

# 53FT 1996 AMEL SUPER MARAMU-53 — AMEL



**Builder:** AMEL

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

**Year Built:** 1996

**Max Draft:** 6' 7" (2.01m)

**Model:** Cruising Ketch

**Price:** PRICE ON APPLICATION

**Location:** United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs 53ft 1996 AMEL Super Maramu-53 — AMEL from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

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# SPECIFICATIONS

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## Basic Information

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**Category:** Cruising Ketch

**Sub Category:** Cruising Ketch

**Model Year:** 1996

**Year Built:** 1996

**Country:** United States

## Dimensions

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

**LWL:** 41' 4" (12.60m)

**LOD:** 15' 1" (4.60m)

**Max Draft:** 6' 7" (2.01m)

**Clearance:** 66' 0" (20.12m)

**MFG Length:** 52' 5" (15.98m)

## Speed, Capacities and Weight

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**Displacement:** 35280 Pounds

**Water Capacity:** 158 Gallons

**Holding Tank:** 13 Gallons

**Fuel Capacity:** 264 Gallons

## Accommodations

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**Total Cabins:** 2

**Total Berths:** 7

**Total Heads:** 2

## Hull and Deck Information

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**Hull Material:** Fiberglass

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## Engine Information

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**Manufacturer:** Volvo

# DETAILED INFORMATION

## DIMENSIONS

Designer: Henri Amel, Jacques Carteau

LOA ..... 52 ft 5 in ..... 15.97 meters

LWL ..... 41 ft 4 in ..... 12.6 meters

Beam ..... 15 ft 1 in ..... 4.6 meters

Draft ..... 6 ft 7 in ..... 2.05 meters

Displacement ..... 35,280 lbs ..... 15,500 kilo

Ballast ..... 12,320 lbs ..... 5,500 kiloo

Sail area ..... 1281 sq ft ..... 119 sq meters

Engine ..... Volvo TMD 22 B 80 HP ( 200 hours since reported rebuild)

Generator ..... Onan 6.5 kw Reported rebuilt –( 50 hours since Reported rebuild )

Tankage:

Water ..... 264 gal ..... 1,000 ltr

Fuel ..... 158 gal ..... 600 ltr

Holding ..... 13 gal (in 2 tanks ) ..... 50 lts ( in 2 tanks)

Bridge clearance ..... 66 ft ..... 20.2 meters

## ACCOMODATIONS:

**ACCOMODATIONS:** The interior accommodation is finished in burl cut plantation grown African mahogany with a semi-gloss polyurethane varnish. The overheads are cream colored vinyl. The sole is wood with a wood planked finish

**Vessel sleeps a total of (Eight) – (4) in 2 private cabins, each with double berth. (2) in Salon Settee, (2) in single sea berths**

**Two baths, with head and shower**

**Salon:**

Circular dinette can convert to (2) single berths to Port

Pull-out sea berth above settee to Starbd

**FORWARD CABIN:****Opening table – converts this cabin to an office**

(2) Single berths – converts to a double and 1 single

Storage lockers and drawers above both berths ( along the hull sides)

Storage under berths

Access to chain locker forward

Access to retractable bow thruster

Overhead hatch

Opening side port

Reading lights (2)

Wall lamp

Heater

Wood floor w/ planked finish

Gloss wood joinery

Storage hanging locker

(2) Overhead lights , 2 cabin lamps

120 v power outlet

**FORWAERD HEAD:**

Full head w/shower – offers private access from Forward cabin - or can be used as day head

Storage lockers and shelves

FRP sole with teak grate

Wood joinery w/FRP sink & top

Manual flush porcelain head

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**AFT CABIN:**

Double berth – queen off center to Port

Settee and storage chest to Starbd

HUGE Hanging locker/closet

Ladies dressing table

Opening ports to cockpit and sides – Large overhead hatch

Settee with storage under

Large aft storage lockers to either side of bed

Security safe

Wood sole with planked wood finish

(3) 120v power receptacles

Private head and shower

Gloss wood joinery

**HEAD & SHOWER:**

Head w/double sink – opening port

Shower

FRP sole w/teak grate

Vanity has wood joinery cabinet and countertop

Manual flush porcelain head

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**VESSEL WALK THROUGH**

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Beginning Forward there is a large chain locker that is isolated from the accommodation by a full height water tight collision bulkhead with a water tight door allowing access into the chain locker.

