



DESIGN SPECIFICATION FOR BALTIC 39

DIMENSIONS

Lenght overall	(Approx.)	38,75'	11,81 m
Waterline	- " -	32,68'	9,96 m
Beam	- " -	12,56'	3,83 m
Draft	- " -	6,92'	2,11 m
Displacement	- " -	18.000 lbs	8,200 kg
Ballast	- " -	7,800 lbs	3.450 kg
I	- " -	52,00'	15,85 m
J	- " -	16,90'	5,15 m
P	- " -	45,28'	13,80 m
E	- " -	12,96'	3,95 m
Rating	- " -	29,5 ft	

Built by

BALTIC YACHTS, BOSUND, PIETARSAARI, FINLAND

Designed by

C&C DESIGN GROUP, CANADA

Designers
comments

The Baltic 39 is a medium displacement performance design aimed at general all-round sailing with greater emphasis on upwind characteristics than our earlier Baltic models. The design incorporates a high ballast ratio and a high aspect ratio fin keel which minimizes leeway and helps to improve pointing angles. Our free-hanging spade rudder continues to prove superior to other types and, in this case, is blended in smoothly with the aft hull lines for good, crisp response to the helm.

The deck is the result of much thought and analysis and continues to show our belief that sail trimming is best accomplished from a point which is below and just aft of the genoa and below the mainsail. This calls for an aft cockpit and winching to leeward.

Comfortable seating is provided as well as good stowage for life rafts and life rings. Halyard winches can be located at the spar or closer to the cockpit and the low coach roof means easy movement on deck as well as reduced windage.

The spar incorporates double spreaders and rod rigging. The custom quality spar work makes a very streamlined arrangement with minimum windage and clutter.

The accomodations layout of the 39 is generous for a boat of this size incorporating a full owner's cabin aft with complete privacy.

The main cabin is spacious and comfortable for a large crew.

The galley and navigation areas have been carefully planned for taking maximum advantage of the available space.

ACCOMODATION

Forward Sail stowage in bins. Berths (Port and Starboard) over hanging locker with shelves to starboard.

Toilet
Compartment Moulded GRP basin in special hygienic gelcoat.
Lockers for stowage.
Toilet with overboard discharge.

Main Saloon Pilot berths (Port and Starboard).
Settee berth starboard. U-shaped settee to port.
All berths provided with cushions from 4" foam mattress covered with durable fabric and fitted with zippers.
Lee boards are provided.
Centre table with folding wings, deep fiddles and centre stowage. Stowage behind intercostals port and starboard.

Galley "L" - shaped galley provided with:
3 burners gimballled propane stove with oven.
Propane tank located in bin under Helmsman's seat with shut off at bottle and stove.
Large ice-box. Dry food stowage lockers.
Stowage for propane tank located in bin under Helmsman's seat with shut off at bottle and stove.
Adequate drawers, glass racks, etc. for stowage.
Cutting board. "Formica" covered work top with deep fiddles to counter top. Stainless steel sink unit with foot operated water-pump (sea-water).
Foot operated fresh water system.

Navigation Area Navigation table with stowage for charts, pencils etc.
Ample bulkhead space for mounting electronic instruments, radio equipment, etc.
Master electrical panel with safety circuit breakers and switches located by navigator.
Navigator's light
Hanging lockers aft of nav. seat.

ft Cabin Hanging locker under cockpit.
Double berth to port.
Quarter berth to starboard.
Seat.
Mirror.
Lee boards standard.

