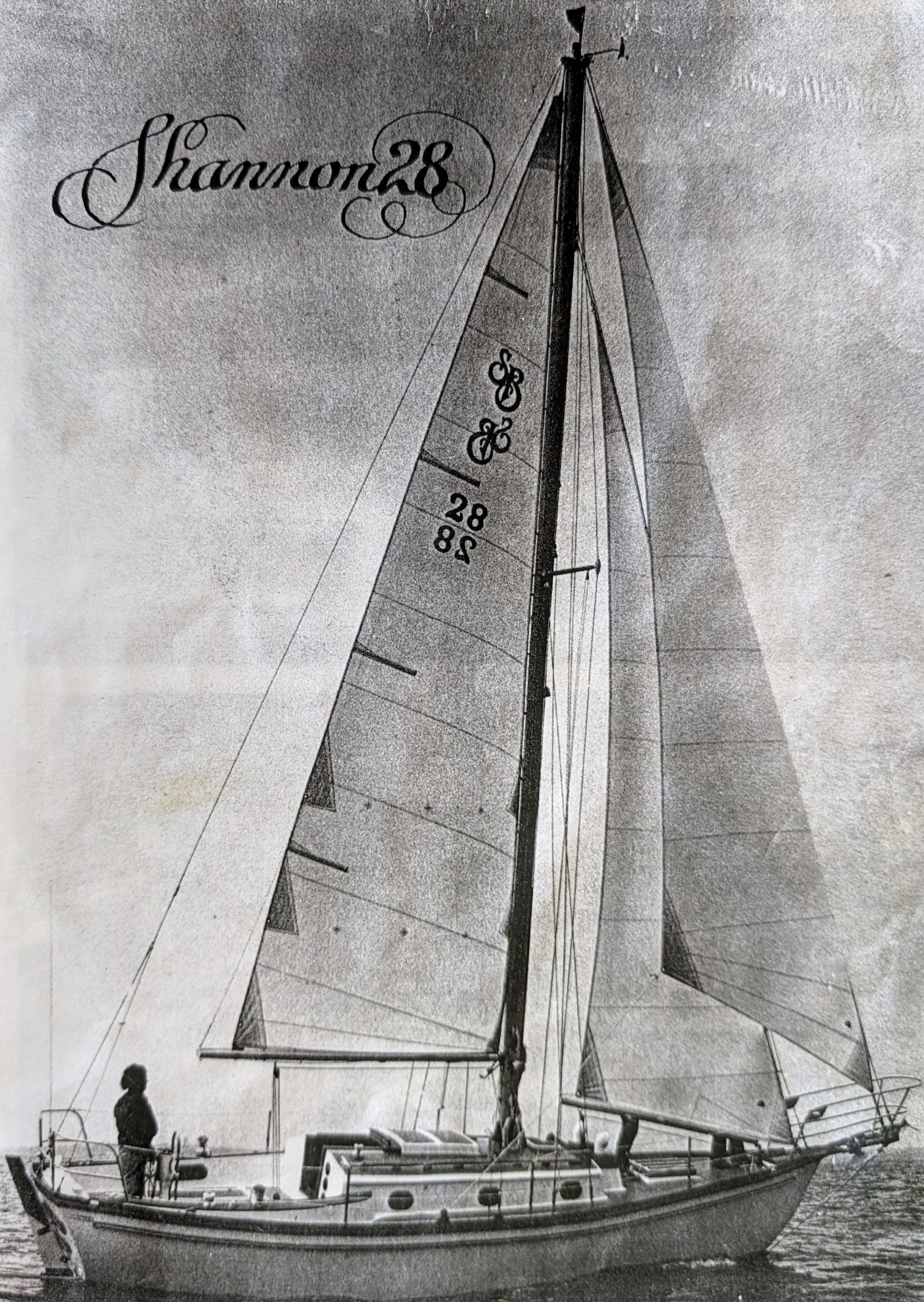
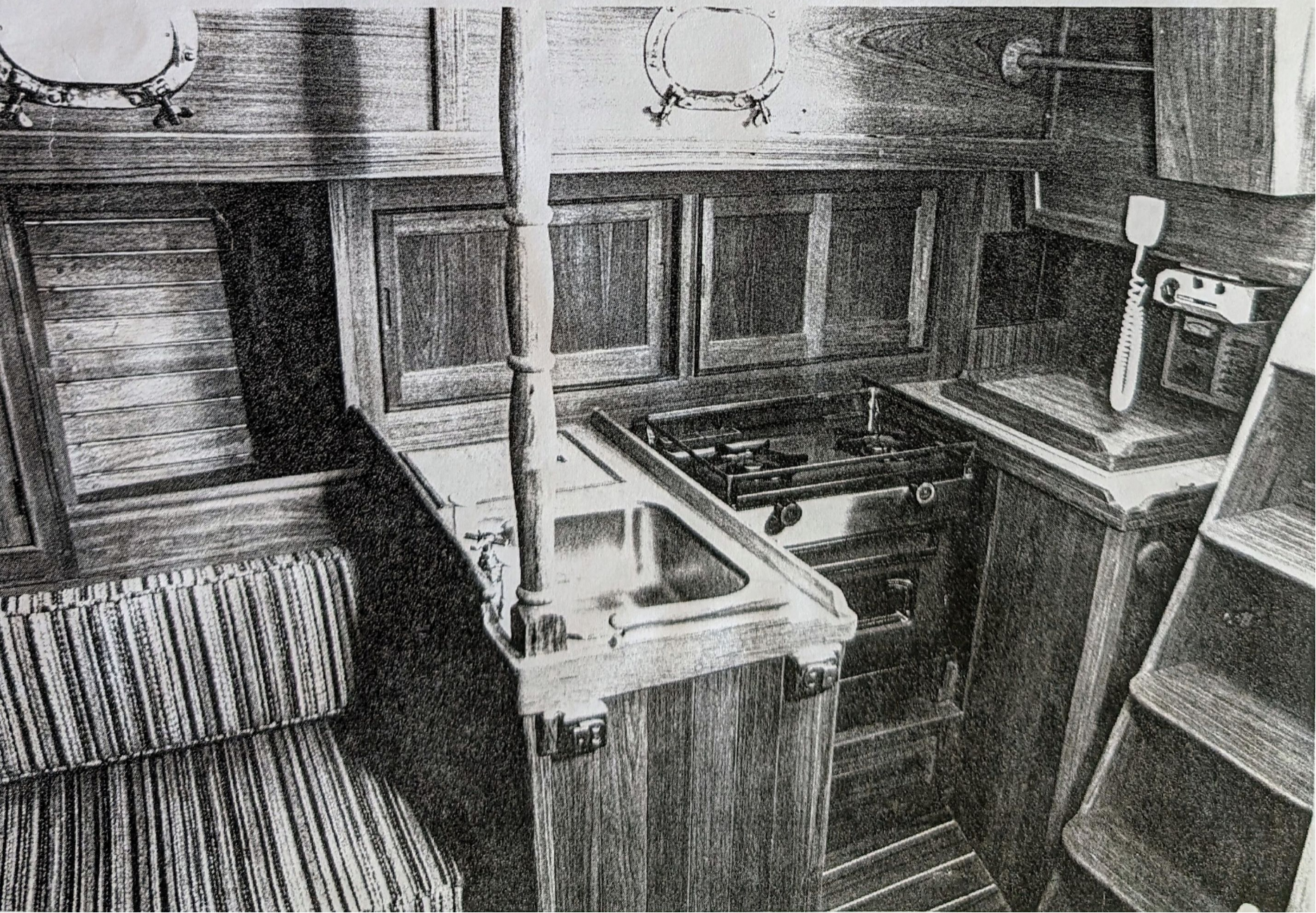
