

The Shannon Scroll

★ SPRING 2011 ★



L.to R. Rick Frazier, Bob Steele, Luis Couto and Walt Schulz relax in the wheelhouse of the Shannon 53 HPS

I just finished probably the most exhilarating delivery trip of the 36 years since I founded Shannon. When we agreed to a mid-winter delivery for Shannon 53 HPS #3, we really didn't anticipate this year's harsh "old time" winter. Since Christmas there has been a steady procession of frontal systems with snow/sleet/freezing rain coming up from the south and single digit temperatures blowing in out of the west. We had two good but cold days in mid January for launching and then had to wait for two more good days for the 432 mile run from Narragansett Bay offshore to Norfolk, VA. Planning this trip would not have been conceivable if it wasn't for the inside steering station, Espar diesel heater and 10 knot speed of the Shannon 53 HPS. With a good but cold forecast we left. But just like every time I am out on the water, the winds and waves were worse than predicted. The build-up of sea ice on the decks required us to knock it off with rubber mallets then shovel a ton of ice over the side. While I admit it was a little scary, winter sunrise on a clear morning in the North Atlantic on an ice-covered Shannon is probably one of the most remarkable sights of my life (there's a short video of the trip on our web site). Accompanying us on the trip was Bob Steele, who has made all the dodgers and biminis for Shannon for the last 25 years. As I am fussy with every item that goes on a Shannon, any supplier who has lasted for that long has to be doing something right, and Bob, with his son and grandson in the business with him now, is the best. Bob is a tough New Englander in his mid-70's, and he really wanted to go on the trip.

After we docked at the marina tired but happy, looking at Bob I realized how important it is to keep being active. You can watch every episode of "The Deadliest Catch" about king crab fishing in the Bering Sea, but there is nothing like actually being on a boat on the water. With so many opportunities to digitally experience the world second-hand from cable TV to video games to Facebook, I worry that we as a society are forgetting the wonder of the moment of actually being there. To be aboard a Shannon in the middle of a dark and foreboding ocean, encountering and overcoming adversity while observing the wonders of nature up close and personal, is probably the greatest affirmation for me how good it is to be alive and active.

For people who have the wherewithal to own and enjoy a Shannon, my life's work continues to be to design and build boats for those lucky few so they can savor the experience that I just had. And for all the friends and fans of Shannon that find our boats out of reach financially (hopefully for just the time being), my advice is to get out there and enjoy even if it is a just a dinghy on a local pond or a kayak in a backyard creek.

-Walter Schulz



(above) Click to activate video of the 432 mile winter passage of Shannon 53 HPS "Ohana" from Rhode Island to Norfolk, Virginia

SHANNON 52 RDP #1 IS LAUNCHED

On a brilliant fall day, the first Shannon 52 RDP (Raised Deck Pilot) was launched. Everyone's first impression was how wonderful the natural light illuminated the salon and interior helm station with excellent 270 degree visibility including aft. As the weather turned cold during commissioning and sea trials, the practical advantages of being able to operate the boat from the inside became self-evident. On more than a few wet and windy days, the Shannon crew was up in the cockpit, and then realized, "What the #*%@ are we doing out here when we can be warm down there," before heading below. The second significant impression of the Shannon 52 RDP is the ease of handling thanks to the twin 75HP diesels and bow thruster, both of which allow the Shannon 52 RDP to be handled without a steep learning curve. Twin folding propellers, especially on a sailboat with a bow thruster, are a wonder, and they certainly take the anxiety out of docking. In addition to critical mechanical redundancy with two engines, using just the leeward engine in light air power sailing conditions makes fast passages a reality.

The rest of Walt Schulz's deck design and interior layout exceeded the owners' expectations. Combining the ocean proven Shannon 52 keel/centerboard hull and easy-to-handle Sketch rig and its ICW bridge friendly 64' air draft, the 52 RDP achieved the goal of making the newest Shannon model the ultimate live-aboard and long distance passage-maker for a husband-and-wife crew. The armor-plate glass windows in the wheelhouse and the deep protected upper cockpit make the Shannon 52 RDP particularly well suited for heavy weather sailing anywhere in the world. The owner's choice interior layout with the two forward sleeping cabins and a forward head also has a nav station/office and sea-going galley amidships with an absolutely palatial aft cabin featuring a centerline queen berth with en suite head including a stall shower. The beautiful American cherry woodwork and level of finish and detailing is Shannon's international trademark.

