



ARTISAN BOATWORKS

CLASSIC WOODEN BOATS



A-30



Photographs in brochure are of a similar boat; specifications may differ.

A-30 SPECIFICATIONS

CONSTRUCTION

- Hull skin: E-glass with CoreCell foam core, infused with vinylester resin.
- Internal structure: Three structural watertight bulkheads. Four transverse hat-section foam/FRP floors in way of keel sump. Transverse foam/FRP floors under cockpit sole planks. Internal cabinetry tabbed to hull as stiffeners. Partial bulkheads secure chainplates.
- Bulkheads: E-glass with CoreCell core, infused with vinylester resin. Molded with flanges, bonded into hull with structural adhesive.
- Deck: E-glass with CoreCell core, infused with epoxy resin.
- Hull/deck joint: inward turning flange on hull mates to bulwark on deck; bonded with structural adhesive.
- Keel: Solid lead casting bolted to molded keel sump. 316 Stainless steel bolts

DECK EQUIPMENT

- Winches: 2x Harken 8.2 Bronze at port and starboard sides of cuddy top, handle main and spinnaker halyards (STB) and jib halyard (port).
- Line clutches: 3 x Spinlock XTC.
- Main traveler: Harken.
- Jib sheet: Varnished spruce boom, bronze bails, bronze Reineck blocks, 4:1 purchase, led aft to cleat on starboard coaming.
- Jib traveler: Bronze horse.

SPARS AND RIGGING

- Mast and boom: Selden aluminum, painted buff.
- Standing rigging: 5mm stainless steel 1x19 wire.
- Jib furler: Harken Unit 0 belowdeck furling unit.
- Running rigging: New England Ropes.

MACHINERY

- Engine: Optional Yanmar 2YM15 diesel.

INTERIOR

- Double berth flat forward.
- Comfortable seats for lounging port and starboard; lockers and shelves outboard.
- Storage locker for portapotti.

STEERING

- JEFA molded FRP rudder blade; JEFA duralumin shaft.
- Bearings: JEFA self-contained FRP tube bearing system, glassed into hull.
- Tiller: JEFA tillerhead; curved laminated mahogany tiller, varnished.

SAILS

- Standard package includes Aurora Sails Dacron mainsail and self-tacking jib.
- Optional asymmetrical spinnaker.
- Optional 125% reacher, sets to stemhead and masthead, sheets outside shrouds. Heavyweight nylon.

