



SPIRIT

LOA:	50' / 15.24m
Year:	2003 ; refit 2012
LWL:	43'7" / 13.30m
Beam:	14'2" / 4.34m
Draft:	9'10" / 3m
Displacement:	10,700kg / 23,589lb
Hull Material:	Carbon Fibre/Sandwich Epoxy
Engine:	1 x Volvo Penta D2-55
Designer:	Bill Tripp
Accommodation:	6 berths in 3 cabins
Builder:	Baltic Yachts
Location:	Sanremo, Italy
Price:	€490,000 VAT paid

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Broker's Comments:

SPIRIT is Baltic 50, number 08 and was delivered new to her current owner in 2003.

Mostly she has been sailed in Swedish waters and stored ashore inside each winter. In 2009 the yacht sailed to the Caribbean. After the season there, she was shipped back, via the UK where she was imported, and VAT was paid. She returned on home to Sweden after.

In the winter of 2011-12 the yacht was placed with the builder Baltic Yachts in Finland for a full refit. The brief for the refit was "rebuild Spirit to how you would have built her today". The owner's view was that she was his "forever boat" and he wanted her in top shape and fully upgraded. So much so that the following winter he returned the yacht to Baltic for further improvements.

The total cost of the refit including material exceeded €460.000, and close to 4,000 hours of work.

From autumn 2013 until spring 2021 SPIRIT was stored indoors in a private, heated storage.

I sold the yacht to her current ownership in June 2021 and after general service and checks, setting the rig, etc., they sailed her south to the Med, France and then Italy.

This is a very special yacht in outstanding condition.

Owner's Comments:

SPIRIT had a thorough systems test and service during the summer of 2020 - by a former Baltic Yachts employee. The service included all pumps, engine, sail drive, hydraulics, and electrical installation.

When we picked her up in summer 2021, she was looking "like new" and after straightforward preparations, we had a trouble-free sail from Stockholm to San Remo.

We have of course made some updates and small changes – listed in the specification below but the main highlights are:

- Some new batteries were installed when we bought her.
- A new B&G Zeus 3 Plotter 9" screen installed at chart table in 2022.
- We replaced the mainsail in 2022.
- We added a microwave.
- We added an inner forestay with furler.
- We added a new tender with electric outboard and a new liferaft.

When buying SPIRIT, I was looking for a high-quality fast sailing Med boat to keep on the Côte d'Azur and sail mainly in that area. She has proved perfect for that role. But now we are planning to make a longer cruising trip crossing the Atlantic and Pacific. For this we foresee a larger yacht is required and hence now place SPIRIT for sale.

For simplicity we placed SPIRIT under Polish flag, which she retains today.

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Construction:

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC or RCDII (2013/53/EU as appropriate (Recreational Craft Directive) and is categorised A – “Ocean”.

Hull Construction:

- The hull is constructed with epoxy using vacuum bagging laminating technique. Laminate to be in Carbon fibre and epoxy resin (Ampreg 22), and Corecell core.
- Some local reinforcement to be in Aramid and glass.
- All skins laid up in one bagging of all plies, with the last fibre ply being followed by a peel ply. Laminates to be post cured at 50 degrees C for 12 hours. Woven and biax laps to be 50mm.
- Hull exterior:
 1. US Paint #545 Epoxy Primer on entire hull.
 2. Topsides: Painted in refit 2012 in Dupont, Toyota 199 polar silver effect with at least one layer of clear coat on top.
 3. No “Baltic” stripes in the aft end of the topsides. Water line black.
- Bottom:
 1. Three coats (minimum) of Epoxy primer prior to antifouling paint.
 2. Antifouling International Premium White and Black mixed (to give grey finish).
- Hull surface interior:
 1. The entire hull interior skin and all non-visible FRP surfaces shall be finished smooth to eliminate any protruding fibre strands and to eliminate any voids or pits. Then, the hull interior skin and all visible and non-visible FRP surfaces shall be painted white.
- Structural bulkheads Corecell foam and Carbon laminate panels, prefabricated on a laminating table, under vacuum. Bulkheads laminated to the hull. Visible surfaces to be teak faced. Thin teak veneer applied by vacuum bagging. Bulkhead and tapping laminates to be post cured at 50 degree Celsius for 12 Hour.
- Chain plates in FRP, V-strap type using Kevlar and Epoxy.
- Pad eye on the stem head.

