

SNOWBIRD — SCHOCK



Builder: SCHOCK

Year Built: 1989

Model: Cruising/Racing Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 35' 0" (10.67m)

Beam: 11' 9" (3.58m)

Max Draft: 6' 8" (2.03m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs Snowbird — SCHOCK 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 Snowbird — SCHOCK or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call +1(954)274-4435

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	4
Overview	4
Basic Information	4
Dimensions	4
Speed, Capacities and Weight	4
Accommodations	4
Hull and Deck Information	4
Engine Information	5
DETAILED INFORMATION	6
Overview	6
Exclusions	10
Disclaimer	10
PHOTOS	11
2	11
3	11
4	11
5	11
6	11
7	11
9	12
8	12
10	12
11	12
12	12
13	12
14	13
15	13

16	13
17	13
18	13
19	13
21	14
20	14
22	14
23	14
24	15
CONTACTS	16
Contact details	16
Telephones	16
Office hours	16
Address	16

SPECIFICATIONS

Overview

Snowbird is ready to race or family cruise! She has exceptional sail inventory and above average condition with faired bottom, folding propeller and 3 cylinder Yanmar. PHRF ESCA RATING 78 SPINNAKER. This boat is capable in either role. Call to see before she is SOLD!

Basic Information

Category: Cruising/Racing Sailboat

Model Year: 1989

Year Built: 1989

Country: United States

Dimensions

LOA: 35' 0" (10.67m)

LWL: 29' 6" (8.99m)

Beam: 11' 9" (3.58m)

Max Draft: 6' 8" (2.03m)

MFG Length: 35' 0" (10.67m)

Speed, Capacities and Weight

Displacement: 10000 Pounds

Accommodations

Total Cabins: 1

Total Berths: 8

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 3GM

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overview

Accommodations

Heading aft from the front bulkhead is a large open forepeak great for sail storage.

Aft to Port is a vanity and single SS sink, (currently disconnected.) There is a large storage hold below the counter

Cabinet storage is outboard behind sliding mirrored doors

To Starboard is a Porta-Potti behind a swinging door that closes off for privacy.

Midship is the large and bright Main Salon

It features double settees P & S with 2 outboard pilot berths above.

6'3" headroom is provided.

Maroon cushions line both sides and cover the pilot berths.

Aft to starboard is the Navigation station which is forward facing.

Electrical panel located against the hull and battery switch.

To port is a functional galley with newer minimal 2 burner Propane gimbaled cooktop.

Single basin sink and top loading icebox.

Next aft is (split by engine compartment) is aft quarters with Maroon cushions

Further Aft is (only accessible by exterior) is lazarette storage for docking gear etc.

Mast is keel stepped

Engine/Propeller/ shaft seal

Yanmar 3GM FWC diesel engine 24 hp

Gori 2 blade folding propeller

Dripless Shaft seal by PSS

Rigging/Deck

Rod Rigging SS

New Harken Headfoil

New Forespar Boomvang

4 Lewmar (2 speed) winches

4 Composite winch handles

Harken adjustable ball bearing Jib blocks and Turning blocks

Lexan hatches and hatch boards

Life Sling, Jack Lines,

Harken Bosuns chair

6 safety tethers

Boarding ladder

SS stanchions

Double lifelines

Bow and stern SS pulpits

Tiller steering

Traveler cockpit mounted

Electronics/Electricals

RayMarine Chartplotter/GPS Repeater both sides exterior Port/Starboard Bulkhead in cockpit

Ockam Wind /Boat speed

Raymarine ST1000 Tiller pilot

Standard Horizon Handheld/floating VHF

Uniden VHF in navigation Station

Depth sounder

Kenwood iPod AM/FM/CD sound system

Keel Details

Fin Keel

6.75ft.

Faired bottom

Manufacturer Provided Description

The this design concept of the Schock 35 was to avoid the contorted and distorted shapes dictated by designing to a particular rule, and to produce a fast "top end" boat. The Schock 35 has a smooth hull shape and narrow bow section with a 17 1-2 degree entry angle for good penetrating power in a chop. 4500 pounds of ballast give the boat excellent stability, and the deep high aspect ratio fin keel keeps the weight as low as possible. The leading edge angles aft for good control and easy shedding of kelp. The ballast-to-displacement ratio is kept high for stiffness whereas the displacement-to-length ratio is very low.

