

YAMAHA-30

YAMAHA ORIGINAL DESIGN



Ghosting on the zephyrs, or driving rail awash in a gale, the **YAMAHA-30** always proves she is in her element.

A breath of air sends of new **YAMAHA-30** slipping along. Quickly. Silently.

And when the breeze freshens, she shows the power that has proved her an all-around yacht time and time again.

The **YAMAHA-30**'s hull is a semi-V shape. She sails on her bottom with great stability. Her transom is wide for more usable deck space, and her bottom configuration is designed to resist broaching. And with 1,300 kg (2,863 lbs) of cast iron in her high aspect keel, you can feel her stiffness in a blow.

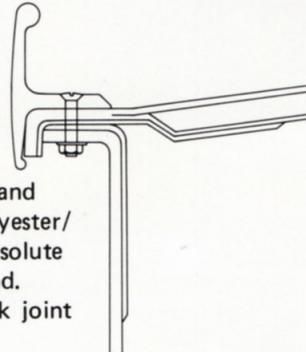
The deck layout on the **YAMAHA-30** is simple and functional. All lines lead to the cockpit. This keeps the crew concentrated when racing, and lets you cruise with a minimum crew when weekending.

Inside, the **YAMAHA-30** is warm with real teak trim, and utterly functional in layout. The galley is "L" shaped and near the companionway so food and drink can be handed out to the crew easily. Navigator space makes plotting easier and more accurate. A quarter berth and two pilot berths mean comfort at sea for much needed rest for the off watch. The table is convenient and fold-away. Plus the pipe-berth settee seats fold completely out of the way for stripped-out racer efficiency when in competition.

Going round the bouys or 'round the world, the **YAMAHA-30** is the yacht for you.

HULL-DECK JOINT

Each **YAMAHA-30** hull has a flange molded into it. The deck fits over this flange, completely capping it. Then the aluminum toerail is bolted on, each bolt going through hull flange, deck, and toerail. Liberal application of polyester/glass fiber mishmash assures absolute watertight integrity. Look around. You won't find a better hull-deck joint in any other yacht.

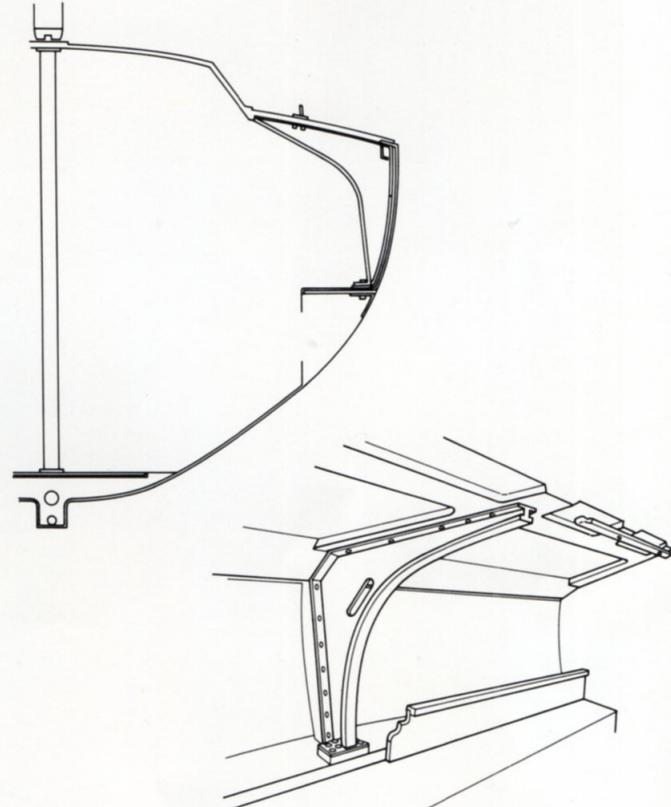


MAST AND RIGGING

The mast on the **YAMAHA-30** is stepped on the deck. A large diameter stainless steel pipe supports the mast step and is led right down to the keel. Structurally, this arrangement is every bit as strong as stepping the mast directly on the keel. And you get the convenience of being able to take down your mast to go under bridges and other obstructions over waterways.

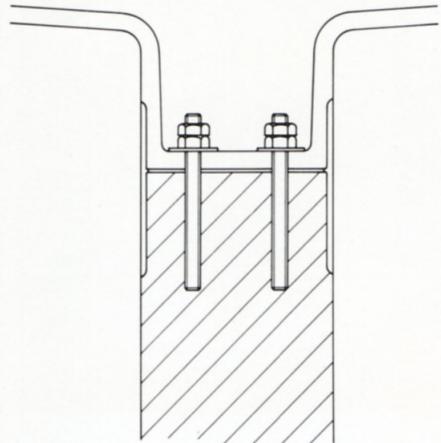
The chainplates are really heavily reinforced by steel knees that are securely fastened to the deck and hull.

Upper and lower shrouds are both led to the chainplate which is located 20 degrees abaft the mast. And an inner forestay balances the forces of the shrouds. This modern, simplified set-up is what allows the two pilot berths in this 30 foot craft.