Access to the retractable bow thruster is also in a locker forward of the cabin

The guest stateroom is just aft and has a very large v-berth with provided filler panel and cushion that then converts this v-berth into a large double berth to port with a single berth to starboard.

There is a writing desk hung on the bulkhead that folds down or up as required, converting this



cabin to an office. – Just aft to starboard is a very generously sized hanging locker with the guest head opposite to Port. The guest head has a vanity with wash basin, marine toilet with holding tank, and an integral shower with a well designed spray curtain that effectively provides a stall shower.

Just aft of the head area is the Salon. The saloon is separated from the forward accommodation by a full height watertight collision bulkhead with a watertight door. The saloon contains a very spacious u-shaped dinette with table to Port and a Settee opposite to starboard. Outboard of the Settee is a pull out pilot/sea berth. Outboard of the sea berth are lockers. A virtually identical locker arrangement is opposite outboard to port.

The full sized navigation station is aft of the salon to starboard with the u-shaped galley directly opposite to port. The navigation station faces outboard with a large chart table and a pylon seat. There is storage inside the chart table for navigation supplies as well as two drawers and two lockers just beneath. Just next to the navigation station is a large hanging locker, suitable for jackets and foul weather gear.

The Large U-shaped Galley (on Port side) has extensive counter space and storage cabinets. It is convenient to the companionway stairs to the cockpit, and the lower dinette

The passageway to the aft cabin runs along the Starboard side of the vessel and contains a single berth with the battery containment compartment just beneath. This is an excellent sea berth, as it is located quite low inside the vessel and very close to the center of the boat, fore & Aft

The owner's stateroom is all the way aft and has a full height watertight collision bulkhead at its entry with a submarine style watertight door. There is another full height watertight bulkhead at the extreme aft end of the owner's stateroom, partitioning this cabin from the huge "garage" lazarette accessed from on deck. The owner's stateroom has an ensuite head to port. There is a large double berth to port with a settee and vanity opposite to starboard.

## SALON and GALLEY

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### VESSEL INTERIOR IS DEVIDED INTO 3 WATERTIGHT AREAS – FORWAED CABIN, SALON, AFT CABIN

There is also a watertight crash bulkhead forward

**Salon: The interior features a "yacht quality" burl wood interior with excellent joiner work.** The main salon features a U-shaped dinette with table that seats six comfortably and a locker and drawer storage outboard. Opposite to starboard is a Pullman style settee berth that converts to an excellent sea berth and additional bookshelves and entertainment center. Galley

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occupies the after section of the Salon with a working counter that separates the two areas.

Bulkhead door between Salon and forward companionway seals to a water tight bulkhead

Companionway storage locker – sail locker – opposite head

Overhead hatch

Circular dinette seats 8 – to Port - can convert to (2) single berths

Separate refrigerator and freezer under dinette seats

Air conditioning unit under dinette seats

2 wall lamps

Full length settee to Starbd with drawer storage under

Pull-out sea berth above settee to Starbd

Over 6 ft 3 in headroom

Ventilated storage cabinets

Solid wood sole – with plank finish

Vinyl headliner with removable panels

(4) 220 v outlets, and (2) 120 v outlets with US type sockets

#### **NAV STATION:**

Chart table

Seat

Storage under table –drawers and cabinets

Wet locker aft of Nav Station at companionway stairs

#### **COMPANIONWAY TO AFT CABIN:**

Battery storage compartment

Sea Berth above battery storage

Reading light

Hanging locker

Watertight door to aft cabin

**Galley:** The U-shaped galley is located in the portside after quarter of the saloon. There is plenty of counter space for meal preparation and an abundance of storage both in and about the galley so that the sailing chef can have all the conveniences found in a shore side kitchen without the usual clutter present in most fully equipped sailboat galleys.

