

Clark San Juan 30



*For The Serious Sailor Who Likes To Win ~
And The Cruising Sailor Who Likes A Winner*



Clark San Juan 30 ... She's bound to raise

Clark Boat Company and Bruce Kirby, builder and designer of the renowned San Juan 24, have again joined forces in the production and design of the San Juan 30. This competitive 30 footer rates one-half ton under IOR rules and is designed for international competition. A family racing/cruising model is also available. The cockpit and deck layout are engineered for fast action, quick maneuverability and easy sail handling.

This is a superb sailboat for the discriminating sailor who appreciates the complexities and intricacies of a fine sailing machine.

Cockpit and Deck:

The deep, comfortable, self-draining cockpit has plenty of room for six adults

and includes ample room for gear storage, providing quick accessibility to all safety equipment, mooring lines and other equipment required on deck. Teak trim and companionway hatch enrich the simple beauty of the cockpit and deck layout. The entire design reflects the belief of both the designer and builder of a workable design above and below the waterline.

Hardware and Rigging:

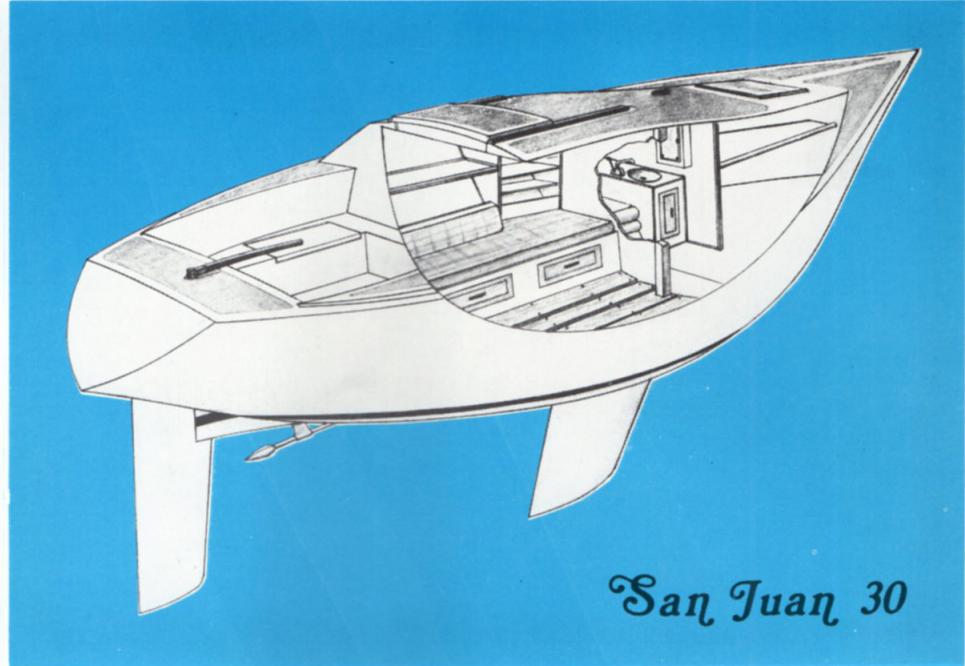
Hardware and rigging are critical to the success of a boat of the San Juan 30's stature. For that reason only the best is specified. Hardware is analyzed and evaluated for efficiency under all sailing conditions. The San Juan deck layout includes four two speed and four single speed winches. The mainsheet control

system includes a traveller on the bridge deck. Full length genoa and jib tracks are installed well inboard for close sheeting. A boom vang is standard for safety and sail control.

