

## HOBO TIEMPO - AMEL



**Builder:** [Amel](#)

**Year Built:** 1986

**Model:** Mango

**Price:** \$199,000 USD Subject to change.

[See full listing on our website](#)

**Location:** Saint Augustine, United States

**LOA:** 53' 0" (16.15 m)

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## OVERVIEW

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Some yachts merely suggest long passages; an Amel Mango 53 expects you to have an ocean plan already in hand. Hull No. 60 is a well-travelled bluewater ketch—an offshore, center-cockpit monohull cruising sailboat—that arrives on the market as something increasingly rare: a true liveaboard passagemaker, thoughtfully modernized, mechanically tuned, and ready to depart at a moment's notice from Rivers Edge Marina in St. Augustine or from a berth on the other side of the Atlantic.

Those familiar with Amel's lineage, from the Super Maramu featured on S/V Delos, will recognize the Mango's fidelity to the marque. Where the Mango typically carries a straight prop shaft prized for simpler servicing and the Super Maramu often employs the "C-drive," both designs are purpose-built for long-range, short-handed voyaging. Watertight bulkheads, comprehensive electric furling for main, mizzen, and genoa, and robust solid-glass construction underline their offshore intent, while each model centers a generous engine room you can actually work in—a nonnegotiable trait on any serious cruiser.

Berthed at Rivers Edge Marina and available for private viewing by appointment, this 1986 Amel Mango 53 was conceived by Henri Amel for autonomous voyaging: a protective center cockpit, ketch rig with in-mast furling, a deep, secure aft stateroom, expansive tankage, and systems arranged for two-person handling. This is not a varnish-first yacht with deferred maintenance; it is a bluewater vessel upgraded where it matters most and prepared to get miles under her keel.

Mechanical confidence begins with a repower: a Yanmar 4JHTE 1 with roughly 1,000 hours, refreshed by a new turbo in 2023 and coupled to a Hurth 230 transmission. The engine space has been fully rewired with new 100-amp breakers and turns a 1.5-inch shaft fitted with a dripless seal and Spurs line

cutters. A Northern Lights 6 kW generator provides electrical redundancy, with fewer than 300 hours on the generator engine and approximately 2,650 hours on the electrical end. Practical spares—two starters and two alternators for the main engine, plus extra water pump impellers and fuel filters for both propulsion and genset—separate fantasies of island hopping from the logistical reality of clearing customs.

Energy independence is anchored by a Xantrex 3000 W inverter/charger feeding four Full River AGM Group 31 batteries that total about 460 Ah. A 350 W solar array paired with a 30 A Renogy controller supplements the bank while LED lighting keeps consumption low. Dual freshwater pumps offer redundancy for everyday needs, and a blackwater macerator with transfer pump handles the less glamorous aspects of offshore life. At anchor you can comfortably forego the generator, a small luxury when your harbor is a sheltered cove.

Electronics and navigation blend proven hardware with modern safety layers: Raymarine instruments for wind, speed, and depth integrate with radar and a Raymarine chartplotter; AIS coverage is doubled with both Raymarine and a Vesper WatchMate. Communications are handled by two Icom VHF's plus a handheld, the Neco autopilot has been rebuilt, and new mast lights, a wind vane, and transducer enhance reliability. LED deck lights illuminate both main and mizzen spars. It is a sensible, voyaging ready suite mounted on a hull built to log serious miles.

On deck, standing rigging replaced in 2021 bolsters confidence. The in mast furling mainsail remains in good condition while the genoa furls hydraulically beneath a protective sunshade. A full dodger and cockpit enclosure create a weatherproof command center complemented by fresh cockpit cushions. Faux teak decks have been repainted for low maintenance grip, the windshield and portlights have been upgraded to polycarbonate, and new hatches increase light and airflow. An emergency tiller is carried—one more hallmark of an authentic offshore cruising yacht.

Below decks the Mango reveals why she is prized as a liveaboard. Two electric heads include new sinks and faucets feeding into a new 22 gallon holding tank. Refrigeration comes from an Isotherm stainless refrigerator/freezer, laundry is handled by a Splendide vented washer/dryer, and climate control is provided by a 16,000 BTU reverse cycle air conditioning system with a new pump. Water capacity is generous at 400 gallons, with port and starboard tanks of roughly 120 gallons supporting serious range. The aft cabin is appointed with a 14 inch memory foam mattress, entertainment is delivered through two 42 inch 12 V TVs, and interior airflow is assisted by four fans. This is not camping; it is movable oceanfront living.

In short, this Amel Mango 53 is a rare specimen among bluewater cruisers: an offshore ketch, center cockpit monohull and turnkey passagemaker with the systems, spares, and creature comforts to support life underway. The right new steward might be an experienced sailor seeking a bona fide passagemaker, a couple planning a Caribbean season or an Atlantic loop, a liveaboard desiring comfort without sacrificing capability, or any owner who values rock solid systems over glossy brochure shots. Serious inquiries are welcomed for private showings at Rivers Edge Marina in St. Augustine. She is ready to venture far—or to become home the moment you step aboard, gliding along comfortably at seven knots.

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# SPECIFICATIONS

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## Basic Information

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**Category:**  
Sail yachts

**Year Built:**  
1986

**Sub category:**  
Cruising Ketch

**Country:**  
United States

**Model Year:**  
1986

## Dimensions

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**LOA:**  
53' 0" (16.15 m)

## Hull and Deck Information

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**Hull Material:**  
Fiberglass and Plastic Yachts

**Hull Designer:**  
N/A

**Deck Material:**  
Fiberglass

**Interior Designer:**  
N/A

**Hull Configuration:**  
N/A

## Engine Information

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**Engines:**

1

**Manufacturer:**

Yanmar

# GALLERY







# CONTACTS

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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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