FINISHES

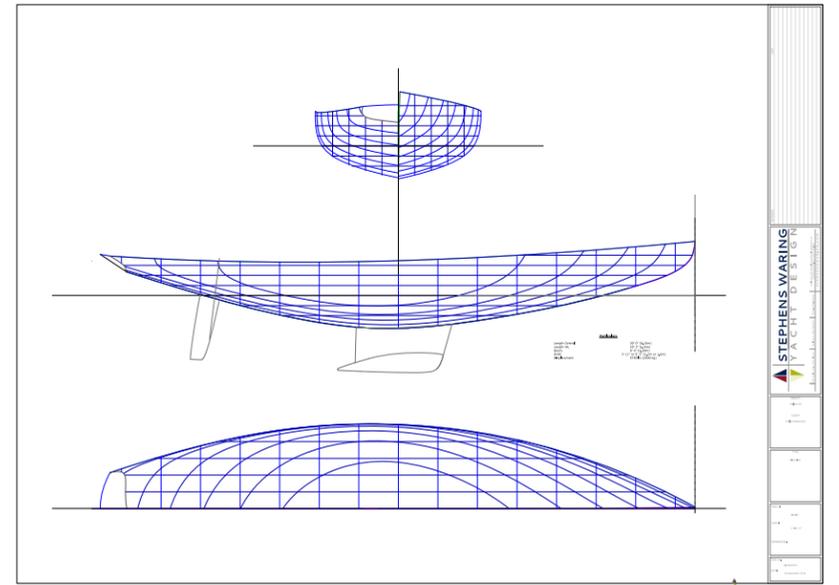
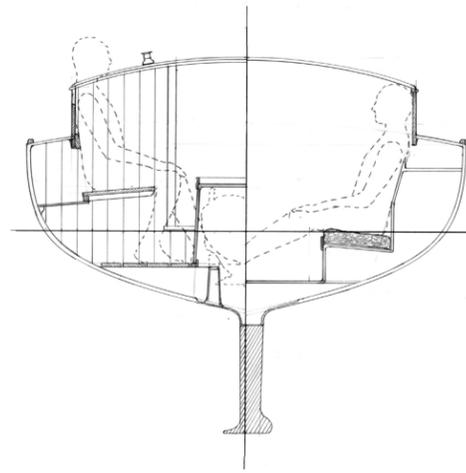
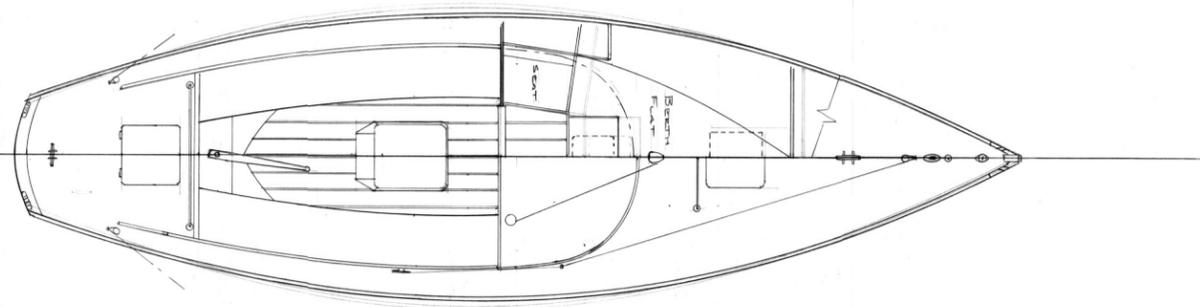
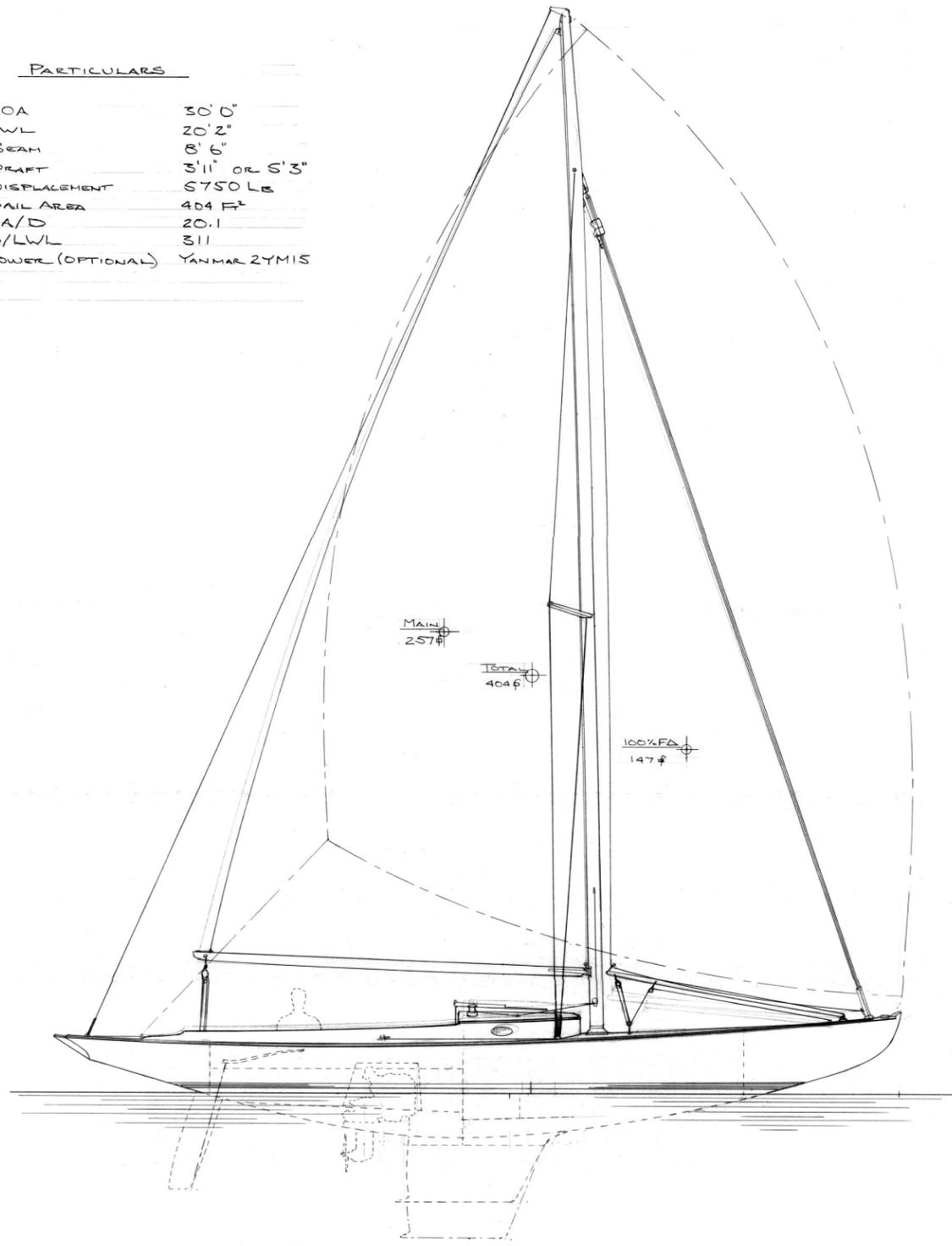
- Hull, single strip boot-top and deck standard Awlgrip finish in owner's choice of colors.
- Bottom: ablative hard bottom paint standard.
- Spars: buff paint standard.

