

The Shannon C-Series



SHANNON

35th Anniversary

NEW DESIGN COMMENT by Walt Schulz

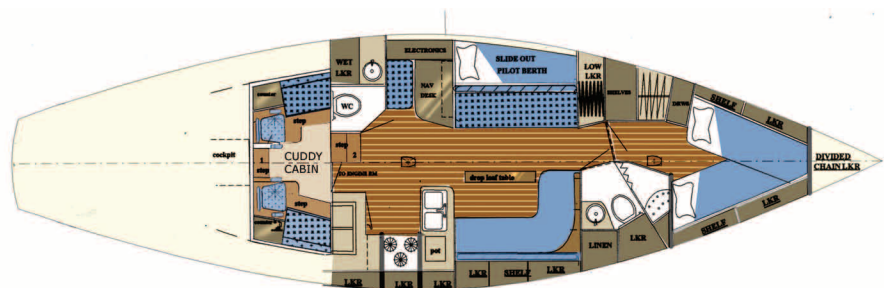
The genesis for these new Shannon deck plans on our two most popular hulls - the Shannon 46 and 52 - was the result of me not being happy. Over the last three decades I have gotten increasingly tired of seeing my Shannon designs (and virtually every other sailboat), with ugly and dangerous dodger/bimini/awning plastic and fabric "chicken coops" stuck over the cockpits for weather protection. It seems that every year these flimsy shelters become higher in profile, more elaborate, harder to set up and take down, and more expensive, with endless zippers, hard-to-snap snaps, and multiple side curtains attached to side panels to bottom flaps, etc. Thanks to the Shannon owners who let me borrow their boats, I sail at least 1,000 miles a year offshore on my own designs, so I have been an unhappy occupant in these shelters in all sorts of weather. I think one reason we don't see the new generation of yacht designers focusing on solutions to this dodger/bimini problem is they spend their leisure time playing golf and not on the water. Sure, even the ugliest dodger and bimini will protect the crew from the sun and rain. But aesthetics aside, a bimini attached to a dodger blocks the breeze and a view of the sails. While mentioning the word "view", trying to see out of spray-spattered and salt-scratched plastic windows is like looking through the bad blurry lens during an optometrist exam. Finally, the heat that builds up inside a zippered-up dodger/bimini on a muggy hot rainy day is stifling.

Added to the lack of practical functionality, summertime discomfort and horrible appearance of today's dodger/bimini is the reality of potential danger. Two years ago I was aboard a Shannon 47 when we encountered an ocean storm with about 40 knots of wind, high confused waves, and heavy rain. Everyone aboard was shocked when I started to dismantle the elaborate bimini with plastic side curtains. They thought I was removing their "protection" from the weather. I knew I was taking down a possible mantrap that a breaking sea could ensnare the crew under a tangle of plastic, fabric and twisted tubing. To prove my point I took a screwdriver and removed one of the tiny self-tapping screws holding a leg of the bimini onto the deck, collapsing the entire structure to show how easily the whole contraption could come crashing down on our heads. Dodgers, both hard fixed ones and folding soft ones, and attached bimini frames are not bolted down to be even marginally strong enough for storm sailing. The Hiscocks, a famous circumnavigating couple who wrote several books, had their worst personal catastrophe when a wave smashed the dodger/bimini shelter on top of them in the cockpit, creating injury and havoc at the worst possible time. It is insane to spend the money for an ocean-ready yacht like a Shannon and put people in harm's way under a flimsy structure that can be easily demolished with your bare hands. A pilothouse will provide the safety and comfort of an interior helm station but it does add bulk to a sailing yacht's appearance.



Shannon C46

Designer Walter Schulz & Associates
LOD 45'7" LOA 49'2" LWL 36'9"
Beam 13'5"
Draft Fixed Keel 6'0"
Draft C/B up 4'9" C/B down 8'7"
Displacement 27500 lbs
Ballast 10000 lbs
Fuel 105 gals in 3 tanks
Water 200 gals in 3 tanks



To find a solution to this boating version of the "Russian roulette" bimini dilemma, I looked to the past. In the 1920's and 1930's, it was common to see wood sailboats designed with a feature called a cuddy cabin or a "doghouse". The primary function of the cuddy was to get the watch crew, with the exception of the helmsman, out of the weather without going below. Years ago before starting Shannon in 1975, I sailed aboard the ocean race winning 58'schooner "Nina" that was built in 1927 with a cuddy cabin. It was a great deck plan because the crew could be comfortably out of the weather, and yet be on instant standby for sheeting work or sail changes. There were numerous variations on the cuddy concept by all the legendary designers of that period.

