



## SHANNON PRICING

For the past 40 years Shannon has been a very unique boat building company in today's world of mass produced recreational boats. As a limited production builder creating yachts for specific owners, Shannon does not compete with production boats. Our owners choose to build a Shannon because they are looking for a yacht that is a major step up from the commonplace. Unlike factory-built production boats which base their pricing on the automobile paradigm, there is no such thing as a "stock" Shannon beyond the bare hulls and decks of each model. At Shannon there is so much opportunity for customization. Since every Shannon reflects an owner's specific requirements and taste it is quite difficult to establish initial published pricing.

Shannon has no interest in imitating production boat sales techniques that create an artificially low "base" price to avoid the so called "sticker shock" and then have a buyer struggle with a salesperson at a dealership to ascertain the real cost of the finished yacht delivered in the water. With that being said, we realize that a prospective buyer should have a reasonable idea of what a Shannon is going to cost in order to make a decision to take the next step toward final pricing. Therefore, we have included items in Shannon's Standard Sailaway Specifications that somewhat conform to the production boat industry's "base" price format to enable a prospective buyer to establish some price relativity for a finished Shannon delivered in the water. There are many items in our Standard Sailaway Specifications that are considered "options" by other companies, but we have endeavored to keep the comparative analysis as simple as possible. Obviously, substitutions and deletions are totally acceptable.

After a prospective buyer meets with the people at Shannon and sea trials a model, the next step is to go over layout designs and discuss in-depth details of cruising needs and option pricing. A contract price is then established with the buyer prior to construction. While it is difficult though not impossible, the CONTRACT PRICE might increase by 5%-10% during construction due to voluntary, owner-initiated change orders.

We believe the purchase of a Shannon should be a pleasant and fair experience, therefore it is company policy not to use the common sales technique of offering an inflated contract price only to then "discount or negotiate" it in order to close the deal. Shannon does not accept trade-in boats, however, we know that some Shannon buyers have boats they would like to sell. We have a successful four-decade history of working with new owners to help them sell their boats at full market value (not a wholesale trade-in price), and in these instances there is no brokerage commission due to Shannon.



## SHANNON 53/55 HPS SPECIFICATIONS

Length on deck	53'7"	16.3m
Length on waterline	52'7"	16.00m
Length overall	55'9"	17.00m
Beam	17'6"	5.3m
Draft	4'9"	1.5m
Displacement	51,000 lbs.	22,950kg
Ballast	13,500 lbs.	6123kg
Engine	Single 185hp	132.4kw
Water	180 gal.	682.21L
Fuel	480 gal.	1819.2L
Waste	70 gal.	265.3L
Sail area "scutter rig"	1103 sq. ft.	102.4 sq.m
Air draft "scutter rig"	72'	21.9m
Sail area "sketch rig"	1227 sq. ft.	113.9 sq.m
Air draft "sketch rig"	64'	19.5m

Designer Schulz, Carter & Associates

### SHANNON 53/55 HPS STANDARD SAILAWAY PRICE

The Sailaway Price is for a Shannon that is delivered in the water, ready to sail with full tanks, including a \$10,000 allowance for owner choice electronics.

Every Shannon is launched, rigged, power tested and sea trialed by Shannon employees prior to owner delivery. An extensive mechanical, electrical/electronic owner checkout, along with sailing and docking drills are undertaken until the owner is completely satisfied and comfortable with the vessel. Even in situations where a new Shannon is trucked outside of Rhode Island, Shannon employees meet the vessel to handle the entire commissioning and delivery process.

No company in the boat industry offers the level of owner service or support as Shannon. Shannon's worldwide Owners Support Program even applies to Shannons that are decades old and have changed ownership. The success of our 40-year old Support Program has enabled Shannons to cover over one million ocean miles reaching every corner of the globe.