Deck Construction:

- Deck built out of a female mould. Fibre orientation and number of plies will vary over the deck. The laminates vacuum bagged to achieve the best possible strength and resin ratios. The deck constructed primarily of Carbon fibre and epoxy resin (Ampreg 22), and Corecell core. The inside and outside skins reinforced in way of deck gear with C- plates.
- One foam and Carbon deck beam each side under Genoa tracks.
- High-density core used under the runner tangs, winches, at the mast partners, and the upper rudder bearing.
- Compression tubes will be inserted, where necessary, in way of bolts under all deck hardware.
- Teak deck (incl. cockpit coamings).
- Teak over whole cabin top, including bridge deck and surfaces underneath sprayhood.
- Other deck areas and coaming painted in Off White.
- Teak toe-rail.

Keel & Rudder:

- Fixed ballast in keel totalling 4,083 kg.
- Keel fin in stainless steel. Keel bulb to be cast in 4 - 6 % antimony lead.
- Stainless steel mounting bolts.
- The rudderpost in CRP. The blade also CRP and with a foam core.
- Self-aligning JP3 bearings (or equivalent) for upper and lower bearings.

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Machinery:*Engine & Gearboxes:*

- Volvo Penta D2-55 4-cylinder naturally aspirated diesel engine producing 55hp @ 3,000rpm.
- Complete overhaul outside boat in 2012.
- Volvo Penta MD 130 Sail Drive Gear Box (installed new 2012).
- Standard Volvo Penta engine bed installed so as to be continuous with keel frame in FRP, so that the sump under the engine will serve as an oil drip pan. Complete drainage of pan shall be provided for by means of a small hand sump pump and swabbing.

*Maintenance & Performance:*

- Date of last engine service: Spring 2022.
- Current Engine Hours (since complete overhaul): approx. 2,000 as of February 2023.
- Max Speed: 10.5 knots.
- Cruising Speed: 8 knots.
- Range: c. 650 Nm @7.5 knots/2100 RPM.
- Fuel Consumption: c. 4 litres/hour @ 7.5 knots/2100 RPM.

Note from Owner: Figures above to the best of my memory. SPIRIT has a relatively large diesel tank, 360 litres, for her weight and is very easily driven, especially in calm conditions. We have never taken any extra diesel (in jerry cans) and didn't do that during ARC. Arrived in Saint Lucia with more than half tank.

Propulsion & Steering:

- Twin custom helm pedestals with Exit Engineering Millenium 3-spoke carbon fibre helm wheels – 2012.
- JP3 steering quadrant with 10mm Vectran cable connection to both wheels.
- Steering wheel height 120-125 cm.
- Wheel diameter - 1050 mm.
- Stops - 2.
- Sheaves - 100 mm dia Harken.
- One aluminium emergency tiller, fits head of rudderpost, stows in cockpit locker.
- Helmsman foot braces fit each side.
- Volvo three-bladed folding propeller.

Electrical Systems:*Battery Banks:*

- 4 x 24vDC batteries joined in parallel and to supply 240Ah @ 24vDC for services. Two under owner bed. Two under floorboards. Two were replaced in 2021.
- 12vDC Redtop engine start battery – 2021.

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Battery Chargers:

- Mastervolt 24/50 24vDC 50Amp automatic battery charger, located in engine room.

Inverter:

- Mastervolt MASS 24/1500 1,500w inverter. Located port side forward in lazarette.

Alternators:

- 12vDC 50Ah engine-mounted alternator for charging start battery.
- 24vDC 120Ah high-output secondary engine alternator for charging service battery bank.

