

CAPE DORY 30

The cutter is now available with a tiller instead of the standard wheel steering. There is a credit if you choose the tiller



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Sails on the Ketch are all easy for one person to handle, while the wheel steering keeps her steadily on course

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CAPE DORY 30

Ketch or Cutter, the Cape Dory 30 is a standout wherever she's seen. Both rigs are ideal for cruising, with the Cutter offering very good windward performance and the Ketch offering a wider choice of sail combinations. With the exception of the rig, and spar placement, both boats are identical in every other way.

The Cape Dory 30 is an easily handled boat for the shorthanded skipper: all sheets lead into the cockpit, the jib is rigged on a club boom, so there's just one "string" to pull on the cutter when tacking (for the Yankee outer jib), and none on the Ketch. The worm gear wheel steering system and long run of the keel will hold you on course for extended periods under most conditions. That means you don't have to steer every second, and can take a minute or two to check your course, look for a mark or grab a coffee if your position and traffic permit. For those who prefer the feel of a tiller, it is available as a price-off option on the cutter.

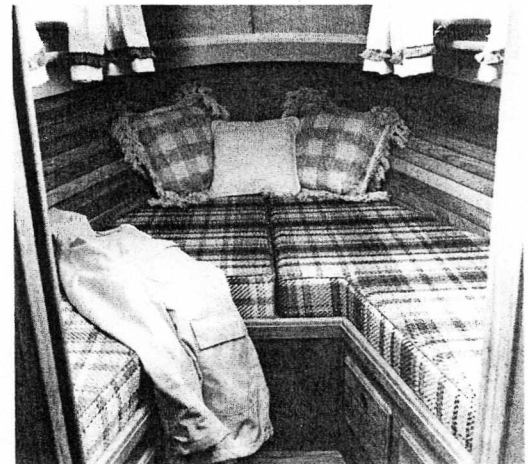
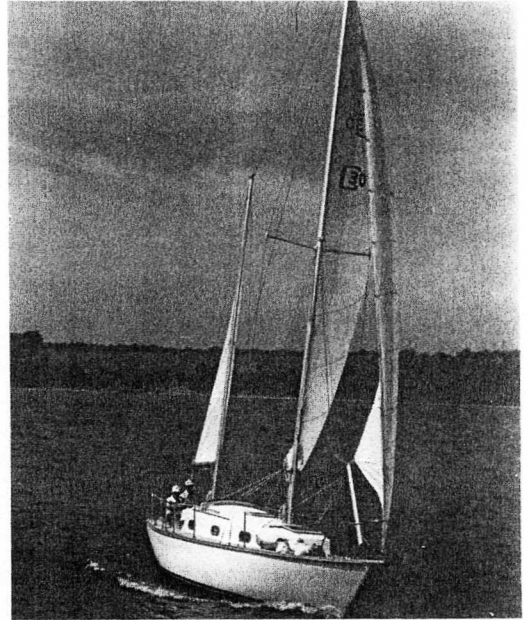
The self bailing cockpit has a bridge deck, making a safer, stronger, drier boat offshore. The bridge deck also opens up the galley space, and gives the cook three separate areas to work in. The galley has a top-loading icebox, deep stainless steel sink and a three burner alcohol stove with oven. The water systems for galley and head are separate, with three tanks in all. The fresh water pump in the galley is foot operated for extra safety and convenience.

Under the bridge deck is also a fine place to keep your chart, pilot book or binoculars while you're sailing. The rest of your gear can be neatly stowed away in several of the lockers, drawers, shelves and bins located throughout the boat.

Down below, in the two private cabin areas, you'll always have plenty of light and fresh air because there are eight bronze opening ports, and an open skylight hatch as well as the forward hatch. These hatches are aluminum framed with smoked Lexan lights for brightness without overheating from the sun. Underfoot, the cabin sole is warm, handsome teak. Fabrics covering the bunks in both cabins are rich, warm and full of color. They're protected from all but the most serious stains by Scotchgard too.

