

Albin Ballad

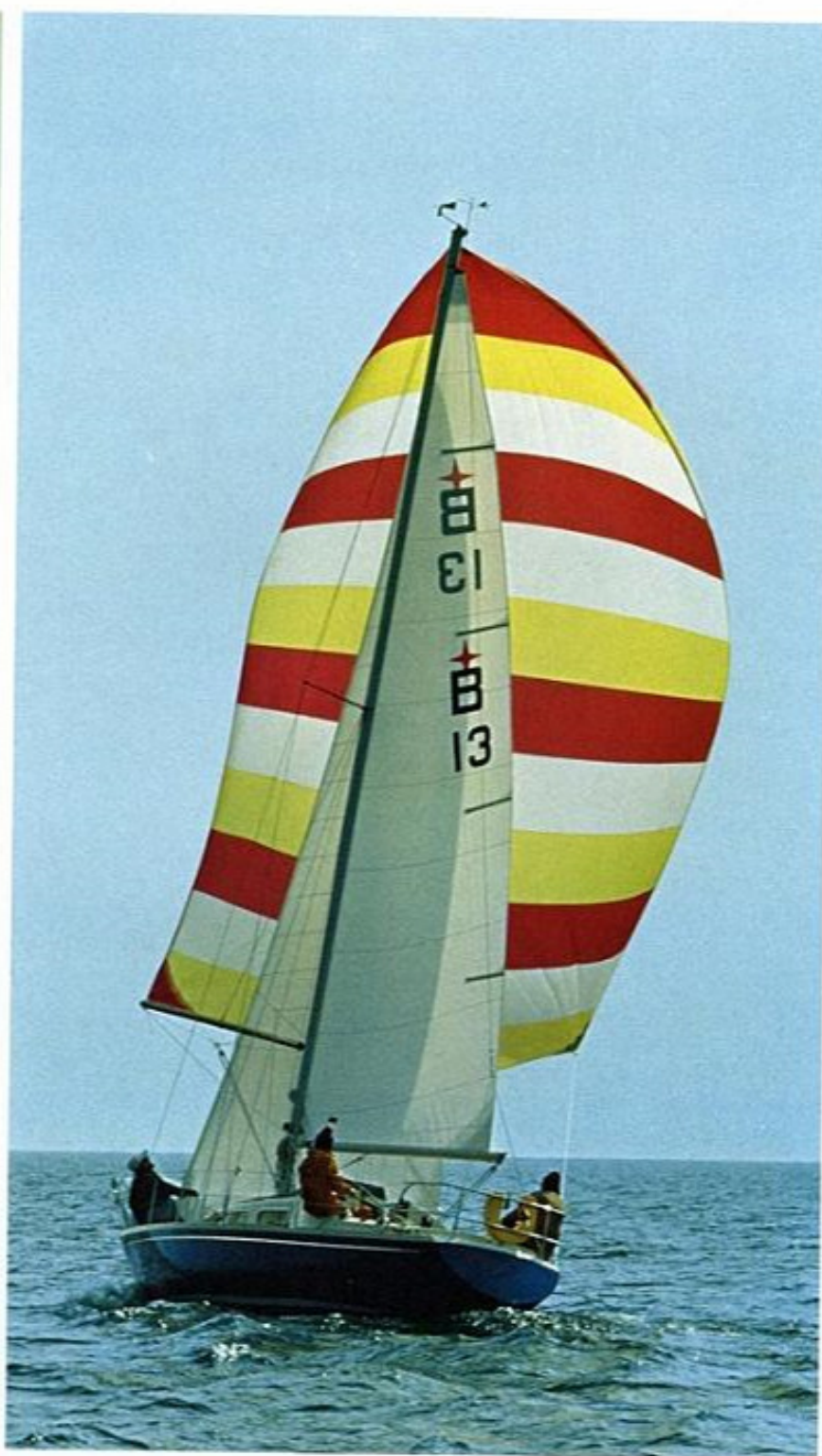
A versatile half-tonner. Fast enough to offer strong competition in ocean racing, yet spacious and comfortable for family holiday cruising.





