

# Walkabout 39 Technical specifications

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Concept	Walkabout Yachts
Designer hull and structural	David Reard
Lenght OA	12,33 m
Waterline lenght	11,60 m
Hull lenght	11,60 m
Beam	4,20 m
Draft	2,15 m
Light Displacement	4700kg
Max Displacement	6700kg
Keel weight	2000 kg
Engine	Yanmar 30CV
Main sail	42.5 mq
Genoa	40.5 mq
Staysail	19 mq
Gennaker	130 mq
Diesel tank	350 l
Water tank	320 l
CE category	A

## HULL

The hull, deck, bulkheads and the structural floor are made in sandwich composite made with multi-axial e-glass fabrics, high density PVC core. They are all laminated and glued with **epoxy resin under vacuum**.

The **deck is welded to the hull** by means of a structural external lamination (of e-glass multi axial fabrics impregnated with epoxy resin and compacted with vacuum) and glued at the interiors to the hull flange with epoxy structural adhesives. This ensures a monolithic hull that can withstand maximum stresses.

The hull and deck are finished with gelcoat which is separated from the epoxy sandwich by a light layer of mat and vinylester resin. This ensures a good adhesion between gelcoat and the hull (the gelcoat is not compatible with the epoxy resin) and the maximum impermeability.

Structural reinforcements (floor plates and keelson) are made of thick marine plywood laminated to the hull with e-glass fabrics and epoxy resin. Over the reinforcements is glued and laminated with epoxy resin a flooring made of sandwich that provides maximum rigidity of the bottom of the

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hull. The floor and the structural reinforcements create many watertight compartments on the bottom of the hull that greatly increase safety in case of collision.

On the deck are drowned aluminum plates that are placed at all points (excluding winch that are fastened with through bolts) where it is present or planned a deck gear. At the bow there is a self-draining anchor locker with hatch. The deck has a non-slip surface and a teak gunwale. The **bulkheads** are made in composite sandwich and are welded to the hull and the deck by lamination with e-glass fabrics and epoxy resin.

The chain plates for the shrouds and the forestay staysail are made by laminating tens of carbon unidirectional bands to the sides and to the hull or the bulkhead with epoxy resin under vacuum.

The pulpit / bow roller is made of monolithic glass fabrics (optional carbon).

## **APPENDICES**

The **keel** is made with a steel blade structurally connected to a lead torpedo. The whole keel is enclosed in a fairing made in female mold with e-glass fabrics and epoxy resin and filled with epoxy foam. So the keel is electrically isolated from the sea and is connected to the hull with a joint in a special mast made of monolithic glass and epoxy laminated to the structure of reinforcement.

The **rudders** are made with a female mold by using epoxy multi-axial glass fabrics and epoxy foaming resin. The axes are made of high strength stainless steel AISI 639 (17-4PH). Using epoxy resin foaming ensures maximum adhesion to the steel axes and prevents the penetration (because of thermal expansion and shrinking of the rudder stock ) of the water inside the rudder.

4 spherical Jefa bushings (2 in the hull and 2 on the deck ), 2 aluminiums connecting rods and connecting rod Jefa, 2 bars painted white made of laminated wood with stainless steel hub and anodized aluminum head, 2 Spinlock Tiller Extensions.

## **COCKPIT**

The floor of the cockpit is coated with non-slip paint (teak optional).

Sliding hatch with acrylic glass window

Mainsheet winch tower with space underneath for life raft stowage, two lockers under the benches outside and a big one with two hatches in the stern

Transom with a 3 meter long step painted with non-slip paint (teak optional)

## **DECK EQUIPMENT**

3 hatches on deck house and one on the deck on top of the bow cabin.

