SPIRIT 42 SLOOP 1998 - SOLD



Specification

FALKUNGEN

SPIRIT 42 SLOOP 1998

Designer	Sean McMillan & Michael Newman	Length waterline	30 ft 0 in / 9.14 m	Engine	Yanmar 2GM20 18 hp Diesel
Builder	Spirit Yachts, Benhall, Suffolk	Beam	7 ft 6 in / 2.29 m	Location	Norway
Date	1998	Draft	6 ft 0 in / 1.83 m	Price	Sold
Length overall	42 ft 0 in / 12.8 m	Displacement	4 Tonnes		
Length deck	42 ft 0 in / 12.8 m	Construction	Red cedar wood epoxy		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

After a North Sea crossing ably completed early in her second season, this very handy sized Spirit of Tradition sloop, cousin to the Spirit 37 and Spirit 46, has enjoyed an idyllic life of both singlehanded and family cruising - and occasional racing - among the skerries of the south Norwegian riviera; where it's a best-kept secret that the summer season, albeit short, is always warm and sunny. Then in winter, when sensible sailors there go skiing, the Spirit 42 FALKUNGEN has always been nicely tucked away in a private boat shed not far from her private summer berth. Rarely is there a chance like this to become only the second owner of such a loved and gently used Spirit Yacht.

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SPIRIT 42 SLOOP 1998

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NEW LISTING

- A provisional presentation of a new listing
-

Fuller specifications to follow in coming weeks

Specification

OWNER'S COMMENTS

"FALKUNGEN is a beautiful yacht which sails like a dream. I had it made with a view to be able to sail her single handed; this has been most successful. It takes me very little time to hoist the main sail, roll out the jib and to enjoy the fjords and islands on the Norwegian coast. I sailed it over to Norway from England in 1999. We had a lot of wind in the back and it was a bit wet; she is essentially not a long distance boat. But, given favourable conditions I am sure that it would be fun to sail her to the UK or the Continent. I have participated in some local regattas and in a nearby classic regatta. She performs well in racing and is easily handled with a crew of three or four."

Specification

HISTORY

FALKUNGEN has been in the same ownership since being built by Spirit Yachts in 1998. The owner sailed her from England to Norway that spring - through a fierce storm, the voyage taking only three days. Since then she has led an idyllic life: docked at the family summer house on the south coast of Norway, used for single-handed and family cruising among the skerries, and occasional racing with friends and family. Summer sailing conditions are generally so good there that the engine has had minimal usage. Every winter she has been stored inside, under cover in her owner's private boat shed.

ORIGIN OF THE NAME

FALKUNGEN means 'Child of Falken', FALKEN being an 1870s cutter owned for the first 30 years of the 20th Century by the great-grandfather of FALKUNGEN's owner - and earlier owned by industrialist Christian Anker, father of the great Norwegian yacht designer Johan Anker. FALKEN was drawn by one of Norway's earliest yacht designers, H. Grønn, a very proficient amateur whose day job was as a high court lawyer. Grønn's output was heavily informed by a combination of his father's work on outer Oslo Fjord as a 'Kryssbetjent' - a coastal customs officer aboard custom cutters - and by an attraction to the beamy, shallow American yachts of the time. The resulting highly attractive and famously fast yachts to Grønn's designs had raked bows, elegant counters, wide beam and towering rigs, while somehow still looking Nordic. Interestingly for a designer of notably fast yachts, Grønn is believed to have only sailed in one regatta, at Aarhus, Denmark, as he believed that the regattas alone contributed to producing bad vessels!

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Specification

CONSTRUCTION

- Western red cedar epoxy bonded hull planking
- Glass/epoxy outer finish/ epoxy faired/ Awlgrip paint system
- Douglas fir longitudinal frame

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

GENERAL

- Teak laid deck on marine plywood substrate
- Varnished mahogany king planks, margin boards & covering boards

SIDE DECKS

- 2 x Andersen 46 electric sheet winches aft (spinnaker, and jib singlehanded)

- Varnished mahogany superstructure

AFT DECK
- Chromed ensign socket
- Stainless steel mooring fairleads port and starboard
- Stainless steel mooring cleat at king plank
- Flush lazarette hatch to port
- Rudder head
- Tiller with falcon's head carving and wood extension tiller