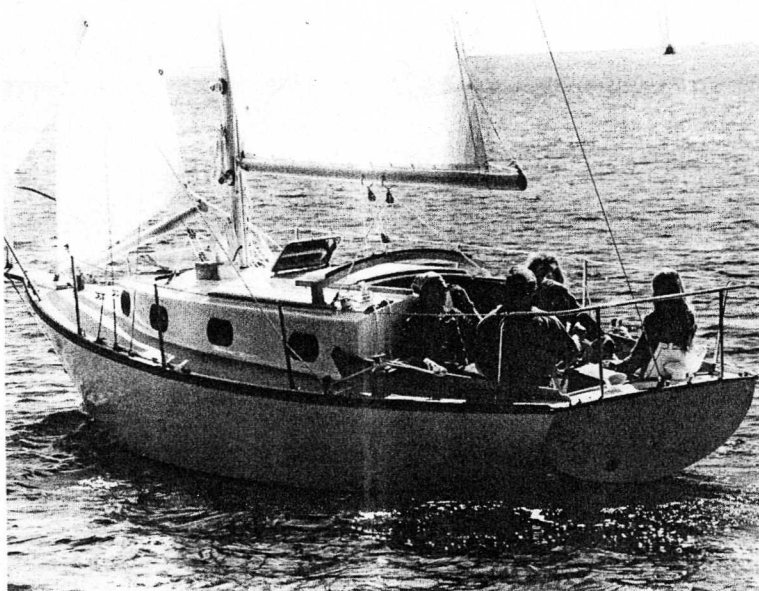
The cook will appreciate the generous amount of counter space as well as the convenient and well ventilated location of the galley right next to the companionway. The companionway is offset to starboard so that there is room in the galley to work while crew moves topside or below.

Creature comfort and sailing pleasure set the Cape Dory 30 apart from most other boats in her size and price range. The standard feature of the full length keel with attached rudder, propeller in a protective aperture, and 4,000 lbs. of lead molded in add to the practicality and performance of another good-looking and outstanding cruising design from the board of Carl Alberg.