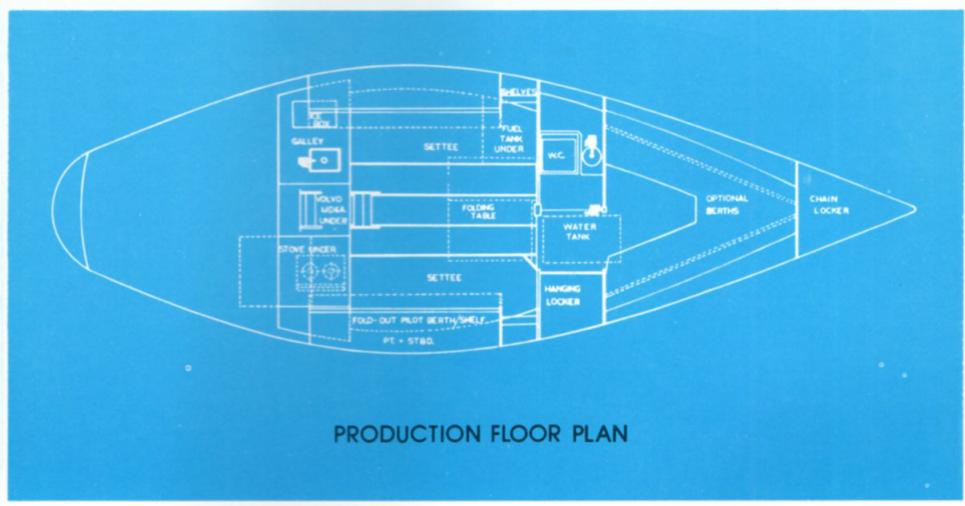
The boat's rigging is simple, yet well thought out. The sturdy sail plan and rigging make sail changing and reefing extremely easy. The anodized aluminum spars have internal standing rigging and the wire halyards are fitted with snap shackles for ease in changing sails.

Keel:

The San Juan 30 incorporates a revolutionary keel design along with a high ballast ratio which enables the boat to perform well in light, medium and heavy air



San Juan 30



PRODUCTION FLOOR PLAN

eyebrows and bring home the Silverware

conditions. The boat has a sharp entry with minimum wetted surface and an exceptionally long water line. As a result, the San Juan 30 sails very close to the wind. The solid lead fin keel and fiberglass skeg fair back to a balanced spade rudder for ultimate control.

Interior Luxury and Spaciousness:

Below deck, the San Juan 30 is a comfortable, very livable sailboat. There's room to sleep six adults on four full size berths and two cushioned settees. The main cabin is fully lined for durability and comfort. Accommodations include a galley with sink, icebox and water tank, full size dinette including settee backrest, plus private head compartment with sink. Storage throughout is spacious in drawers, lockers

and under berths. Other features include cabin lights and a complete electrical system. The entire interior is open and airy.

Auxiliary Power:

The San Juan 30 is complete with an in-board engine for auxiliary power.

Construction:

For nearly two decades, Clark has been producing rugged, "built-to-take-it" sailboats in the best tradition of the sea. The San Juan 30 is built with the same pride and integrity which made Clark famous. Individual components are all hand-laid mat, roving, and cloth. Sandwich stiffening is used in all flat areas for added rigidity. The deck features tough balsa core sandwich construction known for its strength,

stiffness and lightness. Non-skid surfaces for sure footing are molded into the deck and cockpit. The companionway hatch is fiberglass with balsa sandwich. The forward hatch is smoked plexiglass. Hatches are strong enough to jump on. The molded interior provides added strength to the overall construction since it acts as a longitudinal member. (The hull features compartmentalized bulkheads.) The hull and deck are bolted together with the unique and strong toe rail design. The fiberglass engineering and construction of the San Juan 30 make for a very stiff, strong boat.

Colors:

A wide variety of hull colors is available with waterline and optional arrow or cove stripe molded in.

SPECIFICATIONS:

LOA: 30'
LWL: 23'8"
BEAM: 10'
DRAFT: 5'4"
DISPLACEMENT: 7200 lbs.
KEEL WEIGHT: 3650 lbs. lead
SAIL AREA: 402.1 Sq. Ft.

Standard Equipment:

- Fully Lined Main Cabin
- Full Electrical System, Fused
- Interior Cabin Lights
- Running Lights
- Boom Vang
- Anodized Mast and Boom
- Winches (8)
- Toe Rails
- Dinette Table Settee Backrest
- Interior Cushions, Fabric Covered
- Mooring Cleats and Chocks
- Galley with Sink and Ice Box
- Head with Sink
- Sail Bin Forward
- Inboard Engine
- Cockpit, Foredeck Hatches
- Smoked Glass Windows and Forward Hatch

A full range of optional equipment, including sails, is available to customize your San Juan to your specific needs. See your dealer for details.

Limited Warranty: Details on request.

Photos show racing deck and cockpit. The San Juan 30 is also available with cruising deck and cockpit.

