides to starboard into bulkhead. The head is fitted with water closet, wash basin, pressure water faucet, hand pump faucet, medicine cabinet, full length mirror on aft door, drawers and lockers. Full length hanging locker on starboard side. The main cabin includes a U shaped settee to starboard, and single berth to port. The settee converts to double berth. Both berths are equipped with hinged backrests which swing up, providing berths of unusual width. When down, the backrests on each side are complete with two cabinets and one open space for books, etc. There is storage space under the berths. All doors and cabinets have teak handles, with self locking latches. The table is mahogany veneer and is hinged to extend to the port berth. The inside of the hull next to the berths is upholstered in soft vinyl over foam insulation.

The galley forms an L-shape on the starboard side and thwartships cross to the navigator's berth. The galley includes a gimballed Optimus alcohol stove stainless steel sink, pressure water faucet and hand pump. A large amount of storage is provided with many drawers, cabinets and lockers. Special fiddles and holders keep china and glassware in place. Large capacity insulated stainless steel ice box under aft portion of settee.

Electric refrigerator, with ice maker, under galley counter.
Navigator's desk on the port side includes shelves and drawers.
Leading edge of quarterberth serves as navigator's seat.
A special wide locker for charts is in the navigator's desk.
Cabin sole of mahogany. Rubber backed carpeting easily removed
for cleaning or when racing.

MISCELLANEOUS INTERIOR EQUIPMENT:

Hinged table with stainless steel fittings. Curtains. Four inch
cushions, fabrics covers. Complete dinging service for eight includes
10 oz. tumblers, glasses, plates, bowls, cups and saucers, four-piece
stainless flatware. Stainless cookware consisting of a 3 quart pan,
a 2 quart pan, coffepot and tefloncoated skillet.

OTHER MISCELLANEOUS EQUIPMENT:

Full width main companionway spray hood (dodger). Collapsible cockpit
table. Wooden shipping and storage cradle. Fitted transportation/storage
cover of heavy PVC coated nylon. Mainsail cover.

**Belongs to contract the 9th of July 1970
between Associated Yachts, Inc., Rowayton, Conn. 06853, U.S.A.
and AB HARRY HALLBERGS VARVSINDUSTRI, E118a, Sweden.**

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PURCHASER

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YARD