

SPIRIT 52 SLOOP 2012 - SOLD



Specification

AN-MEI (EX CHLOË)  
SPIRIT 52 SLOOP 2012

Designer	Sean McMillan	Length waterline	36 ft 9 in / 11.2 m	Engine	Yanmar 3JH3E 39 hp diesel
Builder	Spirit Yachts, Ipswich	Beam	11 ft 2 in / 3.4 m	Location	USA
Date	2012	Draft	7 ft 3 in / 2.21 m	Price	Sold
Length overall	52 ft 2 in / 15.9 m	Displacement	9.378 Tonnes		
Length deck	52 ft 2 in / 15.9 m	Construction	Wood epoxy cedar planking overlaid with khaya veneers on mahogany frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Whether for day or week coastal cruising on Long Island Sound, the South of France, or the Caribbean, AN-MEI (formerly CHLOË) combines comfort with elegance; the yacht comfortably sleeping four with good en-suite facilities, and an option for two more in the main saloon. AN-MEI has had two careful owners and been professionally maintained. The yacht has cruised extensively, most recently on the US eastern seaboard, proving a pleasure to sail and fully manageable by just two crew. Equally she has proven ideally suited to cope with the bigger swell and strong winds in the Caribbean. She is moreover a competitive racing boat evidenced by her achievements so far.



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## RACING

The construction and design of the Spirit yachts naturally lends them to competing in classic style racing at local and international regattas. As CHLOË, she first competed in the 2012 Panerai Classics Regatta, Cowes, just days after her launch. Quickly showing she had the performance to win she was then entered in other events around the UK with quite some success.

Her major achievement though was at Antigua Classic Yacht Regatta 2014 where she beat all similar sized competitors and was only beaten herself by the much larger Spirit 76 NAZGUL and the 130 ft J-Class RAINBOW. In the 2013 and 2014 Round the Island (of Wight, UK) races she performed outstandingly well against modern race yachts, beating most across the water. In 2014, she also won the Modern Classics Class.

Her IRC rating offers a good prospect of winning races at many regattas and sailing events around the world. In racing mode she is a pleasure to sail, well balanced right up through the wind range and easily steered. Crew work is straightforward and uncomplicated. There are no spinnaker poles and extra guy lines, just simple to use asymmetric spinnakers.

Since 2017, in Swedish ownership as AN-MEI, she has been exploring the idyllic waters of Long Island Sound and beyond on the US East Coast by summer, and been carefully wintered indoors.

### Specification

## REFIT/ MAINTENANCE

- Annual internal and external varnishing
- Equipment upgrades as noted below

- Indoor winter storage 2017 to present

### Specification

## CONSTRUCTION AND FINISH

### HULL

- Construction complies with RCD (Recreational Craft Directive) certified by IMCI
- Brazilian cedar planking over male mould, 18 mm scantling x 65mm cover, epoxy bonded
- Cedar planking overlaid with 2 x 3 mm Khaya veneers laid at 45 degrees epoxy bonded
- Solid or laminated straight grain Douglas fir Hog, keel, stem, stern post and horn timber
- Laminated Douglas fir beam shelf
- Solid mahogany floors, engine beds, keel and mast support
- 15 x Major laminated mahogany ring frames, finished at 60 mm moulded by 55 mm sided
- Mast step ring frame at 85 mm moulded by 70 mm sided
- Cap shroud ring frame primary chain plate mount transmitting the loads to hull and keel bearing
- Planking sheathed with 2 layers of 400 gsm bi-radial glass / epoxy with 200 gsm scrim above WL
- Faired with Awlgrip epoxy fillers and spray coated with a two pack Awlgrip paint system
- Coated below the waterline with self polishing antifouling paint

### KEEL

- Flattened bulb keel for maximum righting moment and optimum high / low pressure separation
- High strength SG steel keel blade optimised for performance built to NACA section design
- Lead and antimony alloy ballast bulb with an integrally cast matrix to join bulb and blade
- Through bolted to hull with 5 x 36 mm keel bolts on centreline and 10 x 24

- Decks finished with Sikaflex DC

- All hatches have teak margin board surrounds with no end grain showing
- Full length bulwarks fitted as part of the hull structure, bright finished inboard
- Cap rail running to a low swept taffrail around the stern

### INTERIOR

- 12 mm plywood major structural or watertight bulkheads scarfed and braced where necessary
- Watertight crash bulkheads at fore end of fore cabin and fore end of the steering machinery space
- 9 mm plywood furniture bonded and filleted to the hull to form a monocoque structure
- All plywood used is BS1088 and made to LR marine grade specification
- All piercing of watertight bulkheads for cabling and pipes fitted with suitable glands
- Where the interior is finished in polished mahogany, it is cut from solid wood only
- All fine joinery, trim, doors, panelling etc created from the finest quality mahogany stock
- All door and larger panels are cut from solid stock, mirrored and book-matched
- Interior woodwork, bilges, inside spaces, cupboards etc, multiple coated in epoxy resin paint finish
- All Interior surfaces finished in white eggshell paint or satin/gloss varnish

### EXTERIOR FINISH

- Mahogany fine sanded and coated with multiple layers of UCP by International Paints
- This over coated with multiple applications of Epifanes full gloss varnish

- mm bolts surrounding
- Keel faired and coated with epoxy barrier coating before painting.

