

PRESENTING THE ANNAPOLIS 44 IN FIBERGLASS

BY UNITED BOATBUILDERS OF BELLINGHAM


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THE ANNAPOLIS 44



MaiTai

is a classic hull design that has proved her sailing merits as a Naval academy yawl since 1938. Following the Navy trend to fiberglass (98% of all small boats purchased by the Navy in 1962 were fiberglass construction) the Naval Academy contracted with United Boatbuilders for the construction of fiberglass yawls to replace the aging wooden sailboats. Bill Luders was commissioned by United Boatbuilders to design the sloop version, and the success of the all-fiberglass sloop-rigged Annapolis 44's is evident by their impressive racing record since the boats were first launched.

From masthead to the uncluttered deck areas and gracious accommodations below, nothing has been spared to make the Annapolis 44 the fulfillment of a yachtsman's dream. The experienced sailor will be quick to see her virtues: the graceful sweep of her sheer, the eager yet generous lines, the flawless finish, the shipshape order of her rigging, the evident craftsmanship in every detail, the superior quality of her outfitting—here is a boat to quicken the pulse, to delight the eye, to create unfailing pride of ownership.

Perhaps the Annapolis 44 is the boat for you. If so, we invite your inquiry.

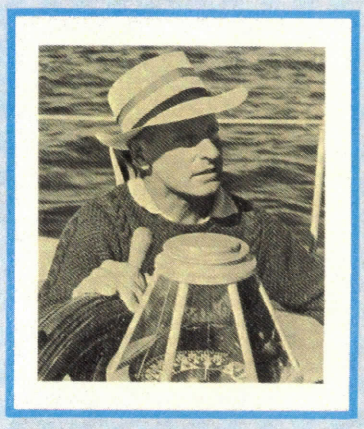
UNITED BOATBUILDERS, INC., BELLINGHAM, WASHINGTON

FIRST IN CLASS

ANNAPOLIS 44's SWEEP THEIR CLASS IN 1963 SWIFTSURE RACE

In a field of 21 Class A boats, Annapolis 44's came in 1-2-3 for a total sweep, and ran up a spectacular 2-4-6 in the overall field of 67 boats. This resounding win was made all the more remarkable by the fact that the three boats had been launched only two and one-half weeks before, and this was their first competitive race. There was little time for any final "tune-up" or getting the feel of an unfamiliar craft. The Odusa, with owner Eric Zahn at the helm, placed first. George Reeve brought his Cormorant home for the second spot, and the Bellingham-based MaiTai was guided into the third position by skipper Charlie Ross. Conditions ran the gamut from a dead calm to 38-knot winds in the Straits, dismasting one boat, causing others to drop out, and whipping up waves so high that wind was often blanked off in the troughs.

ANNAPOLIS 44 "ODUSA" FIRST IN CLASS, SECOND OVERALL IN PROTECTION ISLAND RACE. Only two weeks after winning first-in-class in the Swiftsure, skipper Eric Zahn logged another first-in-class in a field of 18, second overall in the Protection Island race. Had it not been for a split Genoa under heavy weather on the return leg, the Odusa could have counted a first overall.



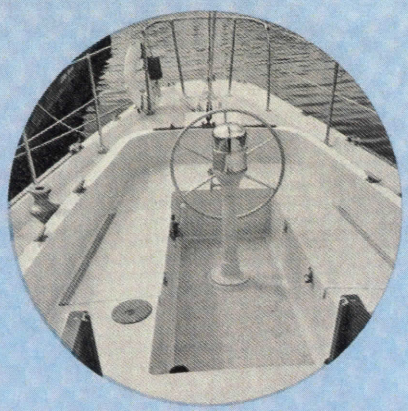
DESIGNED BY BILL LUDERS

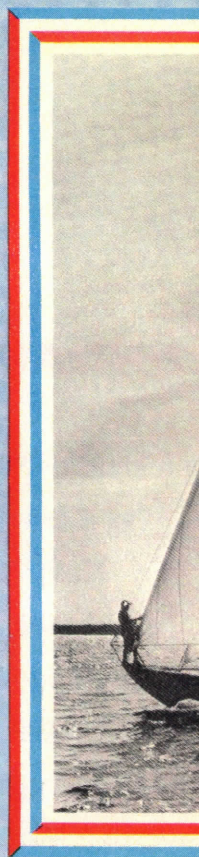
Builder of the famous 12-Meter Weatherly, 1962 "America's Cup" Champion