CONSTRUCTION

Hull	<p>Balsa core fibreglass sandwich using fibreglass mat. unidirectional roving and mat/roving combination to develop an extremely rigid yet light and well insulated structure. All high stress areas are specially strengthened with built up of unidirectional roving oriented in the direction of the stress.</p> <p>Transverse floors and longitudinal stringers are made up of unidirectional roving and fabmat around a low density core. There are limber holes in floors to allow drainage to sump.</p>
Deck	<p>Hand laid-up moulded fibreglass with balsa core for stiffening and insulation, extra re-inforcement incorporated in way of winches and fittings. The deck has a high strength/weight ratio and is bonded to the hull with layers of roving and through bolted.</p> <p>A LAID TEAK DECK IS AVAILABLE AS AN OPTIONAL EXTRA.</p>
Ballast	<p>An external fin keel, cast to high accuracy in lead with added antimony, is through bolted to the hull.</p>
Rudder	<p>The cantilevered balanced spade rudder is moulded from fibreglass and fitted with a stainless steel rudder stock. The rudder stock passes through bronze bearings and a stuffing box which is strongly bonded to the hull.</p>
Engine Beds	<p>Incorporated in hull. Special care is taken to ensure a rigid foundation and correct bonding.</p>
Mast Step	<p>Fabricated galvanized steel mast step bolted to re-inforced floors and stringers.</p>
Chain Plates	<p>Stainless steel through bolted to longitudinal or transverse bulkheads which are securely bonded to the hull and deck. Plates are provided with backing plates to spread loads adequately. Chain plates are grounded to a keel bolt.</p>
Steam Head Fitting	<p>Custom fabricated fitting provides twin jib tack fitting.</p>
Toe Rail	<p>A full length genoa sheeting toe rail providing structural rigidity for the hull/deck join and a multi-propose sheet take-off point.</p> <p>The stanchion bases are attached to the toe rail. The toe rail is anodized for protection.</p>
Colour Pigments	<p>High quality abrasion resistant colour pigments are used in the gelcoat.</p>
Hardware and Fastenings	<p>Best quality marine standard used throughout.</p>
Limber Holes	<p>Provided to drain to sump.</p>
Bilge	<p>Access provided as practical to the bilge.</p>
Bulkheads and Intercostals	<p>Marine grade water-proof plywood. (Teak faced on visible surfaces).</p>

EQUIPMENT

Compass Suunto D-110 compass mounted on steering pedestal with appropriate lighting.

Safety Equipment A pulpit and pushpit of best quality stainless steel tube are mounted on the bow and transom. Double life lines are installed passing through stainless steel stanchions. The life lines are in stainless steel wire (plastic coated) and set up with turnbuckles at the after end. The pulpit is fitted with navigation lights and the pushpit with a stern light. The height of pulpits stanchions spacing distance etc. conforms to O.R.C. requirements.

Liferaft Stowage Stowage is provided for life-raft under the Helmsman seat in the cockpit.

Woodwork GENERAL INTERIOR WORK
Joinery work is to the highest standard. All doors provided with retaining hooks and swing stops. Kick plates on steps and chafing pieces on sills are provided.

Hardware Best quality marine standard.

Cabin Sole Laid teak veneer. Traps and lifting handles provided.

Hatches and Ventilation Forehatch - Goyot type tinted glass.
Midship hatch - Goyot type tinted glass.
Main Companionway hatch-sliding-tinted perspex with lock and wash-boards.
Aft-cabin. Two opening ports with screw down fasteners mounted in cockpit well.

Windows Windows in cabin trunk are fixed.

Ventilation 3 Electrolux ventilators.

Engine Access Removable cabinet with extensive sound insulation.

Shelves, Drawers and Lockers Lockers have ventilation provided. Drawers have security catch.

Hand Rails Ample hand and grab rails provided. Teak.

Topsides/Transom PAINTING
Cove Stripe Gelcoat as selected
Boot Top Gelcoat as selected
Bottom Gelcoat

CABIN INTERIOR

Varnished teak. Hand rubbed. Interior locker surfaces painted. Cabin Sole - oiled teak.

HEADLINER

Partly GRP headliner
Partly vinyl covered detachable panels for access to wiring, deck hardware, etc.

MACHINERY

Engine Volvo MD 11/C 23 hp with Walter V-drive.
Engine Controls Volvo Single lever control.

Alternator 12 V 35 amps with dual charging system.

Fuel Tank Stainless steel 100 liter
Tank has single deck mounted fill marked FUEL.

Fuel System All fuel lines and shut off valves are to appropriate standards.

Propeller Two bladed folding propellers.