The Albin Ballad has been specially designed for competing on equal terms in the half ton class. She is very easy to sail and handle. Great trouble having been taken to ensure that the boat is beautifully balanced with the centre of the hull's resistance correctly situated in relationship to the sails centre of effort.

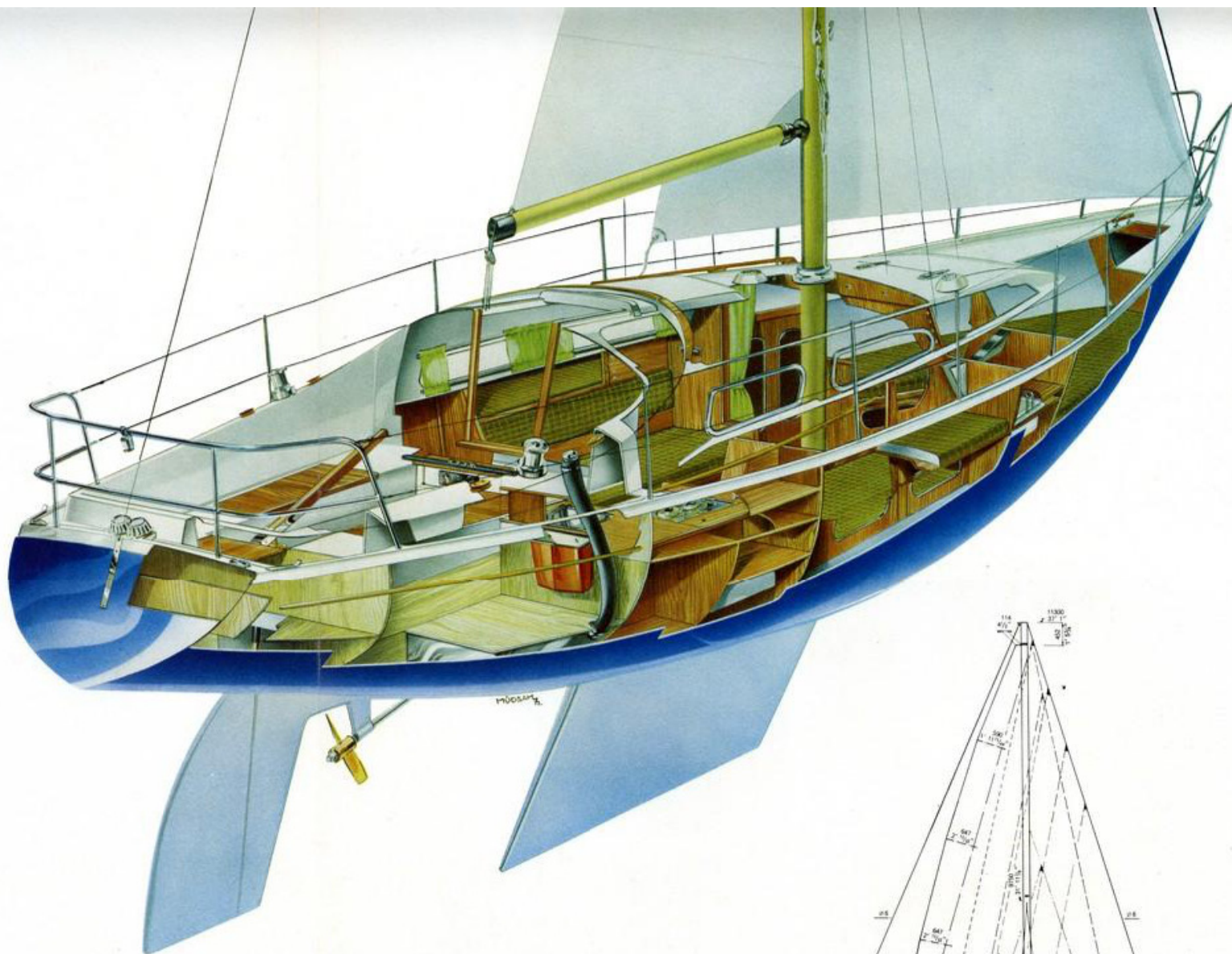
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Your Albin Ballad is ready to sail away as the standard inventory includes a main sail and a medium genoa and can be supplemented with further fore sails and spinnaker. The two standard sheet winches are geared, Spinnaker winches can be mounted.