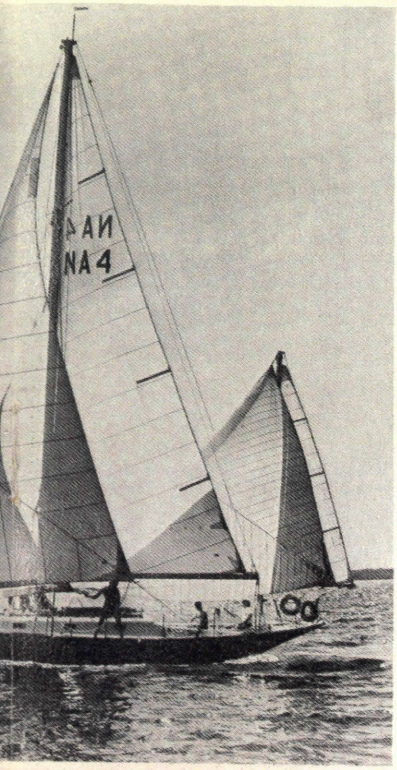
"I am delighted with your fiberglass version of the Annapolis 44. We believe, and the Navy confirms, that you are doing one of the finest pieces of fiberglass construction in the country. The engineering and rearrangement you have worked out are most successful and attractive."

A. E. LUDERS, Jr.
Luders Marine Construction Co.
Stamford, Conn.

Cockpit and deck areas are roomy and uncluttered







SPECIFICATIONS

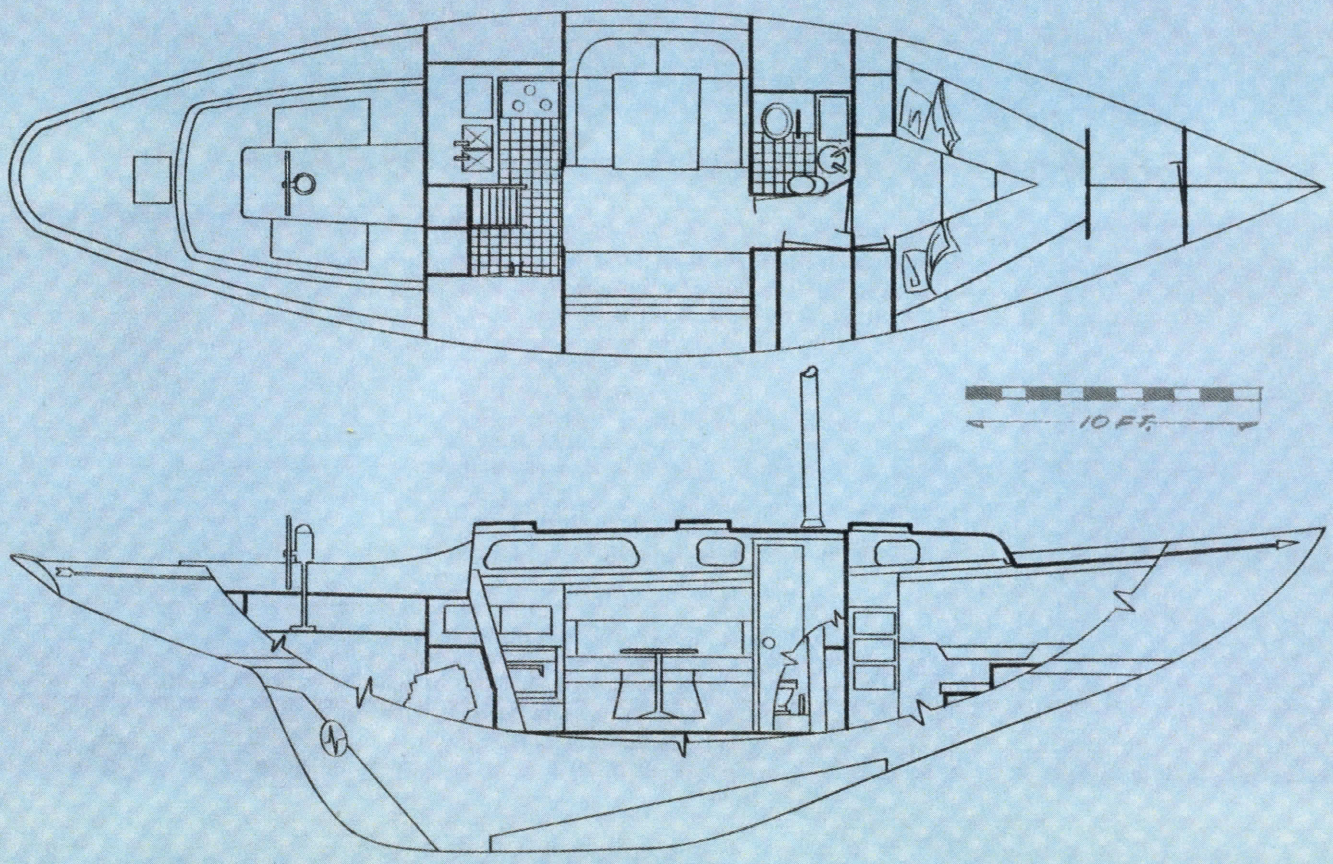
Length overall	44'1"
Waterline length	30' 0"
Beam	11' 0"
Draft	6' 0"
Sail Area - Sloop	824 Sq. Ft.
Sail Area - Yawl (optional)	925 Sq. Ft.
Designed C.C.A. rating	31.6
Displacement	22,500 lbs.
Power	30 H.P. Gas or Perkins 4-107 diesel (optional) 2:1 reduction
Fuel capacity	80 gallons
Fresh water	120 gallons
Headroom	6' 3"
Ballast, outside lead	10,000 lbs.