#### RUDDER

- Multi-laminate timber blade rudder epoxy carbon sheathed on a solid 75 mm stainless steel stock
- Winglets and a vortex tip optimise control
- Rudder stock rotates in self-aligning bearings top and bottom fitted with ‘O’ rings
- Quadrant fixed with a drilled and machined clamp to stock which also takes an emergency tiller

#### DECK

- Laminated mahogany beams integral to ring frames where specified
- Beams overlaid with one layer 12 mm plywood, scarf jointed
- 6 mm teak deck planking laid over, swept to the gunwale line
- Teak margin boards and king planks

hand rubbed between each

- Heavy usage items such as the helm wheel have up to 12 coats of varnish.

#### INTERIOR FINISH

- All interior surfaces except bright work over coated with epoxy resin
- Attention taken to protect areas of difficult accessibility and the bilge area
- Surfaces over coated with International Paints epoxy primer 860
- Final coating of visible painted surfaces with International Interior gloss or satin polyurethane paint
- All interior bright work fine sanded and primed with three coats of UCP
- This over coated with five coats Epifanes rubbed effect varnish, hand sanded between each

### Specification

## DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

#### GENERAL

- All deck gear and blocks by Ronstan in mirror polished stainless steel
- All with high load bearings
- 6 x 300 mm Mooring cleats
- Genoa and blade jib tracks fitted with high load stainless cars
- 10 x Turning blocks at the mast base
- Mainsheet traveller and track fitted across cockpit with two electric winches
- Spinnaker turning blocks fitted to aft quarters

#### AFT DECK

- Hatch in port aft deck to access tender, outboard, life raft and emergency equipment stowage
- Hatch in stbd aft deck to access to sail and general stowage
- Small hatch stbd side deck to access to sealed self-draining gas bottle locker
- Fuel tank filler fitted in aft deck
- Fresh water tank fillers on deck
- Ensign staff socket recessed flush into aft deck
- Solid mahogany 1.5 m ensign staff

#### COCKPIT

- Solid mahogany on marine plywood substructure self draining cockpit bright finished
- Teak inlaid seating
- Small cockpit locker for stowage of sail ties, winch handles etc
- Removable cockpit table
- Custom laminated, mahogany rim spoked wheel on mahogany binnacle with instruments
- Bow thruster control at helm
- Direct chain and 8 mm 7x 19 wire drive runs over articulated sheaves to quadrant steering

#### WINCHES

Harken Stainless finish self-tailing

#### By Cockpit

- 2 x 58 Two speed cockpit primaries
- 2 x 52 Dingle speed electric secondaries
- 1 x 46 Single speed electric main sheet
- 2 x Lightweight single winch handles

#### At Trunk Cabin

- 1 x 46 Two speed electric main halyard, reef 1, vang, spinnaker 1 stbd
- 1 x 46 Two speed headsail halyard, spinnaker 2, reef 2, outhaul, Cunningham port

#### TRUNK CABIN

- Bright finished mahogany over laminar substructure trunk cabin
- Sliding mahogany hatch on stainless steel runners in garage
- 2 x Opening skylights on the centreline: one over main saloon and one forward of the mast
- 5 x Flush-fitting hatches

#### FOREDECK AND GROUND TACKLE

- Double roller balanced bow anchor chute built into stem head
- Hatch in foredeck to access anchor windlass, roller reefing drive and ground tackle
- Lewmar hand held controller electric windlass with warping / chain gypsy and brake
- Stainless steel Delta type bower anchor 30 kg (c2020)
- 40 m of 8 mm calibrated anchor chain
- Galvanised Delta type 20 kg spare anchor
- Fortress 15 kg kedge anchor
- 5 m of 8 mm Chain and 50 m of 18 mm multi plait warp
- Heavy duty chain stopper
- Chain self stows in chain locker lined throughout with GRP

### Specification

## ACCOMMODATION AND DOMESTIC EQUIPMENT

#### SUMMARY

Accommodation is for four in a double owner’s cabin aft and two single guest berths in the fore cabin. Each has an en-suite WC shower compartment. A further two can sleep in the saloon if required.

#### NAVIGATION STATION TO STARBOARD

- Lifting desktop chart table and pilot seat
- Nav instruments, electrical and controls and communications outboard

- Traditional style joinery with mahogany panelling throughout, hand rubbed and polished
- Contrasting varnished deck beams and joinery
- 7 x Opening skylights
- 10 x Opening chrome bronze port lights fitted in the trunk cabin sides and aft face
- Ventilation in bilges throughout to prevent condensation
- Lockers, cupboards, wardrobes etc fitted with ventilation louvres
- Eberspacher diesel heating; 12 V fan circulation to aft cabin, saloon and fore cabin

From bridge deck, sliding hatch and companionway steps down lead over the engine compartment to

#### GALLEY TO PORT

- ENO gimballed three burner hob, grill and oven
- Shelf and locker stowage outboard and aft
- Front loading c100 L fridge against aft bulkhead
- Top loading c40 L fridge/ freezer
- Stainless steel sink with mixer tap stowage lockers under
- Flexible lamp