Shannon 53-55 HPS Standard Sailaway Price.....Contact Shannon for updated pricing

## STANDARD FEATURES AND SAILAWAY EQUIPMENT INVENTORY

### HULL

- Patented shallow draft design
- Linear closed cell PVC foam-cored composite hull hand laid up with isophthalic gelcoat, vinylester resin veil coat, bi-axial laminates and Kevlar hybrids
- Ten year hull and deck laminate warranty
- Internal solid lead ballast, encapsulated and sealed within fiberglass laminates (no keel bolts)
- Reinforcing stringer grid with extra 45x45 degree bias bi-axial laminates
- Kevlar reinforcing laminates in the bow and keel
- Hull to deck joint bonded and thru-bolted every eight inches, with bi-axial laminates backing the internal hull flange
- Two skeg mounted fiberglass rudders with stainless steel rudder post and internal reinforcing plate
- Epoxy barrier undercoat and two coats bottom paint
- Awlgrip boot top - owner choice of color
- Vinyl graphic name and hail port

### DECK

- PVC foam cored deck and wheelhouse - hand laid up with biaxial laminates
- Custom diamond pattern fiberglass non-skid with contrasting gelcoat color
- Large center cockpit
- Mainsheet traveler bridge with adjustable mainsheet traveler car
- Eleven wheelhouse windows of Garibaldi armor plate tempered glass
- Eight oversized stainless steel deck and mooring cleats
- Two anchor rode hawse pipes
- Bow platform with two anchor retainers and rollers
- Double rail stainless steel bow and stern pulpits, with separate running lights
- Stainless steel stanchions with double lifelines and port and starboard boarding gates
- Upper cockpit with two helms, "L" bench seats and cockpit tables
- Two exterior Jefa wheel steering systems with Ritchie compasses, engine controls, stainless steel destroyer type wheels, and pedestal guard with wheel brake
- Exterior stainless grab rails
- Aft lounge deck with transom door
- Swim platform at floating dock level for easy boarding
- Large lazarette storage compartments
- Sunbrella cockpit cushions (owner's choice of color)

### AUXILIARY POWER

- Yanmar 180hp (twin engine option available)
- Powermax 150 amp engine alternators with external multi stage voltage regulator
- Engine panels with full gauges and alarms below, remote panels with tachs and alarms above
- ZF transmission, 2.8 to 1 reduction
- Three-bladed polished bronze Flexofold propeller
- Aquamet 22 stainless steel propeller shaft
- Custom composite shaft log with removable cutlass bearing
- Bronze rudder stuffing boxes by Buck Algonquin
- Three diesel fuel (5052 alloy with baffles) tanks with gauges and access ports
- Dual Racor water separator primary fuel filters
- Glendinning electronic engine controls in cockpit
- Mechanical throttle shifters below with emergency override
- Pickup and return fuel manifolds for ease of selecting tanks and transferring capabilities
- Sounddown fire retardant acoustical foam insulation in engine room
- Groco engine raw water intake strainer

### MECHANICAL/PLUMBING

- Sidepower SE-130 10hp 12VDC bowthruster
- Maxwell RC12-12 12VDC windlass
- Jefa mechanical shaft steering system with three helms (one interior and two in the uppercockpit)
- Pressurized hot/cold water system
- Two separate self-trimming and isolatable water tanks, 316L stainless steel
- Tank selecting manifold
- Sea Tech fittings and ½" pex tubing
- ShurFlo 3.3 GPM fresh water pressure pump

## MECHANICAL/PLUMBING cont.

- Twelve gallon stainless steel hot water heater with engine water heat exchanger/110 VAC system
- Cockpit shower
- Two Raritan electric marine heads, each with designated holding tanks (28 gallon forward and 40 gallon aft)
- Shower sump pumps with overboard discharge
- Windshield wipers with fresh water wash
- Marelon seacocks with identification labels
- All seacocks and equipment are easily accessible
- Marine grade sanitation, wet exhaust and fuel fill hose with double hose clamps on all fittings
- ShurFlo Salt water wash down pump with deck fitting hose connection
- Two Whale Gulper 320 12VDC electric bilge pumps with automatic float switch
- Two Rule 3700GPH 12VDC emergency bilge pumps
- Fireboy automatic fire extinguisher (located in engine room)
- Whale manual diaphragm bilge pump