Plus the Shannon 52 RDP has all those other wonderful features of the American lifestyle such as 3-zone air conditioning, a diesel heater, desalinator, washer/dryer, flat screen TV with its own Apple video storage CPU connected to the Internet via WiFi, etc. The versatility of the latest electronics system installed by Shannon's skilled electricians is truly remarkable with AIS and Sat weather providing an amazing amount of real time information about traffic and

(below) Click image to activate video: the Shannon 52RDP under sail



approaching squalls to the captain. All the gadgets aside, the Shannon 52 RDP is a sailboat with exhilarating performance that has to be experienced to be believed. So we cordially invite you to come to Bristol, RI to inspect and sea trial the new Shannon 52 RDP. And if it is cold or wet make sure you remind us to go below to the inside wheel in case we forget to get out of the weather.



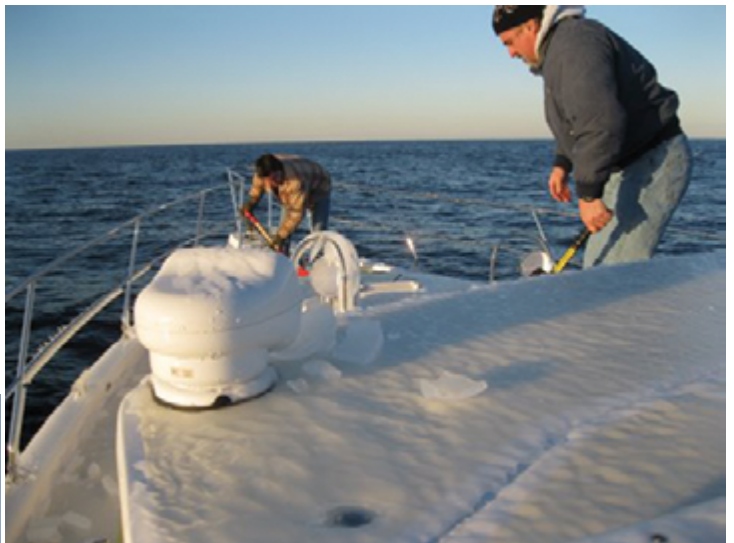
THE FIRST THREE SHANNON 53 HPS'S HEAD SOUTH FOR THE WINTER, WITH HULL #4 UNDER CONSTRUCTION

The Shannon 53 HPS (High Power Sailer) has received more interest than any other new sailboat model introduced recently. With its patented hull shape and 52 foot waterline, the 53 HPS is a performance sailboat with a top speed approaching 10 knots, enough speed under power to go right past trawlers (Warning: this makes trawler owners very angry), 4'9" shallow draft to gunkhole anywhere, and a mast height of 64' so you can enjoy "inside" canals and waterways rather than being forced "outside" like other large sailboats. The 17'6" beam carried aft gives the accommodation of a trawler, with various custom layout plans that include up to four sleeping cabins and three heads.

A good video showing the close quarter maneuverability offered by twin screws and bow thruster is available on YouTube with the title "Shannon 53 HPS." Walt Schulz has taken sail handling on the Shannon 53 HPS to a similar level of no exertion with powered sheet and halyard winches combined with the roller furling dual headsails of the exclusive Scutter and Sketch rigs and furling booms. The hardest thing to do when raising or lowering sails on a Shannon 53 HPS is pushing a button. Because the Shannon 53 HPS is such a stress

free passage maker, it looks like they are going to be perpetual motion machines. As proof, the first three Shannon 53 HPS's headed south for the winter. The husband and wife crew of hull #1 kept us updated with photos of their trip down the East coast, and everyone here was envious. With Shannon 53 HPS's in Charlestown, SC; Dania, FL; and Punta Gorda, FL available for inspection and sea trials, we look forward to getting out of what has been an old-fashioned cold and snowy winter when anyone asks us to get a closer look at the Shannon 53 HPS. And with construction started on Hull #4 for a summer delivery, tours of our shop and boats under construction are always available.