OPTIONS

- Teak deck: 6mm teak vacuum-bagged to composite deck, caulked with TDS silicone compound in standard black or optional gray.

PARTICULARS

LOA	30'0"
LWL	20'2"
BEAM	8'6"
DRAFT	3'11" OR 5'3"
DISPLACEMENT	5750 LB
SAIL AREA	404 F ²
SA/D	20.1
D/LWL	3.11
POWER (OPTIONAL)	YANMAR 2YM15



A-30: DESIGNER'S COMMENTS



The A-30 is a re-interpretation of the excellent “Knockabout” daysailers of a century ago, recalling the heady days of the Herreshoff Manufacturing Company, when production runs of hand-crafted cedar-and-oak daysailers rolled out the factory doors in Bristol each spring. She carries a similar saucy sheer, sleek bow with distinctive “chin”, and delicate, graceful counter stern. A sweet elliptical coaming of bent wood completes the sensation of stepping back in time. Authentic details like handmade woodworking and cast-bronze deck hardware fill in the details of a true last-century experience.

But the A-30 also embraces the good things of the last century, including striking advances in design, machinery, and materials technology. Her classic topsides conceal a modern high-performance underbody with state-of-the-art NACA-profile foils on keel and rudder, a cast-lead bulbed keel with beavertail end-plate that delivers exceptional windward performance in less than four feet of water, and a modern efficient Marconi rig that promises effortless sailing with its roller-furling self-tacking jib and swept-back shrouds to eliminate the need for running backstays. Modern thinking in deck-hardware layout means that all sail controls fall easily to hand and you can tweak as much (or as little) as you like.

We’ve held the beam at 8' 6"—a bit wider than in the old days for additional comfort, stability, and space enough to install the optional engine, should you like to upgrade from the long oars that were standard a century ago. Conveniently, it’s also at the maximum for over-the-road towing without a permit. The deep cockpit, carefully angled seats and shaped coaming backrest deliver sumptuous comfort unimaginable in most of today’s crop of daysailers. The cuddy provides the perfect amount of shelter—two comfortable seats, space for a private portable toilet, and room to nap below—a cozy clubhouse for kids or grandkids or an overnight refuge for two friendly adults.

