

## SKÅL — SHANNON



**Builder:** SHANNON

**Year Built:** 1983

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 32' 0" (9.75m)

**Beam:** 9' 6" (2.90m)

**Max Draft:** 4' 3" (1.30m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **SKÅL — SHANNON** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **SKÅL — SHANNON** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

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## Overview

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**\*\* NEW TO THE MARKET \*\*** The seller is a fastidious former USAF pilot - and is currently a two-boat owner! \*\*

- Extensive refitting
  - Cutter rig
  - Port Townsend sails
  - Low hours on Yanmar diesel
  - Stored inside in winter (Oct - June)
  - Radar; windvane
  - Much more (see Full Specifications)
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Since 1975, Shannon Yachts in Bristol, RI - and its founder Walter Schulz - have earned an international reputation for quality construction and offshore integrity. Shannons have logged over a million bluewater miles, including an impressive list of circumnavigations and many transoceanic passages. Almost every major harbor in the world has been visited by a Shannon. Shannon is a featured builder (alongside Morris, Hinckley, Pacific Seacraft, etc) in Ferenc Mate's famous book, *The World's Best Sailboats*. The Shannon 28 is an exceptionally strong well finished cruising yacht. Her classic lines and modern cruising hull shape assure safety and comfort offshore and admiration at anchor. With her fastidious care and constant "no-expense-spared" upgrading, SKÅL is truly a unique ocean-going vessel in this class - and is likely the best equipped Shannon 28s on the market. \*\* Seller offers complimentary ground transportation for viewings -from Bar Harbor or Bangor airports \*\*

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## Basic Information

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**Category:** Cruising Sailboat

**Sub Category:** Cutter

**Model Year:** 1983

**Year Built:** 1983

**Country:** United States

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## Dimensions

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**LOA:** 32' 0" (9.75m)

**LWL:** 22' 11" (6.98m)

**LOD:** 28' 0" (8.53m)

**Beam:** 9' 6" (2.90m)

**Max Draft:** 4' 3" (1.30m)

**Clearance:** 38' 0" (11.58m)

**MFG Length:** 28' 0" (8.53m)

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## Speed, Capacities and Weight

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**Displacement:** 9300 Pounds

**Water Capacity:** 65 Gallons

**Holding Tank:** 15 Gallons

**Fuel Capacity:** 23 Gallons

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## Accommodations

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**Total Cabins:** 1

**Total Heads:** 1

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## Hull and Deck Information

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**Hull Material:** Fiberglass

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## Engine Information

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**Engines:** 1

**Manufacturer:** Yanmar

**Model:** 2GM-F

**Engine Type:** Inboard

**Fuel Type:** Diesel

# DETAILED INFORMATION

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## Overview

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**\*\*NEW TO THE MARKET - ADDITIONAL DETAILS AND PHOTOS TO BE POSTED SOON\*\*HIGHLIGHTS**

- Renowned Shannon quality
- Extensive refit by Morris Yachts in 2010 (details below)
- Additional continual upgrading and refitting (details below)
- Cutter rig; recent Port Townsend sails
- Bronze hardware; Beautiful teak!
- Simrad radar and chartplotter; Monitor windvane
- Much more!

OWNER'S COMMENTS I chose the Shannon 28 because I required an exceptionally strong well-finished cruising yacht. The classic lines and modern cruising hull shape assure safety and comfort offshore and admiration at anchor. "Skål" underwent an extensive re-fitting at Morris Yachts in Southwest Harbor Maine in 2010 and has been continuously upgraded every year since. I've solo-sailed her along the more remote regions of Down-East Maine and Nova Scotia and have always ensured this proper yacht was ready for sea - and the weather often found in that region. "Skål" has been professionally maintained annually and stored inside in heated storage during the ten years of my ownership. "Skål" is truly a unique ocean-going vessel for her size and likely the best equipped Shannon 28's on the market. An admiring world voyager commented when seeing her on a recent cruise that, "she's a 28 ft. boat that doesn't know she's a 28 ft. boat!" 2010 REFIT at MORRIS YACHTS (approx \$65,000!)

- Teak and holly cabin sole replaced and varnished
- Interior cushions replaced - and Sunbrella upholstery fabric throughout
- Trident Marine propane control and detection system added
- Xintex M-2A propane monitor added
- Mast mounted radar reflector added
- Attwood sump pump installed - for shower pan and icebox drains
- Water supply lines replaced
- Raw water strainer added in starboard lazarette
- Aluminum tank fuel tank installed - athwartship in port lazarette
- Rigid holding tank installed; plumbing replaced
- Harken mainsheet traveler installed on bridge deck
- Running rigging replaced
- Hull stripped, soda blasted, and barrier coated
- Selected stringers reinforced
- Cockpit coaming caps replaced
- Repairs to toerail
- Exterior teak stripped; Cetol applied

Simrad Electronics (more details in Electronics section below):

- RD68 VHF transceiver -w/DSC
- IS20 windspeed and direction
- IS 20 combi system -- depth, knot/log
- NX40 chartplotter at helm with radar overlay
- Broadband radar

ACCOMMODATION Throughout: Oiled teak joinery; Teak & holly sole ('10); 6'2" headroom; LED lighting - including brass reading lights.