- Flexible chart reading light
- Clock and barometer

#### SEMI BULKHEADS OPEN TO SALOON FORWARD

- Long U shaped settee berth to port with upholstered seating and backs
- Stowage under; shelving above and outboard
- Drop leaf dining table on centreline
- Long settee berth upholstered seating and back to stbd
- Stowage under; shelving outboard
- Deckhead and reading lights

#### DOORWAY TO FORECABIN

- Guest en-suite WC compartment with shower and ceramic basin to port
- Hanging locker to stbd
- 2 x Single berths in V-format
- Hatchway to fore deck
- Deckhead and reading lights

Coming aft through saloon past engine housing and companionway

#### OWNER CABIN STARBOARD AFT

- En-suite WC compartment with door option to use as a day head
- WC, shower and ceramic basin
- Double berth to port facing aft
- Short settee opposite to stbd
- Deckhead and reading lights

### Specification

## RIG, SAILS AND CANVASWORK

#### RIG

##### Mast

- Southern Spars moulded carbon fibre mast, tapered above hounds
- Mast spray painted in Awlgrip
- Discontinuous rod standing rigging with stainless steel rigging screws
- Twin spreader rig with cap shrouds, intermediates and lowers
- Electric roller furling forestay; drive system below deck, controlled from helm (2022)
- Kevlar manual backstay
- All halyards run internally, exiting above deck; led to turning blocks around the mast collar
- Dyneema lazy jacks can support the lowered mainsail and boom
- Flag halyard eyes fitted to lower spreaders
- Mast fitted with Harken batten car track system for fully battened mainsail
- Deck flood lights fitted to lower spreaders
- Mast collar with stainless steel flange bolted to deck including turning block mounts

##### Boom

- Carbon fibre tube boom tapered at each end spray painted to match mast
- Reefing lines led through the boom to the gooseneck, then to deck turning blocks
- Boom vang controlled from deckhouse roof mounted winches

- Clew outhaul controlled from deckhouse roof mounted winches
- Lazy jacks mounting points
- Downlight in boom at aft end over cockpit

#### Running rigging

- Full running rigging including asymmetric spinnaker sheets

#### SAILS

North Sails 3DI black (2019)

- Mainsail

- Furling foresail

One Sails UK (2012-2015)

- Race Mainsail – Millenium membrane, carbon fibres, film style, 1 reef (2013)
- 3+2 Cruise Mainsail – Vantage1 membrane, technora fibres, double taffeta, 2 reefs (2012)
- Code 2 Race Jib – Millenium membrane, carbon fibres, film style (2015)
- Code 2 Race Jib – Millenium membrane, carbon fibres, film style (2013)
- Furling Cruise Jib – Vantage1 membrane, technora fibres, double taffeta (2012)
- Masthead FFR Cruising Reacher on torsion cable – CZ laminates (2013)
- Fractional Cruise Asymmetric – 0.9oz nylon (2012)

#### CANVASWORK

- Main sail cover (2019)
- Wheel cover and binnacle cover (2019)
- Three part cockpit tent and coach roof cover
- Boat cover (2019)

### Specification

## MECHANICAL ELECTRICAL AND TANKAGE

## MECHANICAL

- Yanmar 3JH3E 39 hp diesel mounted centrally
- Racor type 55 Duplex fuel filters
- Engine space fully soundproofed: 50 mm high performance insulation
- In-line drive train, soft mounted with flexible coupling for minimal vibration
- KM35 marine gearbox ratio 2.6:1
- 12 V start with 55 A charging alternator
- Engine control panel in cockpit with full instrumentation and audible alarms
- Single lever side-mounted throttle / shift control at cockpit side
- Engine spares kit
- 35 mm stainless steel prop shaft through bronze 'P' bracket
- New cutlass bearing (2020)
- Gori 3-bladed fully feathering propeller
- Sidepower 55 KGF / 4 kW duo-prop bow thruster fitted in GRP tube on/off and control at helm
- Pipe work complies with the class requirements of IMCI and appropriate SAF or ISO standards
- Dedicated air-in vent fitted in engine room

## ELECTRICAL

- Single phase 230 V shore power circuit with a grounded neutral
- Mastervolt battery monitoring and management system
- 2 x Mastervolt gel service battery banks MVG 12 V / 200 Ah total 400 Ah
- 1 x Mastervolt AGM 12 V / 90 Ah engine start battery

- AC Switch panel and distribution complies with RCD / IMCI requirements
- Protected primary AC switching and distribution controls
- Shore power connection
- Inverter, AC metering and other starters
- Circuit breakers for onward distribution
- Separate protected primary DC switching and distribution controls
- Service battery bank
- Main battery isolation switches
- Inverter, DC metering and starters
- Circuit breakers for battery charger
- Circuit breakers for onward distribution
- Interior lights, switches and power sockets
- Webasto heating system operates throughout the boat

## WATER SYSTEMS AND TANKAGE

- 220 L Translucent polyethylene fuel tank, vented; gauged; inspection hatch
- 2 x Polyethylene water tanks c 220 L and 180 L cross linked with level gauges
- 50 L Marine grade calorifier; 750 W 240 V AC heater element in engine space
- 30 L Black water tanks with gauges; overboard or shore facility discharge
- Grey water and galley water are discharged directly overboard
- All tanks fitted with inspection hatches
- Jabsco ITT manual sea water flush stand alone WCs with shut-off valves (2019)