Double sink w/ pressurized hot/cold water

Fresh water foot pump

2 Burner LPG stove and oven w/ 1 propane tank in aft locker

Front load Isotherm refrigerator in Galley - PLUS- (2) separate top load 24 v freezers under Dinette – top load ( Frigiboat) – DC operation

Water heater – 15 gal ( in engine room)

Tiled counter tops with wood fiddles

2 burner stove with oven – propane

Double sink - fiberglass – with single lever faucet

Water maker and test spigot ( not guaranteed)

Gas shut off valve

Panels: hot water, dive compressor, speakers

Opening port

Drawer storage – lockers - trash compartment

(2) 220v and (1) 110v power outlets ( US type receptacles)

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## ELECTRICAL AND ELECTRONICS

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### Electronics:

#### Helm:

Electric furling controls – Main Sail and Genoa

GPS: Raymarine C80 GPS/Chart plotter

Raymarine 7002 Auto Pilot

VDO GPS-Chart plotter

Plastimo compass

Windlass control

Electric wash down pump control

Bow thruster control

Raymarine ST60 depth

Data volt meter 12 v

Engine tach

Horn

Single lever throttle

### **NAV Station –**

VHF radio – Standard Horizon

406 EPIRB – expired battery

### **Entertainment:**

JVC stereo

### **Electrical:**

#### **110v and 220 shore power cords**

Generator: Onan 6.5 kw (50 hours reported since rebuild – 3000 hours total)

(2) Solar panels

1000 watt inverter – at Nav Station

24 volt primary DC system w/12 volt Auxiliary circuit

Disconnect battery switches for engine, generator, house system,

Batteries:

(6) 12v batteries – House NEW

(1) 12v start battery for engine and generator

Shore power cords – (1) 50 amp 220v, (1) 30 amp 110v

Generator start/stop panel in Galley

Exterior lighting – spreader lights, deck lights, lower courtesy lights

Chargers: (2) mastervolt 40 amp chargers

Main AC circuit breaker panel

Standard Nav lights

A helpful note is in order here. Most North Americans tend to worry about 220-volt A.C. systems as we are used to 110-volt A.C. systems. Briefly, 95% of all docks in the U.S.A. have 220-volt A.C. power. Most powerboats use 220-volt, often times employing a “splitter”. If only 110-volt A.C. is available dockside, there is an available double cord that converts two 110-volt dockside outlets into one 220-volt outlet. They cost less than \$400 new. Another fact is that 90% of the world, other than the North American Continent, is 220-volt. As Amel’s are voyaging boats, they are set up to receive the most commonly available shore power

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## Mechanical

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Volvo TMD 22 B 80 HP Turbocharged ( 200 hours since reported rebuild) fresh water cooled around the block with sea water heat exchanger

Volvo Sail drive w/ folding MAX prop

Alternators: 1 x 24 volt, 1x 12 volt

Racor 500 MA primary fuel filter and dual engine mounted secondary filters

Retractable Bow thruster

Fuel filters – (2) primary Racor, (2) secondary

Water maker

Dive compressor ( not guaranteed)

3 blade fixed prop as spare

(1) Automatic bilge pump – 24 volt

(1) Manual bilge pump – in cockpit

Sea Water - Sea chest in engine room for: Engine, Generator, Air conditioning compressors

(2) Marine air conditioning units w/reverse cycle heat ( frigiboat) one services Salon and forward cabin, one services aft cabin

24 volt fresh water pump

Isotherm hot water heater

Dual cable steering system

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## Hull and Deck

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**HULL and DECK:** vessel has fiberglass decks with FAUX wood look – Solid fiberglass hull, with Kevlar and carbon fiber reinforcement. Transversely framed with two longitudinal girders and transverse frames on 24 inch centers from bow to stern. There are hull reinforcements for the engine, running gear, rudder- of welded aluminum. – A heavy solid wood rubrail with reinforcement protects both sides of the boat

