

# HARBOR 30 UPDATE

April 30, 2010

We are delighted to announce that Michael Rettie will be the proud owner of Harbor 30 #1. Mike currently owns Harbor 25 #22, which he sails in Newport Harbor. He loves his boat and is looking forward to expanding his sailing ventures to include medium and long distance races and enjoyable cruises to Catalina and beyond.



A couple of weeks ago we laid out the deck hardware so we could design the non-skid pattern and work out the systems. The Harbor 30 will have a wheel as standard, although a tiller will be available as an option. As you can see from the photos below, the hardware has been laid out to make it really easy to sail this boat single-handed. All of the sail control lines are lead to the pedestal, within easy reach of the helmsman.



At the bow, you can see the bow mooring chocks, the stand pipe for the anchor rode, the platform for the jib boom bearing, and the two bow mooring cleats. Note that the non-skid is designed to accommodate an optional bow pulpit.



This is the amidships section of the port side weather deck. Note the amazing width of the weather decks. This is so important for ease of movement around the deck!

An amidships mooring chock and spring line mooring cleat are provided on each side of the boat. The cut-outs in the non-skid are designed to attractively accommodate optional lifeline stanchions and a boarding gate.



An offshore Lewmar hatch is located directly above the forward end of the main cabin to provide good ventilation and lighting. It is a large hatch with an integral seal that makes it leak-proof. It is equipped with locking handles and friction levers to hold the hatch open at any angle between 30 and 90 degrees. It opens to 180 degrees for easy access.

The track located aft of the hatch is the traveler track for the jib. It allows us to use a single control line for the jib. This is a clean, tangle-free installation and allows for better control for the outboard end of the jib boom. This means perfect sail shape is maintained no matter how the jib is trimmed. The control line will dead end on the traveler car and then enter the jib boom and go aft under deck to a winch on the aft end of the starboard seat.

The mast step is in the center, aft of the jib track. There will be seven turning blocks at the base of the mast for the main halyard, jib halyard, jib sock halyard, continuous reef line, lazy jacks, cunningham, and boom vang. There are two halyard deck organizers placed outboard on the cabin house. These turn the halyards aft to the winches that are located at the aft end of the cabin house.



The halyard winches are state-of-the-art Harken Radials. They are chrome self-tailing winches that have Harken's new less abrasive drum surface. There will be two Harken 20ST Radials on the cabin, and two Harken 40ST Radials in the cockpit. Rope clutches are placed forward of the winches so the winches can be cleared and used in other ways.

The Harbor 30 will be equipped with a large main hatch made of tinted Lexan. It will slide open under a fiberglass hatch cover and provide excellent access to the interior. The binboards will be attractive, maintenance-free fiberglass.



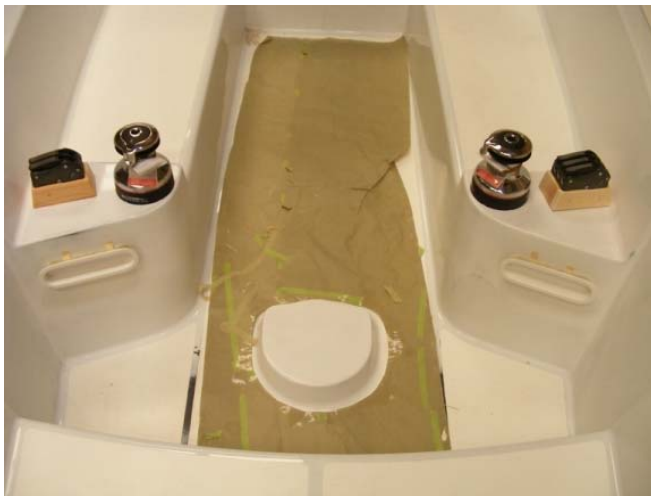
*H25 Companionway & Cuddies*

Like the Harbor 25, the Harbor 30 will have convenient cuddies to port and starboard of the companionway for storing the halyard tails. This keeps the lines off the seats and out of the way.





The cockpit is an amazing 8' 10" long and 5' 8" wide at the forward end. It tapers to 4' at the aft end of the cockpit, where the skipper can stand or sit aft of the wheel. The wheel will be mounted on an Edson binnacle with a compass. The engine controls will be installed on the binnacle, and pods will be available to accommodate a variety of instruments.



In the center of the photo, you see the platform for the steering pedestal. Note the winches to port and starboard. The port winch will handle the mainsheet and the backstay. The starboard winch will handle the jib control line, the roller furler, and the jib outhaul. There are cubbies for the tails below the winches. No spaghetti at the helmsman's feet!



With the winches located at the aft end of the seats, the control lines can be handled either by the crew or by the helmsman. So if you are sailing by yourself, they are within easy reach.

We have left plenty of space aft of the helmsman's seat for a large lazarette and a fold-down swim step. Note that the hatches are flush with the deck to eliminate anything that could trip you as you stand aft to handle mooring lines.

Looking aft, the starboard hatch gives you excellent access to the lazarette. The lazarette area is so big that we will equip it with a step and a light. It will provide a really handy place for mooring lines, awnings, barbeque equipment, and the like.



The hatch to port gives you access to the section of the transom that folds down to put the swim steps into place. A stainless steel ladder will extend deep enough into the water to make climbing aboard as easy as possible. Hot and cold water will run to a fresh water spray nozzle for rinsing off after swimming.

This feature will also make it very easy to board the boat from a dingy or when tied stern to the dock Mediterranean-style. And when the steps are not in use, the stern of the boat will have a beautiful traditional stern . . . not the open transom seen in many production cruising sailboats.

This is the fourth 30-footer to be built by W. D. Schock Corp. The Harbor 30 incorporates the best features of each of the earlier boats and refines the terrific features of the Harbor 25. The deck hardware and other features shown in the photos are standard and will make the boat simple and fun to sail no matter what the conditions. The Harbor 30 will be as thrilling to the experienced sailor as to someone



brand new to sailing because we have maximized the efficiency of the systems and eliminated the clutter that often intimidates people new to sailing.

