

PERFORMANCE CRUISERS

EXPANNIE 36

DIMENSIONS

LOA:	36' 3"
LWL:	30' 0"
BEAM:	11' 8"
DRAFT, on DWL:	5' 2"
DISP, 1/2 load:	18,125 lbs
BALLAST:	7,000 lbs



Clients have often asked which of my many designs would be my choice for my own retirement cruiser. "Easy", I always respond, "a scaled up version of my beloved 30 foot *ANNIE*."



"PUNCHING TO WINDWARD" is my painting of my dreamboat leaving the Gulf of Maine on its maiden voyage to Bermuda.



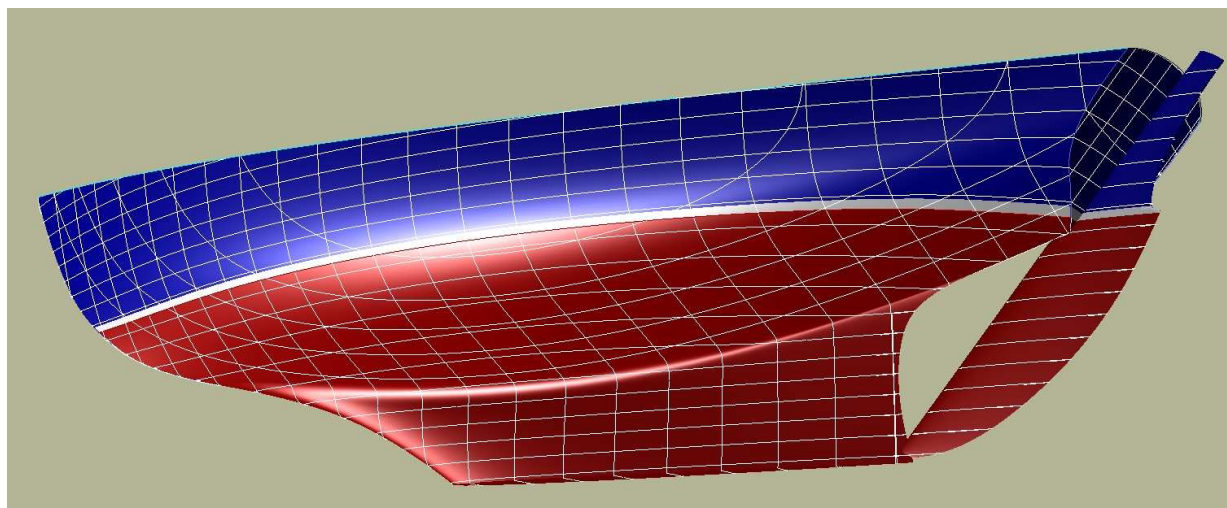
My little "Annie" - one of the fastest and maybe the most stable 30 footer ever. She was beautiful, close winded, and comfortable - but she did have some flaws.

ANNIE had everything, I contend - 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 from broad experience 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* was 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, and they're faster to windward.

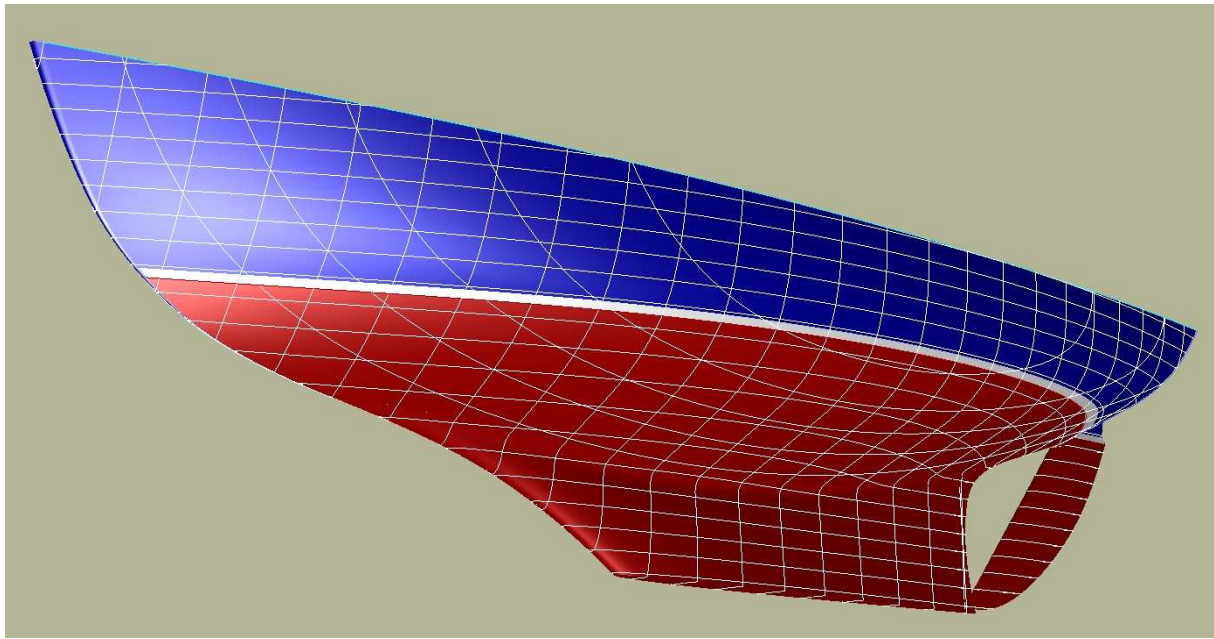
A few years ago I began designing my own retirement cruiser, one that never got built because the press of my growing business precluded any thoughts of retirement. It was an expanded *ANNIE*, which I appropriately named "*EXPANNIE*". I was ready for a larger boat than 30 feet and so the question then 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* 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 had it that a full length keel ended in a rudder which pivoted at its forward edge, meaning as soon as it was deflected, a large moment was created. The bigger the boat, the bigger the rudder, the bigger the forces. But as the forces got larger, the tiller could not - its business end could only be deflected a couple of feet and still be usable by a seated helmsman. For these reasons tiller steered boats with outboard rudders often cease to work very well above the mid to upper thirty foot length. But we'd solved that problem in developing *GUSTO* and *WINGS of GRACE* and I am sure this final iteration will steer like a dream.

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



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!



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 gimbaled 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, 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 and an iPod and a laptop computer instead for entertainment), and anything that provides luxury at the cost of consuming electrons.



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

She will have excellent central heating, pressurized hot and cold water for that shower I love, all opening ports, numerous dorade ventilators, a few electric fans, very significant tankage for fuel and water, a chartplotter, a sextant and tables for navigation if the satellites go down, superbly cut but simple non-laminated Dacron sails, 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 cabin top and can be sailed once at the anchorage. With so few electrical whiz-bangs to go wrong and require fixing, she'll spend most of her time actually out sailing.

How does one actually obtain one? ChuckPaine.com can assist you in having one built, either in fiberglass at York Marine or WEST system cold molded construction at French & Webb. Or alternatively at one of my favorite yaeds in New Zealand where one can obtain excellent quality at a reasonable price. The building plans and right to build are available should you wish to have a local boatyard build one for you. The estimated cost to build an Expannie 36 is US \$595,000 in America, slightly less in New Zealand. But with the deflation that prevails at the time of writing, this estimate might easily prove overly pessimistic.



A classic beauty. The custom stern rail incorporates the dinghy davits and Bimini. She's just big enough to be a whole lot of fun, without costing an outright fortune.