Click on the photo of the Shannon 53 HPS below if you would like to watch the video on YouTube now



*(left) Shannon 53 HPS Hull #1 now located in Charleston, SC
(top right) Shoveling the ice and snow from the decks of Shannon 53PHS Hull #3 while on a winter offshore delivery south
(bottom right) Lowering the lead ballast into Hull #4*

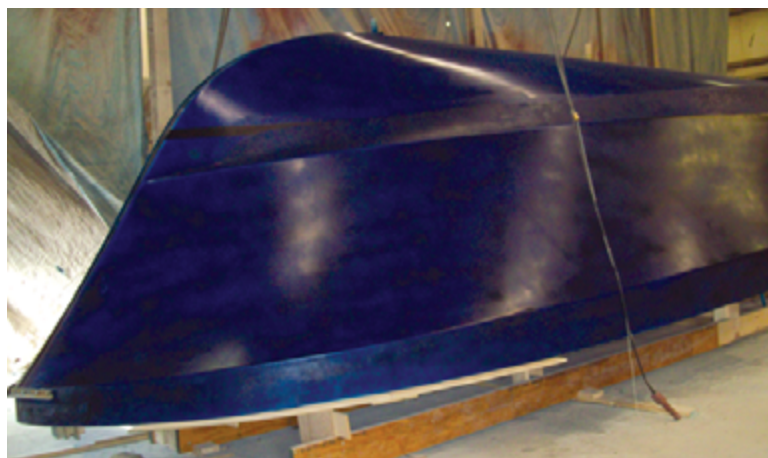
THE NEW SHANNON 40 AND 48 SRD by Erin Schulz

I can honestly say that I can't remember learning how to sail. Since I was born the same summer my father and a small crew was finishing the first Shannon 38 for the 1975 Annapolis Boat show, I literally grew up on Shannon sailboats. (I am the luckiest girl in the world). But while sailboats have been important here at Shannon, there has always been something special about motor boats for me. Maybe I have that need for speed because I just love flying across the water. There is a picture of me in my Catholic school girl uniform staring intrigued at the launching of the first Brendan 32 in 1985, and ever since then I have loved everything to do with power boats. At the boat shows I always look first at the latest creations of the world's best power boatbuilders, with the Italian mega-yacht companies having special appeal. When my parents are planning a family boating vacation and unsure whether to take a Shannon sail boat or a Shannon power boat, I always remind my father that if he or my husband has to get back in a big hurry because of business, then the power boat will be better— that always does the trick with a workaholic.

For years I have been encouraging my father in all his power boat designs and his latest SRD 40 and 48 designs especially appealed to me. The SRD 40 has everything I would want in a fast motor yacht to be used as an extension of a shore-based lifestyle. This boat has the accommodations for entertaining and long periods of time on board, and with the speed and range to make distant locales accessible on a long weekend. The interior helm allows for all weather use, with the flybridge and aft cockpit perfect when the weather cooperates. The SRD 48 on the other hand is my passage making "dream boat" as it is perfect for the Great Loop cruise and European canals. I have

always looked forward to the day when I have the time to explore the waterways of America and Europe with my husband Jean-Claude. I know from all the delivery trips that I have accompanied my father on (I don't get seasick so I get "volunteered" when the forecast is bad), that the ICW is fascinating but requires a special boat. The SRD 48 has the shallow draft and low bridge clearance that eliminates the major frustrations on inland waterways. As I do the deck work, I realize the importance of easy access to the side decks, bow and stern. Watching couples on other boats scramble around as they hold position waiting for a bridge to open has shown me that the skipper at the lower helm must have 360 degree visibility. The unique deck on the Shannon 48 SRD solves all of these problems. The influence of the classic Elco flattop motor yachts is evident in the 48 SRD design. There is enough interior space for a couple to bring along everything they need to live comfortably for months at a time, plus room to have another couple visit for an extended period of time. With Shannon's custom-to-order interior design and construction, there are no compromises. Best of all, the 48 SRD has the same great hull as the SRD 38, with its comfortable motion at 15 knots cruising speed, and amazing fuel economy at 1.6 miles to the gallon. Also, thanks to the unique SRD hull design no complex anti roll vane stabilizers are necessary. To have an extended range and not to have to worry about always stopping for fuel like all those deep Vee power boats is wonderful. I love going past and waving to all those slow trawlers that wallow side-to-side in even moderate seas.

Shannon will always be known as the world's best sailboats, and the SRD and 48 should earn us the same reputation for power boats.