Large storage lazarette on aft deck

Propane storage locker on side deck

Textured finish in cabin house

Raised bulwark

SS solid handrail around entire boat – SS bow rail and stern rail

(3) midship cleats – fore and aft heavy duty cleats and chocks

Boarding ladder – gangway

Swim platform

(2) solar panels

Stern davits

Mizzen boom can be used as a lifting crane – powered winch in cockpit

(4) deck drains

**STEERING:** Pull-pull rack and pinion system employing sheathed stainless steel cables/rods. The cables run in greased “tubes” and have no wear points as in systems that use wire and pulleys. There is a finely engineered and fitted emergency tiller system provided that would allow one to steer from atop the aft trunk cabin.

**COCKPIT:** Cockpit is very large and well protected by forward hard dodger with opening windows. It is deep and very secure – designed for Blue water offshore passages. There are (2) long settees ( Port & Starbd) plus 2 additional molded seats. There is also a comfortable helm chair. All of the working winches are located in the cockpit and easy to

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**access – A large opening storage locker is along the Port side of the cockpit, plus 2 additional deep storage lockers along the aft section.**

Large “cargo” cockpit table ( stored in companionway to aft cabin) – small table back of helm seat

(2) storage lockers aft end of cockpit – additional seating

Large storage locker under Portside seat

Folding Bimini top

Large opening hatch for excellent engine access

### **FORWARD DECK:**

Lofrans windlass with chain drop into chain locker below – Remote cockpit controls

2 Anchor/chain storage lockers forward

### **AFT DECK:**

Huge storage lazarette

Access to swim platform

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## **SAILS and RIGGING**

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**Main sail - Mizzen sail – Genoa sail – Blooper sail – Spinnaker sail**

Electric in mast furling on Main Sail w/manual back-up

Electric furler on Genoa

KETCH RIGGED

\* Main mast + mizzen in aluminum painted white

\* Main mast with twin sets of spreaders

\* Mizzen mast with single set of spreaders

\* Standing rigging: stranded S.S. cable

\* Mizzen mast with V shaped backstay

\* MAIN: in-mast electric roller-furler AMEL

\* GENOA: electric roller-furler AMEL

- \* MIZZEN: manual in-mast roller furler AMEL
- \* 2 x double AMEL pole system
- \* Adjustable sheet travelers for genoa and mainsail.

### **Winches - all winches by LEWMAR**

#### MAST WITH:

- \* 2 x 16 ST - Mizzen
- \* 2 x 44 ST – Main mast

2 x 16 ST Main Mast

#### COCKPIT WITH:

- \* 2 x 40 ST (1 electric) in cockpit
- \* 2 x 58 ST (2 electric) Primary in cockpit -

Mainsheet traveler on coach roof with controls to cockpit

## **CONSTRUCTION:**

The Amel Super Maramu has a construction technique that is absolutely unique in the industry. The yield is an extremely strong and solid one piece hull and deck assembly; a true monocoque. All Amels, since 1967, have been built with Amel designed biaxial fiberglass cloth. This is a flat woven fiberglass cloth that is much stronger in sheer and tension than conventional mat and woven roving laminates. It is lighter, stronger, and better. The hull is molded in one piece incorporating one piece/non-spliced lengths of biaxial cloth running from bulwark, down through the keel/centerline, and up to the opposite bulwark. In the same fashion, the next series of laminates run from the bow lengthwise to the stern, again, employing one piece/non spliced lengths of biaxial cloth. The deck assembly is built in a similar fashion. While the hull is a solid fiberglass laminate with no core, the deck assembly employs a core of Baltek vertical end grain balsa in strategic horizontal areas to enhance stiffness and is insulation from heat and noise. There are also substrates of "Iron Wood" in the deck assembly where cleats and the windlass are installed to easily accommodate the increased compression and shearing loads in the foredeck. While the completed one-piece hull is still in the mold, ALL the furniture and structural bulkheads, less non-structural drawers and cabinet faces, are installed. After all the structural assemblies are completely installed, the separately completed deck assembly is joined to the hull (again, while it is still in the mold) with six layers of the same biaxial cloth used in the primary laminations, around the entire hull to deck interface. What this accomplishes, effectively, is the elimination of a conventional hull to deck joint. The hull and deck are married with a homogeneous fiberglass matrix, which insures a strong and leak free hull and deck join for the



