



enter the Spirited 480!

SPIRITED DESIGNS IS PROUD to present their latest design – the Spirited 480. With all the attributes of the Spirited 380 but with added length and space the Spirited 480 is now set to make its mark in the multihull scene.

Designed for serious long distance cruising the Spirited 480 is perfect for sailing the world in style! Just oozing 'wow' factor this beauty is guaranteed to turn heads in any port. The Spirited 480 brings a new dimension to luxury living on the water with unsurpassed space to accommodate even a large party in comfort.

The Spirited 480 blends the serious offshore liveaboard catamaran with a fun agile sports boat. The longer hulls utilise a 14 to 1 beam to length ratio retaining the excellent efficient slim hulls for easily-driven performance. This design feature also aids the racing enthusiast who when in race trim, will have a highly efficient, fast performer.

The already slim hulls run forward to a very fine entry at the bow, providing a comfortable ride especially upwind where the fine bows not only cut

through the water minimising pitching but also increases the 'grip' in the water when hard on the wind.

The bows are also well forward of the accommodation area with good hull extension forward. This is a good safety feature as it allows for good support when sailing downwind and generally keeps the accommodation pod well out of harm's way from wave action. As expected for this design, the ride and motion at sea will be excellent given the relatively slim hulls and compact cabin design combination.

Flat side and forward decks, give clean lines and a more practical surface to walk on surrounding the tramps. Incorporated into the forebeam is a composite prodder; this is fixed or hinged and is designed to carry the inner forestay, main forestay and screecher which can all be kept in place on furlers, creating a 'gearbox' type effect when performance sailing, from the bigger sails down to the smaller.

The storm jib, which can be carried on a furler is fitted to the inner forestay. This is anchored to the catwalk with extra support from the composite

prodder below, giving a good slot between the inner and main forestay for easily tacking the genoa around. The option of having the storm jib on a furler means it can be used at any time as an upwind heavy airs blade jib when reefed down or for extra sail area when cruising downwind, if needed.

At the same height on the mast as the inner forestay are the lower shrouds running down to the edge of the cabin top, keeping the mid panel of the mast well supported and also the walkway on the sidedeck clear.

The rig on the 480 is a good compromise between cruising and performance sailing. A flat area at the base of the mast on deck gives good footing for reefing and sail handling. This area also creates a vertical surface to mount opening hatches or windows leading into the saloon and forward bunks, great for vision and ventilation.

Cockpit

Walkthrough transoms port and starboard lead into the cockpit. Behind the cockpit is a swimming platform/duckboard area that runs the

entire width of the boat. As you come up the aft hull steps you step onto the last step that is on cockpit floor level, and can either lead into the cockpit or onto the swimming platform. Stylish composite dinghy davits are mounted to the main aft bulkhead and mainsheet traveller base, these are hinged and swing out of the way when the swimming platform is in use. In the cockpit there is plenty of seating, with a wide radial seat aft with the option of a central table.

There is corner seating either side forward directly behind the saloon bulkhead, which double as steering stations. A bench area against the saloon bulkhead can be used as a servery to compliment the galley with storage underneath. Also, an optional 'breakfast nook' module can be chosen for a more social area in the cockpit. This is situated behind the saloon bulkhead near the doorway. The extended saloon cabin top provides an excellent shade top for the cockpit with good headroom clearance below, and creates attractive clean lines.

Saloon

A large single door off-centre portside provides access into the saloon. Big windows in the bulkhead create good flow-through between the saloon and cockpit areas. An 'L' shaped galley against the aft bulkhead on the starboard side makes sure the cook is included in the conversation both in the saloon or in the cockpit via a drop-down window in the aft bulkhead adjacent to the galley. Hot meals can be simply passed out through the window onto the bench in the cockpit. Forward of this is the large saloon seating area.

