

# MONSUN 31

SPECIFICATION  
SEPT. 1977

Designer: Olle Enderlein

## MAIN DATAS:

Length over all	9.36 m	30'-9"
Length in wl	7.50 m	24'-8"
Beam	2.87 m	9'-5"
Draft	1.40 m	4'-7"
Displacement	abt 4,2 tons	9250 lbs
Keelweight	1,9 tons	4200 lbs
Sail area	39 sqm	430 sqft
Height of mast above wl	abt 12.8 m	42'-0"
Number of berths	6	
Speed under power	7,2 knots	

## HULL:

Glassfibre reinforced plastic (GRP)  
Colour: White  
Bottom treated with Antifouling  
Hull thickness freeboard 10 mm  
" " below wl 15 mm  
" " keel 25 mm  
Fuel tank and floor moulded in GRP  
Ballast keel, iron, moulded in and completely protected in GRP  
Main bulkheads laminated to the hull on both sides  
Rudder blade in GRP  
Rudder main Piece  $\phi$  35 mm bronze  
Heavy cast rudder fittings in bronze  
Hull and deck, with rudder and chainplates etc, are built under the supervision of Lloyd's for "Hull Moulding Certificate".

## DECK AND SUPERSTRUCTURE:

GRP-sandwich construction with polyvinyl-cellular plastic as core material for strength and insulation

Colour: Ivory white  
Hull and deck completely joined by overlapping GRP laminate  
Bulwark formed in the deck and hull mouldings and fitted with a solid capping in teak  
Handrails, Cappings on cockpit coamings, Companionway, Hatchguides, Sole and Seats in cockpit are all in solid teak  
All teak except Sole and Seats are varnished  
The deck has a moulded in non-skid surface and is provided with four 1" scuppers draining below water line to avoid discoloured topsides  
Two 1 1/2" (38 mm) scuppers from the watertight and selfdraining cockpit

## SPARS AND RIGGING:

Mast and Boom in anodized light alloy profiles 178/115 and 137/100.  
The mast is stepped on the cabin top directly over strengthend bulkhead  
Through mast Roller Reefing gear.  
Boom vang

Internal halyards  
Two Halyard winches  
Decklight in mast  
Main sheet, 4 part with clamcleat  
Roller car on X-track  
Jib sheet, braided terylene  
Two adjustable trac cars including Genua blocks  
Headstay, top shrouds, double lower shrouds and aft stay in  $\phi$  6 mm 1x19 stainless steel rigging wire, pressed end terminals and 7/16" stainless turnbuckles.  
Jib and main halyards  $\phi$  4 mm 133 tr stainless wire  
Stainless chainplates.

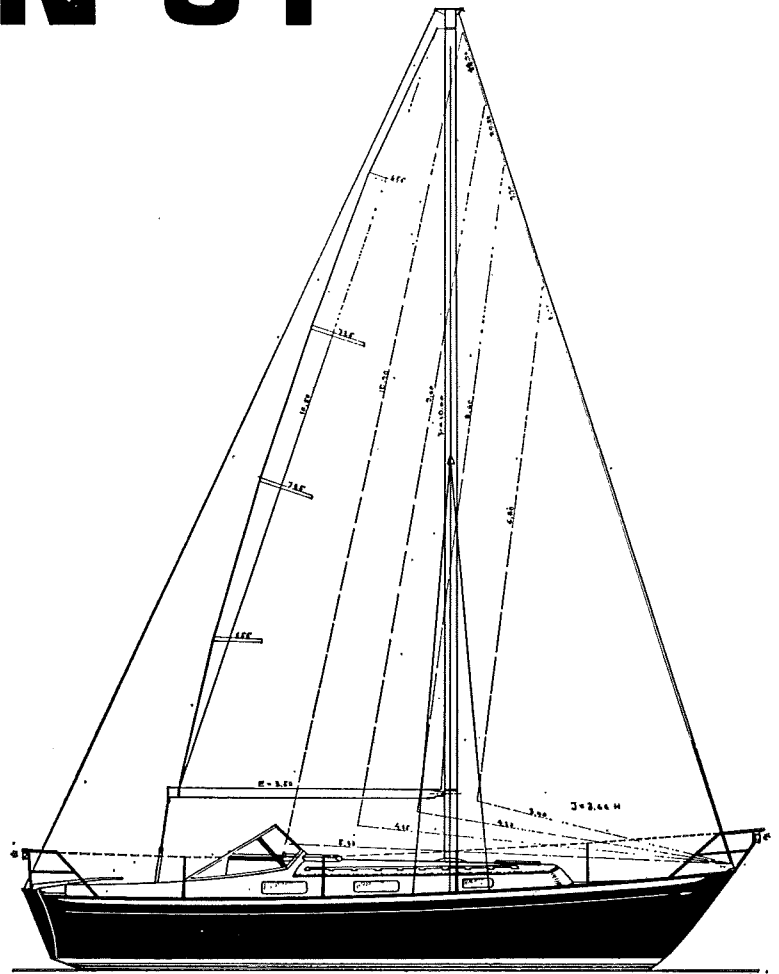
## SAILS:

First class workmanship in dacron or equivalent  
Main sail: abt 19 sqm (210 sqft) 280 gr/m<sup>2</sup>  
Working jib: abt 18 sqm (200 sqft) 280 gr/m<sup>2</sup>  
On request is available  
Genua jib: abt 31 sqm (340 sqft) 250 gr/m<sup>2</sup>

Storm jib: abt 12 sqm (130 sqft) 280 gr/m<sup>2</sup>  
Heavy Genua: abt 24 sqm (260 sqft) 280 gr/m<sup>2</sup>  
Spinnaker: abt 71 sqm (780 sqft) 50 gr/m<sup>2</sup>  
All sails are delivered with bags and eventual battens.

## EQUIPMENT:

Sheet winches, two Lewmar 40 or equivalent.  
Winch handles, two 10"  
Four 10" mooring cleats  
Two 8" mooring cleats  
Pulpits, bow and stern, in stainless steel.  
Double lifelines with four pairs of tapered stanchions, height 610 mm.  
Windscreens with heat treated glass in light alloy frames protect the forward part of the cockpit.  
A canvas canopy with transparent sides covers the forward part of the cockpit.  
Six windows of heat treated glass in light alloy frames, two of the windows are opening.



Scale 1:100

**R** Hallberg-Rassy

HALLBERG-RASSY VARV AB  
S-440 80 ELLÖS - SWEDEN  
PHONE 0304/502 90

Light alloy fore hatch with translucent acrylic glass panel and heavy framing, type Gebo or equal.  
 Compass: Sestrel Minor, Ritchie SF-60 or equivalent.  
 Permanent mounted bilge pump, type Whale Gusher 10.  
 Anchor of light weight type 12 kg (27 lbs).  
 One anchor line 30 m (100 ft), 12 ft chain.  
 Four mooring lines 10 m (30 ft)  
 Boat hook, flagstaff.  
 International navigation lights  $\phi$  100 mm.  
 Watertank abt 160 litres.  
 Four 6" fenders.  
 Cockpit table.  
 Bathing ladder on transom.

**ENGINE:**  
 Volvo Penta diesel MD 11 C, 17 kW (23 hp).

Reverse gear type Mono Shift with reduction 1,19:1. 12 V electrical system with 35 amp alternator.  
 Two batteries 60 Ah with separate circuits for engine starting and lighting etc.  
 Instruments comprise Revolution counter.  
 Temp.-gauge and optic and acoustic warning.  
 Propeller 3-blade, diam 15", pitch 12" (two blade also available) left hand.  
 Propeller shaft  $\phi$  25 mm stainless steel.  
 Engine and shaft carefully aligned and rubber suspended. The engine foundation is made in GRP and forms a spilltray under the engine. The engine compartment is sound insulated for lowest possible sound level. Shaft bearing Cutless waterlubricated rubber bearing. "Wet" exhaust line in rub-

ber with Volvo Special Muffler.  
 Built in fuel tank 120 litre (32 US. gallon) with separate pump for draining of eventual water.

**ACCOMODATION:**

First class workmanship in selected mahogany, hand rubbed and treated to a silk smooth finish.  
 The accomodation consists from forward: Water and gastight stowage for ancor and lines and also for eventual liquid gas bottles accessible from deck. The space is drained overboard.  
 Forward stateroom with two comfortable berths. Length 2,0 m (6'-7"). Filler between berths gives 0,8 m width at shoulder. Below the berths watertank and stowage. The in-

side of the hull is lined with mahogany. Shelves at sides.  
 A folding door separates the forward stateroom from the toilet compartment. The toilet compartment is fitted with a reliable marine pump toilet and a sliding wash basin with freshwater from footpump. On SB-side is a good sized open hanging locker and space for eventual heater. The walls are covered with light colour linen texture vinyl. Teak grating on drained floor. Head room 1,75 m (5' 9").  
 Sliding door to main cabin.

The main cabin is built with fair sized sofa-berths P and SB. The port side sofa is made as a L-sofa. Behind the swing up backrest is stowage for bedding. Length of berths 2,0 m (6'-7"). Shelves and lockers outside the sofas. The lowering table together with the L-sofa forms a double berth. The inside of the hull above berths is paneled with mahogany. The ceiling is lined with Somvyl. The glassfibre floor is covered with wall to wall carpet. The cushions are all in heavy polyeter foam, 4" thickness. The upholstery in high quality furniture fabrics.