(left) Shannon SRD hull tooling in progress

The following are excerpts from a review in POWER AND MOTORYACHTS:

"The Shannon 40 SRD represents an ambitious effort to create an environmentally conscious boat, thanks to her patented SRD hybrid planing hull"

"...this hull will translate into 60-percent less fuel burn than a comparable deep-V, providing increased range and a significant reduction in emissions"

"The 40 should also make an excellent cruiser to her exceptionally shallow 2'1" draft, a feature that opens up myriad skinny-water areas for exploration that would be other wise off-limits"

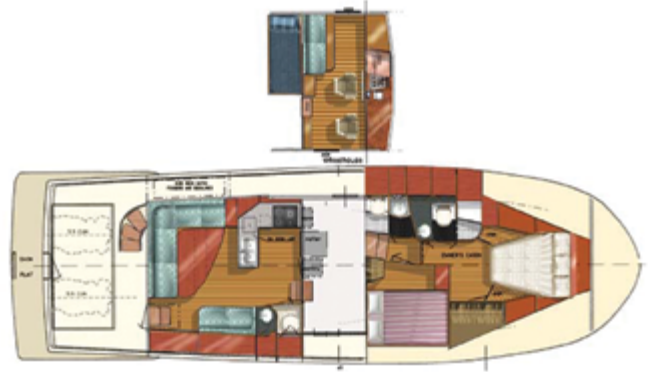
SHANNON 40 SRD

Shown here with 3 examples of custom interior layout plans and exterior variations



SHANNON 48 SRD

Shown here with an example of a custom interior layout plan and exterior variations



NEW SHANNON 46C AND 52C DESIGNS

While most of the other top sailboat companies have stopped building true bluewater boats in favor of fancy day sailers, Shannon continues to focus on how to make a better boat for a couple to sail anywhere in the world with safety, comfort, and speed. The two latest designs of Walt Schulz reflect this emphasis on continually refining the ocean cruising yacht. In response to a request for a better idea than either a hard dodger or a pilot house in the mid-size sailboat range. Walt Schulz

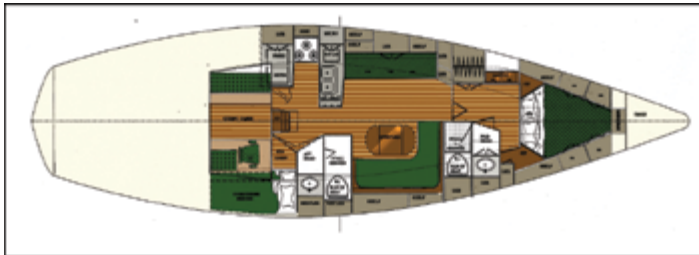
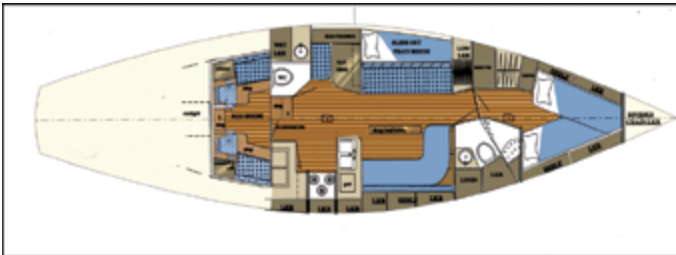
has started with the proven aft cockpit Shannon 46 and 52 and incorporated the "cuddy cabin" concept. The helmsman and crew have the option of being either inside out of the bad weather or outside enjoying it. The profiles of both boats retain classic yacht proportions. Interior space down below is not compromised as happens with a large pilot house. If you have interest in seeing how the 46C and 52C project proceeds, please let us know.



Shannon 46C scutter rig



Shannon 52C scutter rig



WALT SCHULZ AND SHANNON'S WOODEN BOAT RESTORATION PROGRAM WIN AT MYSTIC SEAPORT

Each summer Mystic Seaport holds an Antique and Classic Yacht Rendezvous so owners can showcase the work and time that went into bringing their wood heirlooms from another era back to their former glory. The yachts are judged by a committee and awards and citations are granted for the best restoration efforts. Walt Schulz has always had at least one restoration project going since he founded Shannon in 1975, and the boats he restores are always in very bad condition until he works his magic. Twice previously (in 2000 with a 1937 Elco 37' and in 2004 with a 1929 Elco 50') he entered the competition at Mystic and won a citation for his restorations. This July Walt brought home his latest award for "Polaris" a 47' 1937 Columbia River pilot boat that spent the last few decades towing logs off Alaska. The same craftsmanship and attention to

detail found in every Shannon was incorporated into the restoration of this beautiful classic wooden work boat and "Polaris" won "Best Conversion with Respect to Original Design Intent". "Polaris" is offered for sale at \$175K. Call or email Bill for details.

www.pacific-pilot-polaris.com.



