



RECLUTA is a remarkable and notable yacht built for German Frers own use using designs by German Frers Snr in the 1940's which in turn were based on the very first Recluta which had been built by Camper & Nicholson in 1901. A heritage which is as unique as it is impeccable.

The new Recluta was built in Argentina starting in 2015 and first commissioned and sailed to the Caribbean and then Europe in 2021.

Recluta qualifies as 'Vintage' under the CIM rule and she has participated successfully on the classic racing circuit including the Voiles of St. Tropez, Palma de Mallorca, Mahon, Antibes and Cannes Regates Royales de Cannes, and in Santo Stefano, Argentario Sailing Week.

Built to the highest possible standards by local craftsman Tito Szyka and his small team of craftsmen in Buenos Aires. The level of detail and care taken with the choice of top-quality materials, construction methods and execution is evident throughout. Sailing hardware is stunning aesthetically and functionally.

With an LOA of just over 20 metres and a LWL of nearly 15 metres she is both graceful and capable. Recluta has a light displacement of 33 tonnes is driven by a generous sail plan configured as a fractionally rigged ketch. She has a lifting keel which provides up to 4.50 metres to aid sailing performance and reduces to only 2.40 metres for convenience and access to shallower waters and her mooring.

Her interior is very comfortable and affords a well-sized and comfortable saloon which is open to an equipped galley and a navigation area.

She has separate sleeping cabins both of which are en-suite with an additional berth in the forepeak. She could be cruised comfortably with a large lithium-ion battery bank and water maker.

GENERAL

Price	€ 1.950.000
EU Tax	VAT Not Paid
Location	Barcelona, Spain
Year Built	2021
Flag	British
Builder	Tito Szyka
Naval Architect	German Frers
Interior Design	German Frers
LOA	20.36 metres
LWL	14.70 metres
Beam	4.56 metres
Draft	2.40 / 4.50 metres
Light Displ.	33000 kg
Fuel	790 litres
Water	850 litres







DESIGN & CONSTRUCTION

Designed by German Frers Snr in 1942 and brought to life by German Frers Jnr who digitised the original plans in 2015 allowing build to begin. RECLUTA was commissioned and sailed to Europe via the Caribbean in 2021.

All woods used were sourced in South America

The stem, keel, backbone, deck shelf, frames and hatches were built of vivaró, a medium hard wood similar to Acacia

The planking and deck, cabin side coamings, bulwarks etc are built using cedro, which is lighter and softer than viraró, and very similar to

Honduras mahogany

Spars from sitka spruce

The frames and larger sections are all laminated

EXTERIOR

Spacious continuous teak laid decks

Generous bulwark

Elegant coachroof with skylights offering ventilation to the saloon area as well as creating good internal headroom

Single central pedestal and helm in cockpit

Three large lockers in cockpit

Winches:

- Two coffee grinders for primaries
- Dedicated winch for main sheet
- Two electric secondary winches
- Two manual secondary winches
- Two winches at base of main mast
- Winch on main mast
- Two winches on mizzen mast

Shower in cockpit

Fresh water deck wash connections in cockpit and foredeck

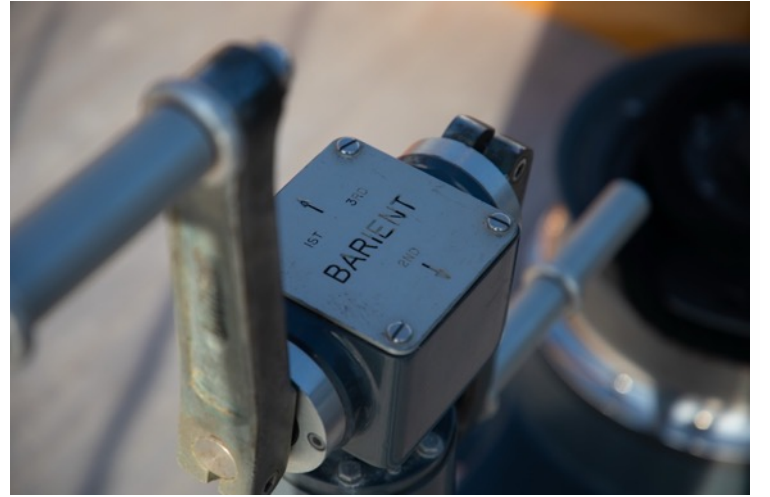
Swimming ladder

Four dorade vents

Removable stanchions and guardrail











INTERIOR

Sleeps nine in three cabins plus saloon

Saloon:

- Comfortable staircase with handrails on either side
- Extendable and height adjustable dining table to starboard
- Linear sofas to port & starboard which can be used as berths if required
- Open plan galley is located aft of the saloon to starboard
- Dedicated wet locker to port
- Bose speakers

Navigation area to port aft of saloon with large chart table and electronics

Owner's cabin aft:

- Currently set up with two berths to port and starboard
- Can be converted to central or offset double by a carpenter
- En suite bathroom with toilet, sink and shower
- Full height wardrobes to port and starboard with ample storage

Guest accommodation:

- Forward of saloon there are two bunks to port and starboard with Pullman berths above
- There is a removable wall to create one large space or divide into two symmetric cabins
- Bathroom forward with electric WC, sink and shower

Bow equipped as cabin with access through the foredeck hatch

- Single bunk
- Toilet
- Sink

GALLEY & DOMESTIC EQUIPMENT

Stainless steel countertop

Stainless steel sink with mixer tap

Gimballed three-burner gas stove and oven

Large fridge to port

Trash compactor

Ample high/low storage











SYSTEMS & INVENTORY

RIGGING & DECK GEAR

Ketch with fractionally rigged main
Rod rigging for main and mizzen masts
Back stay with hydraulic tensioner for main mast
Running back stays for main mast
Spinnaker pole
Stainless steel tracks on deck for jib
Stainless steel tracks on deck for genoa

SAILS

Race sails:
- Mainsail
- Genoa 1
- Genoa 2
- Genoa 3
- Mizzen
- Staysail with furler
- Mizzen staysail
- Asymmetric A1
- Asymmetric A1.5
- Asymmetric A3
- Symmetric S2
Delivery sails:
- Mainsail
- Genoa 3
- Mizzen
- Storm sail

PROPULSION

STEYR 120HP diesel engine
- Shaft drive, off-set to port
- Four-blade Gori folding propeller with overdrive function
Fuel: 790 litres in four stainless steel tanks
- One day tank (70 litres)
- Central tank (160 litres)
- Two tanks to port and starboard (200 litres each)
- One tank located low in the bilge for racing (160 litres)
- Diesel pre filters

NAVIGATION

B&G chart plotter at interior navigation table
Sailmon multifunction display at interior navigation table
B&G VHF radio at interior navigation table
Two Sailmon multifunction displays mounted portrait in bracket on main mast
Sailmon multifunction display mounted portrait in bracket on mizzen mast
B&G chart plotter at main helm in cockpit
B&G autopilot control in cockpit
B&G VHF in cockpit
Danforth compass on binnacle in cockpit
Lopolight navigation lights

ELECTRICAL

24/230V EU spec electrical system
Inverter/charger: Mastervolt Mass Combi Pro 24/3500 – 100
Mastervolt battery monitor
Four large Lithium-ion batteries (24V)
AGM engine start battery with independent charger
C-Zone control system for onboard electronics

GROUND TACKLE & MOORING

Electric windlass with control in cockpit and at foredeck
Stainless steel Ultra anchor with anodised chain
Custom bronze fairleads and cleats
Folding carbon gangway with teak surface
Fenders
Mooring lines

WATER

Fresh Water:
- Water maker: 24V Schenker 80 litres/hour
- Capacity: 850 litres in three tanks
- Pressurised hot/cold water system throughout
- Hot water boiler
Black water: each WC with independent tank
Grey water: 160 litres in single tank with pump out
Bilge pumps

CANVAS & CUSHIONS

Cockpit cushions
Steering wheel cover
Coach roof cover
Tent for shade and use at anchor

RECLUTA

Tristan Abery

E. tristan@aberyyachts.com

M. +44 7766 130909

M. +376 62 20 45

Stephen Abery

E. stephen@aberyyachts.com

M. +44 7545 235555

M. +376 35 75 55



We are acting as brokers for the owner of the Vessel. The owner has provided details of the Vessel and it's inventory and these details are based on that information. The accuracy of these details cannot be guaranteed nor do they constitute part of any contract. A prospective buyer is strongly advised to have the vessel fully surveyed by a qualified marine surveyor and to verify the particulars prior to the survey.

The Vendor is not selling in the course of business unless otherwise stated. This vessel is offered subject to prior sale, price change or withdrawal without notice.