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entire life of the vessel.

## **ADDITIONAL EQUIPMENT**

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Dock lines and fenders

## **Exclusions**

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Owner's personal belongings.

## **Disclaimer**

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The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

# PHOTOS

**Stern View - Swim Platform**



**Salon - Port side**



**Salon- Starbd side**



**Salon - Sea Berth Pull Out**



**Nav Station**



**Galley**



**Galley-2**



**Companionway - to Aft Cabin**



**Battery Storage - Sea Berth**



**Aft Cabin**



**Aft Cabin-2**



**Aft head w/AShower**



**Water Tight Door to Chain Locker**

**Aft Cabin-3**



### Retractable Bow Thruster - (Up Position)



### Forward Cabin



### Forward Head w/ shower



### Cockpit - Side Deck



### Cockpit



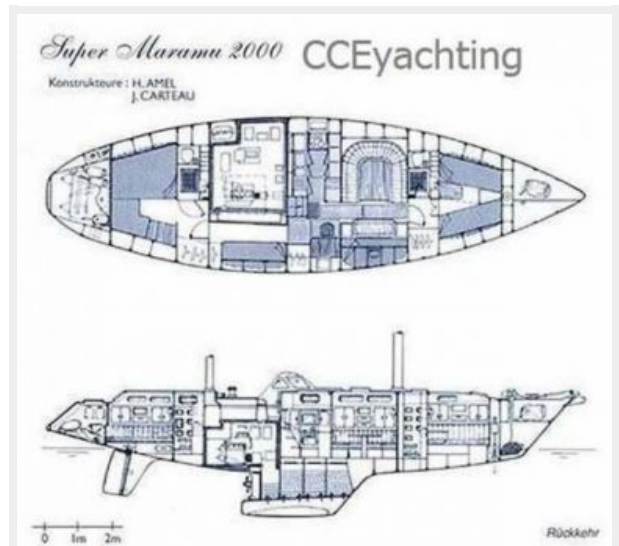
### Out of water - SISTERSHIP



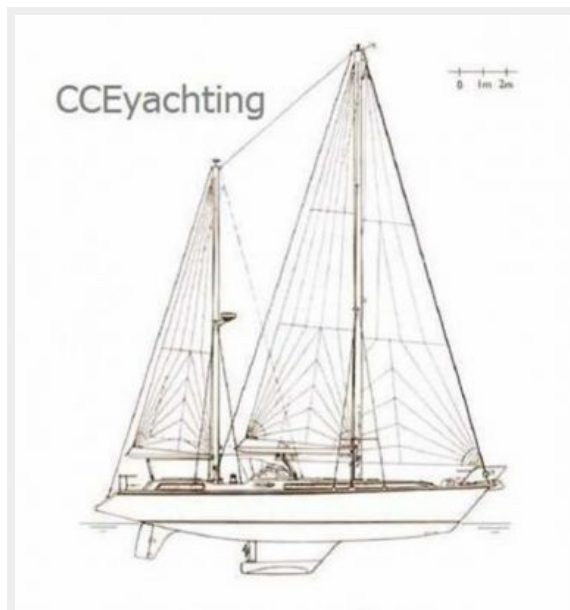
### Floor Plan-Deck Plan



### Layout drawing



## Sail Plan



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# CONTACTS

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## Telephones

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## Office hours

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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

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## Address

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