SPIRIT 52 FT SLOOP 2012 - SOLD



Specification

CHLOË

SPIRIT 52 FT SLOOP 2012

Designer	Sean McMillan	Length waterline	36 ft 9 in / 11.2 m	Engine	Yanmar 3JH3E 39 BHP Diesel
Builder	Spirit Yachts Ltd., Ipswich	Beam	11 ft 2 in / 3.4 m	Location	United Kingdom
Date	2012	Draft	7 ft 3 in / 2.2 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	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 in the Caribbean or the South of France, CHLOE combines comfort with elegance; the yacht comfortably sleeping four with good en suite facilities and an option for two more in the main saloon. Just four years old, CHLOE would seem to be in immaculate condition, the owners having kept her fully maintained. The yacht has cruised extensively proving a pleasure to sail, and fully manageable by just two crew. Equally she proved 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. CHLOE 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 the Antigua Classics Regatta 2014, where she beat all her similar sized competitors and was only beaten herself by one much larger yacht. In the 2013 and 2014 Round the Island (of Wight) 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.

Fifty four Spirit yachts have now been built and delivered to their owners around the world. Nine of those participated in the 2014 Antigua Classics Regatta. This the 27th regatta was blessed with some of the most exciting racing ever seen at this event; 25-28 knot trade winds and 2-3 metre rolling seas producing demanding but truly exhilarating sailing. CHLOE was 2nd in the Spirit Class behind NAZGUL, a 76 ft Spirit. In the Spirit of Tradition Class she was 3rd behind the 130 ft J Class RAINBOW and NAZGUL.

Specification

CONSTRUCTION AND FINISH

Hull

- Construction complies with RCD (Recreational Craft Directive) certified by IMCI
- Brazilian cedar planking over male mould, 18mm 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 55mm sided
- Mast step ring frame at 85 mm moulded by 70mm 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 mm bolts surrounding
- 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

Finishing Exterior

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

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

Rudder
- Multi-laminate timber blade rudder epoxy carbon sheathed on a solid 75mm 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 with1 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.

Finishing Interior
- 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

- 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 controlled electric windlass with warping / chain gypsy and brake
- Delta type 20 kg main anchor and 40 m x 8 mm calibrated chain
- Fortress 15 kg kedge anchor, 5 m x 8 mm chain and 50m x 18 mm multi plait warp
- Heavy duty chain stopper
- Chain self stows in chain locker lined throughout with GRE
- All deck gear and blocks by Ronstan in mirror polished stainless steel
- 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
- Folding boarding ladder custom made in mahogany with teak treads
- All bearings are plain high load for high load applications.

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 fitted as shown on deck plan

Winches all Harken stainless finish self tailing

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

By cockpit
- 2 x 58 two speed cockpit primaries
- 2 x 52 single speed electric secondaries
- 1 x 46 single speed electric main sheet
- 2 x Lightweight single winch handles

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 atop
- Direct chain and 8mm 7x 19 wire drive runs over articulated sheaves to quadrant steering

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 1.5m ensign staff

General
- 4 x 10 m Black 18 mm warps with spliced loops, fully leathered with leather chafe pads
- 6 x Fenders with fender socks and leathered lanyards
- Inflatable dinghy and engine stowed in lazarette

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 en suite shower and head compartment.

Navigation station to stbd
- Lifting desktop chart table and pilot's seat

She can sleep a further two in the main saloon if required.
- 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

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

Galley to port
- Gimballed three burner hob, grill and oven shelf and locker stowage outboard and aft
- Front loading fridge c 100 litres against aft bulkhead
- Top loading Fridge/freezer c 40 litres
- Stainless steel sink with mixer tap stowage lockers under
- Eberspacher diesel heating with 12 V fan circulation to aft cabin, saloon and fore cabin
- Nav instruments, electrical and controls and communications outboard

Half bulkheads open to saloon forward
- Long U shaped settee berth to port with upholstered seating and backs with stowage under
- Shelving above and outboard
- Drop leaf dining table on centreline
- Long settee berth upholstered seating and back to stbd with stowage under
- Shelving outboard
- Doorway to fore cabin
- Guests' head compartment with WC, shower and hand basin to port
- Hanging locker stbd
- 2 x Single berths in Vee format
- Hatchway to fore deck

Coming aft through saloon past engine housing and companionway
- Head compartment en suite to owner's cabin with door options to use as a day head
- SW, shower and hand basin
- 2nd doorway to owner's cabin
- Double berth to port facing aft
- Short settee opposite to stbd