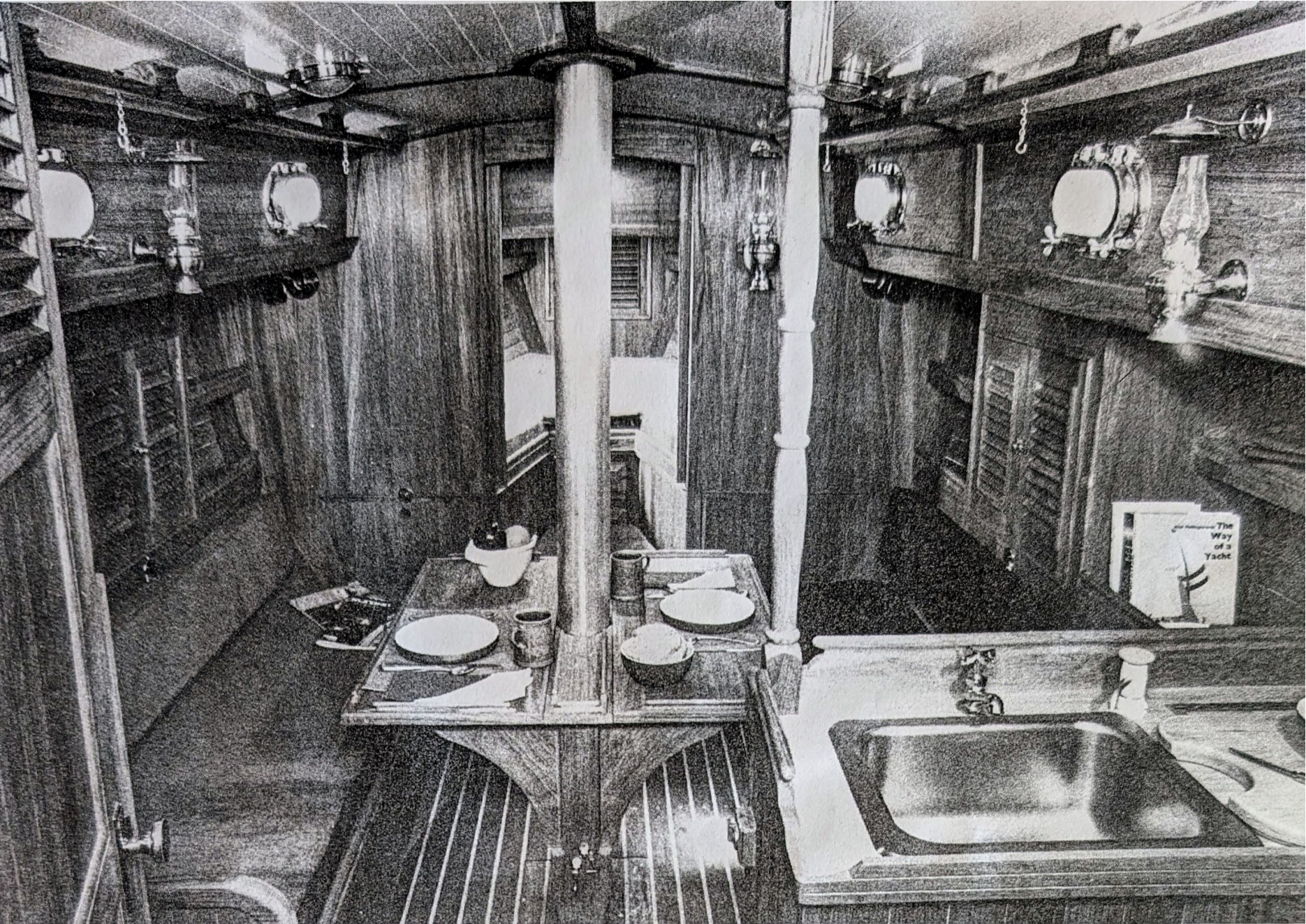


