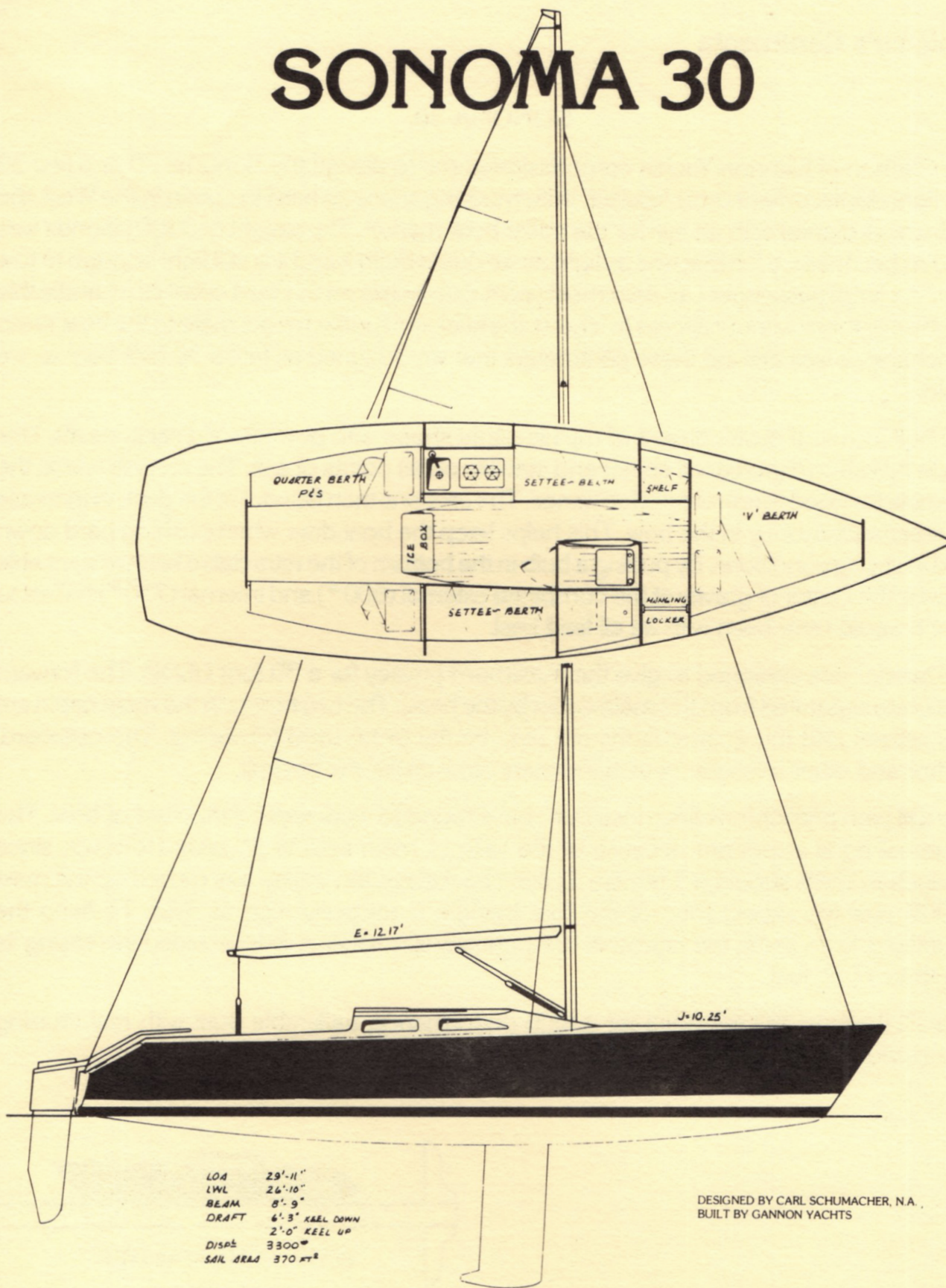


SONOMA 30



LOA 29'-11"
 LWL 26'-10"
 BEAM 8'-9"
 DRAFT 6'-3" KEEL DOWN
 2'-0" KEEL UP
 DISPL 3300^W
 SAIL GRAD 370^{WT}

DESIGNED BY CARL SCHUMACHER, N.A.
 BUILT BY GANNON YACHTS

Windseakers Performance Yachts
 2330 Shelter Island Drive San Diego, CA 92106 Phone (714) 224-2349