STANDARD EQUIPMENT

Rigging: Aluminum mast, aluminum boom with roller reefing, stainless-steel standing rigging, wire jib and main halyards with No. 3 reel winches. Other running rigging of dacron line.

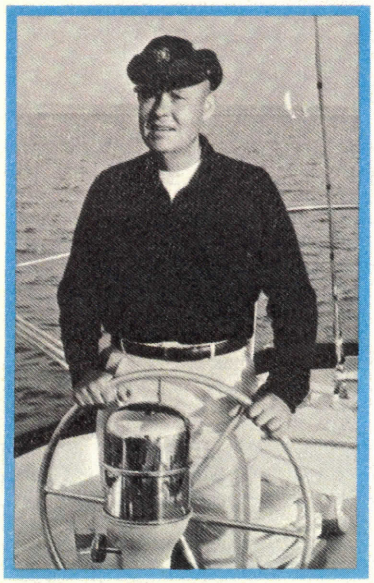
Deck Hardware: Stainless-steel genoa track, two No. 6 geared genoa winches, two No. 3 action spinnaker winches, one No. 3 main sheet winch and one No. 3 spinnaker halyard winch. Truform cleats for all winches. Bow and stern cleats and chocks. Polished stainless-steel bow and stern pulpits; stanchions with vinyl-covered lifelines. All lights to International Rules and Regulations.

Yawl Rig available option





"IDEAL BALANCE IN A FINE SAILING CRAFT..."

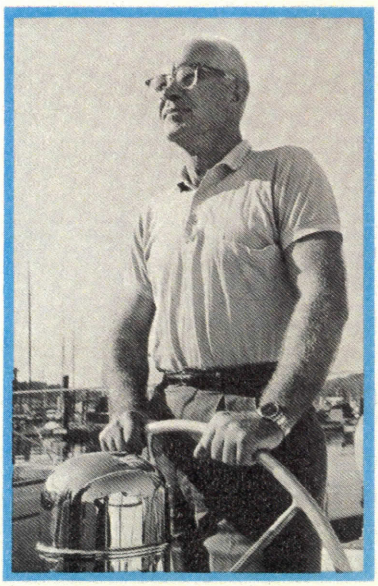


"In the Annapolis 44's, United Boatbuilders have achieved the ideal balance between an all-weather racing craft and the comfort of a spacious cruising sailboat. There is nothing spartan about the Annapolis 44. She's equally suited to an ocean crossing or an afternoon of racing, and she'll perform with credit in either case. Below decks there's a world of headroom, elbowroom, loafing room and stowage room. The Annapolis 44 is spacious, gracious, convenient, and downright luxurious. It's a delight to own a boat that can show her heels to racing competition, yet provide such remarkable cruising comfort. "The Annapolis 44 is the finest sailboat I have ever owned."