Shannon 28







28
82

Interiors

Since the Shannon 28, like the 38, is built from the keel up for a specific owner, there is a wide range of interior variations available. Every owner has the opportunity to select layouts, cabinetry, machinery, gear, etc. to meet personal requirements and needs.

The "one" boat for everyone" system, created by mass production with the introduction of fiberglass construction does not apply at Shannon Boat Company. While it is true that assembly lines do produce some economics, they can also produce compromises that in the long range offset any initial savings. It is our opinion that size should not be a qualification for achieving the perfect yacht, and the interior selections in the Shannon 28 is just one more step toward that goal. The finish work below is in the Shannon tradition and incomparable with any yacht on the market today.

The following layout descriptions and drawings only represent some of the various possibilities that can be incorporated on the Shannon 28.

S28a

This interior layout offers vee/double berths forward, port and starboard settees in the main cabin with head and galley aft. There is also an adult sized drop-down pilot berth to port in the main cabin for sleeping a fifth person and several fold-up navigation areas available. The aft head with shower, wet locker and hamper, together with a "u" shaped seagoing galley and large ice box, has made the Shannon 28 famous.

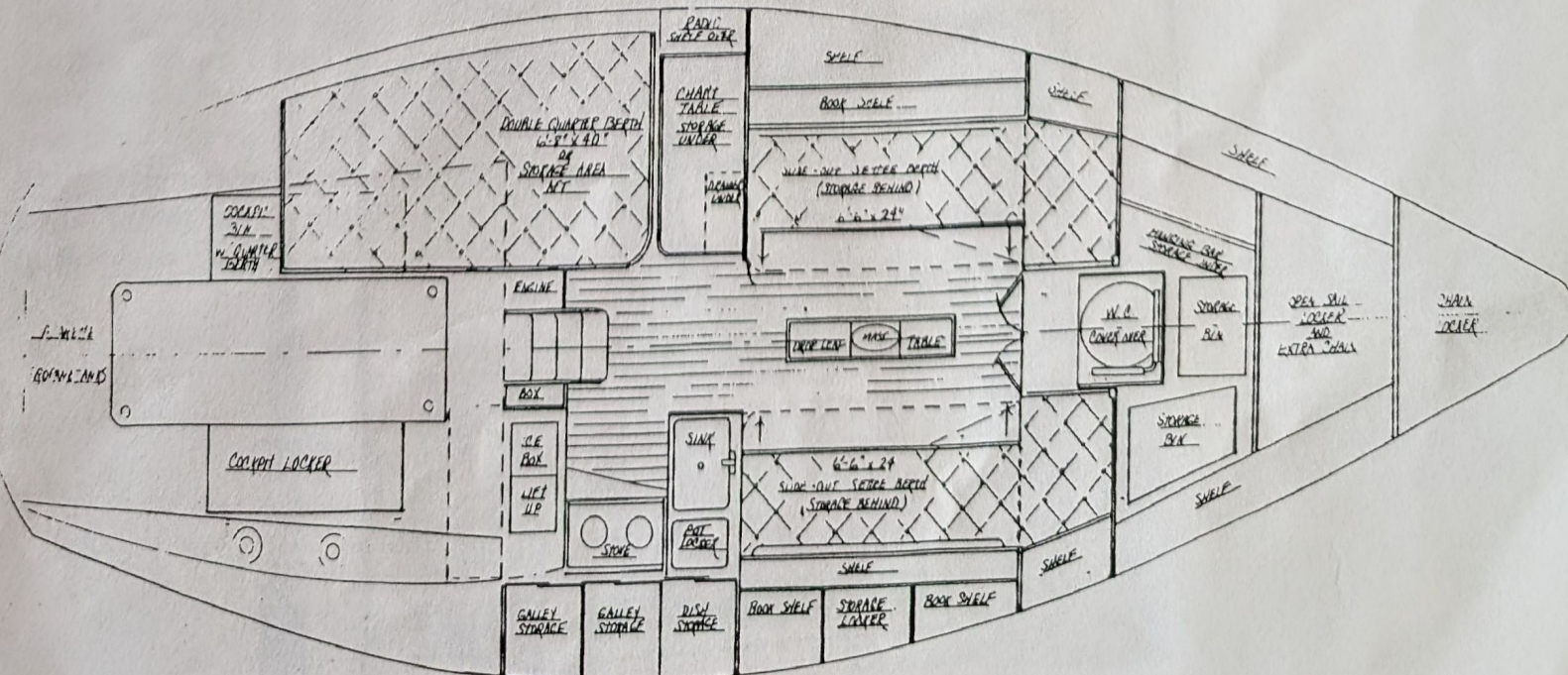
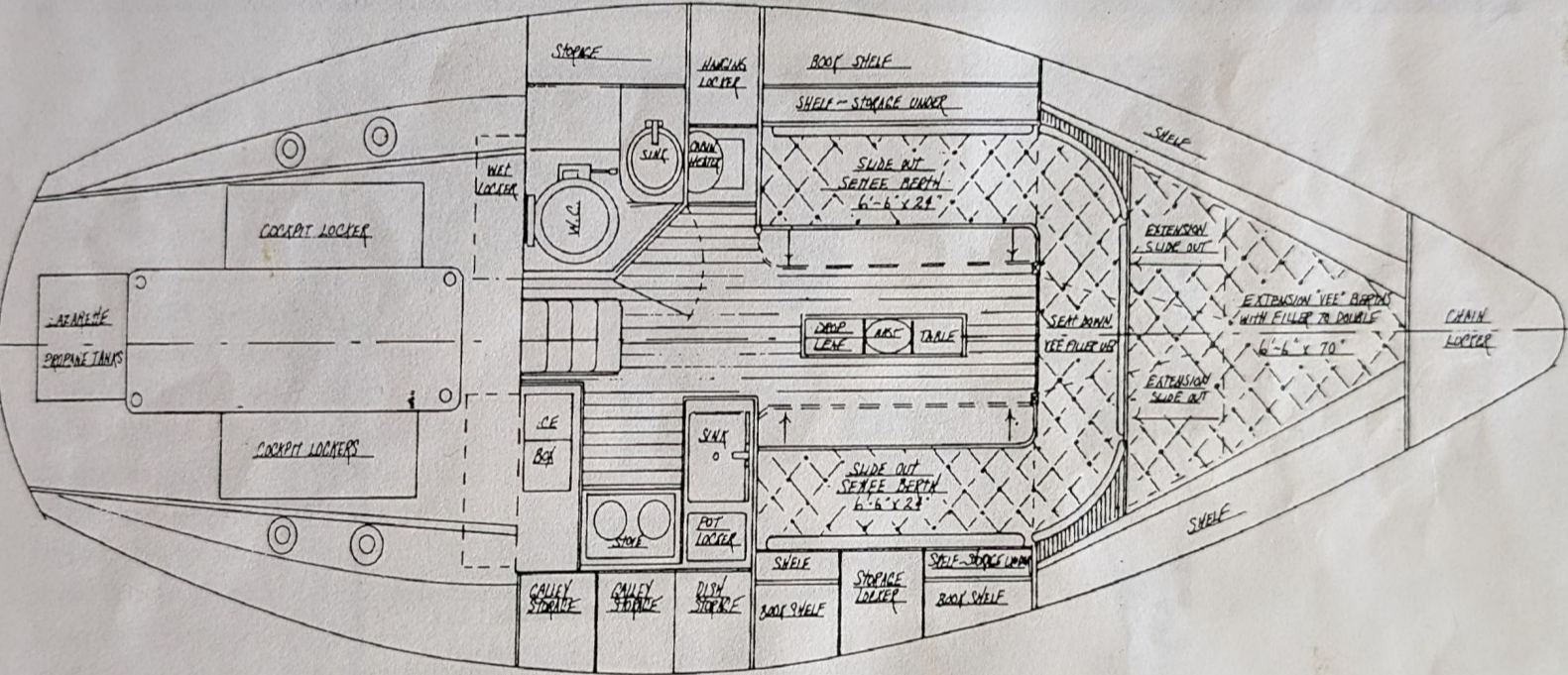
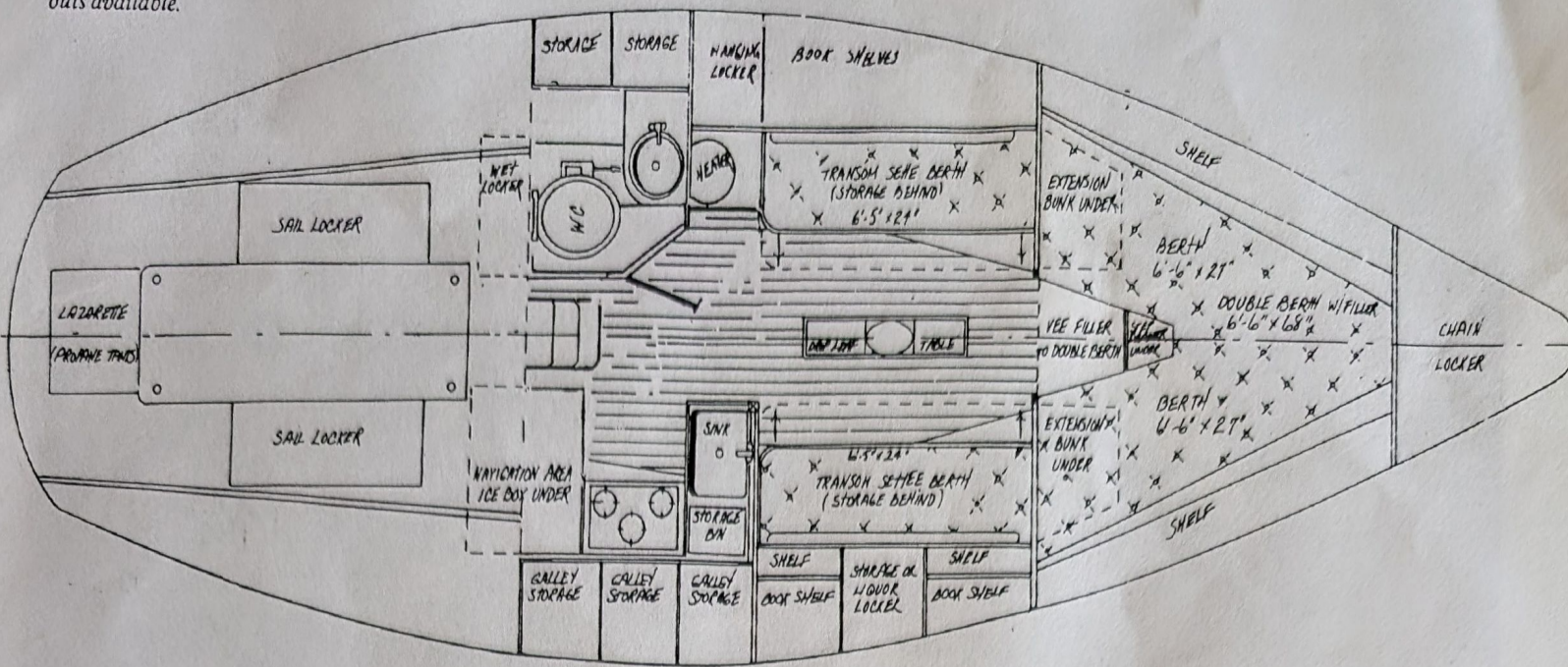
S28b