Forward — big bunks and plenty of stowage

Note the opening skylight

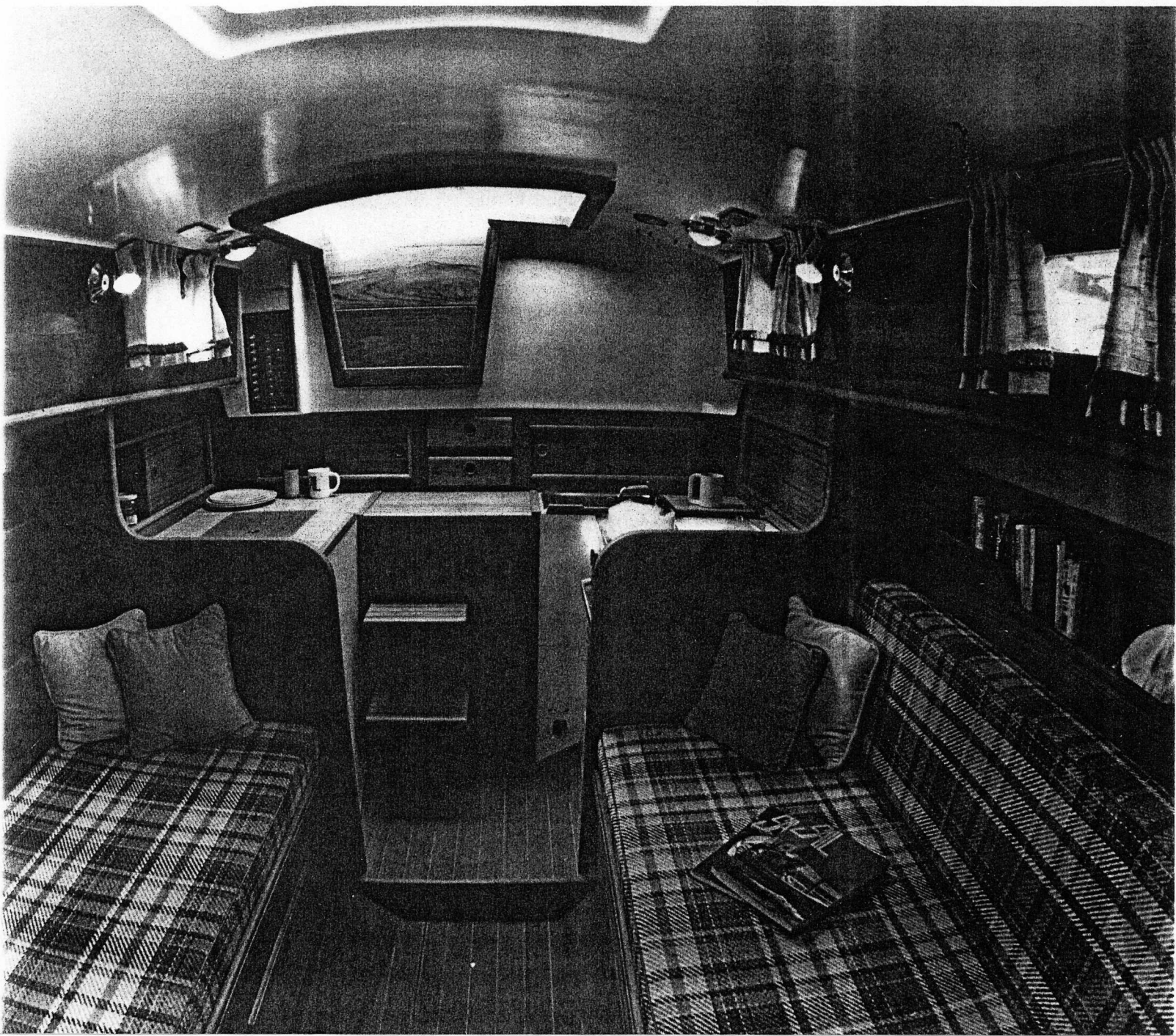


The table folds and stows away



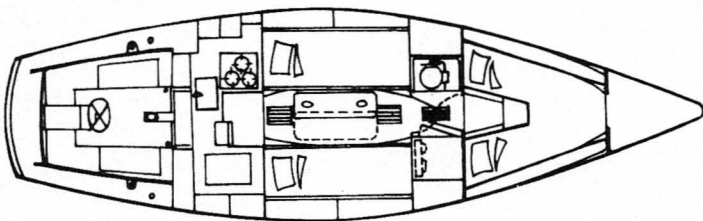
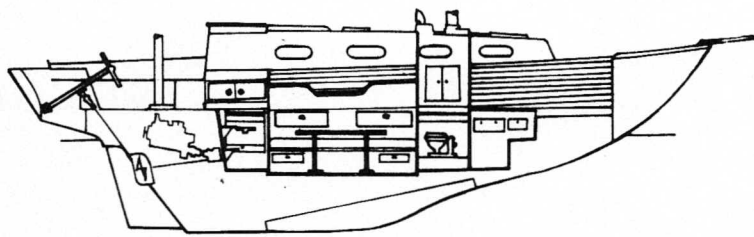
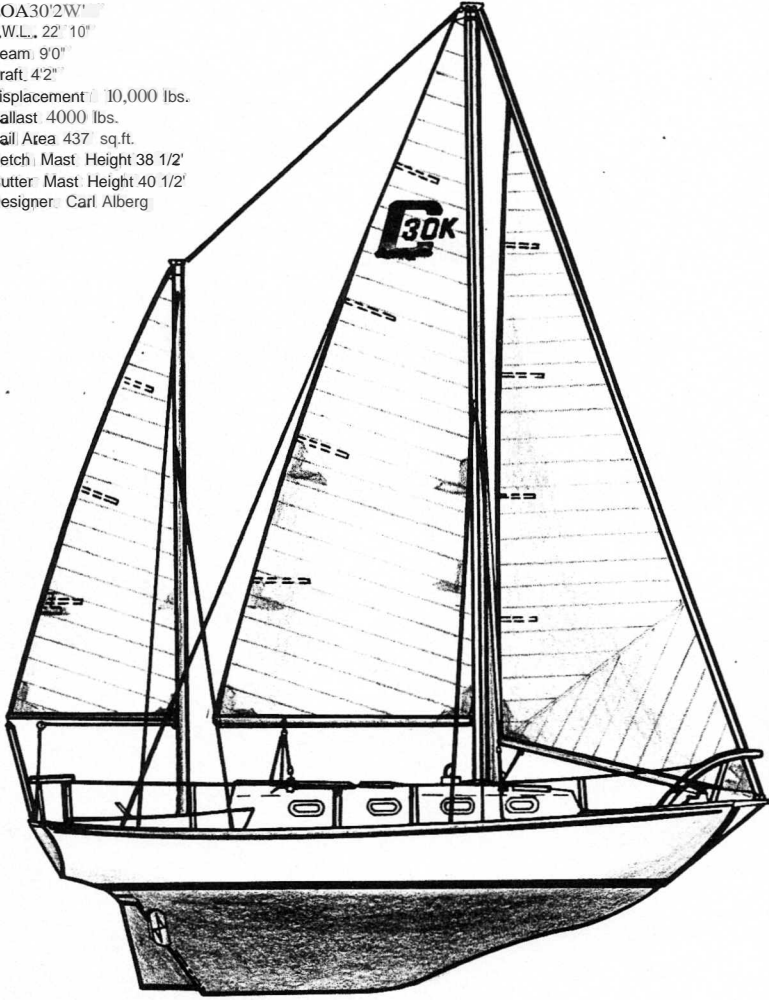
CAPEDORY30

Large galley area



CAPE DORY 30

LOA 30'2"
L.W.L., 22' 10"
Beam 9'0"
Draft 4'2"
Displacement 10,000 lbs.
Ballast 4000 lbs.
Sail Area 437 sq.ft.
Ketch Mast Height 38 1/2'
Cutter Mast Height 40 1/2'
Designer: Carl Alberg



STANDARD EQUIP.

