



 **EXPRESS**TM
YACHTING LTD.

Designer's Comments

"I took a real hot rod racer for a sail and all he could talk about was how well she pointed, how fast she went and her stiffness and ability to carry a lot of sail."

— Jim Havice — Owner, PA

“ The Express 35 was drawn using refined hull creation programs. The present software called Fast Yacht, co-developed by George Hazen and (myself), allows total interaction between the designer with his electronic stylus and the computer which is continually updating the hull surface as it is manipulated.

Performance predictions were used in calculating changes and to optimize the design. Sail plans and keels were also totally computer analyzed.

For the 35, the decision was made that for the general sailing market (performance cruising) sailing stability should be a high priority. A sailplan was picked for performance and then a ballast weight calculated for stability. The selection of the keel draft and area was done with aid from the computer software to indicate the trade-offs of drag and leeway for keels with the same stability.

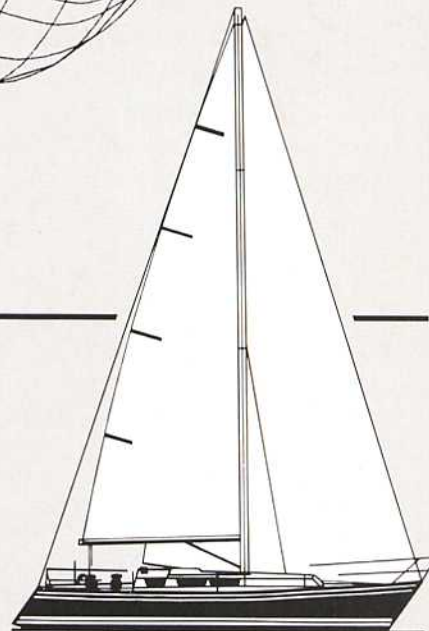
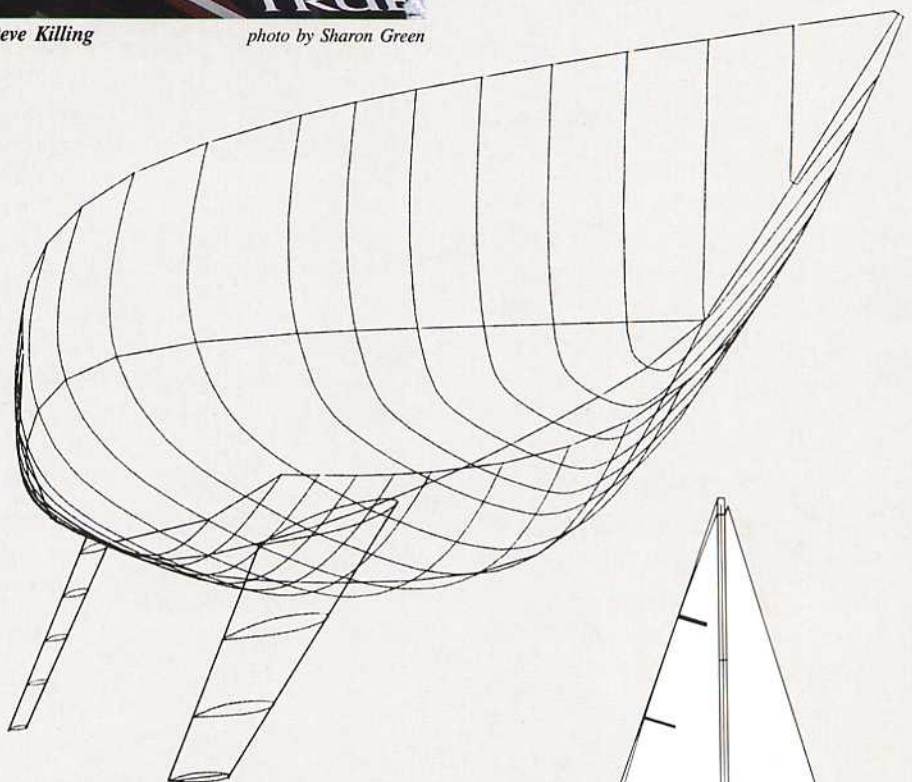


Steve Killing

photo by Sharon Green

Full size mylar patterns were given to the builder to aid in the construction process.