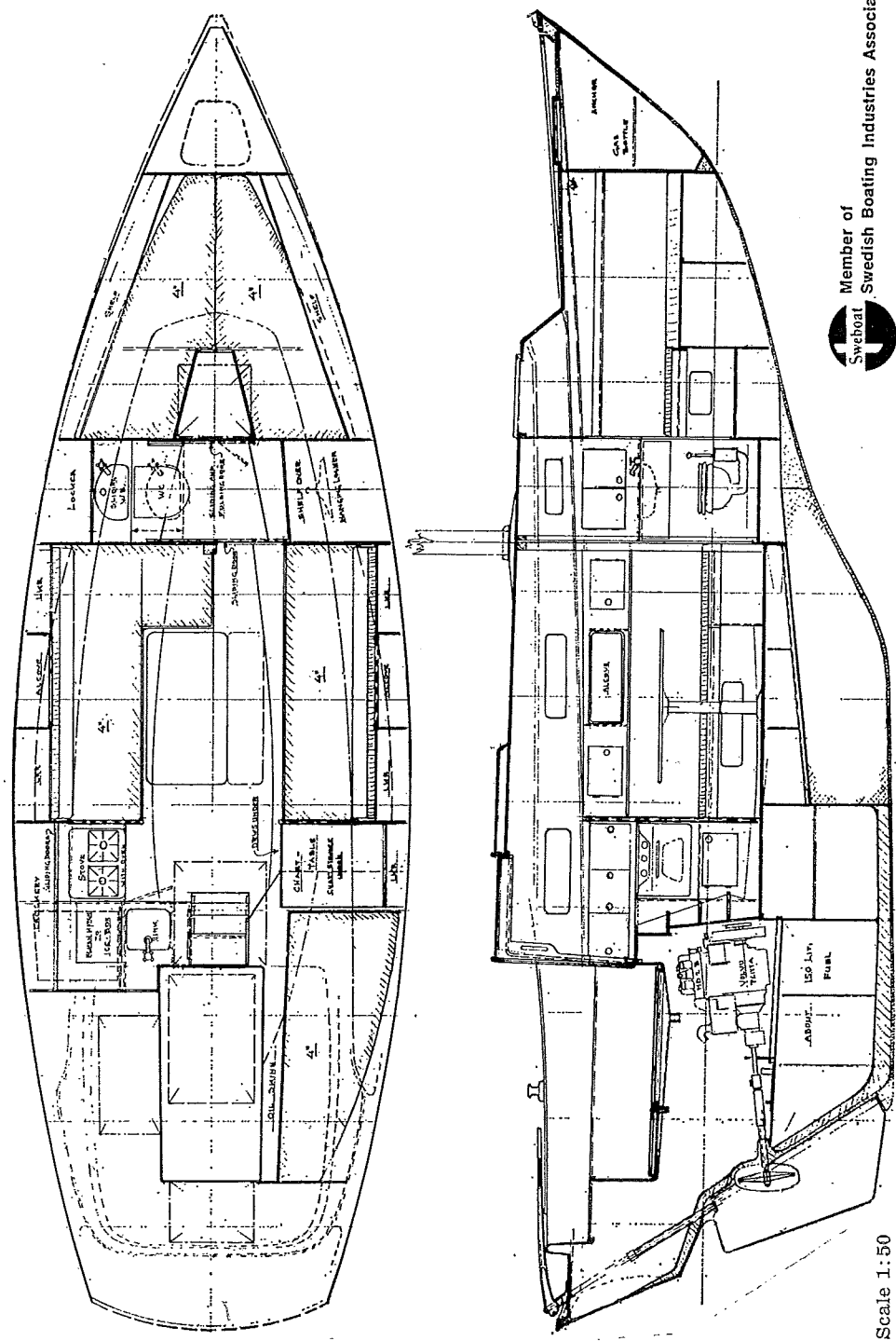
Aft in main cabin is on SB side Navigators table with chart locker, drawers and elpanel. A quarter berth is arranged aft of the navigators table and is used also as the navigators seat. A hanging space for oilskins is arranged against the engine bulkhead. On the port sida is a L-shaped galley with stainless sink and foot operated Fw. pump. The galley is fitted with a liquid gas stove burner kerosene stove in gimbal. The boat is also available with a liquid gas stove with oven. Lockers for crockery etc. Insulated ice-box. Capacity abt 70 litres. Working surfaces on countertop and navigators table in teak texture plastic laminate.  
 Headroom in main cabin abt. 6'-0" (1.83 m). The cockpit is selfdraining but with low sill height for easy access to the accommodation.

Seats and floor in cockpit are covered with teak gratings. Length of cockpit abt 6'-7". Stowage in afterpeak and port quarter is accessible from cockpit.  
 Main sheet and compass on low beam.

**EXTRA EQUIPMENT:**

Heating.  
 Instruments etc.

The right to changes in specification is reserved.



Member of  
 Sweboat  
 Swedish Boating Industries Association

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