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### Specification

## NAVIGATION AND COMMUNICATIONS

- Ritchie 'Powerdamp' steering compass
- Brookes and Gatehouse navigation instruments fitted at helm position:
- Speed, Depth, Distance combined
- Wind speed and direction
- Control incl rudder indicator for hydraulic ram system autopilot
- Simrad GPS chartplotter
- Multi-function read outs at chart table
- Chart plotter repeater fitted at chart table
- On board course computer
- Simrad VHF to current GMDSS requirements, DSC enabled
- Icom waterproof handheld VHF set
- Simrad interchangeable i-phone music system, i-pod dock speakers saloon and at helm
- Steaming light at fore side of mast
- All round white anchor light fitted to mast head
- VHF antenna fitted at masthead
- B&G wind instruments sender fitted at masthead

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### Specification

## SAFETY

- 8 x Lightweight deck vest lifejackets with Spirit logo
- Solas S 6-person approved life raft with 'A' survival packs
- Solas offshore flare kit
- Solas flare container
- 2 x Solas life buoys with light module)
- Anchor Black ball
- Motor-sailing black cone
- Constrained by draft black cylinder
- Towing black diamond
- Multiple portable fire extinguishers as required by IMCI
- All bilge pumps accord with the UK flag authority and IMCI requirements
- Pumps are heavy duty sea water rated, self-priming with all mechanical seals
- Manual bilge pump mounted in cockpit discharging overboard
- Secondary electric bilge pumps

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### Specification

## OTHER EQUIPMENT

- Folding boarding ladder custom made in mahogany with teak treads
  - Zodiac tender
  - Torqeedo electric motor
  - Warps
  - Fenders
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Specification

## IMAGE CREDITS

Nos. 1, 2 & 3: Tim Wright

/ Photo Action

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### Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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SPIRIT 52 SLOOP 2012

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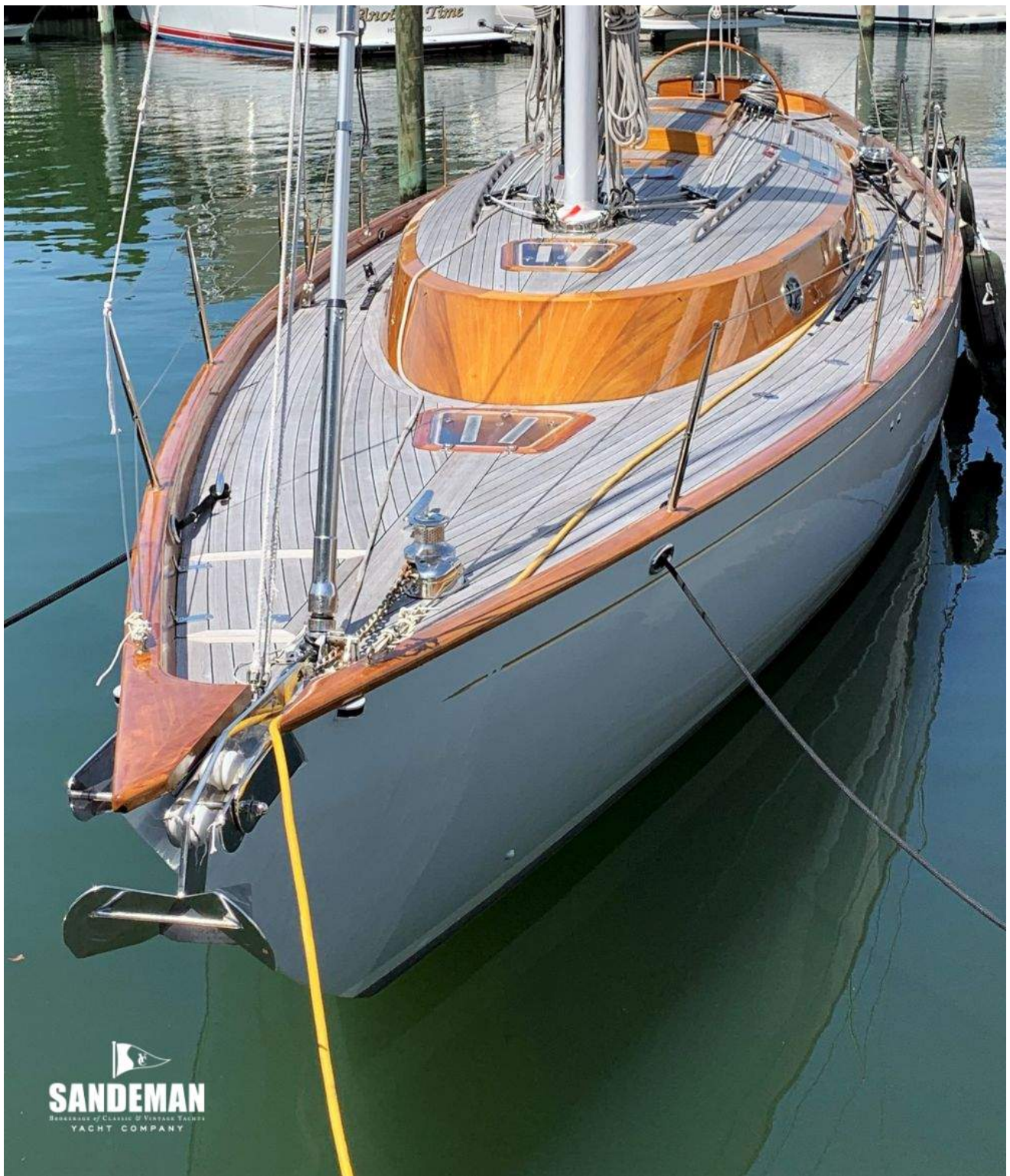
Specification  
GALLERY





