

OLSON 30



FAR WEST YACHTS
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Specifications:

| | | | | | |
|-------|------|-----------|------|---|-------|
| LOA | 30.0 | DISP | 3500 | J | 11.75 |
| LWL | 27.5 | BALLAST | 1700 | P | 31.50 |
| BEAM | 9.5 | SAIL AREA | 380 | E | 10.75 |
| DRAFT | 5.5 | | | I | 36.00 |

DISP (TONS)
(0.01 LWL)³ — 75

SA
 $(\text{DISP})^{2/3}$ — 26.4
 (64)

BALLAST
DISP — .486



Construction:

Specifications don't tell the whole story. What matters is whether or not the boat will stand up to the press of sail in competition, and whether or not the boat will WIN and provide FUN.

The Olson 30 is trailerable and can be launched with a yacht club hoist. It has a mast head rig, low wetted surface area and high ballast to displacement ratio. The keel is cast lead and all fasteners are stainless steel. The full hull and deck are balsa core sandwich with molded-in non-skid. The boat is liberally trimmed with teak. Standard colors are orange, yellow or white, with a beige deck.

Sparcraft provides the hard anodized mast, boom and spinnaker pole—the section is well proven, readily available and simple: single spreader. Navtec fittings join the keel stepped mast to the super-stiff hull. Schaefer track allows headsail lead adjustments. Barent winches provide the power for sheeting sails. It simply doesn't make sense to offer a state-of-the-art design and hull without providing the industry standard hardware.

The most critical decision to be made regarding the Olson 30 is: which sailmaker? Far West Yachts recognizes the very special nature of the sailor-sailmaker relationship. We do, however, recommend careful selection of a sailmaker and a thorough review of your own sailing program before sails are designed.

Suggested Sails:

The design philosophy of the Olson 30 is established on the basis that simplicity in sail inventory will both enhance the enjoyment of sailing and will allow skipper and crew to concentrate on trimming fewer, not more, sails. To this end, the sail area is most generous by today's sailing standards, and it is felt that oversized spinnakers and poles, bloopers, and a multiplicity of staysails, drifters, etc., will be unlikely to yield sufficient performance gains to justify their cost. One hundred sailmakers around the country have been contacted regarding suggested sails—Here is a consensus inventory:

Mainsail 6.25 to 6.9 oz, with shelf, flattener, cunningham and 2 reefs

#1 genoa 3.0 to 4.1 oz—150% LP

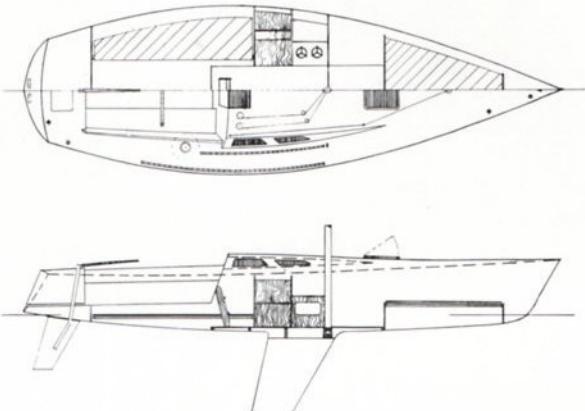
#2 genoa 6.0 to 7.0 oz—125% LP

#2 genoa 6.5 to 7.25 oz—100% LP with reef to 75-80%

Spinnaker 0.5 oz triradial—nylon

Spinnaker 0.75-1.5 oz triradial, nylon

Dazy staysail windseeker 3/4 oz nylon or dynac (can be used as tallboy under spinnaker or as windseeker in 0-5 kts.)



Designer:

George Olson relaxes at 80 miles per hour on his landsailer. Years ago this innovative Santa Cruz, California designer created the Jester—still an actively raced pram. As resins and fiberglassing techniques developed, new horizons opened up.

Next came Grendel—one of the very first ultralight monohull sailing craft. George designed and built Grendel not so much to terrorize the fleet as to have fun. When it came time to discard the mold plug for Grendel, someone said "Whoa"! A few changes here and there and the boat known as the Moore 24 was born.

Later came work with Bill Lee on the Santa Cruz 27. The principles were the same: make it light—make it strong—make it fast—make it fun. How light? 3,200 lbs. How strong? Dropped by a crane in Ensenada. How fast? Hawaii in 13 days—solo. How fun? Exhilarating!

But smaller size has lower limits. The Olson 30 is a next logical step—the most popular ocean racing size—a chance to incorporate the best qualities of 10 years' experience and discard the shortcomings discovered by top-notch sailors. The Olson 30 is a "Second Generation" ULDB from the drawing board of the "Grandfather" of ULDB sailing—large enough to be an ocean racer—small enough to be a trailerable, family sailed club racer—strong enough to last, and light enough to be fun.