COCKPIT
- Large sunk cockpit
- Raised coamings
- Teak laid sole with access hatches and grating section
- Teak seats
- Line tidy fwd
- Deep lockers under the seats
- Access door under aft deck
- Cleat for adjustable backstay
- Shore power socket
- Engine control
- Shaefer Traveller and Mainsheet blocks
- GPS Plotter under
- Compass at fwd bulkhead
- Wind instruments
- Autopilot
- Stowage tubes for spinnaker pole and boat hooks

- 2 x Andersen 28 self-tailing 2-speed sheet winches fwd
- Clutches port and starboard for running backstay purchases
- Foresail sheet tracks and cars

COACHROOF
- 3 x Oval ports, port and starboard
- 2 x Andersen 28 self-tailing 2-speed halyard/ control line winches
- Line clutches and leads port and starboard
- Sliding companionway hatch
- Mast step
- Chrome framed forehatch

FOREDECK
- Stainless steel mooring fairleads port and starboard
- Stainless steel mooring cleat at king plank
- Recessed forestay chainplate and furler
- Flush hatch for anchor chain
- Protective bow sheath for anchor handling
- Stainless steel anchor with weighted rode

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

STEP DOWN OVER ENGINE BOX
- Varnished mahogany finish
- Fielded and raised panelling
- Mahogany/ holly inlay sole
- Elegant electric lighting throughout

NAVIGATION AREA TO STARBOARD
- Chart table
- Stowage under
- Ship's electrical panel
- Navigation displays
- VHF Radio
- Chart reading light

GALLEY TO PORT
- Spirit stove
- Stainless steel sink
- Top loading 12 V external cooling plate refrigerator
- Lockers and shelves

FORWARD TO SALOON
- Majilite upholstered settee berths to port and starboard
- Stowage under
- Lee cloths
- Shelves outboard (speakers aft)
- Buttoned upholstered backrests raise to offer wide berth
- 4 x Bolster/ arm rest cushions
- Removable drop leaf table with fiddled top
- Stainless steel mast compression tube

FORWARD VIA DOUBLE DOORS TO WC COMPARTMENT
- WC concealed in furniture
- Baby seat for WC
- Hanging locker

FORWARD TO FWD CABIN
- Double berth
- Stowage under and in shelves

Specification

RIG SAILS AND CANVASWORK

FALKUNGEN has been adapted for ease of single and short handed sailing

RIG
- Custom Formula Carbon fibre mast and spreaders
- Carbon fibre reinforced wood T-section boom

SAILS
By Parker & Kay (1998)
- Fully-battened mainsail
- Frederiksen batten cars

- Carbon/ Kevlar spinnaker pole
- Nitronic discontinuous rod rigging
- Spectra running rigging
- Spectra running backstays to deck clutches

- Jib
- Storm jib (fits over furled jib)
- Asymmetrical spinnaker with snuffer
- Symmetrical spinnaker with snuffer

CANVASWORK
- Mainsail boom cover
- Full cockpit tent
- Coachroof cover (TBC)
- Winch covers

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL
- Yanmar 2GM20 18 hp Diesel
- Traditional drive train; p-bracket strut
- Gori folding propeller

ELECTRICAL
- 240 V Shore power system
- Battery charger
- 2 x 110 Ah 12 V Batteries
- 12 V Sockets

TANKAGE
- Fuel (capacity TBC)
- Fresh water (c.80 L)
- WC Black water holding tank

OTHER
- Screw locking system at rudder stock

Specification

NAVIGATION, ELECTRONICS AND COMMUNICATIONS

NAVICATION/ ELECTRONICS
- Traditional, bulkhead mounted steering compass

Raymarine
- GPS plotter (2014)
- Wind (2014)
- Speed (2014)
- Autohelm ST4000 tiller arm

COMMUNICATIONS
- Sailor VHF Radio

OTHER
- Pioneer CD Radio

Specification

SAFETY

- Emergency air buoyancy tank in forepeak
- Autoflug valise liferaft
- Fire extinguisher
- Fire blanket
- 3 x Bilge pumps: aft; cabin, fwd

Specification

REFITS

- Electronics upgrade, 2014

Specification

OTHER EQUIPMENT

- Folding mahogany boarding ladder
- Cockpit cushions
- Ash-staved, chromed bronze boathook
- Local movement trailer

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.