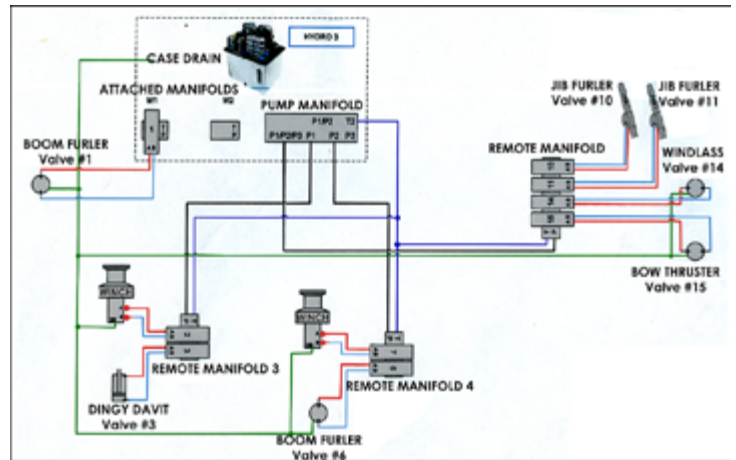
SHANNON INNOVATION: THE NEW 53HPS HYDRAULIC SYSTEM

One area of pride for Shannon is to implement virtually any owner request. When the owner of the third Shannon 53 HPS asked for a way to power the roller furlers for his headsails but did not want to use DC electric units, the answer was hydraulics. A hydraulic system has the advantage of not using magnetic motors in exposed areas with the resulting salt water corrosion problems, and the significant voltage drop through electric wires from the batteries to the motor. Because of the limitations of DC equipment, the fishing fleet based in nearby New Bedford, MA uses all hydraulic deck gear. Mega-yachts have also gone to hydraulics, but it is unique to find a sophisticated hydraulic system on a 53 foot sail boat. When the Shannon 50 was introduced in 1981, Walt Schulz pioneered the use of hydraulic bow thrusters as there were no DC units available back then. As the more and better DC units became available over the last 20 years they supplemented hydraulic equipment in mid-size boats. The Shannon 53 is right at the lower range where hydraulics can make sense.

Once Walt Schulz designed and engineered this new hydraulic system with the furlers, hoses, pumps, value bodies, and switches, it was easy and logical to make all the other equipment hydraulic as well. On

Shannon 53 HPS #3, besides the two headsail furlers, the windlass, main boom furler, sheet and halyard winches, and dinghy crane are hydraulically powered. While the DC systems for this gear on the first two Shannon 53 HPS's function fine, the hydraulic system on Shannon 53 HPS #3 is a great example of our ability to respond positively to a specific owner requirement. "Custom to order" is the most abused phrase in the ads of other boat manufacturers, where the only extras they allow at exorbitant cost are on a very limited list of options. At Shannon, the only issue on custom-to-order work is seaworthiness. And truth be known, though the process often involves colorful talk by Walt concerning the ancestry of the people at the company that supplied these wonderful and innovative marine products found by owners on the Internet, the mental stimulation of new ideas is what keeps Shannon moving at the forefront of custom yacht builders.

- SHANNON 53 HPS**
Manifold 1 Valve 1 Pump 1-Boom Furler
Manifold 3 Valve 2 Pump 1-Winch
Manifold 3 Valve 3 Pump 1-Dingy Davit
Manifold 4 Valve 6 Pump 2-Boom Furler
Manifold 4 Valve 7 Pump 2-Winch
Manifold 5 Valve 10 Pump 3-Jib Furler
Manifold 5 Valve 11 Pump 3-Jib Furler
Manifold 5 Valve 14 Pump 1 & 2- Windlass
Manifold 5 Valve 15 Pump 1, 2 & 3-Thruster



SHANNON ON FACEBOOK



Trying to keep pace with the light speed world of social networking, we are pleased to announce that Shannon is now on Facebook at "Shannon Boat Company". The best feature so far has been some truly spectacular photos posted by Shannon owners of their boats in some of the world's most exotic locations.

ANNOUNCING "WALT'S PAGE" NOW ONLINE

A significant and surprising proportion of the Shannon "mission statement" over the last 36 years (before there were "mission statements") has been educational. With something as sophisticated as an ocean cruising yacht, Walt Schulz realized early on that the more people knew about boats then the more likely that they would want a Shannon. As part of this effort to educate novice boaters and answer the question of experienced yachtsmen alike, Walt has created a website www.boat-talkonline (also linked to the Shannon website) to reply to any and questions about the entire gamut of boats and boating, and not restricted to Shannons. There also is a library of videos by Walt answering a number of pertinent questions for you to check out.