The main sheet track is mounted on the bridge deck.

A comprehensive list of accessories especially adapted for the Albin Ballad is available.



Technical data about the Albin Ballad

LOA	9,14 m	29' 11"
LWL	6,90 m	22' 7"
Beam	2,96 m	9' 8"
Draught, approx.	1,55 m	5' 1"
Displacement, approx.	3,3 m ³	7276 lbs
Keel weight (lead), approx.	1550 kg	3417 lbs
Sail area IOR, approx.	44 m ²	473 sq.ft.
Main sail (included)	15,9 m ²	167 sq.ft.
Genoa II (included)	25,2 m ²	271 sq.ft.
Genoa I	32,2 m ²	345 sq.ft.
Genoa III	18,5 m ²	204 sq.ft.
Genoa IV	13,5 m ²	145 sq.ft.
Spinnaker, approx.	70,0 m ²	734 sq.ft.
Auxiliary, 2 cyl. diesel		
Volvo Penta MD 6 A	10 HP	
Design: Rolf Magnusson		

Hull, deck and superstructure of reinforced glass fibre. Decks and superstructure construction of the "sandwich" principle. Interior mainly in wood. The hull sides in the saloon and the fore cabin are insulated with Vinyl backed foam. Windows of hardened glass in aluminium frames.

Mast and boom of anodized aluminium. The mast goes through the deck and is keel stepped. Internal halyards for main and jib with further space for additional jib halyard and spinnaker lift. Roller reefing.

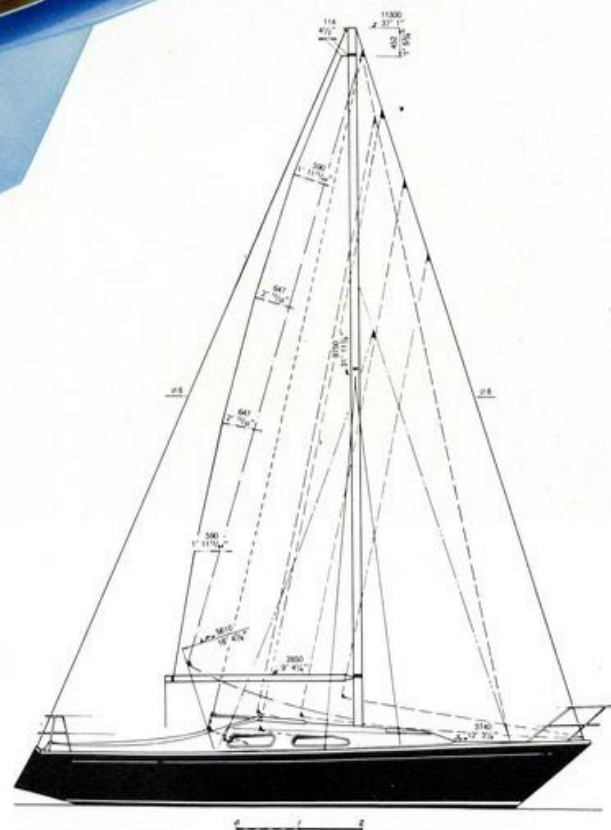
Standard colours: dark blue hull with light beige deck and superstructure.

Efficiently sound proofed **diesel auxiliary**, flexibly mounted. Single lever control.