Shore Power:

- 220vAC shore power with earth leakage strip, circuit breaker and connection cable.

Other Electrical:

- 12v electric sockets.
- 220vAC sockets throughout.

Plumbing Systems:**Fresh Water & Water Heating System:**

- Hot water system: approx. 60 litres tank, heated by engine and 220v. Tank located in engine room.
- 24vDC pressurized water pump for supplying fresh water.

Watermaker:

- Spectra 24vDC reverse osmosis watermaker, approx. 90 litres/hour.
- Prefilters and vane-pump mounted in engine room.
- Membrane and Clark-pump (it's relatively quiet) mounted in port aft cabin.
- Membranes changed 2021.

Bilge Pumps:

- 2 x manual bilge pumps.
- Automatic electric bilge pump with manual overrides at chart table.

Tankage:**Fuel:**

- 360 litres in one stainless steel tank.
- Fuel tank level gauge.

Fresh water:

- 225 + 50 litres in stainless steel tanks.
- Water tank level gauge.

Note: Water is divided into two tanks that are connected in order to meet racing regulations. The small tank serves as spare water.

Grey/Blackwater holding tanks:

- Grey water: shower water and waste from hand washbasins drains into sump under floorboards at each head. Pumps out with electrical pump.
- Galley wastewater drains direct overboard with a pump.
- Black water: approx. 50 litres, stainless steel tank connected to aft head only with gravity disposal into the sea and deck suction. Tank is located forward of aft head under port sofa in saloon.

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- TankWatch 4 holding tank level monitoring system.

Navigation & Communication Equipment:

- B&G Zeus 9" colour GPS chart plotter at chart table – 2022.
- B&G Hydra 2000, 5 x 20/20 mast displays, 4 x FFD in cockpit, 1 x FFD at nav table, 1*FFD in Saloon, 1 x FFD in owners' cabin.
- B&G Hydra Pilot autopilot with hydraulic arm.
- True Heading AIS transceiver – 2012.
- B&G digital compass.
- Mac Mini computer with Dell monitor.
- 2 x Suunto compasses (one on each helm pedestal).

Communication Equipment:

- Icom IC-M401 VHF/Radio at chart table.
- Sailor Iridium Satellite Phone (no current contract).

Domestic Equipment:

- Isotherm 24v, water cooled system without pump for fridge & freezer. Custom made fridge compartment with two top-loading openings.
- Custom made freezer compartment in small central sofa.
- "NASA" vacuum isolation panels to save space.
- The compressors are mounted at the galley (the area cooled by extra fan to be used in hot climates only).

Galley:

- Alpes Inox stainless steel four burner gas stove with oven – 2013.
- Coso 220vAC microwave oven – 2022.
- Custom stainless steel top opening refrigerator with twin openings and Isotherm 24DC water-cooled compressor.
- Custom freezer connected to Isotherm compressor.
- Twin stainless steel sinks with hot and cold pressurized water supply.
- Nespresso Coffee Machine – 2021.
- Gas Detector.
- Stowage for cooking utensils.
- Adequate drawers and lockers.
- Cutting board.
- Corian Cameo White covered worktop with deep fiddles.
- Drying locker for dishes above sinks.
- Garbage container under sinks.
- Foot operated seawater pump.

Heads/Shower:

- 2 x Sani Marin SFA 24vDC electric heads.
- Hot & cold pressurised water supplies with showers.
- Hot & cold freshwater shower in cockpit.

Heating & Ventilation:

- Eberspaecher 5 diesel-fired hot air cabin heating system.