Standard Boat includes the following:

HULL:

- Entire hull and deck fiberglass sandwich with balsa core
- White, orange, or yellow hull
- Beige deck
- Full molded non-skid
- Contrasting waterline stripe
- Cast lead keel with epoxy finish
- Fiberglass rudder with foam core

SPARS:

- Sparcraft, black anodized aluminum
- Mast—stepped on the keel; tapered, with all internal tangs and halyards; spinnaker track and car
- Boom—2 internal quick reefs and a flattening reef and lines
- Spinnaker pole—3" double bridled

RIGGING:

- Standing—all stainless steel 1 x 19 wire with Navtec fittings
- Running—color coded with 2 wire to rope jib/spinnaker halyards and 1 wire to rope main halyard
- Baby stay with adjuster
- Topping Lift
- Foreguy
- Genoa, spinnaker, main sheets
- Mooring lines
- Back stay adjuster
- Traveler control
- 4:1 vang

WINCHES:

- Barient anodized aluminum
- 2 primary #22
- 3 halyard #10

HARDWARE:

- Genoa track and lead blocks
- Spinnaker sheet lead blocks
- Genoa and spinnaker turning blocks
- Main traveler
- Mooring cleats
- Halyard cleats
- Winch cleats

Tiller extension

- Winch handles

- Outboard motor bracket

- Lifting eye

- 18" pushpit, pulpit, stanchions and single lifelines

- Bilge pump

- Main sheet system

ELECTRICAL SYSTEM:

- Battery

- Battery box

- Fuse panel

- Running and interior lights

- Wiring for engine alternator

INTERIOR:

- Upholstered double berth forward and 2 quarter-berths aft
- Teak floor and ladder
- Outboard motor storage under cockpit
- Built in ice chest
- Varnished cabinetry and chart table
- 4 seats

EXTERIOR:

- Lexan foredeck hatch
- Lexan companionway hatch and windows
- Teak handrails and coamings
- Aft lazarette
- Full self-draining cockpit
- Man overboard pole tube
- Aluminum toe rail

OPTIONS AVAILABLE:

- Rod Rigging
- Navtec Hydraulics
- Self-tailing winches—Barient 23s instead of 22s
- Secondary winches—Barient 10s or 18s
- 24" lifeline system (IOR)
- Gelcoat polished keel and rudder
- Non-standard colors
- Kenyon instruments
- Signet instruments
- Suzuki 5 hp engine with alternator
- Trailer

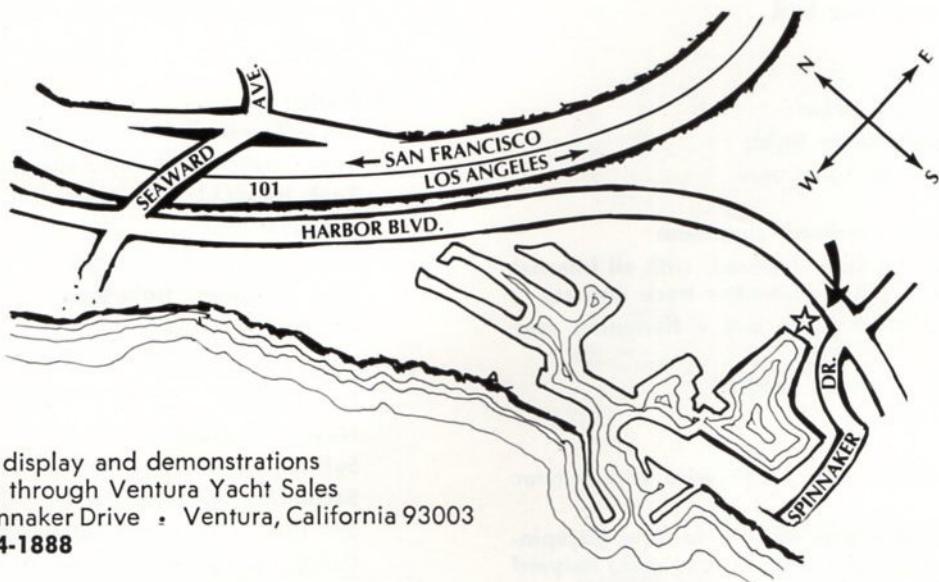


Class Organization:

A minimum of three yachts may establish a class in any properly sponsored event. Class rules may govern any individual race or series, regional or national event. A class constitution, which includes rules governing the class, will be presented to each owner.

Of great concern is the tendency of many one-design classes to require two distinct sail inventories: class inventory and handicap inventory. Class rules limit the number of headsails, spinnakers, and staysails while leaving the size and weight up to the owner. In addition, hardware and sail development is proceeding at such a fast pace that exotic equipment today may be commonplace tomorrow.

To maximize the development of the Olson 30 as a high performance sloop, some freedom to experiment needs to be allowed. A periodic newsletter will keep all owners informed of new ideas developed by other owners to keep the Olson 30 where it belongs: at the head of the fleet—First to Finish.



In water display and demonstrations
arranged through Ventura Yacht Sales
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