## ELECTRICAL SYSTEM

- Onan 9kw generator with water separating muffler
- All electrical equipment is easily accessible
- All wiring is tinned copper and color coded to the ABYC specifications
- Six house and four engine 115 AH Group 31 AGM marine batteries
- Bass electric panels for DC and AC systems
- Digital DC volt meters and AC multi meters
- Battery monitor
- Mastervolt 100amp battery charger
- Dockside 50amp 125/250VAC shore power system with 50 foot cord
- Galvanic isolator (protects against galvanic corrosion while plugged into shore power)
- Fifteen GFCI 110VAC and 12VDC outlets
- Thirty Gibraltar 12VDC LED overhead dome lights
- Eight Ocean 12VDC LED bulkhead mounted reading lights
- Two Aqua Signal 12VDC LED under-cabinet lights in galley
- Red/white aircraft-type chart light
- Lightning ground and electrolysis bonding system with zinc anodes

## ELECTRONICS

- Simrad AP-24 autopilot
- Copper band ground plane in hull for possible SSB antenna installation
- \$10,000 Standard allowance for owners choice of electronics (in addition to autopilot)

## INTERIOR

- Custom layouts to owner's specifications
- Primary bulkheads 1" with solid hardwood corner posts and trim
- Solid teak and holly cabin sole with access hatches (matte finish)
- Satin varnished 8 coats on standard cherry joinerwork
- Wood ceilings against all hull surfaces with cedar lining inside all hanging lockers
- Cushions 4" ergonomic foam owners choice of Sunbrella fabric color
- Overhead fiberglass panels with hardwood battens and removable access panels

## INTERIOR HELM STATION/WHEELHOUSE

- Lighted KVH compass
- Fully instrumented helm station with gauges and switches electronics layout to owner specifications
- Dual lever engine controls
- Mechanical steering with Stainless wheel
- Custom ultra-leather and stainless steel helm seat
- Large navigation table to port
- Settee with table
- Engine room hatches
- Motorized center engine room hatch
- Three windshield wipers with washer
- Storage locker and shelves
- Two Bomar overhead hatches

#### HEADS

- Corian vanity tops (owner's choice of color)
- Scandvik Mono faucets and shower mixers
- Stall showers
- Raritan PEII 12VDC marine electric heads
- Holding tank monitors from Dometic

#### GALLEY

- Corian counter tops (owner's choice of color)
- Gimballled stainless steel Force 10 three-burner propane stove with oven
- Two 10 lbs. propane tanks in vapor proof locker
- Propane shutoff solenoid control in galley with sniffer under stove
- Deep double stainless steel sink with H/C pressurized water and Scandvik Mono fixtures
- Whale Foot pump backup to pressure fresh water system
- large custom built over/under fridge and freezer boxes insulated with KevoThermal panels
- Separate Frigoboat 12VDC refrigeration and freezer systems
- Stainless Sharp microwave

#### VENTILATION

- Wheelhouse doors and hatches
- Sixteen stainless steel Hood opening ports with screens
- Five stainless steel Bomar tempered glass deck hatches
- Four 4" stainless steel or white PVC cowl vents on baffled dorade boxes

#### MAST, RIGGING, WINCHES AND SAILS

- Scutter rig (two mast sketch rig also available as option)
- Oversized custom aluminum Awl-gripped keel stepped mainmast
- Bow/foredeck and side deck lights, international tricolor and anchor masthead light
- Solid stainless steel chain plates thru-bolted with 1/2" stainless steel bolts to reinforced fiberglass knees
- Norseman cable stainless rigging with external tangs and open barrel turnbuckles
- Storm forestay
- Harken winches: one 70ST two-speed self-tailing primaries, one 50ST two-speed self-tailing main sheet and main halyard, two 30 two-speed halyard, and four self locking winch handles
- Schaefer roller furling head sails
- Main, genoa, and yankee jib

#### SAFETY EQUIPMENT, MOORING AND ANCHOR GEAR

- Flares, radar reflector, six Type 1 lifejackets, first aid kit, fog horn, flashlights, three ABC fire extinguishers
- Emergency filler, wood seacock plugs
- CQR 65# and Danforth 20H anchors, two 200' 5/8" nylon anchor rodes with 50' 3/8" HT chain, dock lines and fenders
- Spares kits for engine, head, and electrical system
- Owner's manual with systems diagrams

#### CONSTRUCTION, COMMISSIONING, SEATRIALS, AND DELIVERY

- Site inspections welcomed and photographs supplied during construction
- Boat delivered in the water in Rhode Island with all systems tested and working
- Owner checkout, sea trial, and docking drills.