Specification

GALLERY






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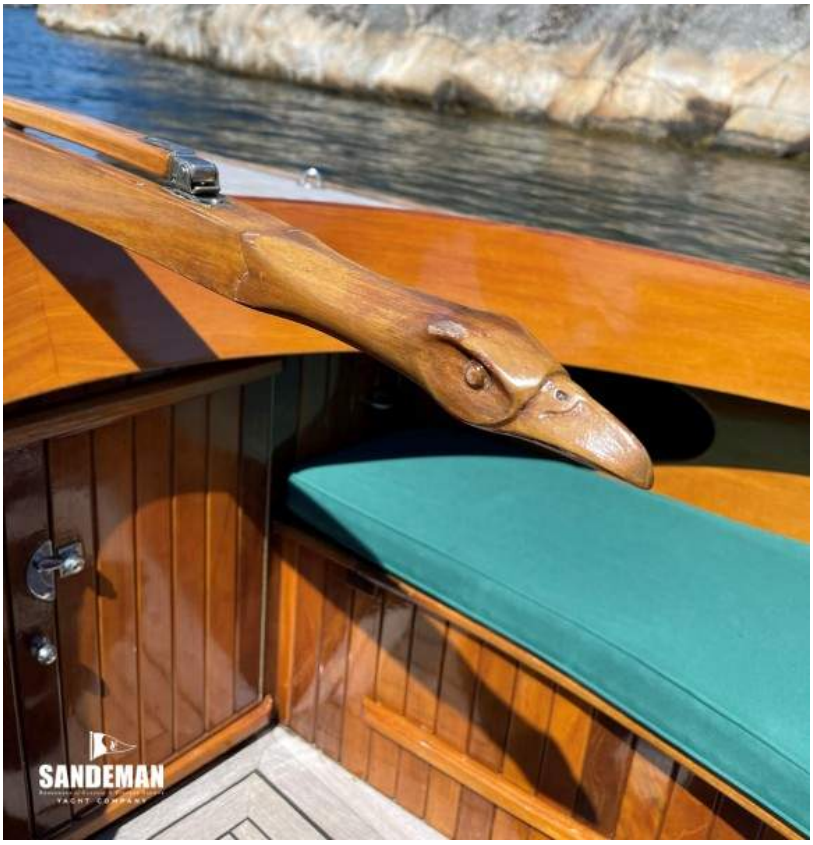

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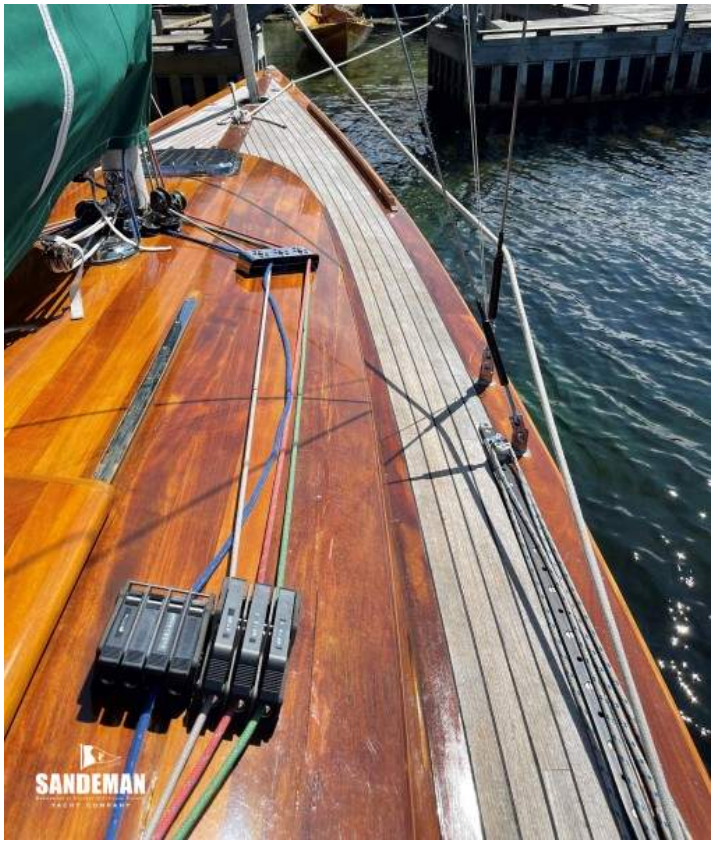