The initial decisions on the interior were: to put the head aft to open up the main and forward areas of the boat; to produce an enclosed quarterberth, private cabin aft; to go with a dinette arrangement because it is the most popular with sailors. With those decisions made, the rest was detailing with a lot of input from Express. ”



L.O.A.	35.00 ft.	10.65 m.
L.W.L.	29.00 ft.	8.84 m.
Beam	11.50 ft.	3.50 m.
Displ.	12,500 lbs.	5,670 kg.
Ballast	5,300 lbs.	2,400 kg.
Draft	6.50 ft.	1.98 m.

I	49.00 ft.	14.94 m.
J	14.75 ft.	4.34 m.
P	43.50 ft.	13.25 m.
E	13.50 ft.	4.12 m.
Sail Area	643 ft ²	59.74 m ²
Shoal Draft	5.0 ft.	1.52 m.

Design

"An impressive blend of sailing performance and elegant cruising comfort."

— Canadian Yachting

If you were to sit down with a leading yacht designer and tell him exactly what you wanted in your own personal custom built yacht, chances are it would look very much like the Express 35.

The hull has been computer engineered by Steve Killing to provide exhilarating performance under all points of sail.

Her rig is generous, tall and stately, to take all the power you need from the wind, and yet it is simple enough for easy handling whenever private cruising puts a limit on available crew. The Express 35 can easily be sailed by



a cruising couple in search of adventure! Halyards and control lines are all led aft to the cockpit under deck covers to keep working areas neat and provide safe footing.

The low profile of the house permits excellent visibility forward from the helm and the cockpit

crew area is separated from the helmsman by the main traveller. The cockpit is extremely comfortable, with ergonomically designed contoured seats, backrests, and angled coamings.



photo by Stuart Gough

Below decks the layout is a cruiser's dream! The lavish use of teak throughout the entire yacht creates a warmth and richness found normally only in the most expensive Northern European imports. Accommodations are comparable to boats of much larger proportions, with private cabins fore and aft, a roomy lounge, large head with shower option, pressure water system, generous galley and comfortable navigator's station.

The Express 35 has everything an experienced sailor would demand.

"...The boldly sculpted lines and high-style touches . . . are bound to attract a fleet of imitators."

— Sail



Interior

More than any other single factor, it is the interior of the Express 35 that sets her apart from other boats.

As you enter the main cabin from the central companionway you are immediately struck by the spaciousness below. The lounge offers an "L" shaped settee to port, and a straight settee to starboard, surrounding a large folding table, complete with wine bottle storage. Forward is a full teak bulkhead with double louvered doors to the V berth.

At the foot of the companionway steps is a dust-pan/water collector, integral to the floor boards. The galley contains a double stainless steel sink with faucet, ice box set into the counter, double burner stove, acrylic covered china cupboards, teak cupboards, and below counter storage and garbage disposal. Acrylic fiddles surround

the counter to prevent spills. A stainless steel grab rail around the counter is also useful for hanging dishcloths and towels. In the companionway a hinged spice rack and magazine rack add to the storage facilities.

The navigation station includes a large opening lid table, also with acrylic fiddles and stainless steel grab rail, seat and instrument panel. Beneath the table are a series of storage drawers, and under the seat is the battery storage compartment with room for two large marine batteries.

The head, to starboard of the companionway contains a marine

toilet, shower area, sink set into a large vanity, storage cupboards above and below the counter, and a wet hanging locker, which is also accessible from the exterior cockpit locker. There is standing head room, a plexiglass window and solar vent in the roof. A very well-appointed and spacious facility!

Both the aft cabin to port, and the forward V berth contain a double bunk, hanging locker, dressing table with mirror and drawers, and storage shelves on either side of the bunk. They can both be closed off from the main cabin with louvered teak doors.

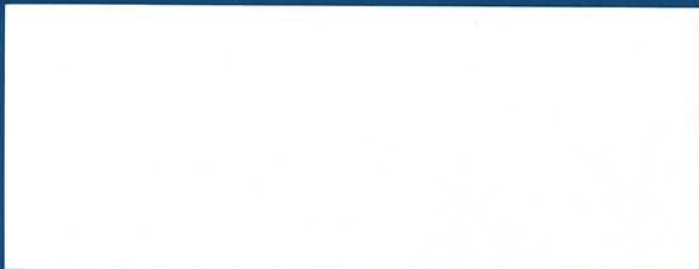




Builders of Express 30M, 30PC, 35 and Scout Motor Yachts



If you would like more details, a factory tour, a test sail,
or if you would like to speak with an Express owner, give us a call.



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