- Large double 6" 6" V-berth, forward with storage beneath -w."leecloth" to secure gear; cushions and Sunbrella upholstery (replaced 2010)
- Port & Starboard 6' 5" pull-out convertible settee/berths - cushions and Sunbrella upholstery (replaced 2010); -w/ leecloths
- Teak double drop-leaf table
- Cedar-lined hanging locker, aft to port
- Force-10 LPG cabin heater
- Bookshelves outboard of settees
- U-shaped galley to starboard
- Two gimballed oil lamps

\_\_\_\_\_ Head -- Located to port near companionway; enclosed and spacious

- Manual Headmate head – rebuilt in 2019; Simplified siphoning system engineered and installed during the Morris Yachts refit in 2010 to plumb head to a holding tank, thence from holding tank foredeck pump-out or directed by a single seacock overboard at sea.
- S/S sink with hot and cold pressure water
- Storage cabinets throughout
- Wet-locker behind the head - drains to the bilge
- Handheld shower; Shower pan plumbed to an electric Attwood sump pump

## GALLEY

- Hillerange 2-burner LPG stove; LPG control and monitors
- 6 cu. ft. icebox -w/ automatic/electric Attwood pump to drain ice-melt overboard
- SS sink -w/ hot and cold pressure water
- Teak cabinetry -w/ ample storage
- Laminate counter-tops

SAILS and RIGGING Port Townsend Sails (PTS):

- Full batten mainsail -w/ two reefs ('14) --excellent
- 105% high-clew furling Genoa ('14) --excellent
- Storm try'sl – ('17) -- new/unused
- Storm stay'sl - ('17) -- new/unused

Acadia Sails (2011):





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## MISCELLANEOUS MECHANICAL

- Two independent LPG tanks ('18) - in dedicated vented locker
- Trident Marine propane control and detection system ('10)
- Xintex M-2A propane monitor ('10)
- Manual and electric bilge pumps

## DECK and HULL EQUIPMENT and FEATURES

- Full keel -w/ cutaway forefoot; Outboard rudder
- Teak toerails, rubrails with S/S striker and teak trim
- S/S bow and stern rails
- Beige nonskid deck
- Edson steering
- Two propane bottles in cockpit vented locker – (new in 2018)
- Two teak Dorade boxes with chrome ventilators
- 6 cast-bronze opening ports with screens
- Teak anchor platform with twin rollers
- Bomar hatch forward of mast
- Large signature Shannon foredeck hatch
- 4 folding pad eyes outboard of seahood to secure stowed inflatable ('19)
- Large port and starboard cockpit lockers (gelcoated inside)
- Double lifelines and double gates & Dyneema jack lines ('18)
- Cockpit teak table
- Cockpit awning zippers to dodger drop-down sunshades - dodger re-stitched ('19)
- Monitor windvane - Delrin bushings, control and steering lines replaced ('19)
- Hull barrier-coat ('10)

## GROUND TACKLE

- Lofrans' Royal windlass ('15)
- Shannon signature bow platform
- 33# Spade anchor -w/ 5/16" G4 high tensile chain ('15); 50' 3/4" 3-strand nylon rode ('15); Rode is spliced to chain and secured in the chain locker via a long pendant.
- Rocna #10 22lb anchor ('18) -w/ chain; 300' of 1/2" 3-strand nylon rode

## USCG GEAR and OTHER GEAR

- Two fire extinguishers ('18)
- USCC approved flares and signaling devices (expires 2021)
- Lifesling
- 4 throwable flotation cushions
- 4 USCG adult universal Type-2 Life Jackets
- Coastal medical kit
- Fenders; docklines; boathook
- Shannon galleyware
- Set of Magma nesting pots
- Weems and Plath Nav pouch

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## PERFORMANCE and STABILITY

- SA/Displacement 16.47
- Ballast Displacement 38.71%
- Displacement/LWL 345
- Capsize Screening 1.81

## NOTABLE UPGRADES and REFIT --since 2011/2019

- Engine starter motor replaced
- Electrical panel installed -w/ circuit breaker panel, AIS conflict alarm, and silencing switch; fused dual USB DC charging port, and Balmar Smartgauge battery monitor
- Manual Headmate head rebuilt with all new gaskets and joker valve.
- Monitor windvane bushings and lines replaced