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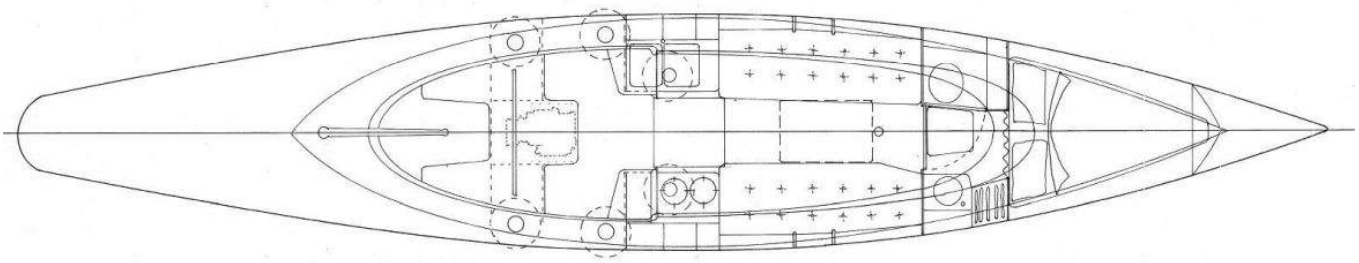

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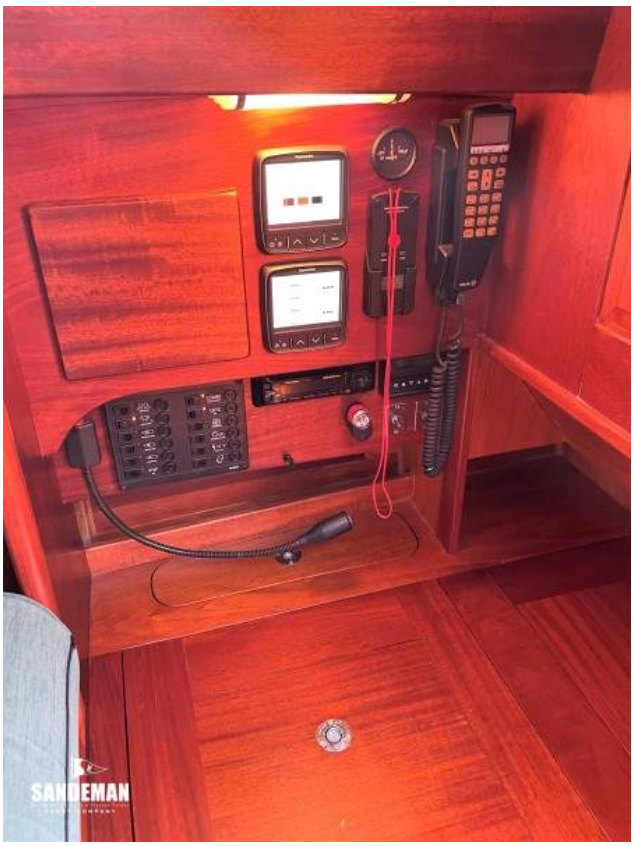