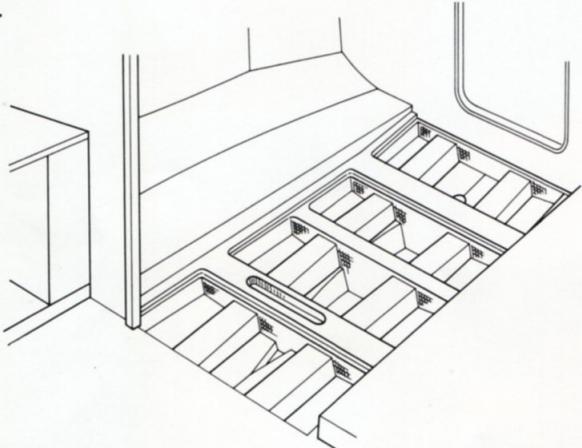
BALLAST KEEL

The high-aspect ballast keel is of cast iron, 5/8" keel bolts are tapped into the keel and fasten it securely to the hull. The outside joint is then thoroughly laminated with woven roving, faired, and gel-coated.



HULL REINFORCING

Strains on the hull coming from the ballast keel are countered with hat-section floors and longitudinal reinforcing sections of the hull-liner laminated to the hull. Engine controls and exhaust are led through this longitudinal section, beneath the floorboards. The YAMAHA-30 is well thought out and efficient.



WIRING

The wiring in your YAMAHA-30 is accessible by merely removing the headliners. In certain parts, wiring is led through PVC tubing to protect it. There are, also three junction boxes for ease of inspection and maintenance.

EXTERIOR

Openings in the foredeck are the anchor well, the bow hatch and the skylight hatch, bow to stern. The bow hatch opens from the fo'c'sle, and the skylight hatch from the head compartment.



For safety, the deck has molded-in non-skid pattern throughout; upper and lower lifelines surround the deck; and teak handrails run down both sides of the cabin top.

The mast is stepped on deck for convenience. All halyards are internal. The mast is of extruded anodized aluminum. The boom features slab reefing hardware. And the height of the spinnaker pole can be adjusted by tackle.



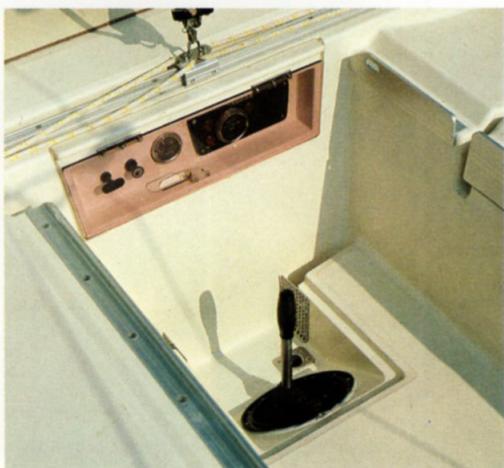
Non-slip patterns are also molded into the cockpit, which is designed so that it is convertible to a "T" configuration for racing. Halyards go beneath the sea-hood and lead to the cockpit where all the winches are located. The YAMAHA-30 can be raced, or just sailed, with a minimum crew.

A safety foot rail is found on the edge of the cockpit seats. It gives purchase for the feet when the boat is at a high angle of heel, and it has holes for safety harness snaps.

Locker beneath the starboard cockpit seat and the stern lazarette seat are spacious and easy to use. Plenty of storage space for lines, sheets, fenders, and the rest of the things that are convenient when you're afloat.



The standard bilge pump is manual. An electric one, however, is optionally available as an addition to the manual pump.



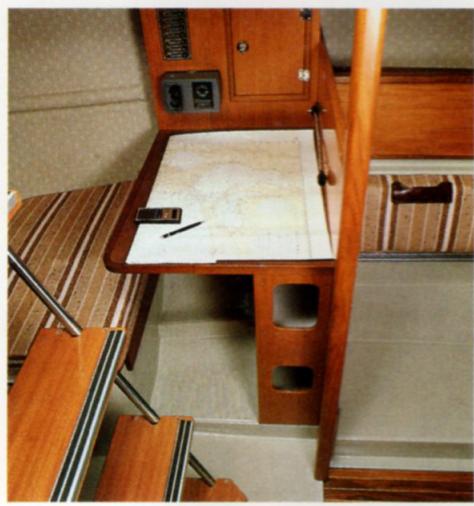
INTERIOR

The interior arrangement of the YAMAHA-30 is versatile. Set up the fold-away table, pull out the settee berths, and you have a spacious entertainment center. Fold the pipe settee berths out of the way, secure the table to the bulkhead, and you are ready for stripped-out racing.

Just down the companionway to the starboard is the "L" shaped galley. It is easy to use and will be the first mate's pride and joy. Complete with two sinks, ice box, fresh water tank, space for three burner stove with oven, and plenty of shelving and storage space.



Directly opposite the galley is the navigator's space. A flexible reading light illuminates the big 813mm x 610mm (32" x 24") chart table. Plus, the navigator has his own seat.



