

# ALBERG 30

## Sailboat Specifications

<b>Hull Type:</b>	Long Keel	<b>Rigging Type:</b>	Masthead Sloop		
<b>LOA:</b>	30.25 ft / 9.22 m	<b>LWL:</b>	21.67 ft / 6.61 m		
<b>Beam:</b>	8.75 ft / 2.67 m	<b>S.A. (reported):</b>	410.00 ft <sup>2</sup> / 38.09 m <sup>2</sup>		
<b>Draft (max):</b>		4.25 ft / 1.30 m			
<b>Displacement:</b>	9,000 lb / 4,082 kg	<b>Ballast:</b>	3,300 lb / 1,497 kg		
<b>S.A./Disp.:</b>	15.21	<b>Bal./Disp.:</b>	36.67	<b>Disp./Len.:</b>	394.84
<b>Ballast Type:</b>		Iron			
<b>First Built:</b>	1962	<b>Last Built:</b>	1987	<b># Built:</b>	700
<b>Builder:</b>		Whitby Boat Works Ltd. (CAN)			
<b>Designer:</b>		Carl Alberg			

## Auxiliary Power/Tanks (orig. equip.)

<b>Make:</b>	Universal	<b>Model:</b>	Atomic 4
<b>Type:</b>	Gas	<b>HP:</b>	30
<b>Fuel:</b>		15 gals / 57 L	

## Sailboat Calculations

<b>S.A./Disp.:</b>	15.21
<b>Bal./Disp.:</b>	36.67
<b>Disp./Len.:</b>	394.84
<b>Comfort Ratio:</b>	31.90
<b>Capsize Screening Formula:</b>	1.69
<b>S#:</b>	1.06

## Rig and Sail Particulars

<b>I:</b>	36.00 ft / 10.97 m	<b>J:</b>	10.50 ft / 3.20 m
<b>P:</b>	31.00 ft / 9.45 m	<b>E:</b>	14.25 ft / 4.34 m
<b>S.A. Fore:</b>	189.00 ft <sup>2</sup> / 17.56 m <sup>2</sup>	<b>S.A. Main:</b>	220.88 ft <sup>2</sup> / 20.52 m <sup>2</sup>
<b>S.A. Total (100% Fore + Main Triangles)</b>	409.88 ft <sup>2</sup> / 38.08 m <sup>2</sup>		
<b>S.A./Disp. (calc.):</b>	15.21	<b>Est. Forestay Len.:</b>	37.50 ft / 11.43 m

## Sailboat Accommodations

<b>Water:</b>	30 gals / 114 L
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## Sailboat Organizations

<b>Designers:</b>	Carl Alberg
<b>Builders:</b>	Whitby Boat Works Ltd. (CAN)
<b>Associations:</b>	Alberg 30 Site

## Additional Notes

During its long production run, the Alberg 30 was fitted with a number of different engines for auxiliary power including (in approximate order):

Gray Marine Gas 22hp

Universal Atomic 4 Gas 30hp

Bukh (single cyl) Diesel 12hp

Volvo Penta MD7A Diesel

Volvo 2002 Diesel

Earlier versions of the ALBERG 30 have a laminated wood mast brace and no liner. Decks are masonite cored and drain directly overboard under the toe rail. These boats have an upright icebox accessible from both the cabin and the cockpit.

Newer boats have an aluminum mast brace enclosed inside a molded fiberglass liner. Their decks are balsa cored and drain through hoses to the cockpit scupper drains. A molded fiberglass pan forms the cabin sole and the support for the furniture. The icebox is top-loading.

There are also a few transition boats that share characteristics of both.

More detailed information can be found at the [alberg30.org](http://alberg30.org) site listed above.

Thanks to the author of the aforementioned site, George Dinwiddie, for his assistance with this and other subjects.)

Basic dimensions from builders brochure (circa 1967.)