Equipment which is built-in is more likely to be of the highest quality at the more attractive price than options added later or "custom made". That's just one more reason why your Cape Dory comes with a list of standard equipment that make a boat a yacht. That list of standard equipment also saves you money at the time you buy, because of the economics of production building versus customizing. And, also very important to remember: because Cape Dory Yachts have a reputation for quality and completeness, they are very strong on holding their price on the resale market. Let's take a look at what's standard on every Cape Dory from the Typhoon on up, and why.

Anodized aluminum spars: Anodized to resist salt spray, weather and abrasion. Will not require painting or treatment for many years if halyard abrasion is prevented and they are washed and stored out of the weather in severe winter conditions. Aluminum for lighter weight, and low maintenance.

Complete standing and running rigging for aUsails: all shrouds and stays are stainless steel wire attached to spars and deck with the finest quality turnbuckles, toggles, and other fittings. Halyards are dacron braid selected for the least stretch and best sail set. Sheets are dacron braid for lowest stretch and longest life.

Working Sails: Main and jib are standard on every boat, with the Cape Dory 30 also receiving a mizzen for the Ketch and a forestaysail for the Cutter. All sails are dacron with bronze or stainless steel hardware. Cloth weight is specified to meet the widest variety of wind conditions normally encountered.

Sail Lockers: All Cape Dory Yachts have sail lockers (seat lockers) located in the cockpit. These lockers can be used for the stowage of other gear used on deck such as docklines, fenders, lifejackets, anchors, etc. which you supply. You don't have to stow wet stuff below.

Bow and Stern Cleats with Chocks: Every Cape Dory Yacht has cast bronze cleats and chocks. The cleats are through-bolted to sturdy backup plates on the underside of the deck and then securely tightened down with bronze fasteners. Chocks are also fitted to ensure that lines lead correctly for proper strain to be applied to the cleats.

Genoa track: Although the genoa sail, sheets, cars and blocks are optional, the aluminum genoa track is factory installed.

Winches: Every Cape Dory has the winches necessary to proper working sail set and trim supplied as standard. That includes jib sheet winch or winches on all models and main and jib halyard winches on the larger Cape Dories. Jib sheet winches on the Typhoon, 25 and 27 will handle 150% genoas.

Self-bailing cockpit with bronze through hull shutoffs: A self bailing cockpit sheds rain and water brought aboard while sailing without any action on the skipper's part. It's an advantage when anchored, moored, or tied up; and absolutely essential when sailing in dusty weather. The bronze shutoffs allow you to close off the openings in the hull if a malfunction occurs.

Anti-skid decks in contrasting color: An easily cleaned anti-skid pattern in a contrasting color to the off-white of the hull and cabin top is molded into every Cape Dory 25, 27, 28 and 30. The cabin top also has a molded-in non-skid pattern as well. Decks on the Typhoon have painted non-skid surfaces.

Anti-fouling bottom paint: Every Cape Dory Yacht has its bottom chemically scrubbed, sanded and painted with anti-fouling paint at the Cape Dory plant. This ensures proper preparation of the new hull, saves you time and money at the first commissioning, as we put the first two coats on at the plant. Your boat may require a third coat, depending on the length of time between delivery and commissioning.

Painted Boot-top or Waterline Stripe: Painted at the plant to give your Cape Dory a yachty look, and painted so that if you significantly modify your boat's trim with gear, you can modify the waterline stripe.

Teak: Other boats may use a little teak here and there. But very few can come close to Cape Dory's extensive use of teak, or the quality of the joinerwork. Every Cape Dory has: teak toe rail from stem to stern, teak rub rail from stem to stern, teak taffrail across the stern deck, teak cockpit coamings (not just coaming caps). In addition, every Cape Dory has teak companionway drop boards, teak trim around the companionway, and below decks you will find increasing use of teak trim and bulkheads, facings, lockers and other parts as you move up from the Typhoon to the larger Cape Dory Yachts.

Bronze Hardware and Fittings: Every Cape Dory Yacht has a custom made cast bronze stemhead fitting, mooring cleat(s), jib sheet cleats, winch bases, chainplate fittings and more. In addition, jib club pedestals are bronze on the 28 and 30 models, while the Typhoon, 25 and 27 have exclusive, patented locking bow chocks.