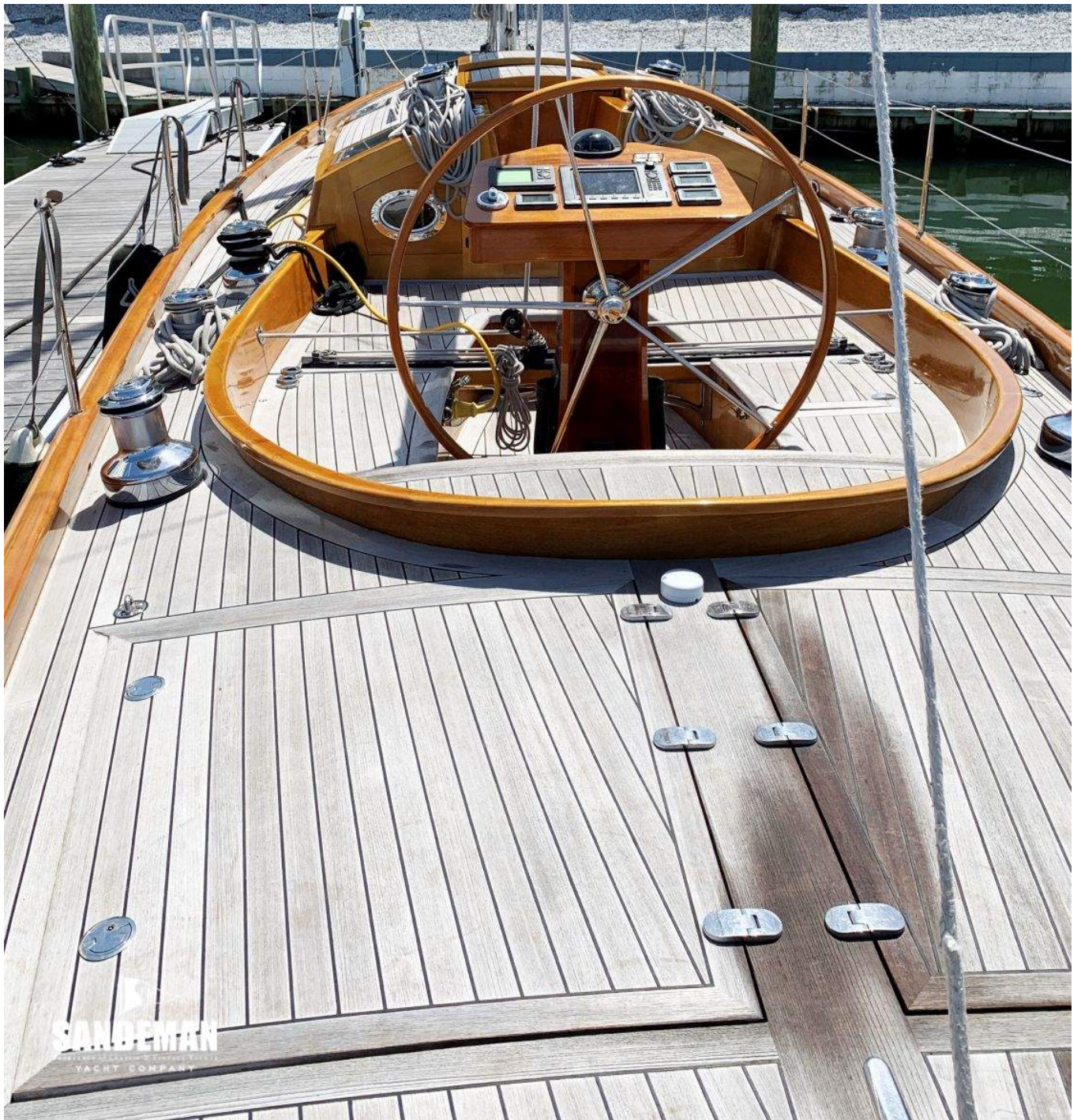






  