Two electric systems: the starting generator is connected to a separate starting battery with an alternator charging the second battery for the lightning etc. No danger of a lack of starting power.

Reservation for modifications.

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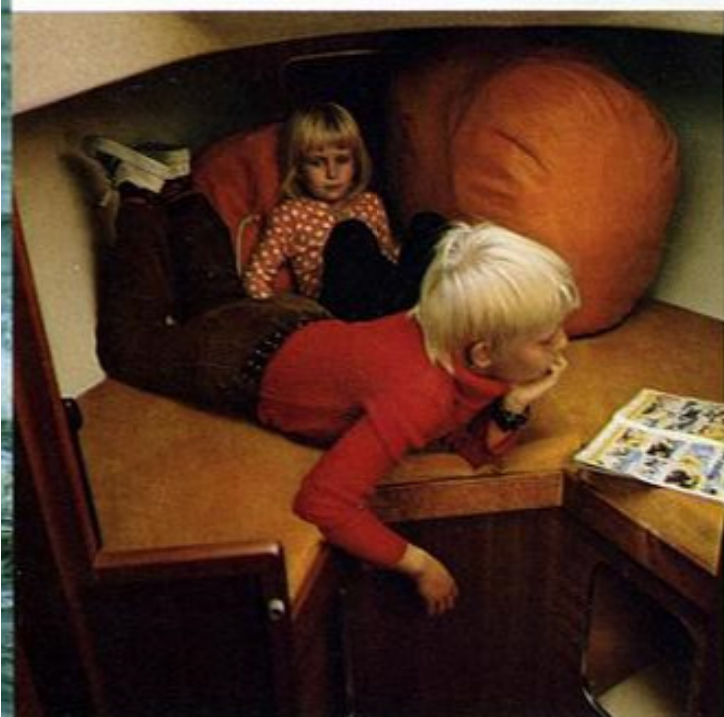


Six berths. In order to obtain space and comfort in the saloon the Albin Ballad is traditionally fitted with two longitudinal settees. Behind the settees (which are easily converted into two large berths) there are two pilot berths, ideal for the off watch during night sailings, and good for stowage. Full standing headroom in the saloon.



Under the settees there are four drawers and compartments with sliding covers, with further stowage space behind the settee backs as well.

A practical galley. Well planned layout with stainless steel lined space for gimballed two-burner cooker, stainless steel sink with fresh and salt water foot pumps. Roomy cupboards, drawers and storage space for food supplies. Ample stowage space in lockers and drawers for all utensils and supplies.



The fore cabin includes two full length berths with plenty of stowage space under. Between the saloon and the fore cabin on the starboard side there is a separate toilet compartment with a marine toilet and a wash basin with a foot pump for fresh water. On the port side there is a compartment for clothes. The covers of the thick plastic foam cushions are made in a furnishing fabric. Curtains and close fitted carpeting being included.

The Albin Ballad is well ventilated. This makes the boat pleasant and dry irrespective of the weather conditions. Heating can be installed — useful for those wanting to extend the sailing season.



Navigator's table with folding seat and light on the port side. Under the table there are lockers and drawers for navigation equipment, and also ample additional shelf space.

She is a joy to sail. The Albin Ballad is your dream boat if you are fascinated by sailing and still want to maintain all possible comfort at sea for yourself and your crew.



Just think . . . a lovely summer in the Albin Ballad.

