



Islander Yachts

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PRELIMINARY SPECIFICATIONS
ON THE
ISLANDER 30/A
DESIGNED BY ALAN ANDREWS

The prototype of the Islander 30/A, "Details," designed by Alan Andrews walked away with fleet honors in its debut series at the 1982 International MORC Championships. Speed was the deciding factor compared to some other new designs such as the J-29, Capri 30, Schock 30/30, and many others. Regardless of wind and sea conditions "Details" proved consistently superior upwind and the ultra-lights or U.L.D.B.'s were awed at the fact that downwind speed was often comparable to theirs.

"Details," a Division II boat, started behind the Division I boats and frequently finished among the Division I leaders. This design has also proven to be successful under other rating rules.

The designer has obviously achieved good behavioral characteristics and speed by reducing the weight of furnishings and equipment and concentrating weight in the center of the boat, hence less movement of inertia that reduces pitching and resistance, the results being a faster, smoother ride. Speed and seaworthiness is the primary reason for owning an Islander 30/A. Those windy conditions that make an ultra-light or U.L.D.B. exhilarating downwind make for equally exhilarating and long, wet climbs to windward. The key to good sailing is equal performance regardless of the point of sailing.

The Islander 30/A provides comfortable weekend accommodations from four to six in two single berths in the main cabin, two double quarter berths, and an optional removable V-berth forward. The galley incorporates a deep stainless steel sink with a fresh water tank and foot pump, ice chest, and counter space for an optional stove. There is ample locker space and a chart table across from the galley, a partially enclosed, self-contained head with privacy curtain and clothes pole in the forward cabin.

The deck house design provides a low silhouette without sacrificing too much headroom below. The main sliding hatch extends clear to the mast to give standing headroom with an optional dodger. There is a translucent sail handling and ventilation hatch forward. The cockpit accommodates eight comfortably with tiller steering.

The Islander 30/A sports a powerful painted alloy two-spreader mast head rig supported with rod rigging and check stays. The rigging features all the necessary equipment to efficiently handle the boat in any racing or cruising condition.

The Islander 30/A is tough and engineered for crew safety and severe offshore conditions. Her hull and deck construction is alternate plies of hand-laminated fiberglass with a balsa core. All structural members are fiberglass bonded to the hull and deck. The lead keel is bolted to the hull with nine 3/4" stainless steel bolts.

The Islander 30/A is undoubtedly the best buy in terms of all around sailing performance in today's thirty-foot class. If most of your time spent on the water is sailing with just an occasional overnight during the season, the Islander 30/A is the way to go.

SPECIFICATIONS

Construction

- Hull and deck are hand-laminated reinforced fiberglass with a balsa core.
- Colors are permanently molded into the hull and deck during the laminating process.
- Contrasting non-skid surface is permanently molded into the deck.
- The interior is modular construction using marine grade plywood. The modular components, floor timbers, bulkheads and other structural members are fiberglass bonded to the hull and deck.
- The lead keel casting is attached to the hull with nine stainless steel keel bolts.
- The rudder is a high density foam blade fiberglass covered and incorporates a stainless steel rudder post.

Electrical

- Lightning ground protection
- Color coded wiring
- One heavy duty battery with vapor proof switch
- 12-volt DC electrical control panel
- 12-volt DC electrical system
- 12-volt international navigation lights
- Steaming light on mast
- Plentiful 12-volt cabin lighting

Plumbing

- 10 gallon polyethylene fresh water tank located under the starboard settee
- Polybuthylene fresh water distribution system
- High capacity, 16 gallon per minute manual bilge pump - diaphragm type operated from the cockpit.

Plumbing (Continued)

- All thru-hull fittings and ball valves are fiberglass reinforced nylon to eliminate electrolysis. All valves are clearly identified by tags.
- Self-contained head

General Interior

- Oiled teak bulkheads and joiner trim
- Teak and holly cabin sole
- Deluxe fabric cushions
- Painted headliner and hull surfaces
- Formica counter tops
- Deep stainless steel galley sink with faucet
- Thirty-eight quart ice chest
- Counter top space for optional stove
- Chart table with ample storage space below
- Settee berths port and starboard
- Two double quarter berths
- Privacy curtain to partially enclosed head
- Clothes pole in forward cabin
- Dish and cup rack
- Teak grab rails on cabin trunk sides

Deck

- Stainless steel stem head fitting with mooring hoop
- Double bow and stern corner rails with double lifelines and stanchions. Gates port and starboard with pelican hooks at stern corner rails.
- Foredeck translucent sail handling and ventilation hatch
- Double sliding main cabin hatch with seahood and dodger fairing
- Translucent companionway board with lock hasp
- One inch high full length teak toerail
- Mainsheet traveller with control lines
- Pad eyes for aft mooring lines and spinnaker sheet blocks
- Self-bailing cockpit
- Tiller steering with hiking stick
- Helmsman foot rails
- Opening screened ports in cockpit well port and starboard for quarter berth ventilation and light
- Inboard genoa tracks with low profile lead blocks
- Halyards and control lines leading aft on cabin top
- Two tinted fixed windows
- Adjustable check stays
- Primary winches: Bariant 25 two speed alloy (2) or equivalent mounted on cabin top.
- Halyard winches: Bariant 18 two speed alloy (2) or equivalent.
- One lock-in and one standard alloy handle.

Spars and Rigging

- Tapered alloy double spreader painted spar
- Rod rigging
- Adjustable check stays
- Four internal halyard and spinnaker topping lift leading aft on cabin top
- Spinnaker gear with pole bridles
- Internal slab reefing, Cunningham and outhaul
- Hydraulic backstay adjuster
- Double head foil
- Boom vang

Options

- Outboard bracket
- Yanmar 2GM raw water cooled 15 hp diesel engine, 10 gallon fuel tank, engine instrument panel, bronze strut and two bladed 15 x 12 RH folding propeller.
- Second battery
- Removable V-berth panels and cushions
- Secondary winches: Bariant 18 two speed alloy (2) or equivalent.
- Main hatch dodger

Qualifications: Specifications are based on current design information and are subject to change without notice including after receipt of customer's order until final delivery. Manufacturer and model numbers of various components are used to define type, size and quality. Builder reserves the right to substitute essentially equivalent components. Specification and option list effective, November, 1982.