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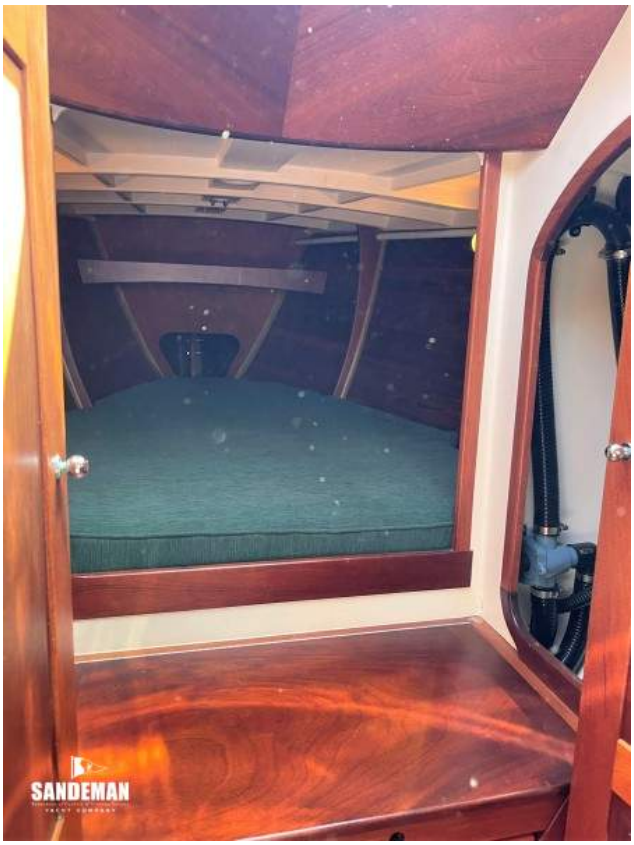

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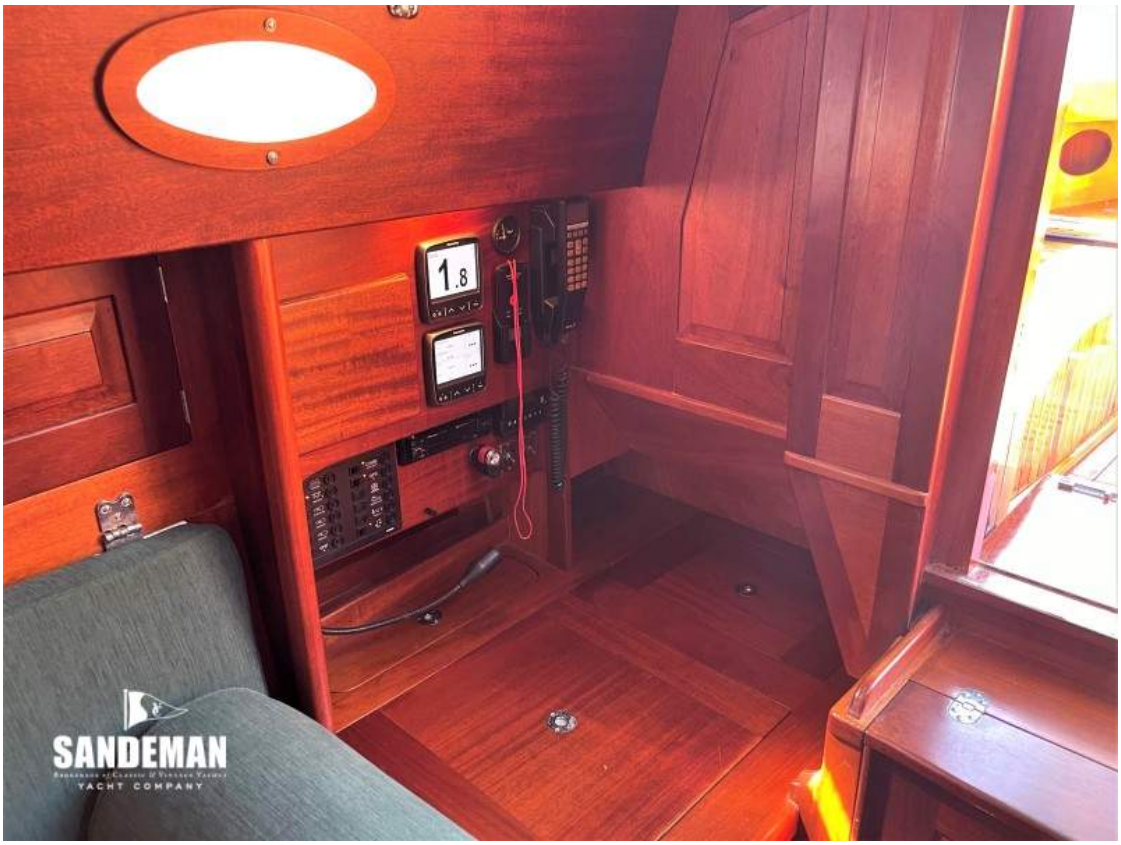