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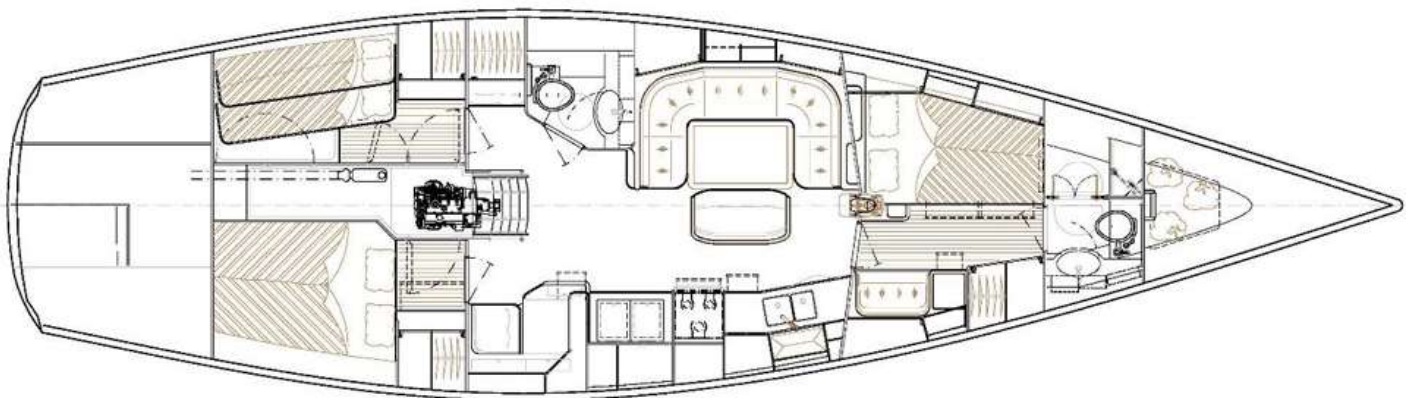
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Entertainment:

- Blaupunkt DVD-Stereo connected to the Samsung TV + 2 speakers in saloon + 2 speakers in cockpit – 2012.
- 32" Samsung LCD TV in saloon – 2012.

Accommodation:**Summary of Accommodation:**

- Up to 7 berths in three cabins plus two heads, with further sea berth in saloon.
- Semi-custom interior by R&J Designs with joinery work to the highest standard.
- All visible joinery is teak faced with solid teak or laminated teak frames and capping. The structure of the teak has a straight pattern, quarter cut.
- The joinery is varnished throughout.
- Visible surfaces are varnished, and hand rubbed to obtain a satin type of surface – revarnished 2012.
- Slightly sleeker interior style than the traditional Baltic interior style.
- The interior joinery is Carbon laminate Divinycell cored panels with thin veneers.
- Plywood, when used, is marine-grade. The trim is of solid wood.
- The heads are all composite construction with grey Corian counter tops.
- White painted non slip carbon sole and teak gratings in heads.
- Fittings are stainless and polished aluminium.
- Doors are provided with retaining hooks and swing stops where sensitive.
- Kick plates on steps and chafing pieces on sills are provided.
- Canvas lee cloths provided for berths in owners stateroom, guest cabins and saloon.
- Beige leather upholstery in saloon – 2012.
- Off white cloth upholstery in cabins – 2012.
- White cloth curtains.
- White vinyl paneled headlinings.
- Inset deckhead Skyscreens.
- Hanging lockers are provided with rods and hooks.
- Lockers are fitted with louvers for ventilation.
- Floorboards with laid teak veneer, standard pattern.
- Access to bilge is provided at as many places as practical. No trays.

Internal Layout:**Disclaimer**

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*Description of layout from forwards:**Master:*

- Forward Master Cabin with ensuite head with separate shower compartment and electrical head.
- Double bed with new fabric and mattress 2012.
- Big drawers under the bed.
- Wardrobe with full height hanging and shelves.
- Small chest of drawers and a small sofa.
- Wall cabinets on both sides.
- B&G FFD and 230-volt outlet.

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Saloon:

- U-shape sofa to port with table and two-seater sofa opposite.
- New beige leather upholstery ("Venice 3464" from Essma).
- Wall cabinets and bookshelf.
- Storage space behind settee backrests.
- Curtains for side windows.
- 32" Samsung TV and DVD-player.