The A-30 is exceptionally well-mannered under main and jib, or mainsail alone. She’s also set up for sportier sailing with a masthead asymmetrical spinnaker or light-air reacher—both tacked to the stemhead for separation from the jibstay. Her small wetted surface and generous sail plan make her slippery in light air while her relatively heavier displacement gives her a pleasant and secure “heft” in a chop or in gusty conditions. An optional deeper keel gives even better windward performance for those not concerned with thin water.

The A-30—21st century sailing, the look and feel of an heirloom.

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A-30: BUILDER'S NOTES

Artisan Boatworks has made a name for itself building, restoring, and maintaining beautiful, classic wooden racing yachts from the past. We and our customers love these boats for their combination of nostalgic beauty, speed, and sweet handling.

Over the years we have had many inquiries from customers who are as passionate as we are about these magnificent small yachts, but who would like to update the designs in various sensible ways. As is often the case, however, the original designs greatly resist modification—they were perfect expressions of the priorities of their day, partly due to the ruthless efficiency with which their designers trimmed away weight, volume, and any other features that failed to serve the original goal of winning races.

The A-30 is our offering to those customers who want the aesthetics, performance, and traditional detailing of historic designs, but with improved comfort, an optional auxiliary engine, and a few technological updates that seem consistent with the overall concept of a beautiful, fast, easily-handled family daysailer and weekender. Sometimes success comes not from innovative features, but in an innovative combination of features that have been well proven over time. We think this is the case with the A-30.

GOOD LOOKS

Aesthetically the A-30 could have sailed right off the pages of a boating magazine from the 1920s. With her graceful sheer, long overhangs, distinctive knuckle bow, low freeboard, and beautiful, rounded wooden cabin trunk, she has all of the appeal and authenticity of the classic One-Designs on which Artisan Boatworks' success has been built.

ACCOMMODATIONS

Comfort is a big priority in the A-30. We gave the boat the maximum beam that allows her to be trailered without a permit, providing additional interior volume, and creating a boat that will sail fast and upright—a plus for reassuring family sailing. The cockpit is deep and secure, with good visibility under the sails, a coffee table on the engine box, wide cushioned seats, and good back support, unlike the typical racing-oriented



cockpits of the older designs. The A-30 is rendered virtually unsinkable by buoyancy compartments forward and aft.

While many of our favorite designs have a varnished wood cabin trunk with a lovely rounded front, few have anything beyond bare-bones accommodations below. In the A-30 we have kept the look but have delivered a good deal more, with a double V-berth, storage lockers, a hidden portable toilet and, the ultimate rarity in a boat of this size and type, a pair of comfortable, built-in seats. One could spend a few days aboard or even go on an extended cruise, in reasonable comfort. Add a boom tent for an even better cruising setup.

MECHANICAL/ELECTRICAL

Our experience with yachts from earlier eras gives us a great respect for their simplicity, and for the pleasures of using simple boats. However, we recognize that different times call for different boats, and while you'll probably never see an A-30 with a flat screen TV or various other fancy accoutrements, we have incorporated a number of options based on our customers' requests. Chief among these is an auxiliary engine. The A-30 can be built with no engine, or a small diesel, or for those who can plug in to re-charge, an electric auxiliary. The diesel is fitted under a small engine box near the forward end of the cockpit, but clear of the companionway and located in such a manner that it serves nicely as a coffee table. Lighting and instrumentation are specified according to the owner's needs.

QUALITY

Our background is in high-end custom wooden boatbuilding. The quality fiberglass hull and deck of the A-30 is finished with exactly the same care and attention as our wooden boats, a standard which is seldom seen in production boatbuilding. Each boat is built one at a time for a specific customer, with many details of the design, finish, and equipment tailored to his or her taste. We think the A-30 represents a uniquely desirable and practical combination of looks, comfort, performance, ease of handling, and practicality.



For the passionate sailor...



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