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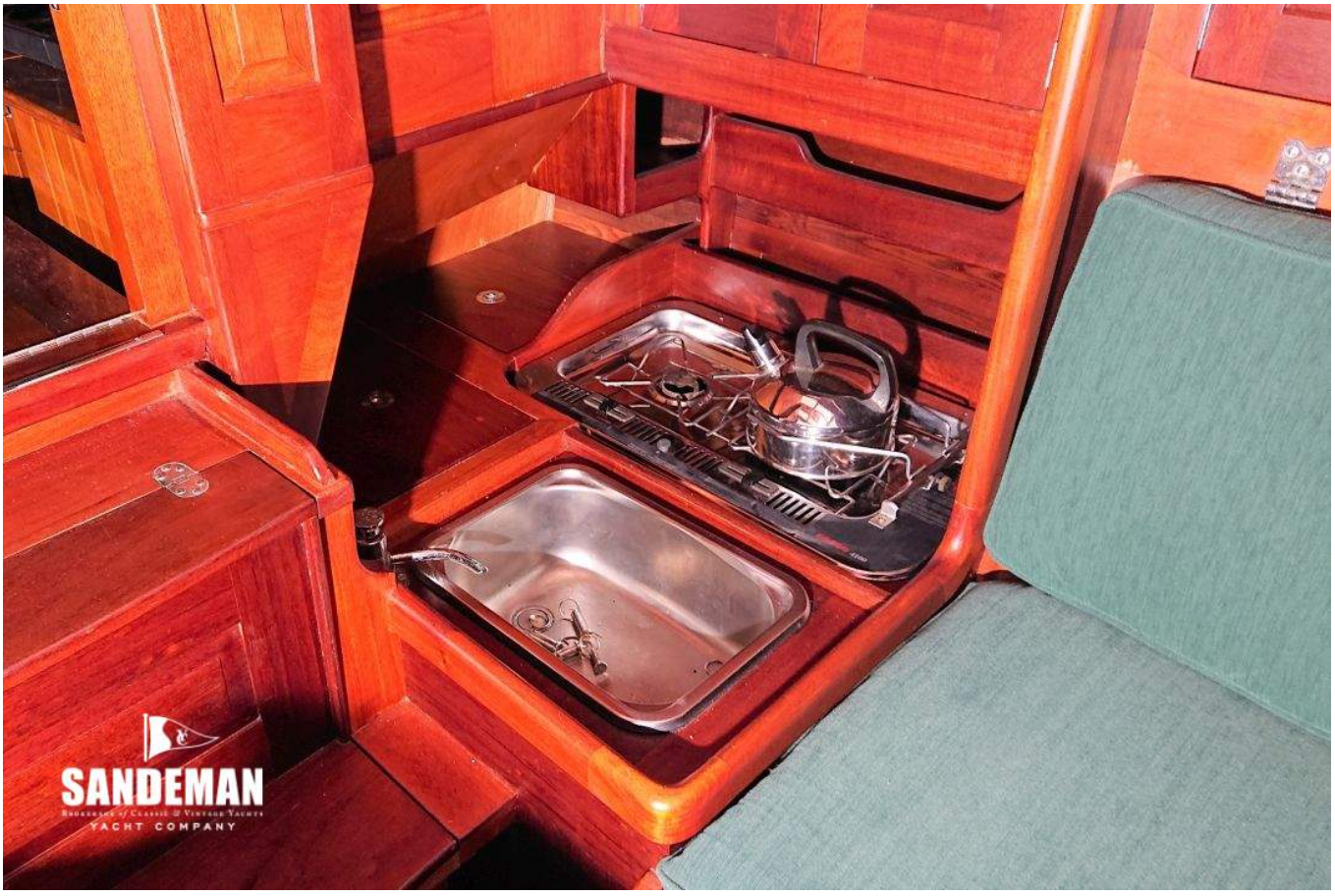