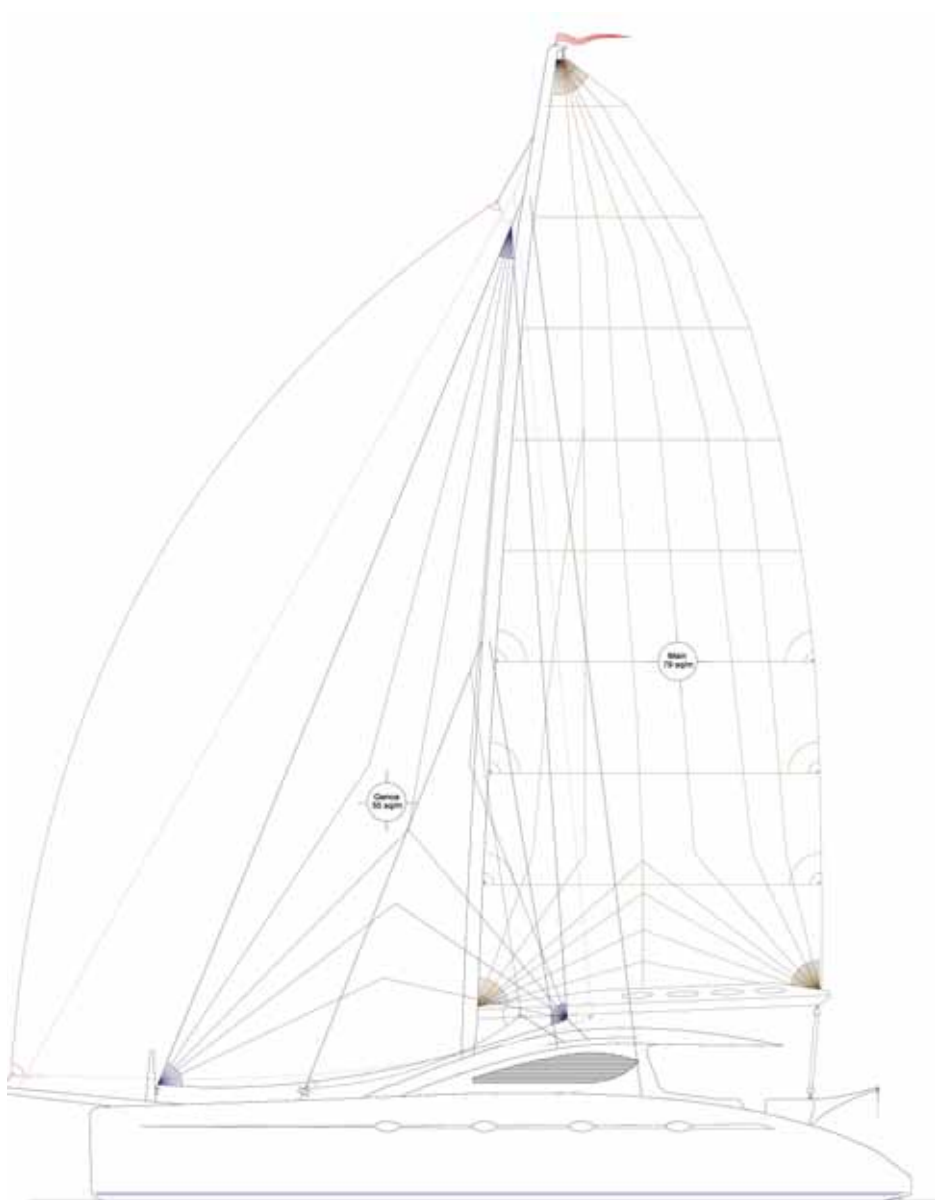
The L-shaped seating has a softened wrap-around corner with access to the generous sized saloon table. On the starboard side of the saloon near the fridge module is a separate forward facing chart table dedicated to navigation or an office set-up. Alongside this is a bench area housing the fridge/freezer. This is directly opposite the galley, making this area very easy to get to. This also keeps this weight central for the trim and motion of the boat.

Starboard hull

Access into the starboard hull is forward of the galley return, creating a



3D view of the island style queen size bunk.



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large private aft double cabin with a generous open floor area. Forward of the hull steps in the midship section of the hull is a good sized bench which could be utilised as a study area with overflow storage for galley or crew.

Further forward in the hull is the forward double cabin, the queen size bunk is on the bridgedeck with steps leading up to it. Deck hatches fitted in the front section of the cabin above the bunks is recommended. This creates a very airy open atmosphere, usually this can be a very claustrophobic area in other cats. This space has been designed large enough to sleep either fore and aft or athwartships. The athwartship option creates a small open section each side of the bunk with an island style foot end. An opening hatch in the dashboard above the bunk gives extra airflow on those balmy tropical nights or to keep an eye on the young ones from the saloon. Forward of the front double cabin is the option of a walk-in-robe or an ensuite in this area of the hull. Usually this hull would have the ensuite and would be considered the 'owner's cabin' (starboard side as standard).