BROKERAGE: A NEEDLE IN THE HAYSTACK?

It used to be so simple and dignified. Before the advent of the Internet, if someone was interested in buying a yacht – their first or their fortieth – they most likely contacted or stopped by a brokerage office near their home or marina and had a very personal conversation with a yacht broker who would assist them in finding the boat of their dreams. The broker would have asked the prospective buyer basic questions such as preferred size, budget, cruising plans, crew requirements, berth requirements, rig of choice, etc. and then scoured the market to connect the owner with a suitable list of vessels. The Internet and the birth of brokerage websites such as Yachtworld.com and Boats.com have changed all of that. And while Shannon fully supports those websites we have noticed that the personal touch is gone. Brokerage websites are literally flooded by available yachts and despite the presence of thousands of brokers with listings the prospective buyer is expected to find his or her perfect boat on their own.

While this approach might be a dream for someone who has endless time and patience to spend on the Internet it is not good for someone who would prefer personalized assistance. The kind that Shannon still offers even for non- Shannon built boats. So you can look at our Yachtworld site and check our listings but we would still prefer that you call or e-mail us and tell us what you are looking for because if you are reading this newsletter it is probably because at one point in your life you got the boat dream - and we understand that dream. And if you haven't realized your dream yet or if you are feeling overwhelmed trying to find a boat because searching for one has turned into the old "needle in the haystack" nightmare then we are here to help. We assist new and seasoned boaters find the classic yacht, motor yacht, sailing yacht, or mega yacht of their dreams.



"EAGLE'S WINGS"
1999 Shannon 52'
Annapolis, MD. \$789K



"CEILIDH"
1997 Shannon 43'
Tiverton, RI \$349K



"HURRYING ANGEL"
1990 Shannon 43'
Essington, PA \$425K



"NIRVANA"
1996 Shannon 43' Pilot
Portsmouth, RI \$269K



"MAIDEN SKY"
2008 Shoalsailer 35'
Bristol, RI \$399K



"SIMPLICITY"
2004 Shoalsailer 35'
Island Heights, NJ \$249K



"MIDNIGHT DECISION II"
2004 Shoalsailer 32'
Mystic, CT \$158K



"DRUMMER"
1988 Brendan 32'
Portsmouth, RI \$78K



AMERICA'S PREMIER OFFSHORE YACHT BUILDER

MAKING LANDFALL, RESTED AND WARM

by Tim Murphy
CRUISING WORLD

After more than 35 years and 400 boats, the 52 Raised Deck Pilot is the first go-anywhere Shannon with inside steering

It's mid-November, and Walter Schulz has just delivered a 1929 Elco motor yacht up from Florida to New England when we meet at his shop in Bristol, Rhode Island, to talk about the newly launched Shannon 52 Raised Deck Pilot.

"High anxiety, high stress, high cold," is all Schulz says for a good long while about that trip; clearly, he's still trying to shake it off.

Only later does he say more. "I'll tell you, that cold sneaks up on you and brings fatigue." For Schulz, the recollection calls up other memories from a lifetime of delivering boats: memories of navigating through heat and rain and poor visibility on boats with badly designed cockpits and berths; memories, too, of boats and lives lost following bad decisions. "When you're tired," Schulz says, "you start doing stupid things at the wrong time. That's a guarantee."

It's an appropriate prelude to our conversation.

Limiting the Exposure

Why appropriate? Because raising the comfort factor and limiting a sailor's exposure to extreme elements—hot, wet, cold—is this boat's very reason for being. "I built this entire boat around that inside steering station," Schulz said.

Walter Schulz designed the Shannon 52 RDP both from ideas he's been refining for more than three decades and from elements that simply couldn't have been realized till now. She's a more traditional passagemaker than the recent Shannon 53 HPS (see "Something Old, Something New," *Cruising World*, October 2010), a luxury yacht that followed from the shoal-draft design brief of the 35-foot Shoalsailer. Like most of the 400 or so Shannons launched to date, the 52 RDP is intended as a go-anywhere voyager. One of the increasingly fascinating things about the Schulz Boat Company is in the way its craftsmen have incorporated new design elements, inspired by recent technological breakthroughs, yet without forgetting the good things they've learned from their own hands-on experience and the seafaring history that came before it.

