



Design Review

SHANNON 53 HPS

A hybrid with many reasons

BY CHARLES MASON

WALTER SCHULTZ HAS BEEN DESIGNING sea-kindly cruising boats under the Shannon name for more than 30 years, most of them solidly-built sloops and cutters that have taken owners to almost every part of the world. More recently Schultz has been working on designs he feels will appeal to older and more experienced sailors, particularly those who are thinking seriously about moving to a trawler. But in researching this design, Schultz found that much of the attraction to power was based less on getting rid of the sails, and more on enjoying conveniences and comforts often lacking on sailboats.

"I like to call it a desire," says Schultz, "to have a nice place to sit where you can look out the windows on a rainy day. Very often that's not something you can do easily on sailboats." Schultz also found that several trawler issues—the threat of a failed engine and high fuel costs, for example—concern non-sailors who are thinking about getting their first boat.

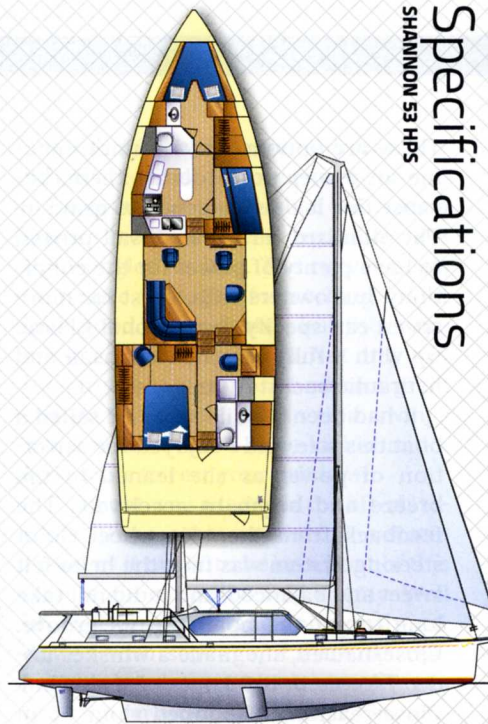
These crosscurrents have been strong enough that Schultz has created what he calls a hybrid design—a boat with sails and engines that is easy for a newcomer to master after a minimum amount of instruction. Schultz's design approach includes reconfiguring under-

water sections amidships to create a slight inward curve from the outer chine toward the centerline. Twin rudders and shallow daggerboards on either side of the centerline help the boat sail to windward with minimum leeway, even though the boat draws less than five feet. But maintaining interior volume with reduced underbody sections has meant design tradeoffs; among them slightly higher freeboard and a significant increase in beam.

The hull and deck laminates are hand laid with Kevlar reinforcements, bi-axial cloth and linear PVC coring. Ballast is internal lead that is encapsulated and sheathed inside the hull laminate.

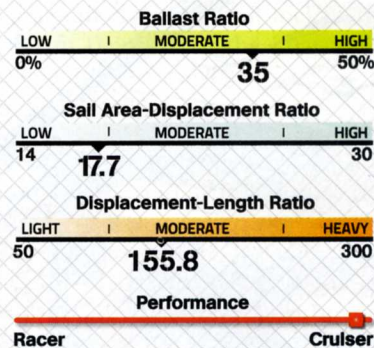
On deck the raised aft cockpit has twin helm stations that are strategically placed well above the main deck to provide good visibility forward. Twin settees and dinette tables are located on both sides forward of the wheel stations; electric winches for trimming the sails are within easy reach of the helmsman.

Even though all accommodation plans are conceived on a custom basis, there are four basic options and all feature a large well-appointed main saloon with an interior steering station at its forward end. The large master stateroom is aft, and it has a well-appointed head and shower. And for those



Specifications

- LOA 55ft 9in // LWL 52ft 7in
- BEAM 17ft 6in // DRAFT 4ft 9in
- DISPLACEMENT 51,000lb // BALLAST 13,500lb
- SAIL AREA 1,288 ft² (ketch) (100% FT)
- FUEL/WATER/WASTE (GAL) 400/280/80
- ENGINE 145hp Luger or twin Yanmar 110hp diesels
- DESIGNER Walter Schultz, Carter & Associates
- BUILDER Schultz Boat Company, Bristol, RI, 401-253-2441, shannonyachts.com
- PRICE \$1,587,500, includes custom interior to owner's specifications, Northern Lights 8kW generator, VHF and Raymarine ST70 system, Lewmar winches, and sails made by owner's sailmaker



who want to look around on a rainy day, a door at the back of the master stateroom opens onto a spacious back porch at the stern. Covered by a fiberglass arch, the space is perfect for swimming, enjoying sunsets or just sitting and enjoying the moment. **NSR**

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