

30' CRUISING YACHT *ANNIE 2*

DIMENSIONS

LOA:	29' 10"
LWL:	24' 2"
BEAM:	9' 8"
DRAFT:	4' 6"
DISPLACEMENT, 1/2 load:	11,027 lbs
BALLAST (lead):	4,500 lbs
SAIL AREA (100% foretriangle):	457 sq ft
SAIL AREA (IMS):	507 sq ft
SAIL AREA/DISP RATIO:	14.76
SAIL AREA/DISP RATIO (IMS):	16.37
DISPLACEMENT/LENGTH RATIO:	349



This is one of the early Morris ANNIEs. She was so bloody stiff you could carry the number one genoa even in a twenty knot squall. The redesigned ANNIE 2 is equally beautiful and stable but faster, easier to steer and safer.

ANNIE 2 is a sailing yacht for today's more practical times. She is intended as a reliable pleasure producing device for the post petroleum age—at least if you live near the water. She can be raced, cruised, lived aboard for a summer or a lifetime if that is your idea of fun, and enjoyed without fear of obsolescence because of her timeless design. Anyone who owns one of these yachts will be proud of her beauty, rarity, high performance and durability. She is both stable and forgiving to sail, while still very fast. Importantly—perhaps life-savingsly—she has a design feature that makes her easy to re-board from the water, unlike any competing yacht on the market new or used. A small diesel engine is an option, but need not be used much as she sails brilliantly in all winds—many owners will fail to consume one (30 gallon) tank of fuel in an entire year. She is beautiful to look at and

detailed to the very highest standards of quality. My new company ChuckPaine.com LLC will happily sell you the plans and building rights so that a boatyard nearby may build one for you.

One of the joys of sailing is swimming once you get there— a fact many of our competitors seem to have forgotten. And a fun recreation that no used boat on the market- Cape Dory 30, Twister, Nicholson 31- I know them all- can offer. I've invented a simple transom door and swim ladder that gets you from the cockpit into the water in a trice for hours of aquatic fun. And incidentally (incidentally?) if you ever fall overboard from any of those esteemed older (obsolete) boats, you'll have a few minutes to think about maybe having bought the wrong boat- perhaps an hour if you're a strong swimmer. If you own an *ANNIE 2*, you'll pull a little latch easily reached from the water, the transom door will fall open, and you'll be back on board after a pleasant little unexpected swim. And go sailing tomorrow.

The interior is lovely and traditionally arranged to make time spent aboard very pleasant both at sea and at rest. There are two forward berths, two cushioned midship settees, one of which can also be used for sleeping, and a large and safe quarter berth. A proper marine toilet and gravity type holding tank are recommended for their simplicity and assurance that waste will always find its way into the tank in confined waters. A propane stove for cooking, under-hung Corian sink with fresh water pump and tank, and good sized icebox are indicated on the drawings. The styling is, of course, "Herreshoff style" with varnished mahogany trim, varnished white pine ceilings and white panels, and is a most lovely place to spend a winter away from the office.



The table can dine five in a pinch.!



The quarter berth is the nicest in the boat.



The liferaft is stowed atop the companionway hatch garage between the teak slats.



The forward vee berth has an infill to form a double.



The starboard seatback hinges up to form an upper berth when needed. This gives a total of six places where one could sleep.



The first ANNIE had hanging duffels for stowage. The plans now show permanent lockers... your choice.



Stowage tubs beneath the sole.



The head / shower room.