Take the RDP's ketch rig. "I lifted all that from L. Francis Herreshoff," Schulz says, referring to the legendary cruising-boat designer of the mid-20th century. Schulz points out the rig's big mizzen, big enough to provide footing for this 44,000-pound boat when flown in conjunction with a headsail and the mainsail entirely furled. "I take no credit for that," Schulz says. "Nobody did ketches better than L. Francis did."

Judging by today's trends, the ketch may initially look like a throwback to another age; you certainly won't find many along the boat-show docks. But Schulz sees both the promise and the limits of the technology that underpins today's prevailing trends. On the one hand, he recognizes that such innovations as the needle bearings in Harken's roller-furlers honestly do allow shorthanded, middle-aged crews nowadays to safely run sailboats 50 feet long, day and night, over long passages; when he first went into business in 1975 Schulz reckoned 38 feet was the upper limit, based on the available technology. Still, he knows that no sailor can rely too heavily on those things: "If it's electrical, if it's mechanical, or if it just turns, the one thing I guarantee everybody is that it's going to break. Now what? What do you do when it breaks?"

In the case of the ketch rig, you have a sailplan that's divided up so that a couple can handle any one of those sails—without powered winches, if necessary. It may take a while to get them up and down, but it's possible. Twin headsails add still more sailhandling flexibility. Plus, with a mast height of 64 feet, you can take this 52-foot inside many coastal passages. The rig is just one element of a large and complex yacht-design puzzle whose solution is to carry a couple safely and comfortably across oceans and along the coast, delivering them rested and ready to do it again.

The Big Picture

The owner of the first 52 RDP has sailed a range of boats on the Great Lakes—from such production cruisers as a Cape Dory 25 and a C&C 34 to zippy performers like E-Scows and International 210s. He even owned an Ocean 48 powerboat with twin 600-horsepower Caterpillars. Now in his early 60s and with a hankering to do some long-distance ocean voyaging, he began looking for a boat he and his wife could sail to the Caribbean, maybe the Med.

Together, he and Schulz created a boat like no other Shannon, yet one that's built on many elements the yard has tested and proven over the years. The result blends the aforementioned ketch rig with a center cockpit, twin Yanmar 4JH4 engines, a bow thruster, a centerboard, and, of course, the inside steering that arguably defines the entire boat.

Schulz said people had been asking him for years to build a raised-deck model—the kind where you're sitting in the saloon looking up at sky—but that he had no interest. Also, it wasn't until very recently that he began to trust the glass and adhesive technology to keep those big windows intact in a seaway. “What finally intrigued me about it,” he said, “was the idea of raising the thing another foot for visibility and putting a wheel in there. Get the people out of the cockpit.” The resulting helm station affords more than 300 degrees of good visibility forward and athwartships.

Structure and Layout

The 52's hull structure is similar to that of other Shannons: hand-laid stitched biaxial fiberglass and linear Corecell foam. Vinylester in the outer skins protects against osmosis; polyester resin is used elsewhere. Kevlar reinforces the bow and such high-load areas as chainplates. It's a structure that's rugged without being needlessly heavy.

The hullforms of most Shannons fall into families, depending on subtle changes to the transoms and other elements. For example, Shannon 37s and 39s are modified versions of the 38 tooling. In the case of the 52 RDP, the hull shares some history with the first 50 built in 1981, which was subsequently modified into a 47 and a 51. In the case of the 52 RDP, though, the tooling changes were extensive. “From station 6 all the way to the transom, this is a new boat really,” said Schulz. And the deck tooling is entirely new, with particular emphasis on improving the cockpit ergonomics.

Adding volume through those sections did two things: it opened up space for an ample aft cabin, but also increased the reserve buoyancy aft to prevent squatting under power, ultimately increasing speed. In a moderate chop on Rhode Island's Mt. Hope Bay last October, we cruised at a sprightly 8.3 knots with both engines running at 2,600 rpm; under one engine alone, we made 7.3 knots. Each engine is canted inboard five degrees to open up motorsailing possibilities, depending on the tack you're on. With twin engines and a bow thruster, maneuvering in close quarters is a snap, even when the wind and current are at odds. Under sail in eight to ten knots of breeze, we close-reached at 7.5 knots under headsail, main, and mizzen. On the wind, dropping the centerboard to its full draft of nine feet nine inches dramatically improves the 52's pointing ability. And with the board up, you can still visit such notoriously shallow cruising grounds as the Chesapeake Bay, the Bahamas, or Florida's west coast.

