

## 52' OFFSHORE SLOOP *ENTERPRISE*

### PRINCIPAL DIMENSIONS

LOA:	51' 9"
LWL:	44' 9"
BEAM:	14' 11"
DRAFT:	6' 6"
DISP: (1/2 LOAD)	33,559 lbs
S.A.:	1,169 sq ft
BALLAST:	12,000 lbs
S.A./DISP:	17.98
DISP/L RATIO:	169

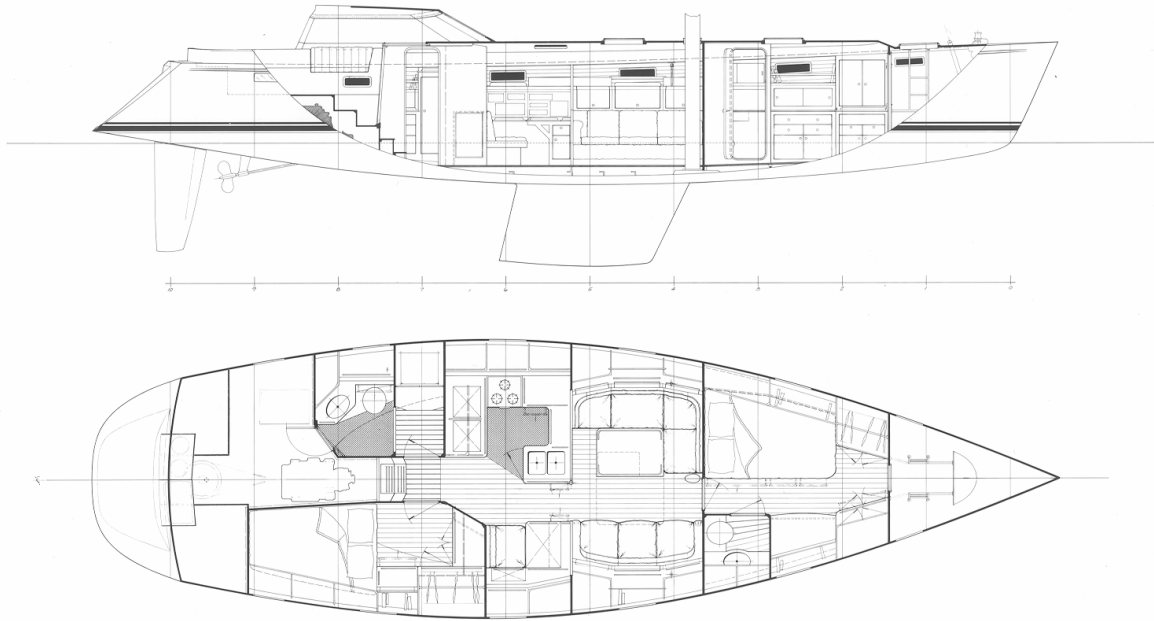


*ENTERPRISE sailed 15,000 miles to visit her designer in Camden, Maine.*

*ENTERPRISE* is a slight extrapolation of our Apogee 50. She was built in Sydney and Brisbane, Australia using oneoff epoxy composite construction. She came about when her Australian owner Mark Hallett became aware of the American built Apogee 50, visiting Able Custom Yachts three times before coming to the realization that protectionist tariffs in his home country plus an undervalued Aussie dollar would preclude his importing the yacht from America. In the final event he built a slightly larger boat of epoxy rather than vinylester for less money. Building one-off it took him a lot longer to get his boat, though.

*ENTERPRISE* was constructed of very high-tech epoxy composites, beginning at McConaghy's in Sydney-Australia's highest quality sailing yacht builder, and finishing off close to the owner's home in Brisbane. Mark Hallett was determined to have a new yacht for himself and go sailing. He realized that the hull and deck were beyond his abilities as an experienced building contractor, but that managing carpenters and subs to finish the job was not. It's an approach that can work if the owner/builder knows his limitations and doesn't kid himself about the final cost. Far too many of these attempts end up with a half finished hull and a divorce, but Mark knew what he was getting himself into and built a truly stunning boat.

There are few differences between this design and the Apogee 50. *ENTERPRISE* has broader, more powerful stern quarters, a slightly deeper draft keel, and consequently can support a taller sailplan. The cockpit shelter is positioned further aft, enabling side by side upholstered seats to be fitted on each side beneath the protective roof. The lighter epoxy construction makes *ENTERPRISE* an even more impressive performer than the Apogee 50.



*This became almost the standard interior for Bermuda Series yachts of this size. The one thing I learned to hate is the far-aft placement of the engine. It forces you to use a vee-drive. Vee-drives are inherently noisy and force the stern gland to be located beneath the engine where it is nigh unto impossible to inspect and adjust.*



*She was a great looking boat. I especially liked the awlgriped handrails that appeared to grow out of the deck.*



*Mark cared about the design cost. This sailplan probably cost half the normal fee while still (just) doing the job. No sailcloth panels drawn, nor handgrips, dorades or the like. Drafting is when all is said and done, "spreading ink." The less ink you spread, the less you have to charge. Not as pretty a drawing, though.*

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