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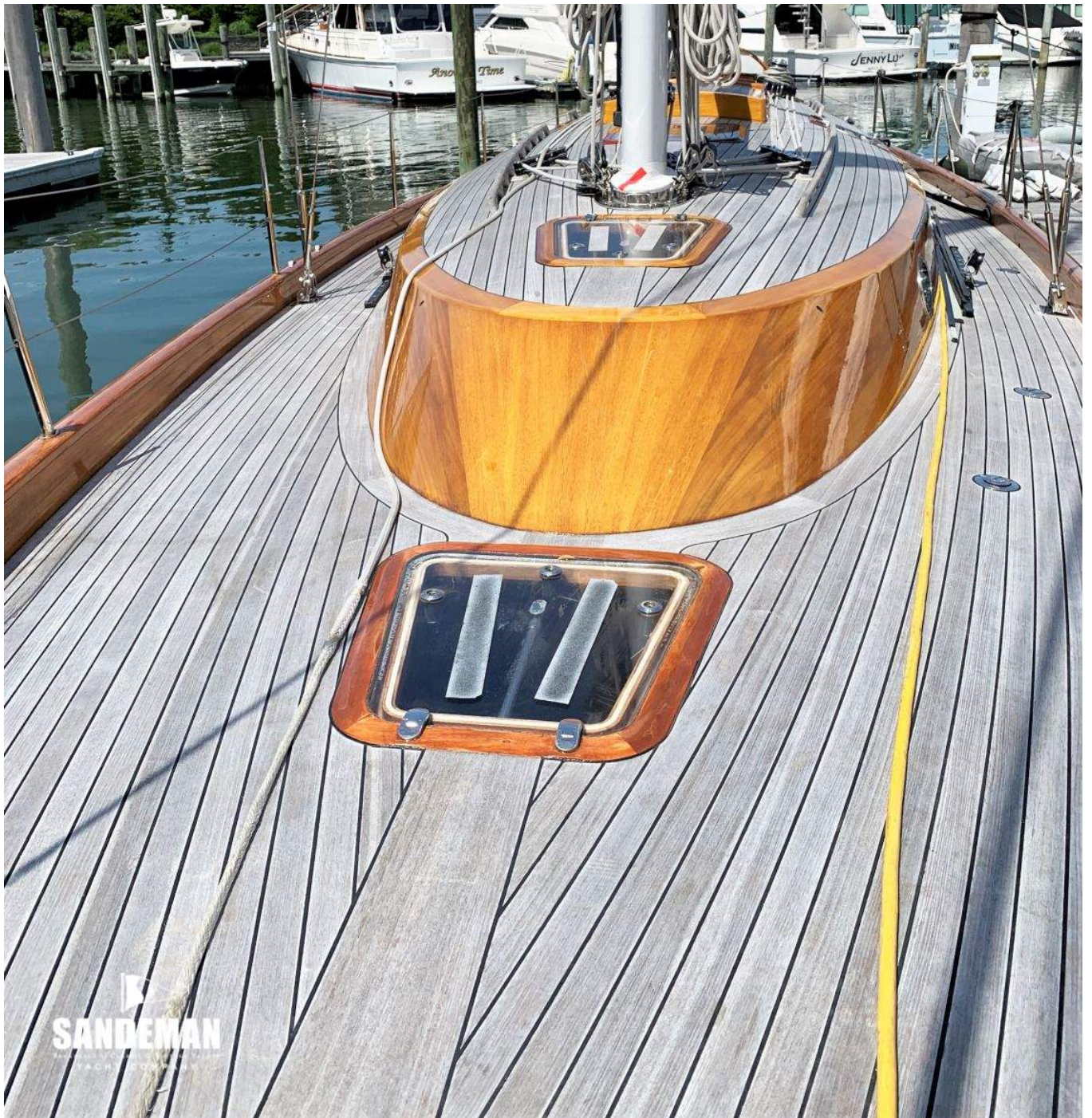