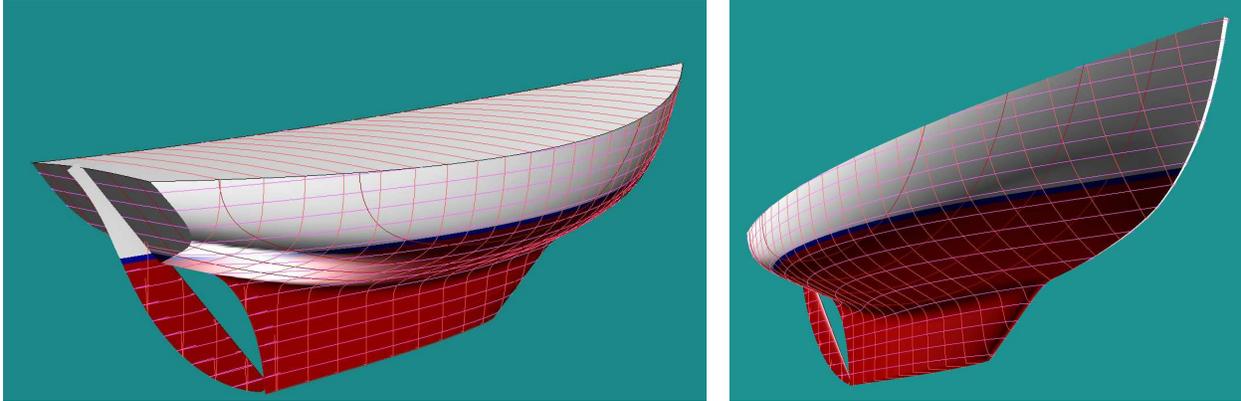


Congoleum vinyl tile flooring in head.

Like so many wonderful yachts her size made her uneconomical for Morris Yachts to build some years ago and she is no longer available from that source. But this is a legendary design and I am encouraging true voyagers to build a new one at the boatyard of their choice. At 30 feet the new *ANNIE* is really all the sailboat most folks ever actually use. Larger boats spend their lives in marinas for lack of crew; smaller ones lack the seaworthiness to venture very far out into the ocean, and the headroom to make it comfortable. The *ANNIE 2* cockpit, where all the fun happens, is huge- larger than that on most forty footers. The interior gives you the option of winters in the Caribbean with four adults aboard. There's a stand-up shower in the fully enclosed head, stove for cooking, centerline table for dining, and five comfortable bunks.

In order to make her seaworthy beyond her length the *ANNIE 2* is of moderately heavy displacement. She has wineglass sections, a hollow bow, with a perfected long keel and she's tiller steered with a simple outboard rudder. Her styling is a respectful tribute to the design genius of Nat Herreshoff and Ralph Winslow, but with every detail modernized to make her technologically fully up to date. She has a lead keel, which comprises 40 percent of the weight of the entire yacht. Her rig is very large to match her displacement with a high IMS sail area to displacement ratio of 16.37 which in combination with a genoa jib whose overlap area is not included in that figure translates into great speed through the water. The leading edge of the keel is cut away, and I've fitted a fully balanced rudder- an idea I dreamed up fifteen years after I drew the original *ANNIE*'s

lines. Another improvement is a slight enlargement in both length and freeboard.



The “mark II” version’s keel is cutaway forward. And the innovative Paine office “full flow aperture” is used, allowing the rudder to be fully balanced for far better steering than any traditional long keel design.

