

AMEL 55 – AMEL



Builder:

Amel

Model:

Amel 55

LOA:

56' 0" (17.30 m)

Beam:

16' 0" (5 m)

Max Draft:

7' 3" (2.20 m)

Cruise Speed:

8.5 kn / 9.78 mph

Max Speed:

10 kn / 11.51 mph

Water Capacity:

211.34 Gallons

Fuel Capacity:

2.38 Gallons

Total Heads:

2

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

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OVERVIEW

Discover the Amel 55 from Amel—a sailing yacht engineered as a long distance cruising sailboat built on a durable fiberglass hull. For professional advice, inspections, and purchase support, contact Shestakov Yacht Sales; broker Andrey Shestakov represents this proven bluewater platform.

Selecting a Amel 55

For sailors considering a 56 ft (17.3 m) yacht with a wide 16 ft (5 m) beam and a practical 7.218 ft (2.2 m) draft, the Amel 55 offers a sensible compromise between offshore comfort and marina handling. It is driven by a single Volvo Penta inboard diesel, providing an economical cruising speed near 8.5 knots (9.78 mph) and a top end around 10 knots (11.51 mph). Equipped with two heads, a large freshwater capacity of 211.34 gallons, and a fiberglass hull with a matching fiberglass deck, this model is well suited to those prioritizing reliability and liveaboard capability. Reach out to Andrey Shestakov at Shestakov Yacht Sales to explore whether this yacht matches your cruising goals.

Features of the Model

- Category and intent: a sailing yacht designed primarily as a cruising sailboat
- Hull and deck: fiberglass hull mated to a fiberglass deck for durability and marine longevity
- Propulsion: single Volvo Penta inboard diesel chosen for simplicity of operation and widespread service support
- Performance: typical cruise around 8.5 kn (9.78 mph) with a maximum near 10 kn (11.51 mph)

- Dimensions: LOA 56 ft (17.3 m); Beam 16 ft (5 m); Max draft 7.218 ft (2.2 m)
- Amenities: two heads onboard
- Capacities: Fresh water 211.34 gal; Fuel 2.38 gal

Technical Specifications

- Model: Amel 55
- Builder: Amel
- Classification: sailing yacht / cruising sailboat
- Hull: fiberglass; Deck: Fiberglass
- LOA: 56 ft (17.3 m)
- Beam: 16 ft (5 m)
- Max Draft: 7.218 ft (2.2 m)
- Engines: 1 x Volvo Penta; Type: Inboard; Fuel: Diesel
- Speed: Cruise 8.5 kn (9.78 mph); Max 10 kn (11.51 mph)
- Heads: 2
- Capacities: Fuel 2.38 gal; Fresh water 211.34 gal

Pricing and Ordering

Availability and asking prices for the Amel 55 depend on individual inventory, options fit, and condition. For up to date listings, full documentation, and to schedule inspections or sea trials, contact Andrey Shestakov at Shestakov Yacht Sales. We will arrange viewings, coordinate surveys, and manage closing logistics to suit your timetable.

Questions and Answers

Q: What type of yacht is the Amel 55? A: It is a sailing yacht configured specifically as a cruising sailboat with a fiberglass hull. This reflects the model's

emphasis on **cruising** capability and robust construction.

Q: What is the **engine** setup on this model? A: The propulsion is provided by **1 Volvo Penta inboard diesel** engine, offering reliable power and straightforward maintenance.

Q: What are the key **dimensions** and **draft** ? A: The overall length is **56 ft (17.3 m)** , beam measures **16 ft (5 m)** , and the maximum draft is **7.218 ft (2.2 m)** —dimensions well suited to extended cruising.

Q: What are the expected **cruise speed** and **top speed** ? A: Typical performance figures are **8.5 kn (9.78 mph) cruise** and a **10 kn (11.51 mph) max** , subject to load and sea conditions.

Q: How do I **buy** through Shestakov Yacht Sales? A: Contact **Andrey Shestakov** at **Shestakov Yacht Sales** for current availability, pricing insights, and to arrange inspections, **surveys** , and sea trials for the Amel 55.

Owner Experience Review

Owners commonly select the Amel 55 from Amel for demanding bluewater passages, couple handed circumnavigations, and as family liveaboard platforms—uses that prioritize comfort and reliability over racing or short day sails. Documented ocean crossings and voyages to destinations such as Alaska, Hawaii, and Bermuda reflect its heavy displacement ketch pedigree: it tracks steadily offshore, feels seakindly, and is notably composed on downwind points.