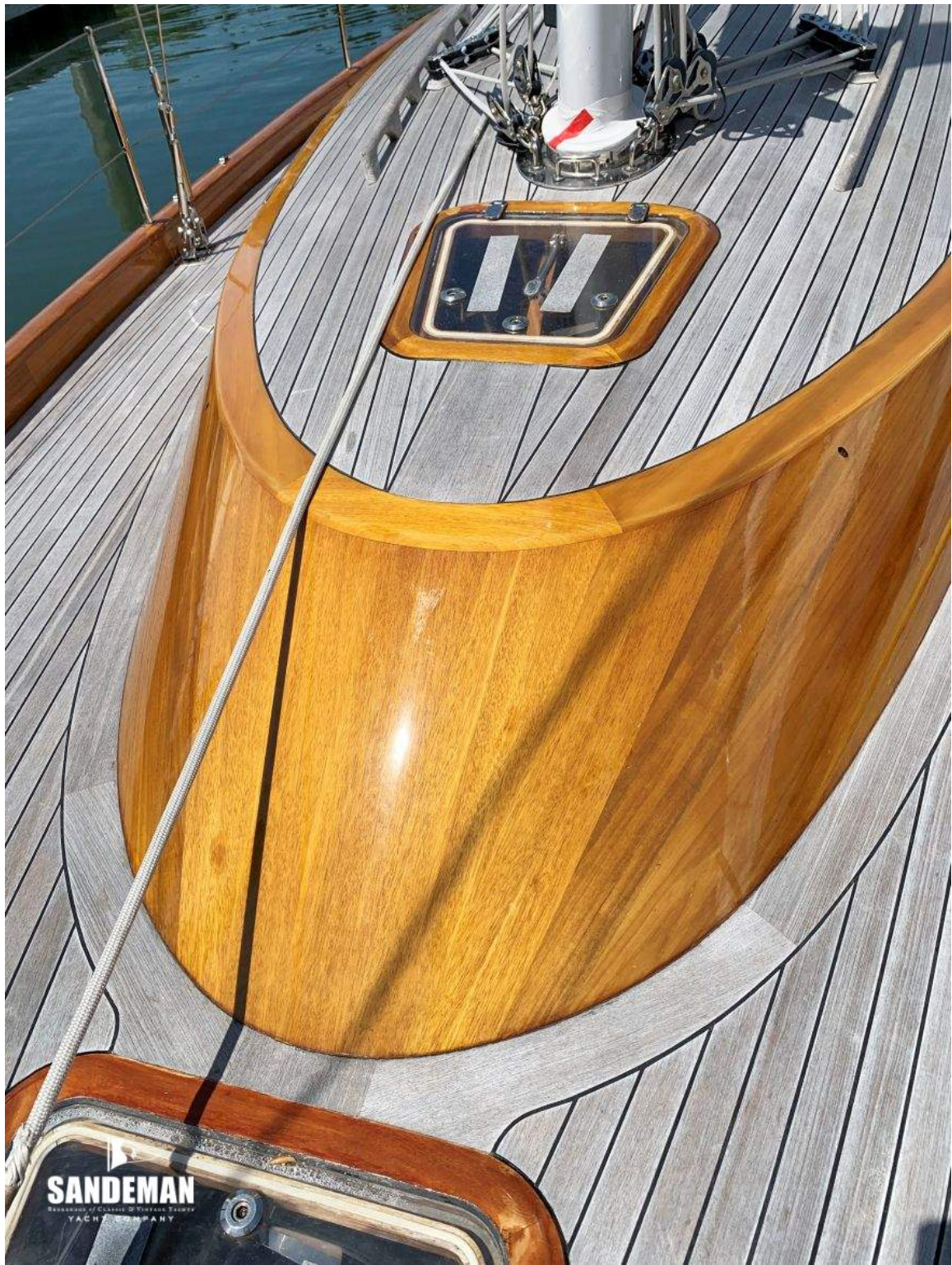


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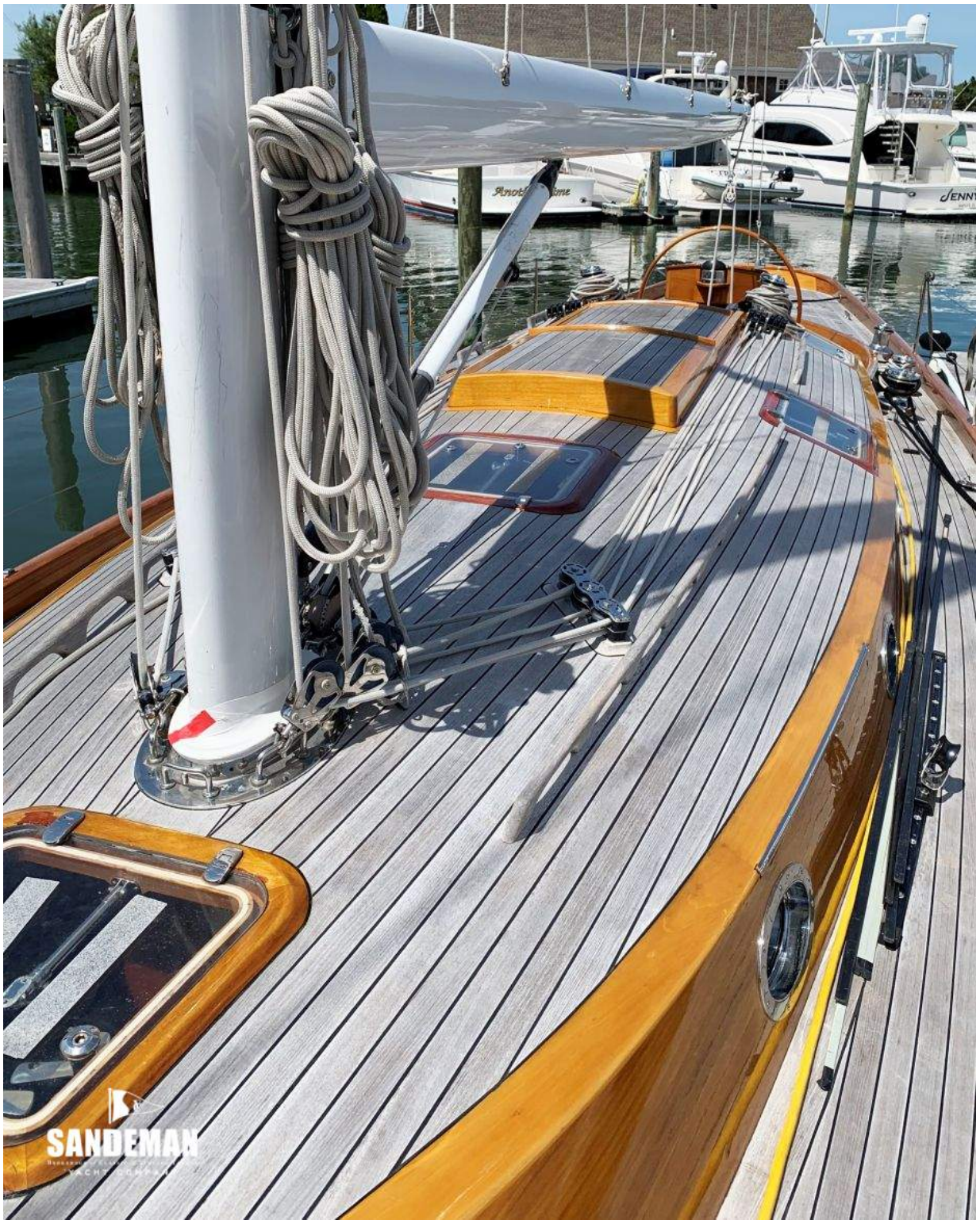