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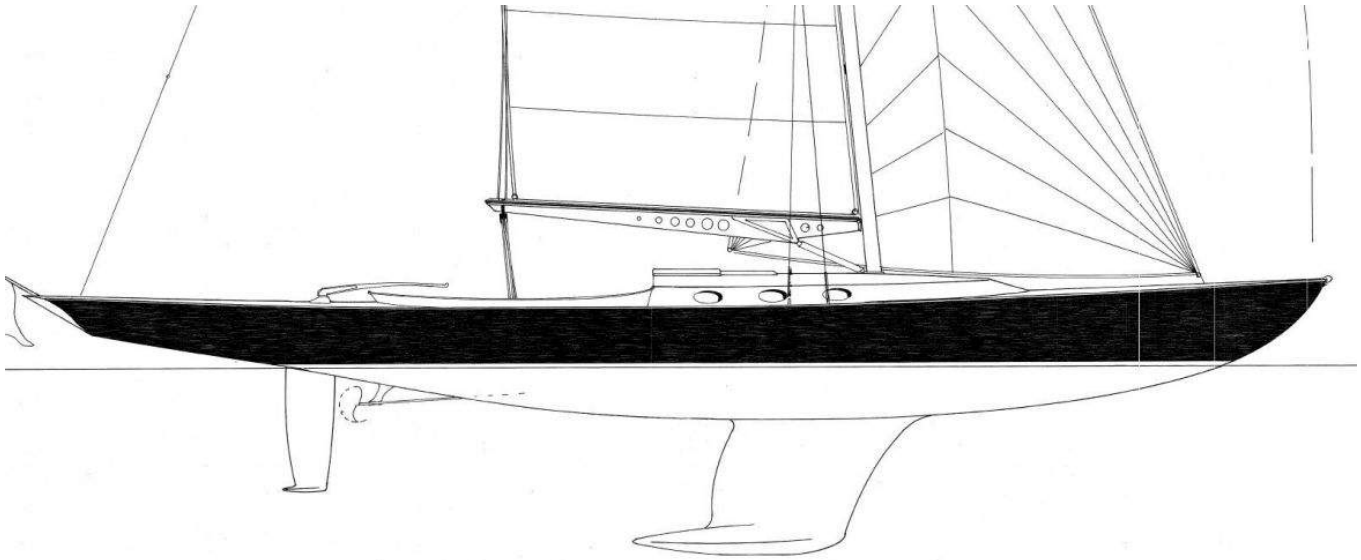

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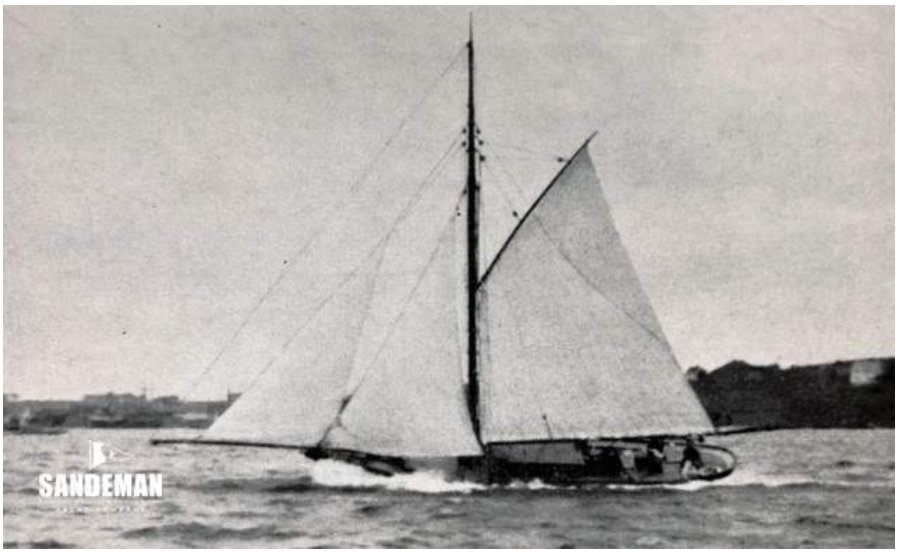

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LoA 42' 12.8m.
LWL 30' 9.2m
Beam 7'6" 2.3m
Draft 6'0" 1.83m.
Displ 3 tons.
Ballast Ratio 60%.
Sail Area (150%) 640sq ft.
66sq m.
Scale ½" = 1ft 1:24
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