### 2018

- LPG tanks replaced
- AIS Transponder added: WIFI capable Vespermarine XB-8000
- Vespermarine antenna splitter installed
- Silentwind wind generator charge controller replaced
- Independent Schafer 8750 storm trysail track installed on mast with a Yacht Fitters quick-loader slide stop
- Independent trysail halyard installed
- Forespar LC10-18 EL-UTR whisker pole added
- Whisker pole track installed on mast
- Standing rigging replaced

### 2017

- LEDs installed throughout (except steaming light)
- Staysail updated with piston hanks and reinforced by Port Townsend Sails
- C. Sherman Johnson inner stay quick-release lever with custom stay storage arrangement when not in use
- Storm trysail added – (Port Townsend Sails)
- Hank-on storm staysail added - (Port Townsend Sails)

### 2016

- Harken staysail tracks and cars added to coach roof
- 2 Lewmar rope clutches installed on coach roof
- Lewmar two-speed, self-tailing winch on the coach roof - for staysail sheets

### 2015

- Two "master switches" installed to isolate the starting battery from the house bank - or link batteries in emergency parallel
- "House" batteries installed: Two AGM 12V batteries (105 amp-hr each -at 20 HR rate) AGM batteries

- Dedicated engine-start battery installed: Optima Bluetop 34M 12V (750 CCA)
- Installed Silentwind 3-phase wind-generator -w/ charge controller

## 2014

- All water tanks cleaned, and tank inspection ports installed
- Tides Marine Luff-track and mainsail slide system installed
- Full batten mainsail with two reefs (Port Townsend Sails)
- 105% high cut roller furling genoa (Port Townsend Sails)
- Mainsail cover replaced
- Retractable Dyneema lazyjacks installed (made by Brian Toss)
- Schaefer System 1100 furling system installed - for headsail

## 2013

- Two-speed, self-tailing main halyard winch on the mast
- Portlight and hatch gaskets replaced
- Toerail re-caulked
- Chainplates inspected and re-bedded

## 2011

- Working staysail added (Acadia Sails)
- High-clew furling yankee added (Acadia Sails)

## Exclusions

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Owner's personal belongings.

## Disclaimer

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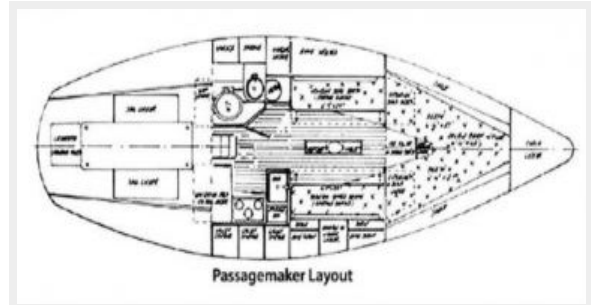
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# PHOTOS

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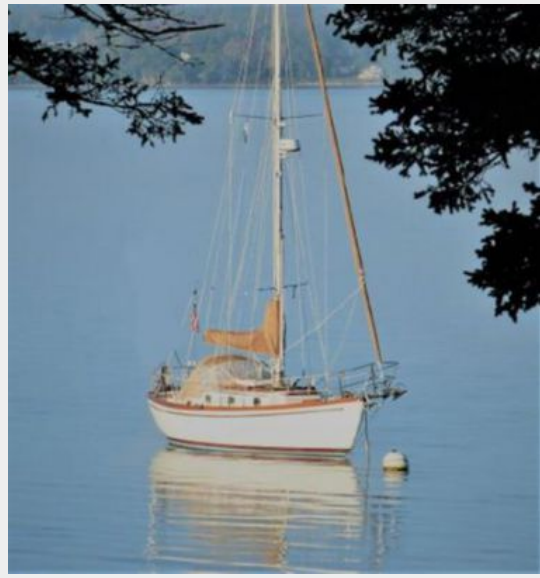


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# CONTACTS

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Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

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## Contact details

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## Telephones

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USA: +1(954)274-4435

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## Office hours

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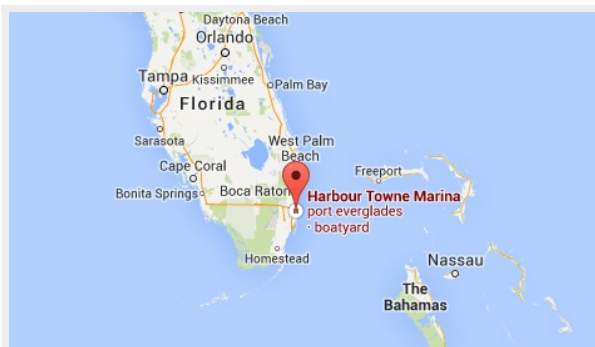
Monday – Saturday: **9:00 - 21:00 EDT**

Sunday: **closed**

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## Address

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