Engine Exhaust and Cooling System Consists of water cooled exhaust system. All sea cocks exhaust components and through hull fittings to appropriate standards.

Accessory and Control Panel Switch panel and engine instruments located near Helmsman.

Drip Pan Oil-tight fibreglass drip pan provided under engine. Accessible sump.

ELECTRICAL

Main System 12 Volt D.C. throughout. Master battery switch and electrical panel provided in navigation area with appropriate circuit breakers.

Engine Start Separate 12 Volt D.C. 60 amp. hours (Min.)

Service Battery 12 Volt D.C. 95 amp. hours (Min.)

Exterior lighting Pair side lights (red/green)
Stern light (high intensity white)
Bow light (white)
Compass light.

Interior Lighting Navigator's light
8 dome lights
3 Fluorescent lights

Charging System Starting and service batteries charge simultaneously with separation provided by current blocking diodes.

Lighting Protection Chainplates, backstay and headstay all grounded to keel bolts.

Plumbing Sea Cocks Cockpit is self-draining and meets O.R.C. specification.

FRESH WATER TANK

Stainless steel. Capacity 180 liters
Provided with deck fill marked WATER.

FRESH WATER PUMPS

One foot operated pump at galley sink
One foot operated pump at wash basin

SEAWATER PUMPS

One foot operated pump at galley sink
One foot operated pump at wash basin

BILGE PUMPS

Two diaphragm type hand operated installed.
One located in cockpit, one located below decks.

Toilet

Marine toilet is fitted discharged a vented loop and accessible sea cock.

SPARS

Main Mast

Anodized aluminium alloy hollow with oval section. The mast is provided with aluminium aerofoil section spreaders, halyards are internal. Appropriate exits and halyard blocks are provided. Spinnaker pole track and heel hoist.

Main Boom

Anodized aluminium alloy hollow section. Slab reef with cheek blocks, outhaul and reefing winch.

Spinnaker Pole

Anodized aluminium alloy hollow section with shotgun type out board end fitting and stud. inboard end fitting.

STANDARD RIGGING LIST

Rigging is in stainless steel rod with appropriate end fittings and toggles. A mechanical backstay adjuster is provided as standard.

S/S ROD:

- 1 Headstay
- 1 Backstay
- 2 Main shrouds
- 2 Lower shrouds
- 2 Intermediate shrouds
- 2 Upper shrouds

1/19 S/S WIRE:

- 1 Midstay with adjuster

RUNNING RIGGING LIST

7/19 S/S Wire plus terylene tails as appropriate.

<u>D e s c r i p t i o n</u>	<u>Qty</u>
Main halyard with shackle	1
Main topping lift	1
Main-sheet	1
Main X-haul line	2
Main clew outhaul	1
Reefing line	2
Cunningham line	1
Kicking strap	1
Genoa halyard with snap shackle	2
Genoa sheet	2
Spinnaker halyard with snap shackle	2
Spinnaker sheets with snap shackle	2
Spinnaker foreguy with snap shackle	1
Spinnaker pole lift with snap shackle	1
Mid-stay adjuster sheet	1

WINCH LIST

<u>D e s c r i p t i o n</u>	<u>Qty</u>
Main halyard	1 Lewmar 40 C
Main sheet	1 Lewmar 40 A
Reef, cunningham, spinn. top.lift	2 Lewmar 30 A
Genoa halyard / spinn.halyard	2 Lewmar 44 C
Genoa sheet	2 Lewmar 55 A
Spinnaker sheet	2 Lewmar 44 A

WINCH HANDLES

3 x plain 10"
3 x lock in 10"

STANDARD EQUIPMENT ALSO INCLUDES:

2 Genoa turning blocks
4 Docking lines
4 Fenders (air-filled)
1 Boat-hook
1 Flagstaff
1 Bosuns chair
2 Roller type Genoa cars
2 "Spreacher" type blocks
3 Snatch blocks
1 Anchor with chain and anchor-line

Instruction Manuals on engine and electrical system.

SPECIFICATION

Baltic Yachts reserves the right to amend price, specification, material and equipment without notice.

BUILT AND MARKETED BY

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