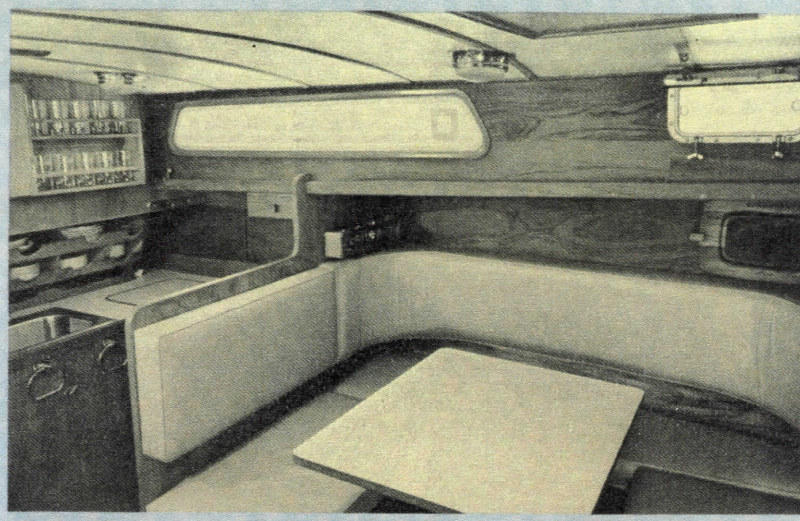
GEORGE REEVE *Annapolis 44 "Cormorant"*

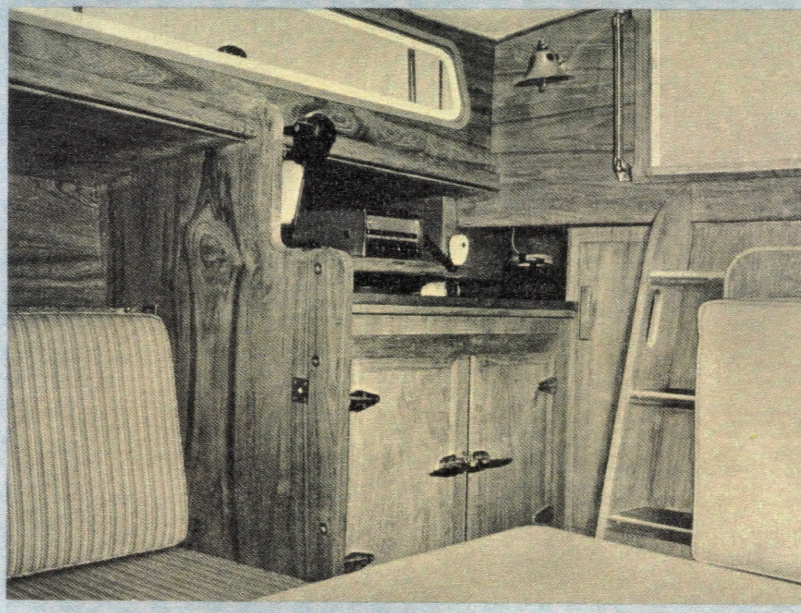
"I've skippered boats in the Swiftsure Race more than eight times and I've never had a boat that handled as sweetly as the Odusa. She'll ghost along in light winds, yet run stiff and dry in the heaviest weather. With cresting combers 12 feet high in the '63 Swiftsure, we still stayed dry and comfortable."

ERIC ZAHN *Annapolis 44 "Odusa"*



☆ ACCOMMODATIONS ☆





While there are no exposed wood surfaces topside to require maintenance, teak and other fine hardwoods are utilized below decks in the Annapolis 44 to provide living areas that are luxuriously comfortable. Every detail has been carefully engineered for stability, comfort, safety, and minimum upkeep, with sailing qualities a prerequisite.

