

EXPANNIE 36

DIMENSIONS

LOA:	36' 3"
LWL:	30' 0"
BEAM (excluding guards):	11' 8"
DRAFT, on DWL:	5' 2"
DISP, 1/2 load:	18,125 lbs
BALLAST:	7,000 lbs
SAIL AREA (100% fore triangle):	645 sq ft
SAIL AREA (IMS):	715 sq ft
SA/DISP:	16.86
SA/DISP (IMS):	18.70
DISP/L RATIO	250

Clients often ask which of my many designs would be my choice for my own retirement cruise. "Easy", I will respond, "a scaled up and improved version of my beloved 30 foot *ANNIE*."



EXPANNIE

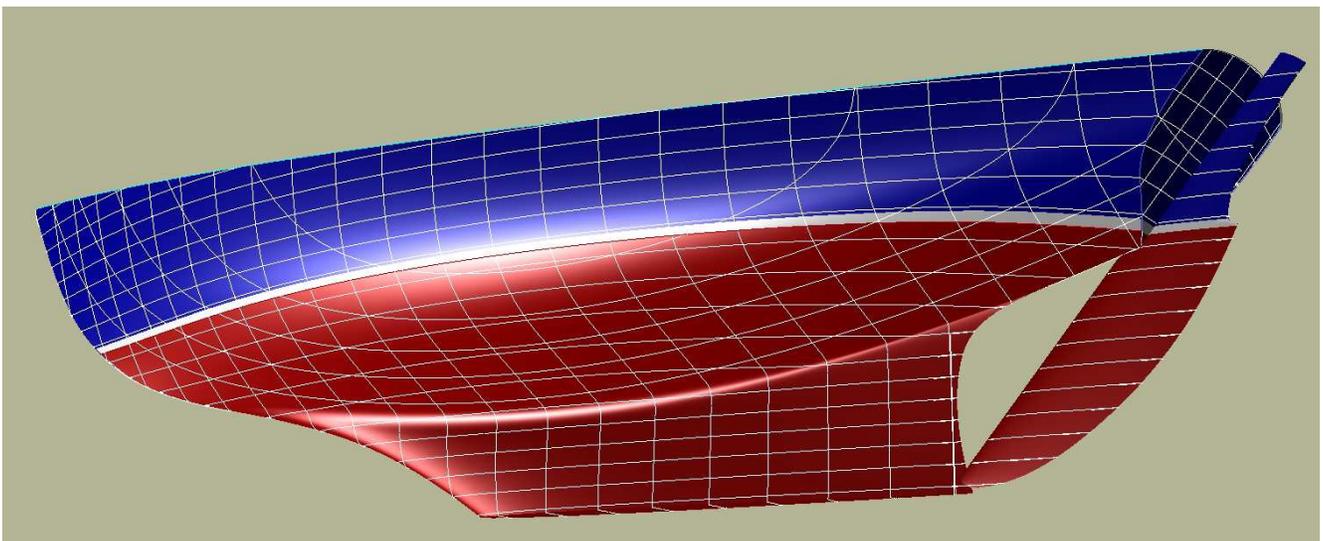


THE PROGENITOR—MY LITTLE "ANNIE" - ONE OF THE FASTEST AND MAYBE THE MOST STABLE 30 FOOTER EVER. SHE WAS BEAUTIFUL, CLOSE WINDED, AND COMFORTABLE - BUT SHE DID HAVE SOME FLAWS.

ANNIE had everything, contends her designer - she was beautiful to look at, had a wonderfully easy motion at sea owing to her heavy displacement, and never finished worse than first in any race she entered- admittedly with me at the helm. I know that heavy boats need not necessarily be slow— it is the ratio between propulsive force (sail area) and resistance (displacement and wetted surface) that counts. So a heavy boat can be plenty fast, if the sailplan is large enough. And *ANNIE* is also extremely stable. Everyone knows that small boats whose decks stay reasonably level underfoot are far more pleasant to spend time aboard than ones that sail on their ear.