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L.O.A.	9.14 m	29'11"	Rated sail area		
L.W.L.	6.90 m	22'7"	IOR, ca	43.0 m ³	463 sq ft
Beam	2.96 m	9'8"	Engine Volvo Penta		
Draft, ca	1.55 m	5'1"	2-cyl. diesel MD 6A	10 hp	10 hp
Displacement, ca	3.3 m ³	7276 lbs	IOR Rating, ca	6.6 m	21.7 ft
Ballast, lead, ca	1550 kg	3417 lbs			

Construction

Hull, deck and superstructure of reinforced polyester glassfibre. Sandwich constructed insulated deck and coachroof. Interior fittings in wood. Hull with insulated lining of vinyl covered foam plastic, which added to a very effective ventilation system, decreases any tendency of condensation. Main cabin windows in five mm toughened glass, installed between two aluminium mouldings. Rudder stock of stainless steel in water lubricated tufnol bearings. Mast and boom of anodised aluminium. The mast is stepped through deck, with internal halyards, including spinnaker and staysail halyards, on to the ballast keel by means of a bonded steel plate. Streamlined spreaders. Boom fitted with roller reefing gear. Bulkheads are stainless steel bolted to the stringers. Shrouds are secured to stainless steel eye-bolts through bolted to stainless steel chain plates under deck. Wide cockpit coamings facilitate the easy mounting of additional winches and cleats. Standard hull colours in dark blue with deck and superstructure in light beige.

Interior

Two berths in the forecastle with a transparent hatch on foredeck. Storage space in the forepeak and under the berths.

The toilet compartment has a marine toilet, washbasin with fresh water foot pump on starboard side and with two spacious wardrobes on the port side.

In the main cabin there is full headroom with provision for four berths. There are two large berths, providing seating accommodation for 7 - 8 people at the table, with two pilot berths situated above and behind the two main berths. There is plenty of stowage space behind the folding back rests. Plenty of room at the navigation table for sea charts and space for necessary instruments. Under the navigation table is a locker and three drawers.

The galley has a stainless steel sink with fresh and sea water foot pumps, and a stainless steel box for a two-burner gas or alcohol stove. Generous space for chinaware, pots and pans, and provisions. Stowage locker and two drawers under the main berths.

The cockpit is very roomy with lockers offering excellent storage space. The companionway has a sliding hatch opening with hatch cover. In one of the cockpit lockers is a wardrobe for sailing wear.

Engine installation

The engine is a four stroke two cylinder Volvo Penta diesel, type MD 6A of 10 DIN hp with direct injection. The engine is equipped with reverse and reduction gear. The voltage is 12 V. The engine has a starter generator of 135 W and alternator of 490 W. The electrical system comprises two separate batteries - one for starting and one for lighting. This means that one battery is reserved for engine starting only, so that an excess usage of the lighting system will not effect the starting battery. The starter generator gives a charging current to the starting battery and the alternator charges the lighting battery.

A single control lever operates the reverse gear and engine speed simultaneously so that the forward and astern movements can be controlled with ease.

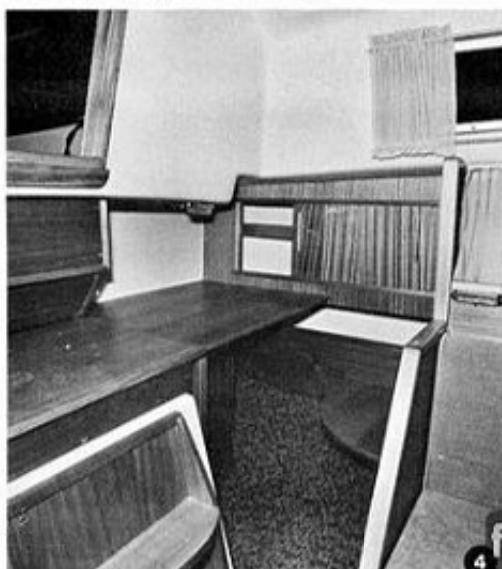
A very low sound level is achieved by the effective insulation of the engine compartment and the flexible mounting of the engine minimises vibration.

Propeller shaft of acid-proof steel with an inner sealed bearing (requiring lubrication only once a year) and a water lubricated outer bearing. Two-bladed propeller.

The fuel tank holds approximately 33 litres.