MAIN CABIN: "U" shaped dinette portside comfortably seats six and converts to a large double berth. Vinyl-covered cushions and back rests with storage beneath seats. Pullman-type daveno facing dinette makes up into upper and lower berths. Large hanging locker, book case, and bureau.

GALLEY: Gimbled 3-burner stove with oven and sea rails; gas or alcohol. Large counter with stainless-steel sink, fresh-water pump. Utensil locker, food locker and bin-type dish locker. Eight-cubic-foot stainless-steel-lined ice box, fully insulated with foam; two side-opening doors. Navigation table with chart storage and instrument lockers on top of ice box. Weather gear locker next to companion ladder. Four dome lights throughout main cabin.

HEAD: Fully enclosed with sea closet. Counter cabinet with stainless-steel sink and fresh-water pump. Clean linen and soiled linen lockers. Medicine cabinet with mirror. Electrical control panel.

FORWARD STATEROOM: Two fixed 6′ 6″ berths with sideboards, nightstand and seat locker between. Hanging locker and bureau. Sail stowage and chain locker forward of berths. Three dome lights and covered hatch. Interior has full insulation; no exposed hull areas. Surfaces not wood are Naugahyde covered. Cabin floor rug covered. Korlon covering in head and galley. All counter tops formica, with wood-trim sea rails.

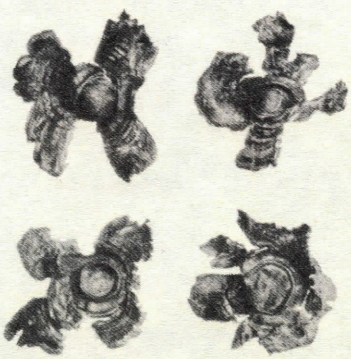
TROUBLE-FREE FIBERGLASS ONE-PIECE HULL

Annapolis 44's are made by United Boatbuilders of Bellingham, who manufacture the world's largest line of fiberglass boats. Hulls are molded in one piece without seams or joints; consequently they do not have the faults that are characteristic of the half-mold or "clam shell" construction utilized by some manufacturers. Construction is by the hand lay-up method of fiberglass reinforced plastic for maximum strength and durability. The result is a hull whose unrestricted beauty of line, molded-in color, flawless finish and ease of maintenance will satisfy the most discriminating yachtsman.

Uniflite fiberglass construction has many times the impact strength of any wood hull. It is comparable to steel in its ability to withstand tremendous shock before allowing penetration.

Unlike wood, Uniflite fiberglass can't soak up water (less than .005% by weight) so operating efficiency does not deteriorate.

There is no caulking, no warping, no rotting, no peeling, no painting, no rusting, no damage from marine borers, no leaking, no scraping. Uniflite construction provides a long-life hull with an absolute minimum of maintenance.



LEFT: .22 caliber long-rifle slugs fired into fiberglass panel from a distance of 15 feet . . . penetration approximately 1/16″.

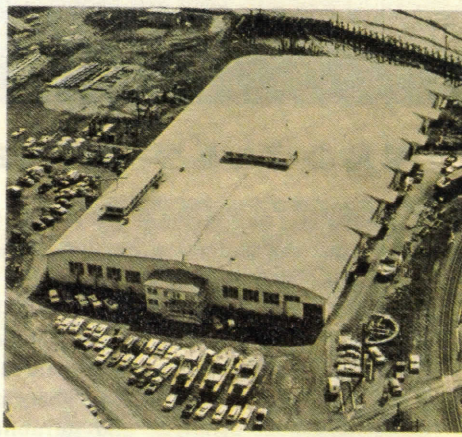
SCALE 1:1

RIGHT: Cross-section of ¼″ thick fiberglass panel shows failure of .45 caliber slug to make full penetration when fired from a distance of 30′.





IF *you are*
a yachtsman of discernment
whose pulse can quicken
at the eager lines of
a fast racing sloop
— a man whose soul
finds satisfaction
in looking astern
at sailing competition
— if you appreciate
ease of handling,
spacious and gracious
cruising comfort
and the freedom from care
that only the words
"all-fiberglass" can mean,
we'll be glad to send you
more detailed information
on the ANNAPOLIS 44.



— a product of
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Uniflite

World's largest selection
of fiberglass boats

CRAFTSMAN PRESS

Color photographs by Ken Ollar