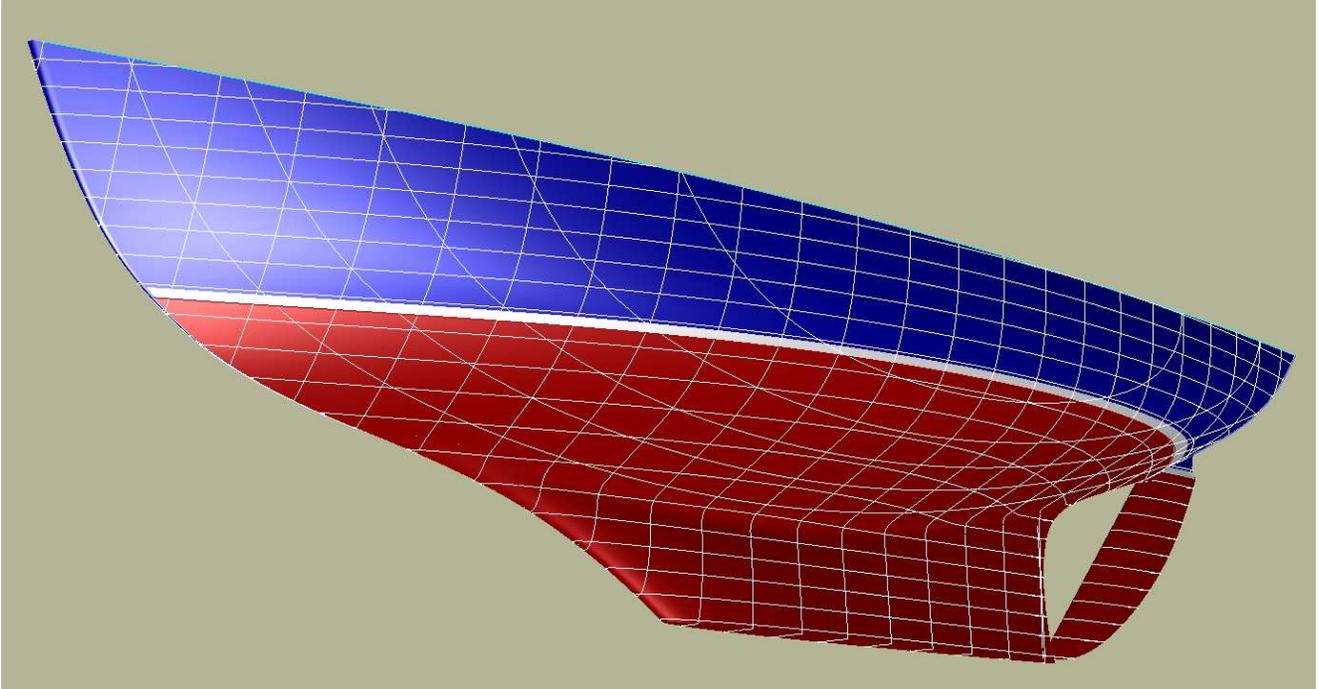
A few years ago I began designing my own retirement cruiser, one that never got built because the press of a growing business precluded any thoughts of retirement. It was an expanded *ANNIE*, which I naturally named "*EXPANNIE*". I was ready for a larger boat than 30 feet and so the question then became, by how much to scale her up and what, if anything, to change.

In *EXPANNIE* I attempted to preserve all of the wonderful characteristics of the little progenitor, and to solve the two problems that *ANNIE* has suffered; too little headroom, and a heavy helm when hard pressed. The headroom was easy- just scale her up to 36 feet or so and the problem solved itself. The helm was another matter. Conventional wisdom has it that a full length keel ends in a rudder which pivots at its forward edge, meaning as soon as it was deflected, a large moment is created. The bigger the boat, the bigger than only be deflected a couple of feet and still be usable by a seated helmsman. For these reasons tiller steered boats with outboard rudders cease to work very well above the mid to upper thirty-foot length.



EXPANNIE'S SWEET HULL - A FEW TWEAKS OF *ANNIE'S* LOVELY LINES, A MORE CUTAWAY FOREFOOT AND A RUDDER YOU COULD PROBABLY TURN WITHOUT USING THE TILLER JUST BY GRABBING THE RUDDER HEAD!

I have put a lot of miles under my keel. I know the virtues of larger yachts (steadier motion, less heeling, more wide open interior spaces less prone to get seasickness, more stowage for the toys one collects). And I know the virtues of smaller (lower initial and maintenance cost, easier to handle with manual winches, etc., easier to push away from the dock, less resplendant of embarrassing wealth which might be an affront in the poor countries where I want to cruise) and perhaps most important, shallower draft for that winter in the Bahamas.



36 feet is just large enough to qualify as "oceangoing" and to accommodate the four person crew I consider ideal for congenial companionship aboard a boat. It's just the right size to put the portholes precisely at eye height. And large enough also to accommodate the ideas that I have been collecting for a lifetime, such as gimballed berths which allow the two sleeping crew to really get a good night's sleep while the other two sail, and a truly large and properly ventilated shower room so that I and my guests can enjoy the rare experience of being clean and living on the ocean at the same time.

EXPANNIE is a yacht designed according to the KISS principle, distinguishable from her contemporaries by what she does not have aboard as opposed to what she does. She will leave ashore electric winches, an electric anchor windlass, built in electric navigation devices (she'll have two handheld GPS's), watermaker (she'll have an easily valved rain catchment system), wind instruments (I was born with cheeks for this purpose), television (she'll have books instead for entertainment), and anything that provides luxury at the cost of consuming electrons. She will have excellent central heating, pressurized hot and cold water for that shower I love, opening ports at eye height, numerous dorade ventilators, a few electric fans, very significant tankage for fuel and water, a sextant and tables for navigation if the satellites go down, superbly cut but simple non-laminated dacron sails, simple slab reefing, a roller furling genoa, a reliable diesel engine, a small radar for cruising in Maine and (foggy) parts east, and a two-part dinghy that stows easily on the cabintop and can be sailed once at the anchorage. With so few electric whizbangs to go wrong and require fixing, she'll spend most of her time actually out sailing with rare speed, power and grace.



EXPANNIE'S gimbaled berths.. They can be fixed in place and the leeboards removed to be used as settees.



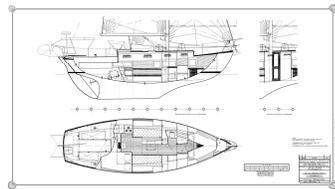
The Nester dinghy sailing.



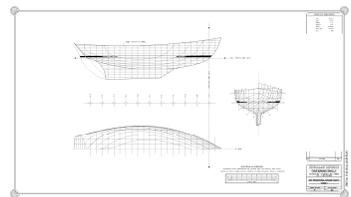
Study plans are available for purchase. They consist of the following drawings:



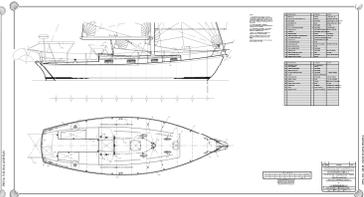
Sailplan



Interior Plan



Hull lines plan



Deck Plan & Profile