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6 portholes on deckhouse (2 in the bathroom 2 in the galley and one for each aft cabin) 2 Stainless steel handrails on the sides of the deckhouse

2 portholes into the cockpit one per aft cabin

All the maneuvers are manageable from the cockpit including the reefing system with double reef lines for each reef (three reefs)

6 stainless fixed mooring cleats + 2 corner roller fairleads for mooring lines in the stern

11 clutches on roof (DX topping, genoa halyard, reefing lines 3 Cunningham; SX Main halyard, vang, outhaul, 3 reefing lines)

1 tackle with stopper for tensioning the bridle backstay.

genoa furling line with blocks, referral and stopper.

Adjustable genoa lead cars.

2 Harken winches St 46 on roof for halyards and reefing lines , winch handles.

2 Harken winches St 50 sheets staple winch handles

1 Harken winches St 46 for mainsheet on the turret and mainsheet traveler on the cockpit floor with tackle postponed on cockpit sides (helmsman seat), winch handles.

2 stainless steel handrails on the backrest , two compass and two recessed compartments for autopilot instruments.

2 pulpits aft, 2 bow pulpits and 10 stanchions all in stainless steel, with guardrails in stainless wire rope.

Swimming ladder recessed in the transom

2 deck filler for water, 1 for diesel , and one for black water drain

1 manual bilge pump operable from the cockpit.

Bowsprit with the hardware for anchor chain, Lewmar windlass 1000W with 2 foot fixed buttons

## **MAST**

Aluminium mast stepped on deck with boom and two spreaders. Harken mainsail batcar A system rail, Harken MKIV Unit 2 Furling system. Shrouds and forestay in stainless steel wire rope; textile backstay (Dyneema) split to Y, with adjustable 4:1 tackle. Mainsail and Genoa Dyneema halyards, genoa sheets. Reef with double reefing lines circuit operated from the cockpit. Vang and outhaul returned to cockpit.

## **INTERIORS**

Interiors are made of marine plywood painted white with fronts and doors veneered in essence at choice. Roof and bulkheads are painted white. Table with folding door.

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C shape sofa on the left around the central table with cushions with removable liners; chart table with two chairs on the right, with the instrument panel and complete electrical panel. Stainless steel handrails on both sides of the deckhouse. The structural floor is covered with a vinyl material.

The central L shaped galley with two gas burners and oven overhead. Large stainless steel sink, white laminate worktop. Refrigerator with top access with double opening.

Two structural tanks for drinking water for a total of about 320 L equipped with level sensor visible in the digital panel on the chart table.

Fresh water pump with automatic pressure switch. 1 electric bilge pump with automatic sensor. 20 liters hot water boiler heated by the engine.

## **Cabins**

Forward cabin with double bed, lockers under the bunks, with 2 vertical and 2 horizontal cabinets . Aft twin cabins with double beds, vertical and horizontal wardrobe closet with 3 compartments and storage under the bunks.

## **Bathroom**

Large bathroom on the right with two separate compartments between sink area and toilet/shower.

Lavac toilet with manual pump and tank for waste water and level sensor visible in the panel of the digital level at chart table.

## **Technical room**

Large technical room with diesel tank, electric power panel and space for all electrical and electronic equipment. The compartment is accessible by two doors from the aft right cabin and is illuminated by a light.

## **ELECTRICAL SYSTEM**

The Engine starter battery(12V-70 Ah) is in the engine compartment, the service battery ( 12V-200Ah AGM) is placed under the aft starboard berth. 12V electrical panel with circuit breakers. 30 A battery chargers + dual battery charger.

All interior lights are LED. Navigation lights and anchor light on the masthead, plus engine navigation light.

## **INSTRUMENTS**

Fixed VHF with DSC VHF antenna at the masthead

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## **ENGINE**

Yanmar 30hp engine with Saildrive and propeller JProp blade folding.

Fuel tank made of thick polyethylene of about 350 l placed in the technical room with level sensor visible in the digital panel at chart table. Command to fuel cut-off operable from the outside of the engine compartment.

Engine compartment insulated with sound-absorbing panels.