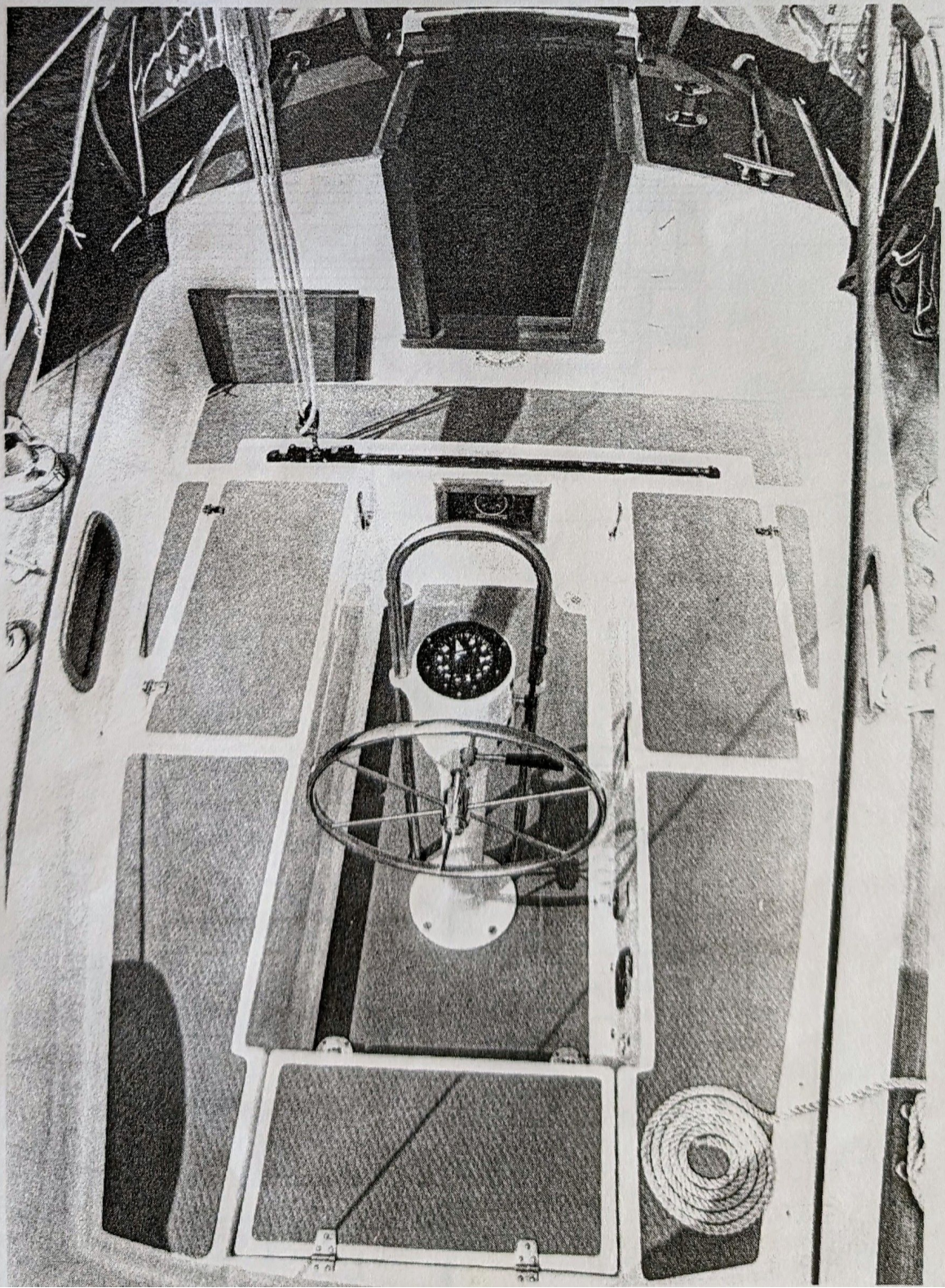
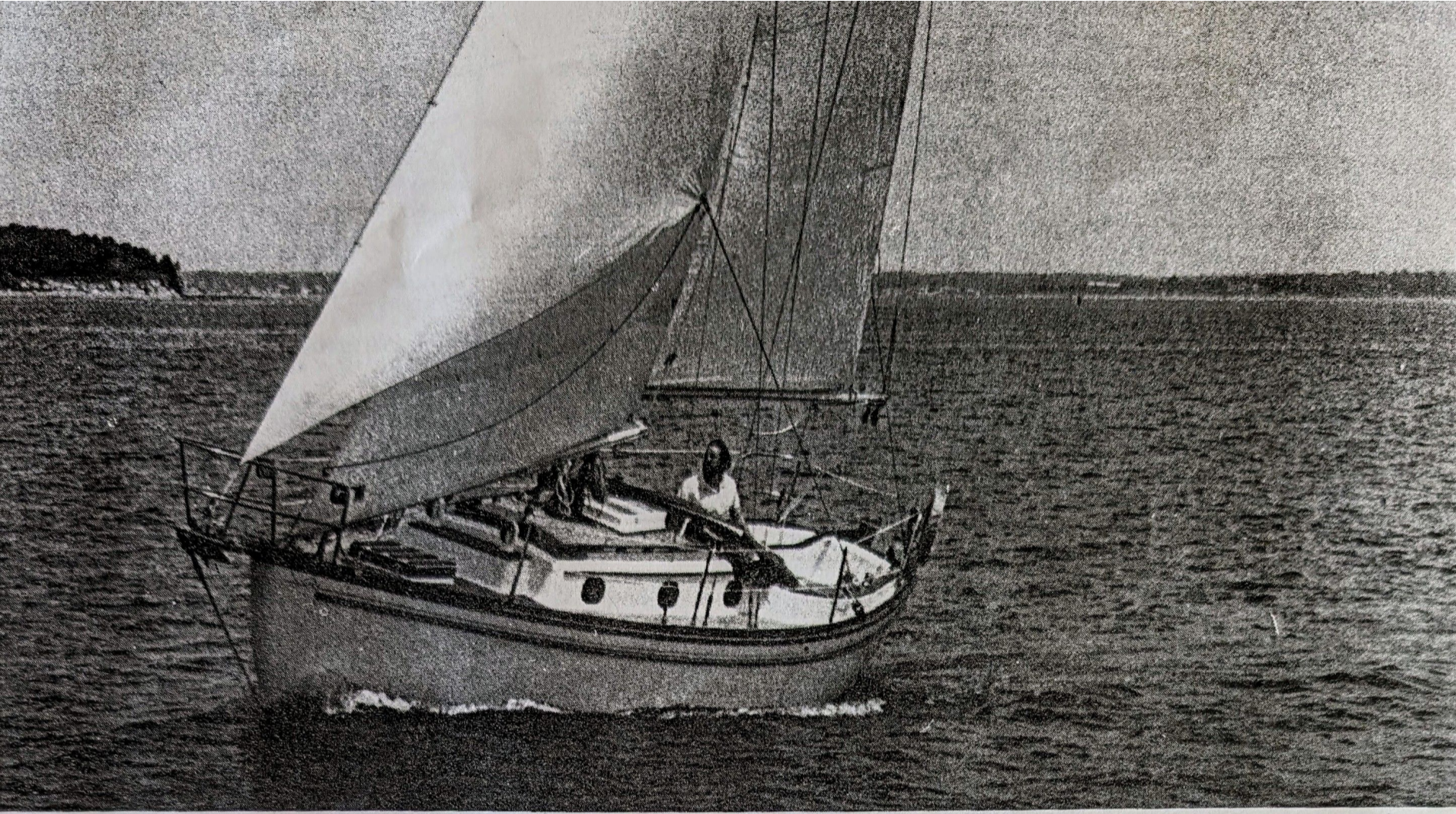
Utilizing the head and large galley aft, this layout drops the bulkhead between the forward cabin and main cabin. The wrap-around seating area provides a lounge area found only in much larger boats. The open, airy layout is perfect for a couple or family cruising. A pilot berth can also be used to increase the berthing to five adults and also provide a stand up navigation area.