The Schock 35 optimizes upwind performance with a very high aspect fore triangle and off-the-wind performance with its main and spinnakers.

Construction features unidirectional E-glass and cored hull and deck, full length toe rails, hiking ramps, large windows, deck prisms, and Lexan forward hatches.

The deck layout is derived from other successful large Schock models. It is highlighted by a 12-foot long cockpit with the primaries and secondaries winches at waist level for ease of tailing and winching. All hardware is top quality. The interior layout of the Schock 35 was designed to minimize weight and to concentrate the heaviest components down low over the keel.

The interior plan is ideal for both racing and cruising. Twelve feet of beam and over six feet of headroom have given Schock a great parameters. Teak bulkheads and trim are placed on an off-white liner. A varnished teak and holly sole runs the length of the cabin. The hull in the main cabin and quarter berth areas is covered with foam-backed fabric to provide sound and heat insulation.

The galley of the Schock 35 is placed to port and is equipped with an ice box, a deep stainless sink, and an optional two burner stove and oven. The ice box is covered with a minimum of 2 1-2 inches of insulation. An enclosed storage locker is placed outboard for easy access to galley provisions. The counters are covered with white Formica.

Directly opposite the galley is a sizeable chart table with storage compartments, hinged lid, and a shelf. The table faces fore and aft, with the navigator seated facing forward. Raised winch platforms give plenty of headroom. There are four large settee berths in the main cabin and two quarter berths aft. Cut-outs in the berth structure provide easy access to storage compartments and to the fuel and water tanks. Since the use of a boat of this style are so varied, the floorplan offers the buyer the opportunity to "design" the forepeak. Sailors may choose to leave empty or employ for storage. The cruising sailor uses the V-berth to provide an excellent forward stateroom.

Sail Inventory

Ullman Carbon Main 2018,

Ullman Spinnaker 1/2 oz. 2010,

1-A Ullman Asymmetrical Spinnaker,

Downhill Asymmetrical Spinnaker

Kevlar #1 2018

Light Kevlar #1,

Kevlar #2,

Kevlar #3

Additional Information

All interior LED lighting

all LED running lights

AC and DC switching system converted to circuit breakers p

PHRF ECSA RATING 78 SPINNAKER

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

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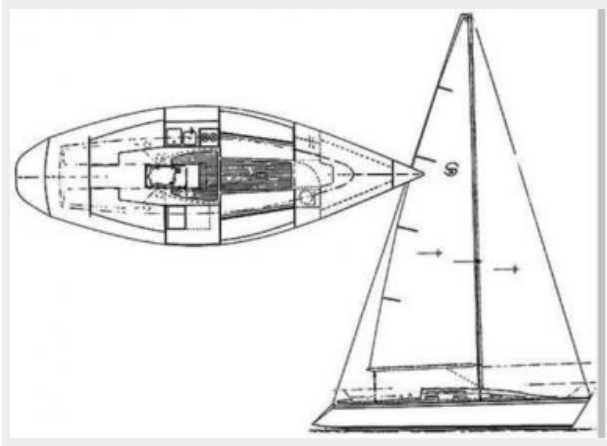
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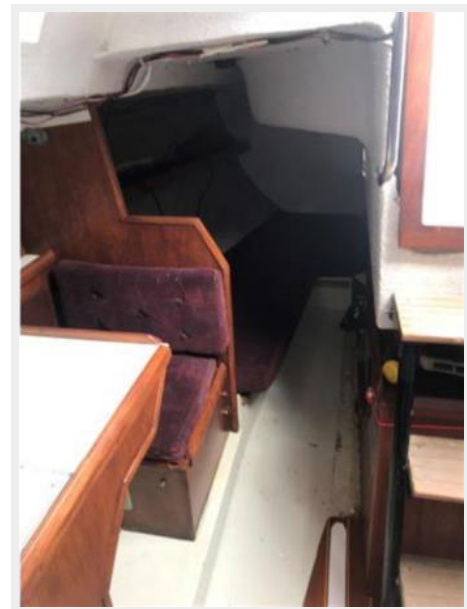
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CONTACTS

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