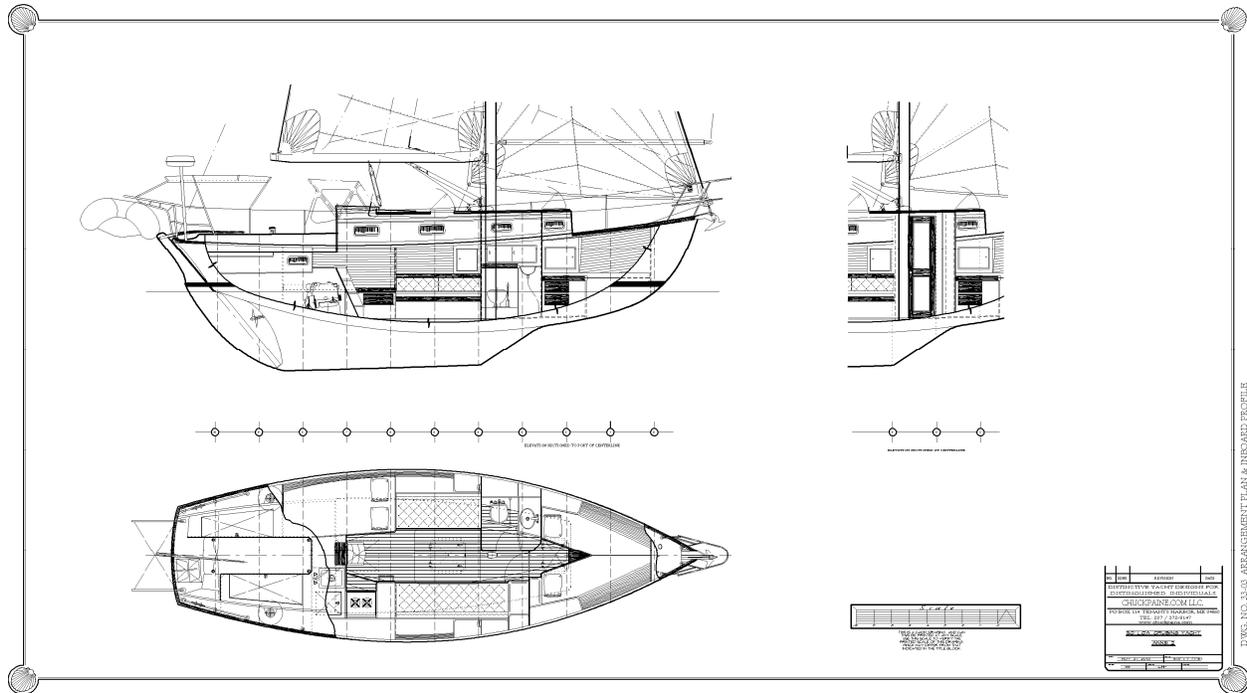


Chuck’s ANNIE alongside a cutter rigged FRANCES.



She’s amazingly fast in light airs.

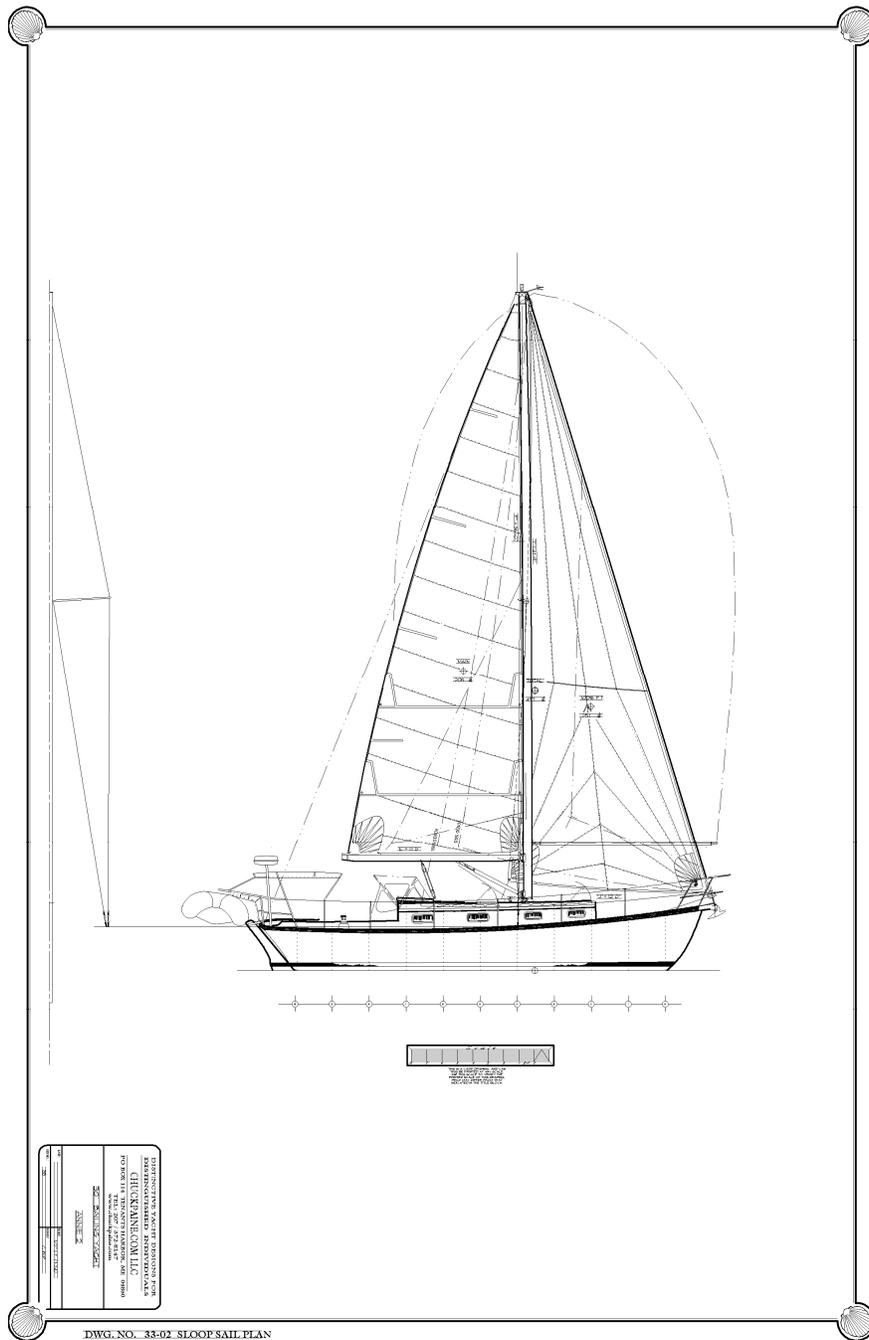
The large cockpit is ergonomically designed to be extremely comfortable, with excellent back support provided by the cushioned and unusually tall coamings. It has a “bathing beach” aft of the seats, complete with a transom door and swim ladder that make swimming from this boat truly fun. A small latch is provided on the outboard face of the transom so that in the event a person were to fall overboard he could open the transom door unassisted and climb back aboard. There is a lot of stowage volume beneath the cockpit seats. With the halyards, roller furling line and mainsail reef brought to the aft end of the cabin there is no reason ever to leave the safety of the cockpit except to drop or retrieve the mooring or anchor.