Designer's Comments

SONOMA 30

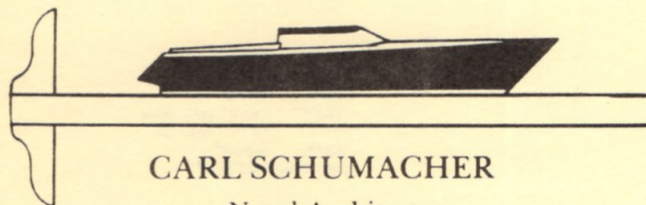
Jim Gannon of Gannon Yachts commissioned me to design the Sonoma 30 as a fast 30 foot light displacement racer/cruiser. With mooring space so hard to obtain in the West, the boat was designed with an eye for the trailer boat market. The weight of 3300 pounds was chosen because we felt that was as light as we could build it and it is still light enough to tow behind a large passenger car. Also most yacht club hoists on the west coast can handle this weight. For those without access to a hoist, the keel and rudder retract making the boat ramp launchable. It was around these parameters that we designed as fast a 30 foot boat as we could.

The hull form is a development of my ultra-light shape with powerful V'd sections aft. This shape has shown increased speed and stability on all points of sail. The entry is fine at the waterline for good windward performance. The sections then flair out at the deck to increase the reserve buoyancy in the bow. This helps keep the boat drier when pushing hard down wind in strong conditions. By putting a bulb in the bottom of the retractable keel we were able to lower the center of gravity of the combined external (800#) and internal (750#) ballast to what it would have been with an all lead keel.

The interior was designed to give the maximum privacy for a 30 foot ULDB. The forward berths are separated from the main cabin by the head. The two berths in the main cabin are also settees and the quarterberths are pipe berths to be used for racing. The outboard, anchor and other miscellaneous equipment stow under the cockpit.

The sail plan proportions are those that I have found to work well on this style of boat. The fractional rig is important because of the ratio of main area to jib area. However, since production boats should not require running backstays, the jibstay was moved up the mast to 90% and the aspect ratio of the fore triangle is relatively high at 3.22. To keep the spinnakers from being too narrow a 10% pennant spinnaker pole is provided increasing its length to 11.25 feet.

Overall, the boat fills the need for a high performance, trailerable boat with real cruising accommodations.



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Windseakers Performance Yachts

⚡ONOMA 30 FEATURES

- * **Designed by Carl Schumacher** - one of the most creative and talented naval architects available
- * **Built by Gannon Yachts** - a builder of high quality yachts including the Freya 39
- * **Economy** - keep her at home and save \$2,000 per year or dry sail her and save \$1,400 per year. When trailering to other launch areas pay \$5.00 to launch not \$60.00
- * **Ease of Launching** - just back her in after you haul up the spar utilizing winch power
- * **Ease of Trailering** - low profile for less drag and limited wind resistance. Built to trail behind a large size automobile or ½ ton truck
- * **Camping** - due to the low profile you may use this boat to sleep and eat in while trailering
- * **Beach her** - on inland lakes rather than tie her to the mooring bouy. Don't depend on the launch or an inflatable; just sail to the beach and tie her nose to the tree after dropping a stern hook
- * **Great form stability** - when you stand on her gunwale she doesn't heel excessively
- * **Swimming platform** - ease of entering her from the water at the transom
- * **Outboard** - ease of outboard installation from the cockpit
- * **Cockpit** - large, extremely well engineered cockpit with comfort for all crew members
- * **Rig** - fractional rig for generous windward performance and exceptional offwind control
- * **Class** - One design class formation for highly competitive sailing
- * **High-tech** - high-tech option for the sailor who wishes to race in the ocean MORA Series or Bay Series
- * **Materials** - use of high quality materials such as aircraft balsa, E glass and S glass
- * **Interior** - ingeniously engineered layout which functions well both at dock and at sea
- * **Interior** - 6'6" sleeping bunks for 6
- * **Interior** - more usable interior space than other ultra lights of similar size
- * **Interior** - fully enclosed head
- * **Interior** - sit down navigation station
- * **Interior** - privacy in the vee bunk area forward
- * **Interior** - comfortable cushion seating
- * **Interior** - hanging locker
- * **Interior** - outboard chock for secure storage