The increased volume in the hull sections affords still another opportunity. In keeping with its comfort-oriented design brief, the 52 RDP is a yacht that's rich in systems. This boat has a dedicated machinery space separate from engine room to house an inverter and battery charger, as well as compressors for A/C and refrigeration. Meanwhile, the engines, genset and tanks—everything with variable weight—are installed under the saloon

sole, both low and centered for ideal weight distribution. Systems installation and general workmanship is impeccable.

The interior layout on the boat I sailed features a traditional V-berth forward, L-shaped dining area in the main saloon, cozy inline galley to port under the center cockpit, and over-and-under berths in a crews' cabin aft of that. All the way aft, a sumptuous owners' cabin features a head with separate stall shower. This yacht's fine rich joinery is consistent with the high standards of previous Shannons.

The Takeaway

The Shannon 52 RDP is a luxury passagemaker for a couple that reaches for the reasonable limits of size and scale, while also squarely addressing the constraints of human strength, comfort, and endurance underway. Together with her shoal-draft possibilities and her true oceangoing layout, she promises to set a new mark for voyaging comfort. And, as Walter Schulz knows, to arrive comfortable and rested at the end of a long passage is no small thing.

Tim Murphy is a **Cruising World** Editor-at-Large and an independent writer based in Portsmouth, Rhode Island. For more than a decade he's served as Cruising World's Boat of the Year director, then judge.

Shannon 52 RDP Specifications

LOA = 55' 0" (16.76 m.)
LOD = 51' 9" (15.77 m.)
LWL = 43' 3" (13.18 m.)
Beam = 14' 3" (4.34 m.)
Draft (fixed) = 7' 0" (2.13 m.)
Draft (up/down) = 5' 7" / 9' 9" (1.70 m. / 2.97 m.)
Displacement = 44,000 lb. (19,958 kg.)
Ballast = 13,500 lb. (6,123 kg.)
Sail Area 1,173 sq. ft. (109 sq. m.)
Air draft (sketch) = 64' 0" (19.50 m.)
D/L = 243
SA/D = 15.0
Water = 180 gal. (681 l.)
Fuel = 260 gal. (984 l.)
Waste = 50 gal. (189 l.)
Engine = Two Yanmar 75 hp diesels
(or single 125 hp.)
Price Fully Equipped for Ocean Cruising \$1.4 million

Shannon

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Bristol, RI 02809**

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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.

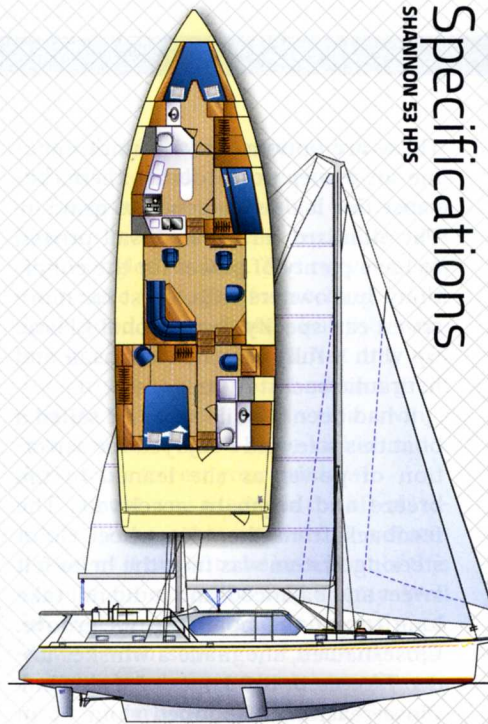
These crosscurrents have been strong enough that Schultz has created what he calls a hybrid design—a boat with sails and engines that is easy for a newcomer to master after a minimum amount of instruction. Schultz's design approach includes reconfiguring under-

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.

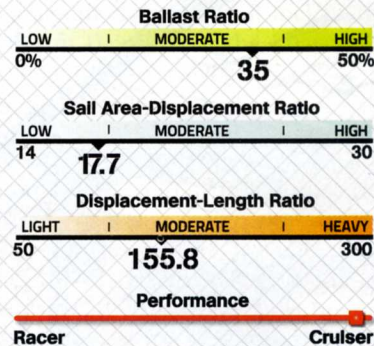
On deck the raised aft cockpit has twin helm stations that are strategically placed well above the main deck to provide good visibility forward. Twin settees and dinette tables are located on both sides forward of the wheel stations; electric winches for trimming the sails are within easy reach of the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

PHOTOS COURTESY OF SHANNON YACHTS; ILLUSTRATIONS BY FRANCOIS CHEVALIER