DESIGNER'S COMMENTS

The San Juan 30 was designed to excel in light to medium airs, and it has been a great source of satisfaction to find that not only has this objective been met but that the 30 is making a name for herself in heavy winds as well. The generous beam and high ballast ratio give her the ability to drive to windward in a blow, while the big sailplan combined with moderate displacement insures the type of light weather performance this design office has always tried to achieve.

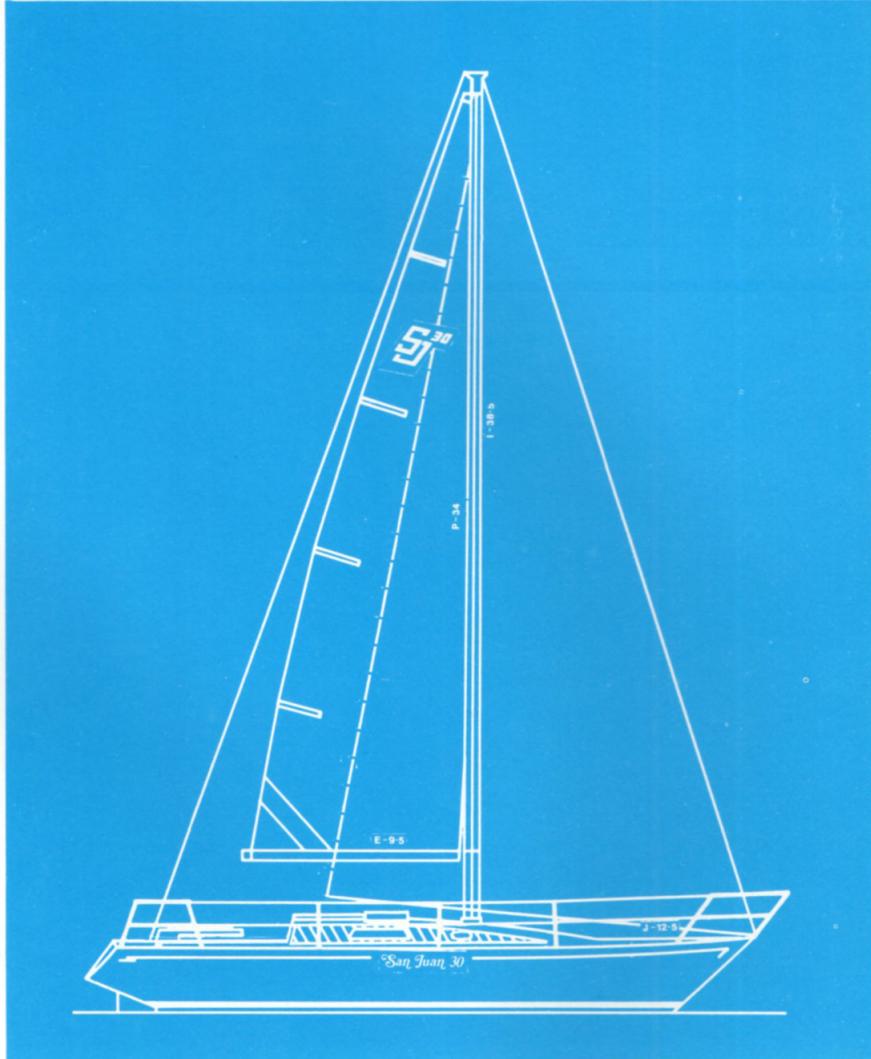
It is one of the strong points of the International Offshore Rule that some of the factors which give a boat good speed for her rating, also make her a good cruising boat. In particular, I.O.R. encourages beam and freeboard, so that the San Juan 30 comes out as one of the roomiest 30-footers around, with lots of space for stowing gear for extended voyages. Ease of handling is another requirement of both the racing and cruising man, we have given this to the S.J. 30 by way of a well-balanced hull form and a vertical, balanced spade rudder.

The modern cruising man has turned his back on the gaff rig and log-like hulls of the past in the knowledge that getting there is more than half the fun. He realizes now that fast, efficient passage-making, with the ability to go to windward well when necessary, is safer and more rewarding than the old "drift and hope" technique.

Bruce Kirby



In a continuing effort to improve our products, specifications are subject to change without notice.

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