Port hull

Access into the port hull is alongside the saloon bulkhead, entering into the midship section of the hull. In the aft area of this hull is the main head, aft of the head is a separate shower cubical. Moving forward into the midship area, there is bench space inboard and lockers on the outboard side. This area would normally be utilised as the electrical centre, housing the switch panels and monitoring systems. The forward cabin is a mirror image of the starboard hull with a selection of either a walk-in-robe or ensuite as in the starboard hull (ensuite as standard port-side).

On-deck storage

Storage areas on deck are in the nose-cone section forward of the cabin, these are easy to access, with one each side of centreline. Just forward of the mast on the flat section are two large deck lockers ideal for fenders and other bulky items. One of these lockers could be used as a dive locker; incorporating a dive compressor and bottle storage. Also on the foredeck is a large sail locker in each hull. In the cockpit there is plenty of storage space under the seats.

Motor options

The recommended motors are 38hp Nanni sail drive diesels installed just aft of the main aft BH below the aft hull steps. This particular motor works well for a few reasons: Firstly it has one of the best power to weight ratios available, for 38hp it weighs in at only 190kgs per unit including saildrive gearbox, it is also very compact and fits well into the area specified under the aft steps. Nannis also have a good name and being based on a Kubota engine parts are easily acquired. Compared with engine installation in the Spirited 380 there is much more space surrounding the motor. Any comparable motor between 30 and 45hp can suit depending on the overall weight.

Construction

As with the Spirited 380, the highly successful Spirited Assembly System (SAS) will be utilised for the building process



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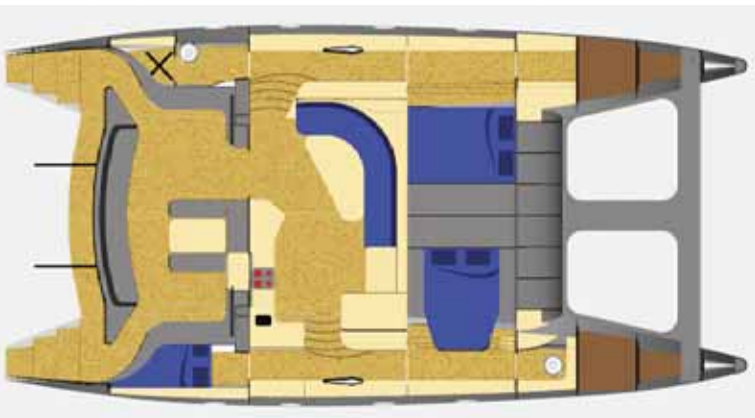
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Standard Spirited 480 layout. Bunks shown above demonstrate both options available.

used on the Spirited 480. The high level kit system will match the 380 if not surpass its comprehensiveness that it has now become well known for. The structure will be supplied in the high quality pre-laminated Duflex sheets to retain a lightweight super stiff shell. The hull and deck components will be supplied as per the 380 and manufactured using the same resin-infusion technology to achieve the best result. End-grain Balsa core is recommended for its superior structural properties and an overall lighter boat but a foam core substitute can be supplied.

For information regarding specifications and design options please contact www.spiriteddesigns.com.au

SPECIFICATIONS

LOA	14.74m / 48ft 3"
BOA	7.58m / 24ft 8"
DRAFT	545mm / 1ft 8"
DISPLACEMENT	7600kgs / 16755 pounds
BRIDGEDECK CLEARANCE	900mm / 2 ft 9"
SAIL AREA (Main & Genoa)	134sq m / 1442sq ft
MAST HEIGHT (From Deck)	18.75m / 61 ft 5"
PAYLOAD	2200kgs / 4850 pounds
MOTOR SPEED	8.5kts (cruise)
SAIL SPEED	14-16kts (cruise)
HEADROOM	2.15m throughout
MOTORS	2x40hp saildrive diesels
FUEL CAPACITY	300 litres
FRESH WATER	500 litres
WL BEAM TO LENGTH RATIO	14:1
BERTHS	3x private double cabins
ESTIMATED BUILD HOURS	5000 (basic standard finish)
ESTIMATED COST OF MATERIALS TO SAILAWAY (basic standard finish)	AUS \$ 300,000

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