Specification

RIG, SPARS SAILS AND CANVAS

Mast
- Southern Spars moulded carbon fibre mast spray painted in Awlgrip tapered above the hounds
- Discontinuous rod standing rigging with stainless steel rigging screws
- Twin spreader rig with cap shrouds, intermediates and lowers
- Forestay on Bartels electric roller reefing with drive system below deck, controlled from the helm
- Kevlar manual backstay
- All halyards run internally, exiting above deck and 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
- Down light in boom at aft end over cockpit

Running rigging
- Full running rigging including asymmetric spinnaker sheets

Sails - all sails by One Sails UK
-2015 - Code 2 Race Jib – Millenium membrane, Carbon fibres, film style
-2013 – Masthead FFR Cruising Reacher – CZ laminates
-2013 – Masthead A2 Asymmetric – 0.75/0.8oz nylon
-2013 – Race Mainsail – Millenium membrane, Carbon fibres, film style, 1 reef
-2013 - Code 2 Race Jib – Millenium membrane, Carbon fibres, film style
-2012 – Fractional Reaching Asymmetric – 1.5oz nylon
-2012 – Fractional Cruise Asymmetric – 0.9oz nylon
-2012 – Furling Cruise Jib – Vantage1 membrane, technora fibres, double taffeta
-2012 – 3+2 Cruise Mainsail – Vantage1 membrane, technora fibres, double taffeta, 2 reefs

Covers
- Main sail cover
- Wheel cover and binnacle cover
- Three part cockpit tent and coach roof cover

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MECHANICAL ELECTRICAL AND TANKAGE

- Yanmar 3JH3E naturally aspirated indirect cooled 39 BHP Diesel mounted centrally
- Racor type 55 Duplex fuel filters
- Engine space fully sound proofed with 50 mm high performance insulation
- In-line drive train soft mounted with flexible coupling for minimal vibration
- KM35 marine gearbox ratio 2.6:1
- 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

- 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
- 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
- Single phase 230 V shore power circuit with a grounded neutral
- Mastervolt Battery monitoring and management system
- 2 x Mastervolt Gel service battery bank MVG 12 V / 200Ah total 400Ah
- 1 x Mastervolt AGM 12 / 90Ah engine start 12 battery
- AC Switch panel and distribution complies with RCD / IMCI requirements
- 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 litre translucent polyethylene fuel tank, vented and gauged with inspection hatch
- 2 x Polyethylene water tanks c 220 and 180 litres cross linked with level gauges
- 50 litre marine grade calorifier with 750 W 240 V AC heater element in the engine space
- 30 ltr Black water tanks with gauges can be discharged directly overboard or at a shore facility
- 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

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Danforth 5 inch main 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 GMDS 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

Specification

SAFETY

- 8 x Lightweight deck vest lifejackets with Spirit logo
- SolasS 6 man approved life raft with 'A' survival packs
- Solas offshore flare kit
- Solas flare container
- 2 x Solas life buoys with light module)
- At 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

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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GALLERY