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Galley:

- Alongside to starboard.
- Freezer in small sofa, fridge with two hatches and big drawers under.
- Alpes four burner stove.
- Nespresso machine in drawer unit.
- Drained cabinet for dishes.
- Custom made interior in drawers and cabinets.



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Day Head:

- To port with shower and electrical toilet.
- Cabinets and shelves.
- Wet wardrobe to port with heater.



Nav table:

- To starboard with 23" Dell computer screen, GPS, Icom VHF, Sailor Iridium phone and electrical panels.
- Drawers and separate chart storage.



Port Aft Cabin:

- Bunk beds with adjustable angle.
- Wardrobe with hanging and shelves.
- New mattress, 2012 (hardly used since).

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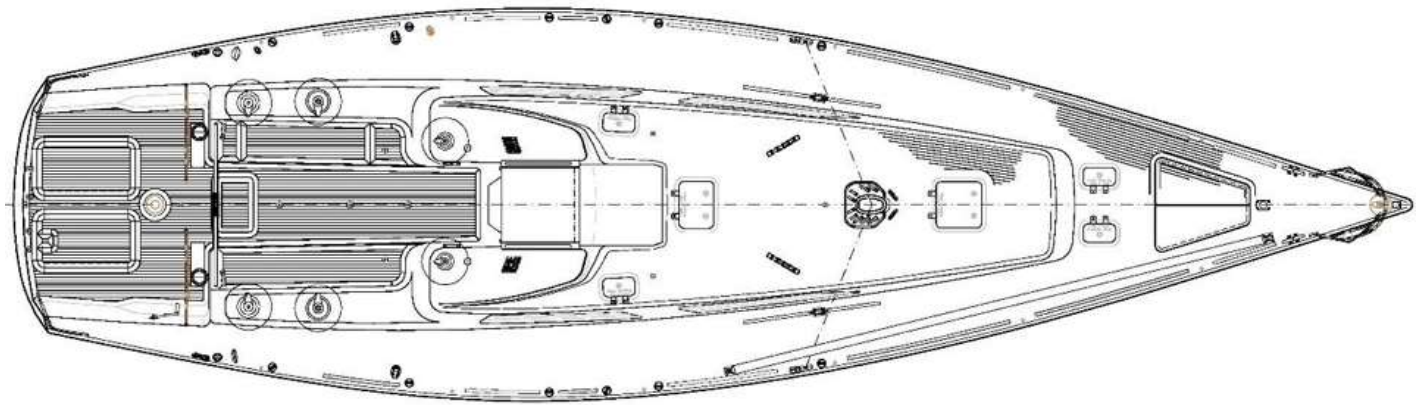
Starboard Aft Cabin:

- Double bed that can be separated.
- Adjustable angle.
- Wardrobe with hanging and shelves.
- New mattress, 2012 (hardly used since).



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Deck Equipment:**Rig:**

- Hall Spars carbon fibre mast and boom.
- Mast and boom surveyed by QI composite in Italy – 2021.
- Mast and boom resprayed white – 2012.
- Hall Spars carbon fibre standing rigging, new 2012. Dismantled and dry stored between 2013 and 2021, with inspection prior to reinstallation.
- Harken deck gear throughout.
- Harken mainsheet X-Haul system, mounted on white carbon support beam.
- Carbon fibre manual genoa furler with carbon fibre feeder and foil.
- Removable inner forestay with furler – 2022.
- Spinlock jammers.
- Halyards, reef lines etc. led under cabin top.
- Navtec hand operated / manual hydraulic adjustment system for outhaul of main, boom vang, inner forestay and backstay, with control panel starboard side of cockpit.
- Carbon fibre laminated bowsprit for anchor support and gennaker attachment – 2012.
- Slab-reefing mainsail with fore and aft reefing lines led aft.
- Furler for Code sail.

Note: SPIRIT was originally fitted with OYS rod rigging. In her refit this was upgraded to carbon with all necessary fittings also changed.