Under power, owners report that a comfortable cruising pace of 8–9 knots is realistic, while light air sailing tends to be average compared with lighter designs.

Onboard arrangements are praised for flexibility, offering two or three cabin

layouts including a very spacious aft owner's cabin option and abundant storage for long range provisioning. The sheltered cockpit with a hardtop is frequently described as an additional living area, effectively extending interior comfort when underway or at anchor. A deep, well insulated central engine room isolates mechanical noise from the accommodations, and standard equipment levels often include items such as a watermaker and washer/dryer.

Feedback on maintenance is mixed: access to systems is excellent thanks to the watertight engine room with standing headroom accessed through the cockpit sole, yet the yacht's integrated electrical and mechanical systems add complexity. Owners note higher service and diagnostic expenses and reduced ease for DIY repairs. Components such as the c drive and retractable bow/stern thrusters benefit from diligent care—regular attention to alignment, zincs, and anti fouling is commonly required—and some owners find engine alignment and c drive upkeep more demanding than on simpler propulsion arrangements.

Pros and Cons

- Steady, seakindly offshore behavior with particularly good downwind manners.
- Exceptionally protected cockpit with hardtop that serves as a comfortable second saloon on passage.
- Central watertight, well insulated engine room provides low noise levels and excellent service access.
- Sailing performance in light wind conditions is generally average.
- Integrated, complex systems can lead to higher service and diagnostic costs and make DIY work more difficult.
- C drive and retractable bow/stern thrusters demand routine attention to fouling, alignment, and zinc maintenance.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
Amel 50'	50' 0" (15.24 m)	15' 0" (4.72 m)	22' 12" (7 m)	6.8 kn / 9.24 kn	
Mango	53' 0" (16.15 m)				
Amel 55	56' 0" (17.30 m)	16' 0" (5 m)	7' 3" (2.20 m)	8.5 kn / 10 kn	

SPECIFICATIONS

LOA:

56' 0" (17.30 m)

Max Draft:

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Cruise Speed:

8.5 kn / 9.78 mph

Water Capacity:

211.34 Gallons

Total Heads:

2

Hull Material:

Fiberglass and Plastic Yachts

Engines:

1

Engine Type:

Inboard

Beam:

16' 0" (5 m)

Max Speed:

10 kn / 11.51 mph

Fuel Capacity:

2.38 Gallons

Deck Material:

Fiberglass

Manufacturer:

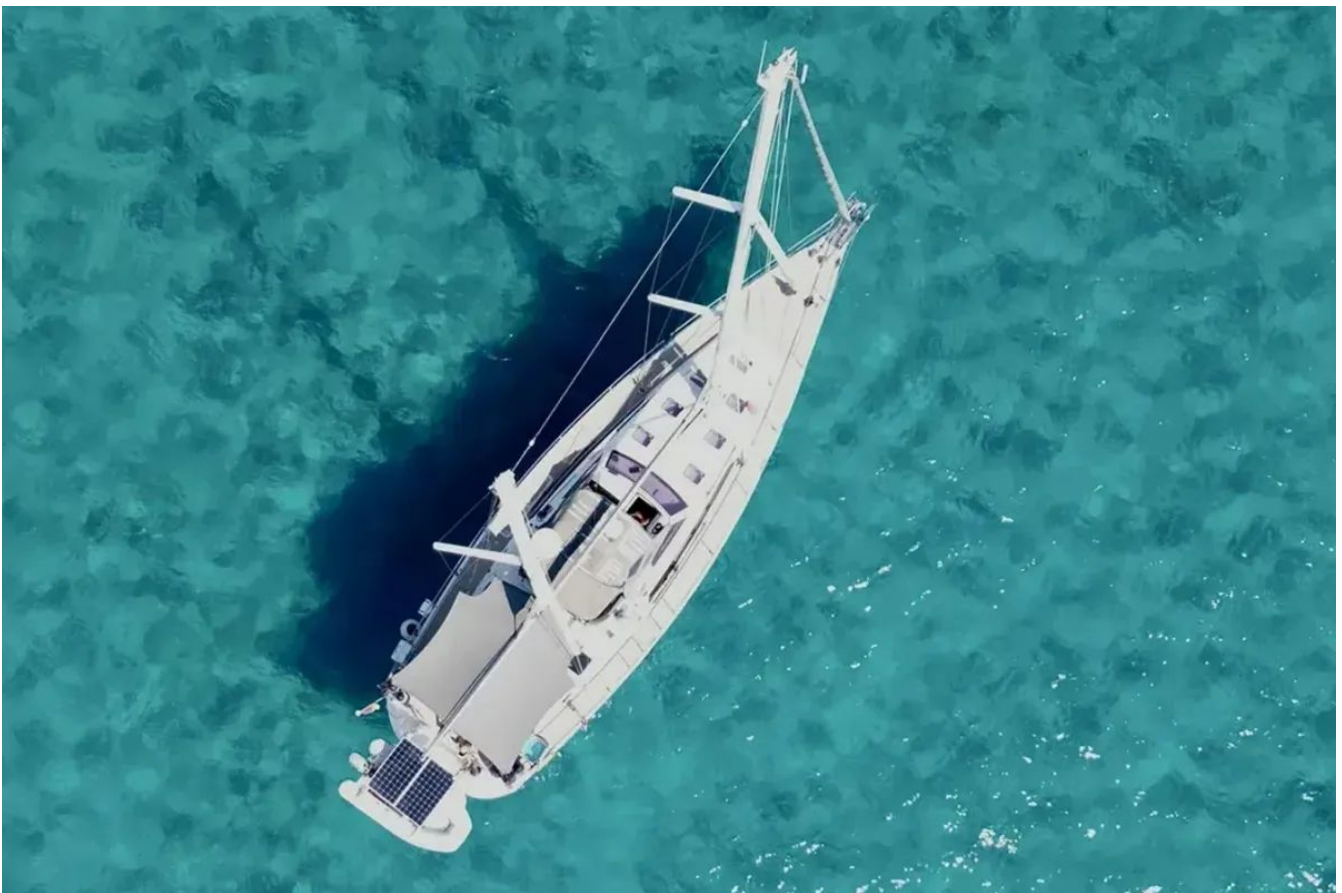
Volvo Penta

Fuel Type:

Diesel

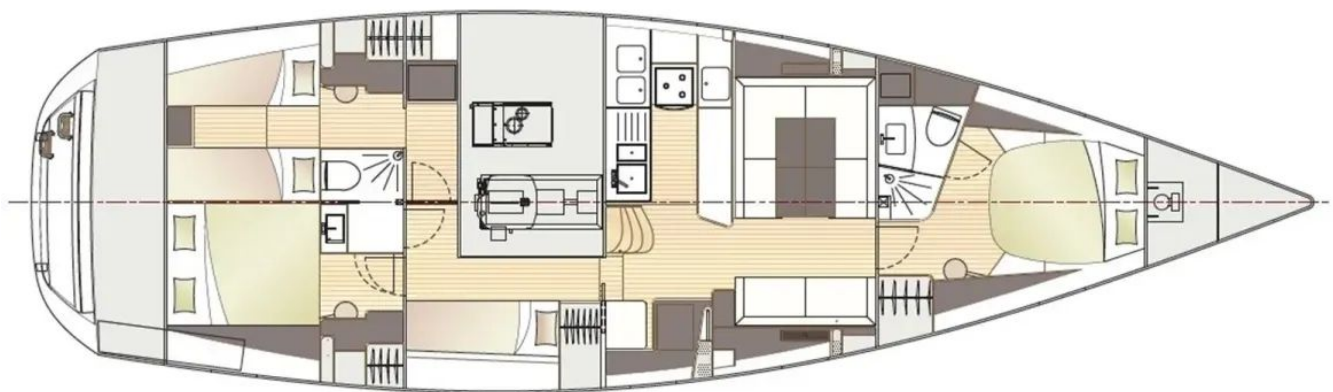
GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

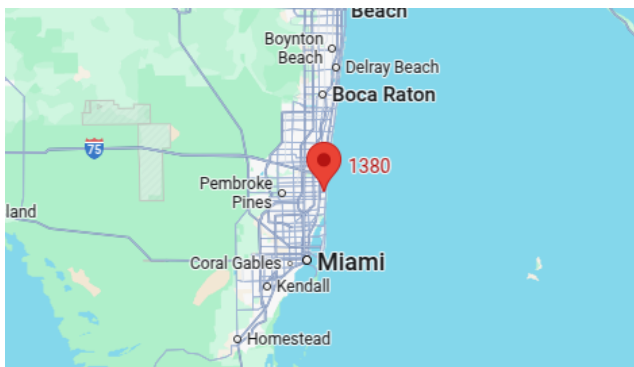
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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