

Redwing 30



Hinterhoeller Limited

BOAT BUILDERS

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Many thanks to John Salzyn,
owner of RADIANT, for his
help in scanning brochure.

Redwing 30

In 1967 Hinterhoeller Ltd. commissioned Cuthbertson & Cassan (Designers of the 1968 S.O.R.C. Winner — Red Jacket) to design for them a 30-footer that would be an excellent racing 30-footer, and above all, would be a challenge to the craftsman who have made Hinterhoeller quality and workmanship a tradition in the boating industry.

Cuthbertson and Cassan met the challenge with the Redwing 30. They designed her for speed with a high ballast to displacement ratio — low wetted surface, spade rudder and a high aspect sail plan.

The cruising man was also looked after — with a roomy 7'4" cockpit, port and starboard seat lockers, genuine Burma teak for interior and exterior bright work, recessed motor control levers to prevent fouling, excellent sleeping accommodations for five — complete galley, and a dinette.

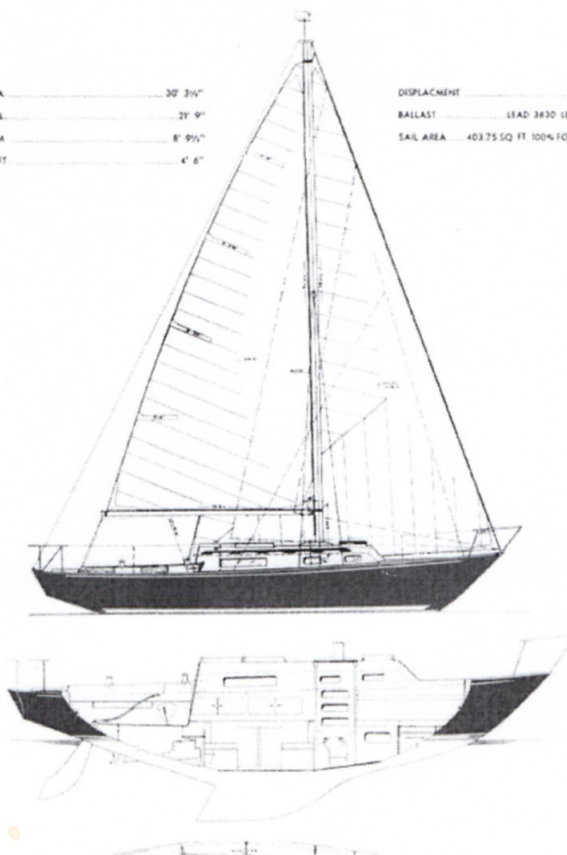
Hinterhoeller Ltd. met the challenge by selecting the best hardware and building materials available.

Shortcuts in production are not considered at Hinterhoeller Ltd. for the sake of sacrificing quality in any stage of production. EXAMPLES: Each and every bulkhead, bunktop or shelf is bedded and laminated to the hull, chainplates are fabricated to meet the exact toggle width, every turnbuckle comes with a toggle. The mainsheet slides on a full width traveller, roller bearing winches are used exclusively, 12" genoa tracks are standard, etc. etc.

Redwing 30 is a going machine. She is at her best going to weather over a wide variety of wind velocities; runs and reaches exceedingly well in light to moderate winds, and she runs with the best heavy displacement boats in hard weather.

LOA 30' 3 1/4"
LWL 29' 9"
BEAM 8' 9 1/4"
DEFT 4' 6"

DISPLACEMENT 7458 LBS
BALLAST LEAD 3420 LBS. EXTERNAL
SAIL AREA 403.75 SQ. FT. 100% FORE TRIANGLE



Racing or cruising, Redwing 30 is the ultimate in performance and comfort that can only be attained through quality workmanship and attention to the most minute details by Hinterhoeller Craftsmen in the Hinterhoeller tradition.


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RED WING 30 SPECIFICATIONS AND STANDARD INVENTORY

HULL: The design of Redwing 30 allows a true one piece laminate avoiding secondary bonding. Hand laminated with mat and roving. Choice colours. Moulded boot top (waterline) optional. Recessed cove line.

DECK: Core construction for rigidity and insulation. End grain balsa wood (contourcure). Moulded nonskid pattern on working area of deck and cabin roof, cockpit sole and seats. Well drained cockpit seat lockers. Spray hood for companionway hatch.

FITTINGS: Bronze chrome plated, stainless steel and anodized aluminum.
Aluminum stemhead fittings with bow chocks; 8" bow cleat; hinged translucent fwd. hatch with adjustable stay. 1/2" Plexiglass on teak frame; spinnaker pole chocks; 12' 6" genoa tracks port and starboard, stern chocks and 7' mooring cleats; flag pole socket; cars and blocks; footblocks.