There is berth space for up to 8 persons aboard the YAMAHA-30: Two in the forward V-berths, two in the pilot berths, two in the settee berths and two in the big quarter berth.



The head has a marine toilet with standard thru-hull fittings (a holding tank is available), a pull-out vanity sink, plenty of shelving, and a vanity mirror. Pull the curtain, and the head becomes a shower. And there is 1.74 m (5'7") headroom.



There is a hanging locker for oilskins behind the companionway ladder, and a larger one for clothes opposite the head.



The engine is located beneath the forward V-berths. This position balances the craft well and is an advantage under current IOR ratings. Another advantage to this engine position is the extra space made available aft.



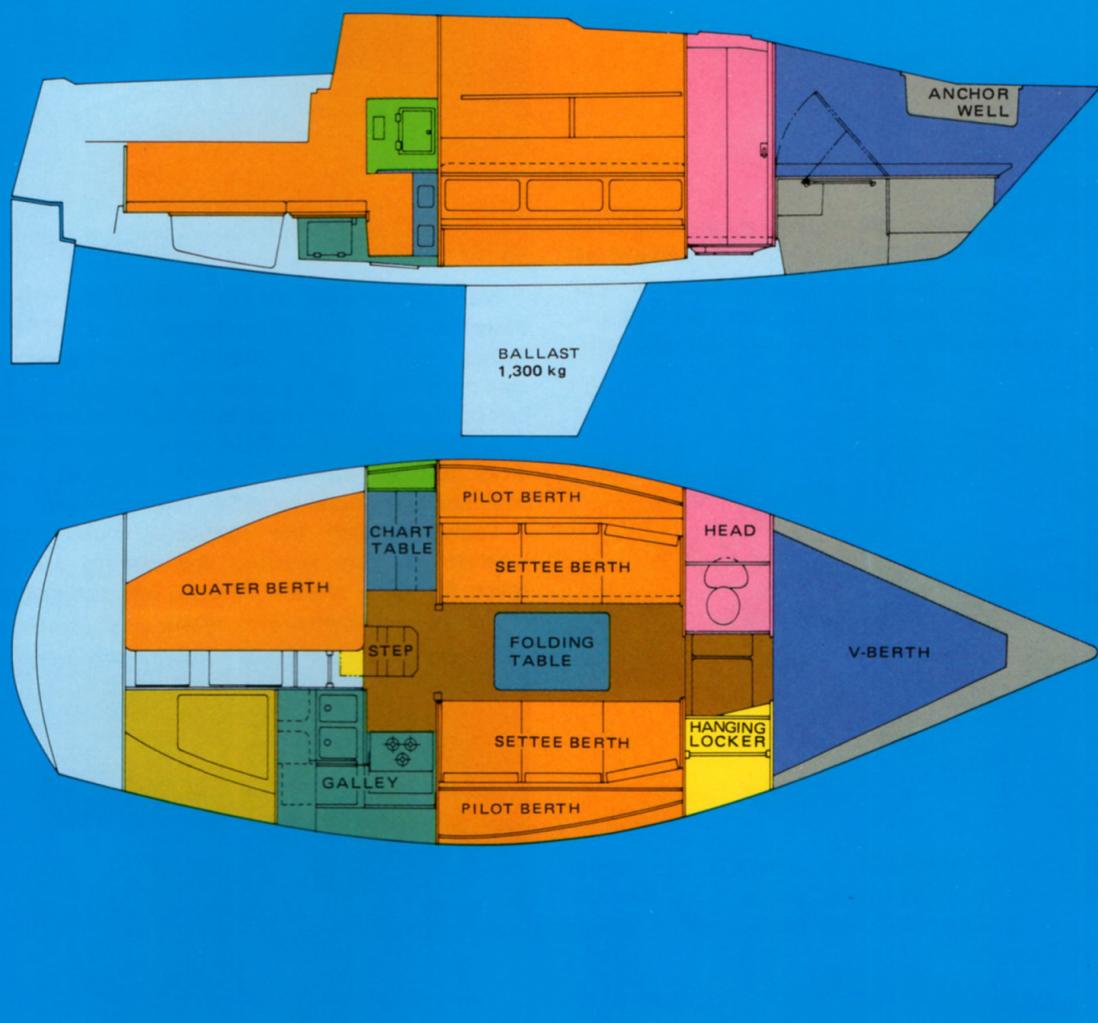
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SPECIFICATIONS

L.O.A. 8.97m (29'5")
 L.W.L. 7.20m (23'7")
 Beam 3.23m (10'7")
 Displacement 3,450 kg (7,599 lbs)
 Ballast 1,300 kg (2,863 lbs)
 Draft 1.75m (10'7") STD
 1.40m (5'7") SHOAL
 Sail area (Total) .. 36.27 sq.m (391 sq.ft)
 Engine Yanmar Diesel YSM12
 12 HP with 420 W alternator

COLORING

Hull: Snow White & navy Blue
 Deck: Light Ivory & navy Blue



Specifications subject to change without prior notice.