Winches:

- 2 x Harken 980 Racing manual 3-speed self-tailing primaries.
- 2 x Harken 65 Carbon Racing electric 2-speed self-tailing secondaries / mainsheet.
- 1 x Harken 48 electric 2-speed self-tailing main halyard winch at companionway (port).
- 1 x Harken 48 manual 2-speed self-tailing halyard winch at companionway (starboard).
- Winch handles.

Sails:

- North Sails 3Di fully battened mainsail – 2022.
- North Sails 3Di #1 furling genoa – 2012. Serviced and new UV varnish added by North Sails – 2022.
- North Sails furling inner staysail – 2003. Serviced and new UV varnish added by North Sails – 2022.
- North Sails 95gsm Code 0 – 2003. Serviced 2022.
- North Sails A2 – 2012.
- North Sails A3 – 2003.
- Storm jib and trysail – 2003.

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General:

- Sliding companionway hatch with two washboards.
- Marten Marine flush deck hatches.
- Cockpit locker starboard side.
- Lewmar opening portlights.
- Dorade vents.
- Stainless steel pulpit (top part opening), pushpit, and guard wire stanchions.
- Swim ladder on transom.
- Large removable teak cockpit table with carbon fibre legs.
- Smaller white painted removable cockpit table.
- Two composite gas bottles in special, drained, compartment in port lazarette.
- General tool kit.

Anchoring & Mooring Equipment:

- Lewmar electric 24vDC electric windlass, mounted under deck forward in sail locker.
- Foot switches and cable remote.
- Stainless steel Bruce anchor with 60 metres stainless chain.
- Brittany 10kgs secondary anchor with 8m of 8mm chain and 50m of leaded rope – 2021.
- Fenders and warps.
- Mooring lines.

Covers, Canvas & Cushions:

- Big dodger / Sprayhood with stainless steel frame.
- Bimini with stainless steel frame plus extended under boom awning.
- Mainsail cover.
- Cockpit cushions.

Tender & Outboard:

- Smart Tender 4-man inflatable tender (stows in aft locker) – 2021.
- Torqeedo electric outboard with largest capacity battery – 2022.

Safety Equipment:

- Plastimo Cruiser ORC+ 6-man liferaft – 2022.
- MOB recovery devices – 2022.

Fire-Fighting Equipment:

- 3 x hand operated fire extinguishers inside boat + automated installation in engine room.
- Fire blanket, at galley.
- Gas alarm in galley and remote gas switch.

Refit & Improvements History:

- SPIRIT had a very extensive refit at Baltic Yachts in Finland the winter 2011-12, and returned again in 2012-13.
- She has been stored indoors in a private, heated storage from autumn 2013 until spring 2021.
- The brief for the re-fit was “rebuild Spirit to how you would have built her today”.
- Total cost of the refit including material exceeded €460.000. Close to 4,000 hours.

Upgrades:

- Bowsprit with integrated anchor installed in favour of spinnaker equipment.
- Carbon standing rigging from Hall Spars.

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- Electrical main halyard winch.

Recondition:

- Topsides repainted silver metallic.
- Hull sand blasted and new epoxy + antifouling treatment.
- Teak refurbished.
- All white on deck and cockpit area repainted (with Awlgrip white).
- Mast and boom painted white.
- New pulpit.
- All cockpit FFDs changed.
- Deck hatches serviced.
- New anchor windlass.
- Entire interior re-varnished.
- New floorboards.
- New leather upholstery in saloon.
- New fabric in all cabins.
- All ceilings new.
- All hinges replaced.
- New electrical toilets.
- New TV and stereo with DVD.
- Cockpit and sailing lockers repainted inside.
- All pumps serviced or replaced.
- Engine out of boat and completely overhauled.
- New Volvo MD 130 S-drive.
- New A2 Gennaker from North.
- New 3Di jib from North.
- Old Gennakers recut to fit bow-spirit.
- Barber hauler for jib sheet installed.
- Clutches upgraded and old ones replaced.
- All running rigging new.
- All canvas new.
- New Exit Engineering Carbon wheels.
- Mooring lines new.

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