  
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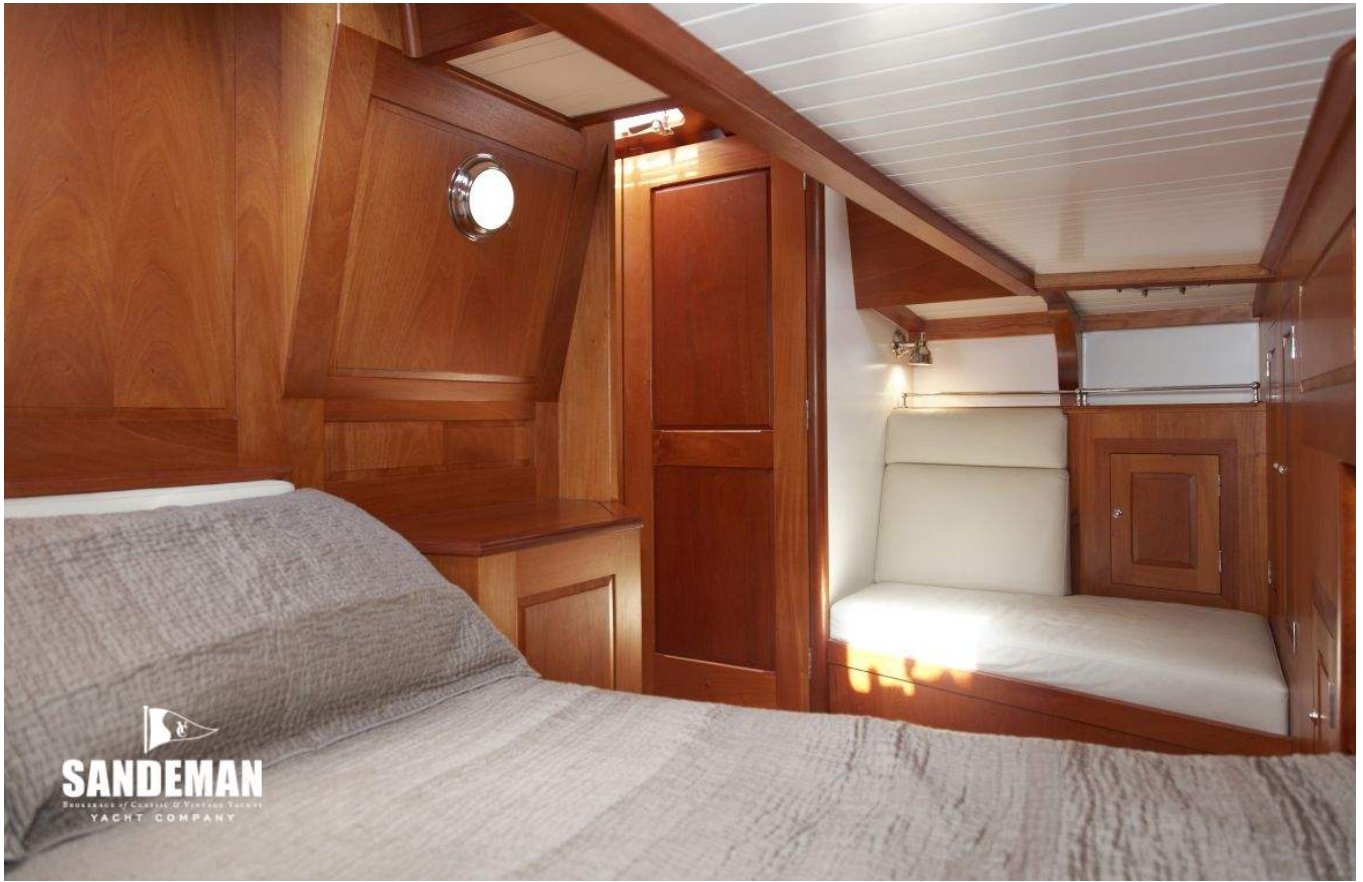


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SPIRIT 52

*'Chloe'*

*Racing Spirit*

Built by  
SPIRIT YACHTS LTD.  
IPSWICH, U.K.

Design Category A

Max. PERSONS  6 = 450kg

Max. Carry-on Load  = 480kg

TOTAL  +  = 930kg

CE 0609

  
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