2 — No. 24 roller bearing jib sheet winches — Barlow. 1 — No. 16 roller bearing mainsheet winch — Barlow. Full length main sheet traveler with stops. Lazarete and main hatch with matching locks. Bow pulpit and life lines; dorade box with flexvent; grabrails, cockpit coamings rail caps — Burma teak.

MAST & RIGGING: Aluminum mast and boom.
1 — No. 15 roller bearing Barlow jib halyard winch. 1 — No. 17 H Barlow main halyard reel winch, stainless steel turnbuckles with topgals, stainless steel standing rigging with swaged terminals, snap shackles for jib-tack, halyard and clew. Worm gear type roller reefing gooseneck, swivel bale end; topping lift.

TANKS: Fuel — 18 gallon stainless steel. Vented overboard filler located on deck adjacent to scupper.

Water — 15 gallon high density polyethylene. Vented overboard.

KEEL: Lead — cast in match metal moulds for ultimate tolerance and finish. Stainless steel bolts are moulded in. Bolted to hull.

RUDDER & TILLER: Reinforced fiberglass rudder moulded on stainless steel post, turns in self lubricating bronze bushings. Shaped tiller of laminated ash and mahogany. Tiller fitting is chrome plated bronze.

ELECTRICAL: 1-12 volt 60 ampere hour battery charged through alternator. Six cabin lights. International navigation lights. Port & starboard lights are mounted on the toe rail forward for maximum visibility and protection. Compass light wire and socket for compass (optional) Buge blower. All controlled through a master fuse panel.

ENGINE & PROPULSION: 30 h.p. Universal Atomic 4 with direct drive and 35 amp. alternator. Water jacketed exhaust to wet muffler. Stainless steel propeller shaft, sailor two blade propeller. Bronze strut with water lubricated strut bearing. For servicing, engine is accessible through removable side panel and removable engine box.

CONTROLS: Morse throttle and clutch controls are recessed in port cockpit wall to eliminate fouling. Ignition, starter switch and choke control are within the recess.

INSTRUMENTS: Ammeter, oil pressure, temperature and fuel gauges are recessed in starboard cockpit seat wall for protection and ease of reading.

GALLEY: Conveniently located on starboard side opposite dinette with 10 square feet of top finished with formica. Top loading foam insulated fiberglass ice box with two shelves for food. Stainless steel sink with fresh water pump. Two burner pressure alcohol stove in recessed well. Dish fiddle with adjustable posts and sliding doors. Drawer and locker space under galley gives adequate stowage.

HEAD: Located on portside. Fully enclosed with locking doors and full head room. Valves on all thru hull fittings.

THRU HULL FITTINGS: All are recessed during moulding to assure a smooth friction free surface. Valves throughout.

VENTILATION: Full ventilation in accordance with U.S. Coast Guard regulations. Two P.V.C. ventilators on stern deck, ducted to engine compartment. Electric 12 volt blower system to ventilate engine compartment. P.V.C. ventilator on dorade box over head.

MISCELLANEOUS INTERIOR: Natural oiled Burma teak or Burma teak plywood is used throughout to create the ultimate in warmth and beauty. Our lumber is imported directly from Burma, is aged and selected for matched quality. The plywood is marine grade to Lloyd's specifications, assuring both strength and quality. This luxury interior is further enhanced by your selection from six colours of a very warm and attractive fabric on 4" foam mattresses on all berths and dinette, accentuated by fully carpeted cabin sole. Dinette converts to a full double berth. All berths are in excess of six feet.

The cabin roof, sides and hull areas are finished in a smooth off white to give a bright and airy interior. Grab rails run the length of the main cabin for safety in rough weather. A foul weather gear locker is located aft of the dinette and immediately inside the companionway. A total of eleven lockers are located under the berths in addition to a full hanging locker with door. Over the dinette to port is shelf stowage with double sliding doors. Step access to the main cabin utilizes engine box and additional step with an anti-slip material, permanently bonded. Shelf stowage is located over quarter berth and both port and starboard in the forward cabin.

ADDITIONAL STANDARD EQUIPMENT: No. 16 jib halyard winch mounted on mast. No. 17H main halyard reel winch mounted on mast. 12 feet genoa track with fair-leader cars, blocks, and foot blocks. Forward hatch is also sky light with 1/2" thick translucent acrylic in teak frame. Exterior Burma teak trim consists of toe rails, tall rail, grab rails, dorade box, companionway hatch slides and panels, cockpit coamings and stern deck ventilator mounts. All illustrations and specifications contained herein are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice, in prices, colours, materials, equipment, specifications and models.