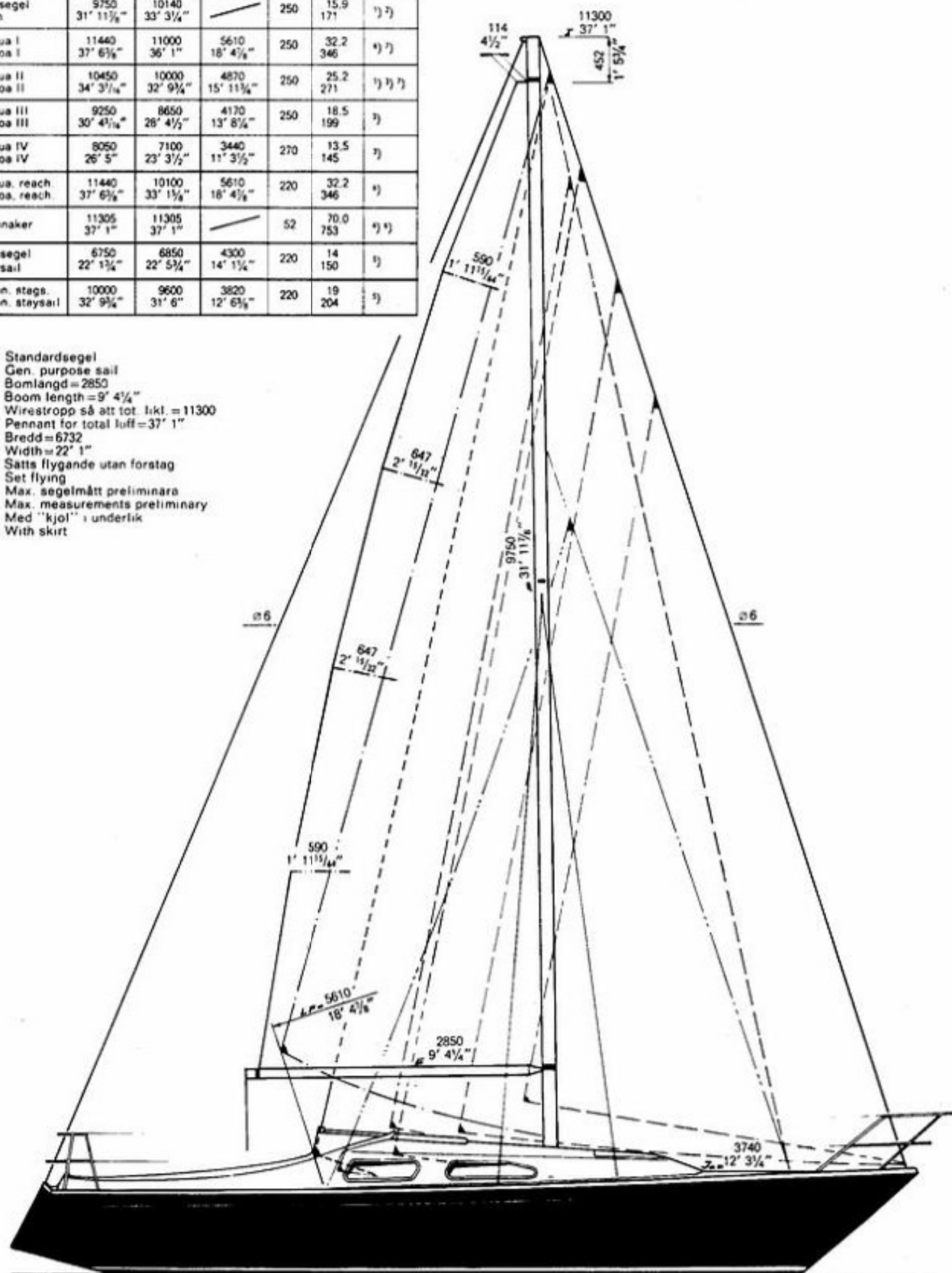
Standard equipment

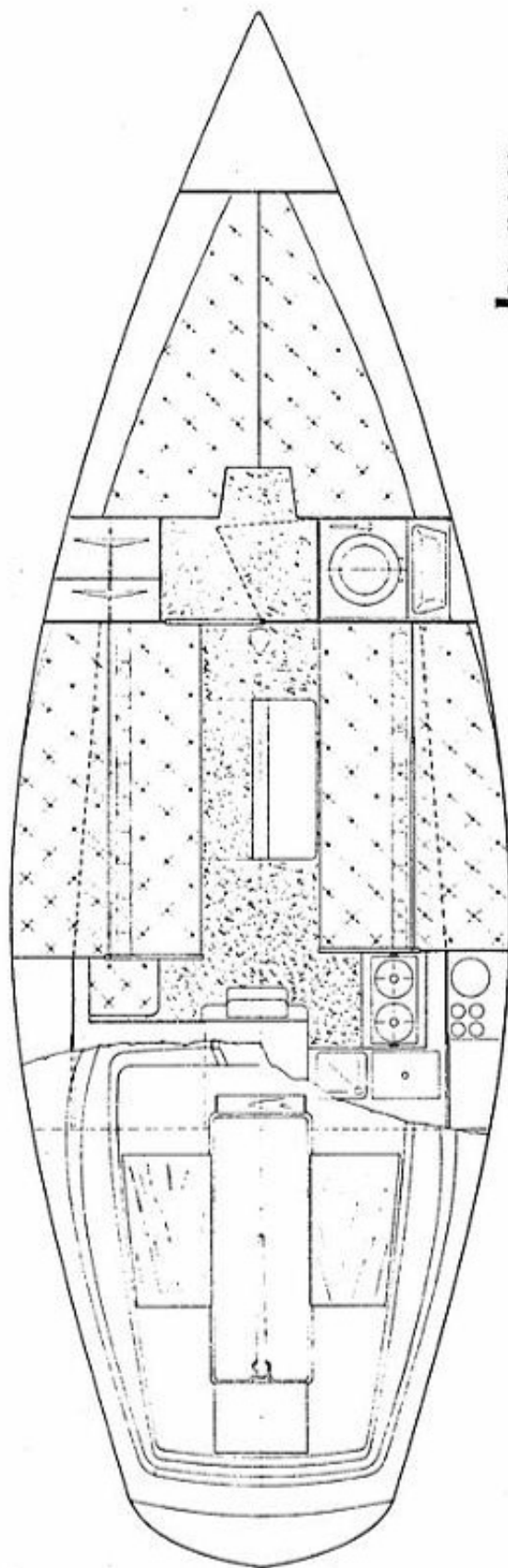
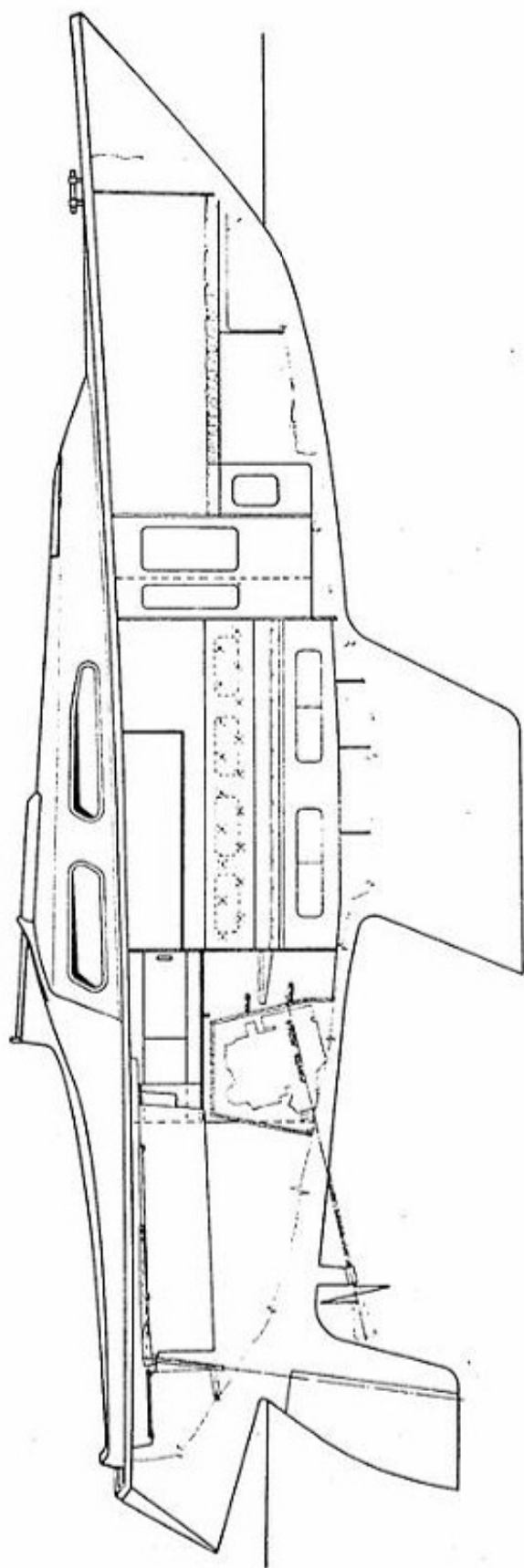
- Main sail, 15.5 m²/167 sq ft, of dacron
- Genoa jib, 25.2 m²/271 sq ft, of dacron
- Bow and stern pulpits of acid resistant steel
- Double lifelines and stanchions of acid resistant steel
- Geared sheet winches, Lewmar 40 with handles
- Winch for jib halyard
- Handrails fitted on coachroof over main cabin and forecabin
- Bilge pump
- Running lights
- Ventilators
- Lights in forecabin, main cabin and toilet compartment
- Reading lamps over berths
- Fresh water tank, holding approx. 65 litres
- Fabric covered mattresses on all berths
- Complete carpeting and curtains
- Mooring ropes, boat hook, flag pole