S28c

Designed for long range passages, the head is placed forward with settee/sea berths port and starboard. A double quarter berth is placed aft to port with a full fixed navigator/chart table. The forward head area provides tremendous storage space. In all the interiors, there are many combinations of shelves, ladders, storage areas and layouts to meet the owners requirements.

Interior plans represent a few of the optional layouts available.





Concept

Shannon Boat Company is one of the few boat building companies in the industry to build a small vessel as a second model. The 28 was based on the demand created by individuals that wanted the "virtues" but not the size of the Shannon 38. Since size is a function of price and use, the Shannon 28 was developed for those who were willing to forego some of the luxury of the 38 for the capability and peace of mind created by a smaller, quality off-shore yacht. Even the most demanding critics agree that the Shannon 28 is the finest yacht under 30 feet built anywhere in the World.

The Shannon 28 is perhaps one of the only boats under 30 feet built in America for serious off-shore sailing. Every conceivable item, from hull design to the layout of the galley dish locker, was incorporated to produce the finest yacht possible. It is the contention of Shannon Boat Company that size alone is not a qualifier for structural integrity or ocean sailing. The Shannon 28 breaks with the commonly held concept in the boat industry that individuals purchasing fiberglass sailboats under 35 feet lack the experience and appreciation for the qualities necessary for blue water passages.

Obviously, the 28 is not built for the "price" market and there are no compromises to be found in material, equipment, rigging, or man hours. Shannon hand builds only a few 28's each year using the same philosophy and care which has made the name Shannon representative of quality built yachts.

Twenty-Eight Feet

We believe that 28 feet is a practical size for family cruising or liveaboard for two. To obtain more real useable space for extended passages, one must look at boats over 35 feet which may offer limiting factors such as cost, quality, effective utilization, and ease of handling. Purchasing a boat based strictly on overall length does not necessarily provide the important characteristics for true comfort at the dock or at sea. Optical space and a large quantity of child-sized bunks can become an unfortunate trade-off against a well laid out seagoing galley, tankage capacity, ventilation, a useable head, storage areas, structural integrity, and all the

standard items that make the Shannon 28 a truly unique yacht.

Dimensions of twenty-eight feet on deck, twenty-three feet on the water, with a 9300 lb. displacement, creates a phenomenal amount of useable area and seagoing qualities. The displacement on the Shannon 28 enables the vessel to be heavily constructed and still be able to carry enough food, water, gear and people to cross an ocean. Since a great deal of sailing is done in 15 knots of wind or less, the generous sail area and long waterline offer performance that has pleased the most discriminating sailors.

Deck Layout

A great deal of time was expended at the drawing board and on the prototype to develop a deck layout for the Shannon 28. Far too many boats today have narrow and unsafe side decks, small foredecks, high trunk cabins, and poorly laid out cockpits.

Since the Shannon 28 was designed for ocean sailing and comfortable coastal cruising in all wind and sea conditions, the cockpit layout was a critical item. The cockpit had to be large enough for two adults to sleep under the stars at an anchorage and yet be small enough to be safe offshore. In addition, experienced sailors know that 80% of the time on any sailing vessel is spent above decks, whether the boat is moving or not, so seating comfort, steering ability, winch and electronic equipment locations, water-tight integrity, scupper capacity, and locker storage all had to be designed for maximum utilization.

Anchor storage has been sacrificed or forgotten on many production boats. A small

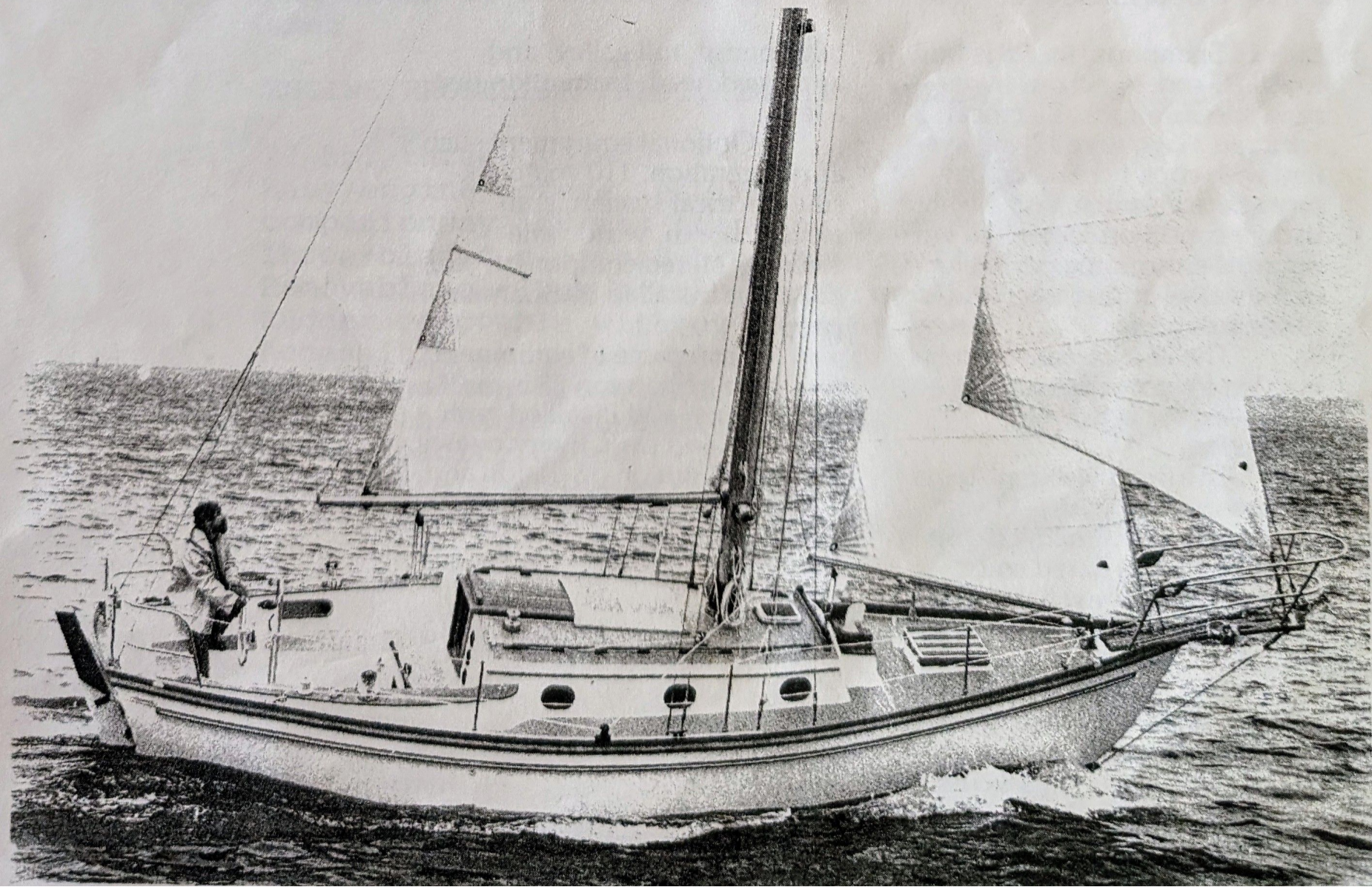
anchor stored on a cabin top or in a molded-in well on the foredeck may look good in a marina but can be a real hazard when trying to get the anchor out quickly in 20 knots of breeze. Carrying a 35 lb. CQR plow anchor from a cockpit locker forward becomes almost impossible under the same conditions. The Shannon 28 carries all ground tackle, both a Danforth and a CQR anchor on the bowsprit in rollers ready to set simply, quickly, and safely. There is also space for a windlass.