This is the interior Chuck fitted to his own ANNIE. With the quarter berth option, he wouldn't change a thing. The inboard profile shows the cutaway leading edge to the keel and the balanced spadelike rudder.

We live in times that are an inevitable reaction to the consumption orgy of the last century. The times will come; perhaps have already arrived, when those who have managed to rescue a significant proportion of their paper nest-eggs from the recent wall-Street shenanigans will focus on one very nice object around which to orient their leisure lives. If you are one of these and desire the predictable handling, easy motion yet stimulating sailing and racing performance that has been attributed to Nat Herreshoff's designs as well as to those of my numerous near-replicas you will quickly fall in love with your new ANNIE 2.

The building plans are intended for one-off construction using the WEST system of cold molded construction. I have chosen cold molded wood because I believe it is the most durable of construction methods. If a design is good enough, then boats from its plans should be built to last a generation.



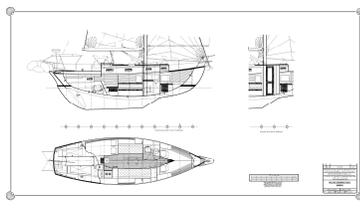
DWG. NO. 33-02 SLOOP SAIL PLAN

The sailplan has a tall sloop rig and simple single spreader rig.

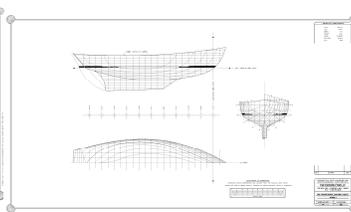
Study plans are available for purchase. They consist of the following drawings:



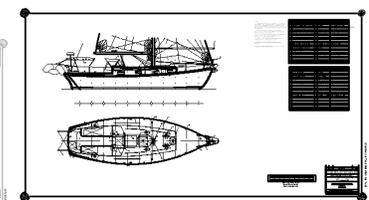
Sailplan



Interior Plan



Hull lines plan



Deck Plan & Profile