	Forlik Luff	Akterlik Leach	Perp	Vikt gr/m ² Weight	Yta m ² Area Sq ft	Anm. Notes
Storsegel Main	9750 31' 11 1/8"	10140 33' 3 3/4"	—	250	15.9 171	1) 2)
Genoa I Genoa I	11440 37' 6 1/8"	11000 36' 1"	5610 18' 4 7/8"	250	32.2 346	1) 2)
Genoa II Genoa II	10450 34' 3 1/4"	10000 32' 9 3/4"	4870 15' 11 1/4"	250	25.2 271	1) 2) 3)
Genoa III Genoa III	9250 30' 4 1/4"	8650 28' 4 1/2"	4170 13' 8 1/4"	250	18.5 199	2)
Genoa IV Genoa IV	8050 26' 5"	7100 23' 3 1/2"	3440 11' 3 1/2"	270	13.5 145	2)
Genoa, reach Genoa, reach	11440 37' 6 1/8"	10100 33' 1 1/8"	5610 18' 4 7/8"	220	32.2 346	1)
Spinnaker	11305 37' 1"	11305 37' 1"	—	52	70.0 753	1) 1)
Stagesegel Staysail	6750 22' 1 3/4"	6850 22' 5 1/4"	4300 14' 1 1/4"	220	14 150	1)
Spinn. stags. Spinn. staysail	10000 32' 9 3/4"	9600 31' 6"	3820 12' 6 1/8"	220	19 204	2)

- 1) Standardsegel
Gen. purpose sail
2) Bomlangd = 2850
Boom length = 9' 4 1/4"
3) Wirestropp så att tot. lukt. = 11300
Pennant for total luff = 37' 1"
4) Bredd = 6732
Width = 22' 1"
5) Satts flygande utan förstag
Set flying
6) Max. segelmått preliminära
Max. measurements preliminary
7) Med "kjöl" i underlik
With skirt





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