The foredeck on the Shannon 28 was not shortened to push the trunk cabin forward for unimportant optical interior space. The foredeck is the least discussed item on a sailboat, but one need only to go forward once during a half a gale to realize how important this area is. When a sail change is called for, the requirements for space and safe footing remain the same no matter what size the vessel.

"Non-skid decks" may be one of the most over-rated expressions used in the fiberglass boat industry. Molding a fancy shallow pattern in a deck and using a contrasting gel coat

color does not make the surface "non-skid." A wet fiberglass deck can be hazardous unless the surface is designed to prevent deck shoes from "hydroplaning" on the surface. The Shannon 28, like all Shannons, has a special custom molded fiberglass pattern created for offshore work in heavy seas. The pattern is raised, complicated to construct, easy to maintain, and very effective.

Discussion on any single phase of a Shannon can easily fill a volume and this brochure was printed to highlight a few select items. How important all phases of design and detail, whether interior, machinery, rigging, or deck layout, are to the people at Shannon, is best revealed by a look at the area at the forward end of the trunk cabin on the 28. The molded-in space alongside and below the dorade boxes was designed especially to fit two 5 gallon jerry cans port and starboard, out of the way for extended passages. This one obscure detail is representative of our sincerity and goal of building the ultimate yacht.



Tankage

Tankage on any vessel is critical, not only the capacity but also the construction material. In addition, tanks should be removable for service, if necessary, years after the vessel is built.

According to many experienced and knowledgeable sailors, a well disciplined crew, washing dishes with salt water and drinking a normal amount of soda, fruit juice, etc., will consume about two quarts of water per man per day. A gallon of water per day per person will provide enough water for an occasional shower. Therefore, the 65 gallon standard water capacity on a Shannon 28 will allow two people sufficient water to sail across the Atlantic without filling the water tanks.

A Shannon 28 carries more than an adequate supply of water that can easily be supplemented with jerry cans or a built-in additional emergency tank. There are three stainless steel water tanks in a Shannon 28 that are self-trimming and provided with isolator valves to prevent any contamination if bad water is picked up in a foreign or domestic port.

The alloy diesel fuel tank on the Shannon 28 has a 20 gallon capacity with a built-in fuel gauge. Based on consumption of approximately 3 pints per hour for the standard two cylinder diesel engine at 2,000 rpm, the range under power is well over 300 miles.

Electrical and Mechanical

Like all Shannons, the 28 is built to ABYC codes and our own rigid specifications. Electrical wiring is a two wire 12 volt system with circuit breakers, battery selector switch, and a battery condition meter. All wiring runs around the perimeter of the vessel at the sheer and is easily accessible.

The 28 is also electrically bonded for corrosion and grounded for lightning protection.

The fresh water systems are pressurized with a 12 volt pump and all plumbing is copper tubing with flared couplings. The 28 is available with pressure hot/cold water and a shower.

The standard equipment list on a Shannon 28 is extensive and includes equipment such as a 2 cylinder 15 HP diesel engine, bronze portlights, bow and stern pulpits, lifelines, compass, fabric cushions, custom teak interior, manual diaphragm

bilge pump, full galley, and approved head, to mention just a few.

Optional equipment such as refrigeration, 110 volt dock-side electrical system, constavolt, Loran, wind vane steering, stereo equipment, etc., can all be installed by Shannon people.

Each piece of equipment found on a Shannon 28 is carefully chosen and installed with precision and care. Every owner is checked out on operation and maintenance of his 28 before leaving our yard.