Basically I have just taken the cuddy cabin concept into the 21st century. Now with a full function autopilot remote, the helmsman does not have to be out the weather to steer a boat and can operate the boat from inside the cuddy with 360 degree visibility. And using the latest composite core fiberglass technology coupled with tempered armor plate glass and Space Age adhesives, the cuddy on the new Shannon C46 and C52 are Cape Horn strong and safe. I set the height of the cuddy at the same height as a conventional dodger for excellent visibility from the aft cockpit wheel. The cuddy cabin is one step down from the cockpit with 6'4" standing headroom in the middle. The cuddy interiors will be set up to an owner's individual requirements, like every other feature on all Shannons. The cuddy cabin will accommodate an ergonomically correct

and comfortable chair facing forward with autopilot joystick steering, radar/chartplotter/instrument repeaters and redundant engine controls close at hand. Additional chairs, bench seating and even an off-watch seaberth will fit. Sea-screen windshield wipers are fitted on the forward windows to clear spray and rain for heavy weather visibility. Overhead hatches provide ventilation and make the sails visible. Just to make sure that the cuddy cabin is truly an "all weather" place, ducts for both air conditioning and diesel heat are available. As expected with a Shannon, the cuddy is properly scuppered with a sliding door to prevent any breaking waves from entering the interior. There is also a hinged weatherboard between the cockpit sole and the cuddy entrance. A simple roll-away sun bimini is fitted over the conventional aft cockpit with the standard pedestal steerer and engine controls, for sun protection when the weather is good.

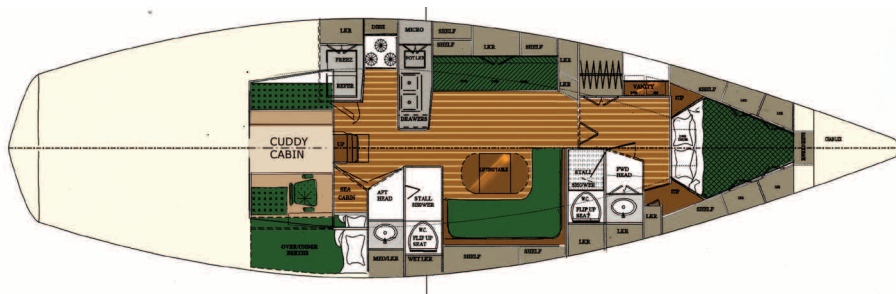
Fatigue is the real enemy whether coastal cruising or offshore passage making. People that are hot, cold, wet or tired make bad decisions resulting in dangerous mistakes. Keeping the crew comfortable in all weather conditions makes a boat safe, and that has been my primary goal as a yacht designer for the last 35 years. The Shannon C46 and C52 do exactly that, and at the same time add an aesthetically pleasing deck feature to these ocean proven hull and rig designs. I am looking forward to being happy and warm inside the cuddy of the newest Shannon on a cold squally April day when we deliver Hull #1 in 2011.

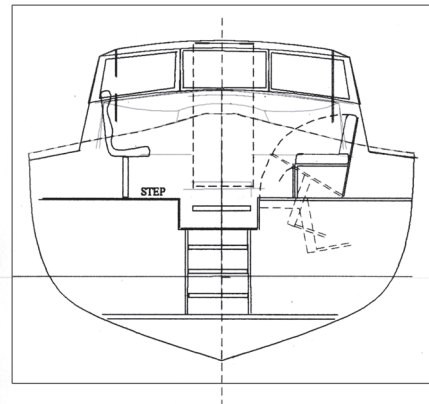
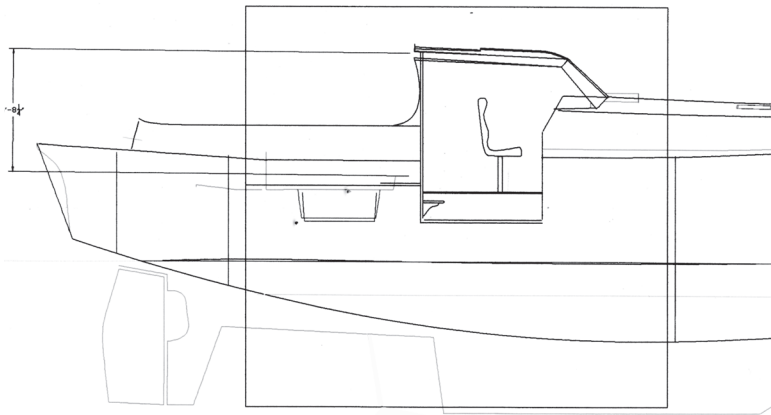
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Shannon C52

Designer Walter Schulz & Associates
 LOD 51'7" LOA 52'7" LWL 42'7"
 Beam 14'3"
 Draft Fixed Keel 6'6"
 Draft C/B up 5'7" C/B down 9'7"
 Displacement 35500 lbs
 Ballast 13500 lbs
 Fuel 130 gals in 2 tanks
 Water 230 gals in 3 tanks





Profile and cross section elevation of the cuddy cabin showing the great forward visibility at the helm seat and the 6'3" head room. Also note the seat that converts into an off-watch sea berth.

Shannon C46 and C52 Rig Options

Like every feature on each Shannon, owners have their choice of rigs. After extensive conversations with Walt Schulz, you can decide which rig is best for you and your sailing plans.



Schooner



Yawl



Scutter



Sketch



Shannon 46