



Vince Valdes felt that something special was in order to relaunch the Columbia Yachts marque. After a careful examination of the industry, he had discovered that a large group of sailors' needs just were not satisfied by what is available – at any price. The new Columbia design was developed to meet these needs – a unique Sport Yacht™ to be unmatched in the marketplace.

The new 2006 Columbia 30 Sport Yacht™ is fast, trailerable, easily handled, with reasonable accommodations for day or weekend cruising. At a base price of below \$90k (after factory direct discount), the boat represents an exceptional value, offering blistering performance and quality construction at a reasonable cost. We felt styling would be a key issue in the success of the boat and we wanted to develop a distinctly Columbia look. For many, the first boats that come to mind when you mention the name Columbia are the distinctive high-freeboard “bubble-top” designs that Bill Tripp Sr. did for Columbia during the sixties, the Columbia 26 and the Columbia 50. Side by side with a vintage Columbia 26, one can see the family resemblance in the new 30, the re-invented bubble-top and distinctive bullet window.

The new 30 has a large open cockpit, with molded seats forward, allowing the helmsman and crew the option of being outboard on the side decks or protected behind the cockpit coaming. The seats allow generous space below for the quarter berths as well.

Standard equipment includes a Yanmar diesel saildrive installed under a hatch at the forward end of the cockpit sole. This puts the engine in an optimal position for propulsive efficiency and reduces pitching. The saildrive unit itself is known not only for reliability, power and fuel economy, but also for quiet and smooth operation.

To make the boat easily trailerable, the keel retracts, reducing draft to 2 feet, 8 inches. Unlike other trailerable sport boats, the lifting mechanism is built into the mast compression post and allows the keel to be lifted completely inside the boat so that the companionway hatch can be closed while the keel is up. There is no separate crane and winch to mount and demount. The mast is carbon with wire shrouds. There is no backstay and rig tension/adjustment is achieved via highly swept spreaders. Asymmetrical spinnakers are flown from a retractable carbon sprit.

The interior offers moderate accommodations for day or weekend cruising. The settee comfortably seats four, with a centerline dining table. The dinette table rests on top of the keel trunk and removes for lifting the keel. There is a large v-berth forward, with a covered marine head to port, which is fully enclosed per the forward cabin door. The galley counters are located abreast of the companionway hatch so that taller crew can stand at the galley. An optional dodger can provide protection from the elements while the hatch is open. Two large quarter berths aft provide comfortable sleeping arrangements for four (quarter berths plus v-berth).

Hull construction is vinylester resin infused E-glass w/ PVC foam core. The deck is vinylester resin infused E-glass w/ Balsa core. An extremely lightweight Carbon Fiber Superstructure (w/ unidirectional carbon fiber reinforcement) handles all the mast, rigging and keel loads. In addition, most joinery does double duty as structural framing, minimizing weight. The 30 is a light boat, and with a ballast/displacement ratio of approximately 40%, and draft of 7', she is very stable. The hull form is designed to promote planing with the boat on its feet, and to provide a lower prismatic shape when heeled for upwind performance. The new 2006 Columbia 30 Sport Yacht™ is a blast to sail.

Tim Kernan, Designer