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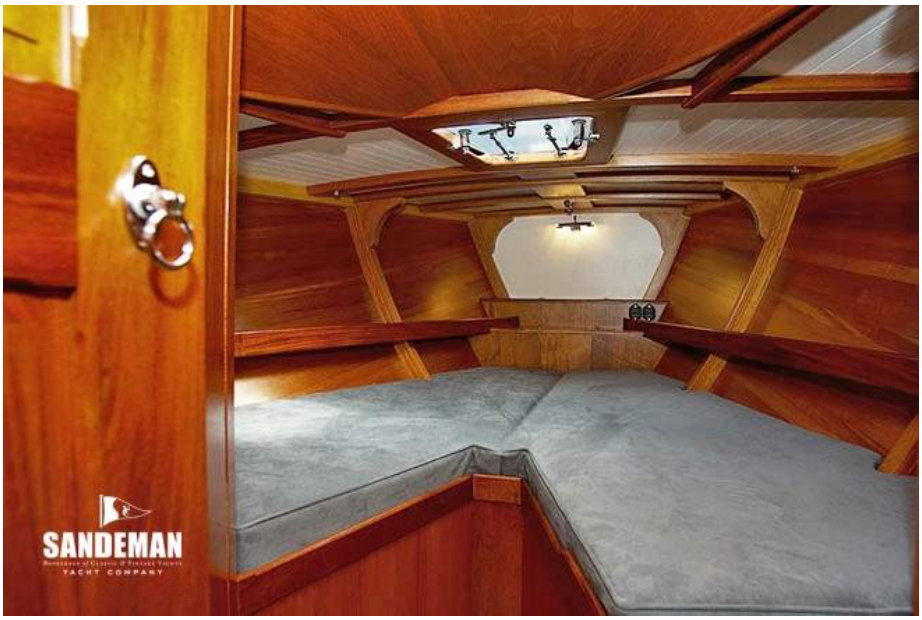
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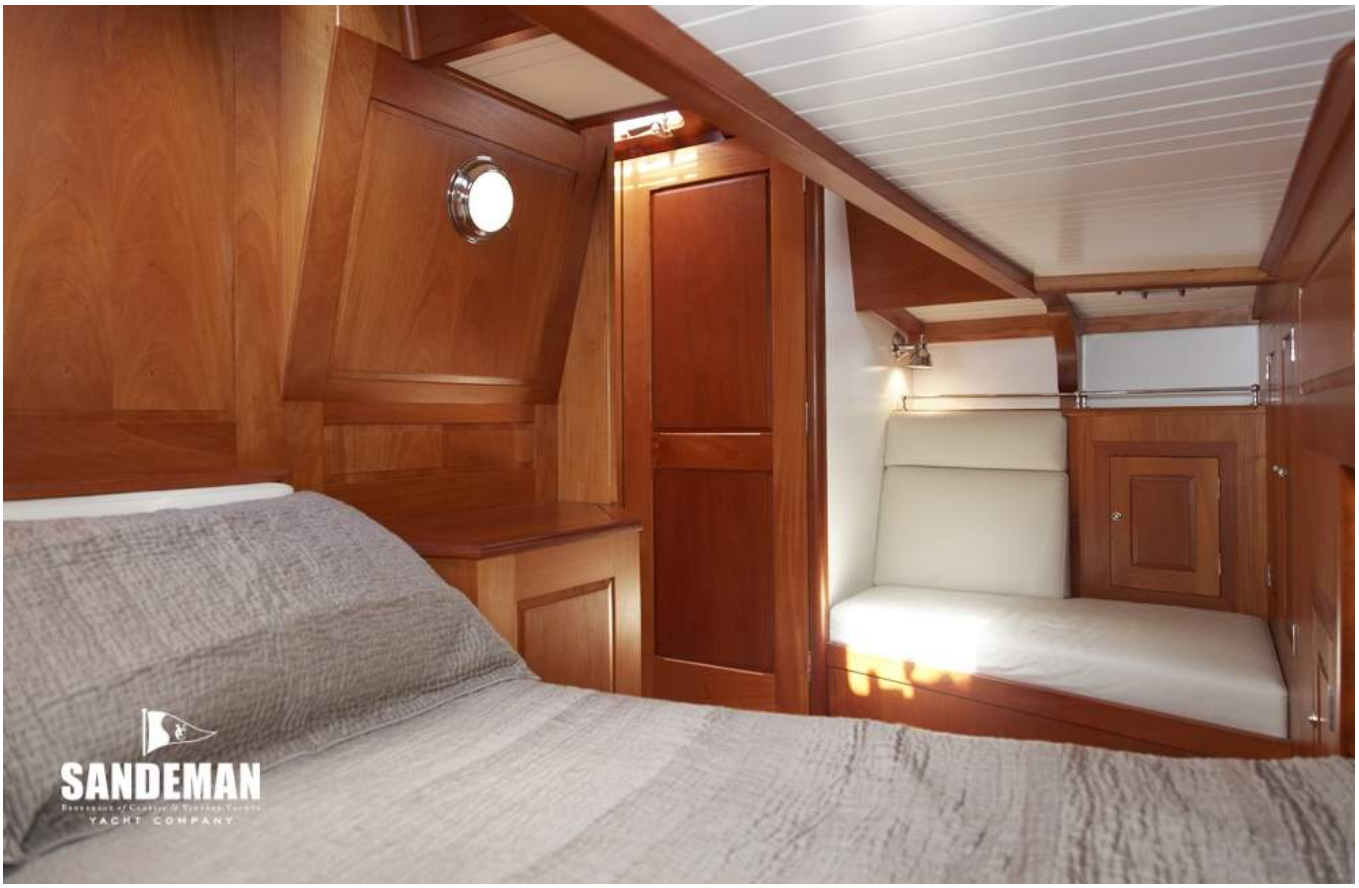
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