

COOL CHANGE — ELLING



Builder: ELLING

LOA: 45' 0" (13.72m)

Year Built: 2007

Beam: 14' 0" (4.27m)

Model: Trawler

Max Draft: 4' 0" (1.22m)

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 **Cool Change — ELLING** 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

Overview

The Elling E3 is designed and built in the Netherlands to be "the best boat in the world." Built to CE Category A standards for extended ocean passages, she is self righting with full 180 degree positive stability like an offshore lifeboat. Check out the video under the "360 Test" tab on the Elling website. She is comfortable, luxurious, safe and efficient. The owners like to say this particular vessel is better than new due to the upgrades and preemptive maintenance they've invested over the years. This vessel is truly turnkey and ready for her next adventure. The freshwater systems have been flushed and winterized for the cold weather and the genset and engine have just received their annual service. Call or email for complete details on this spectacular yacht. More photos to come...

Basic Information

Category: Trawler

Model Year: 2007

Year Built: 2007

Country: United States

Dimensions

LOA: 45' 0" (13.72m)

Beam: 14' 0" (4.27m)

Max Draft: 4' 0" (1.22m)

Clearance: 12' 0" (3.66m)

Speed, Capacities and Weight

Displacement: 27000 Pounds

Water Capacity: 290 Gallons

Holding Tank: 40 Gallons

Fuel Capacity: 400 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Cummins

Model: QSB425

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Heritage

Neptune Marine Shipbuilding bv. The company was founded in 1972, and was one of the first GRP boat builders in the World working to the exacting standards of Dutch SuperYachts. In 1997 Neptune launched the first Elling Motoryacht. The model was based on over one hundred concept demands, gathered from thousands of water sports enthusiasts from around the world combining safety, comfort and luxury specifications. Designed by the World renowned 'Ken Freivokh' the revolutionary concept of the Elling; 'a truly convertible luxury yacht' was born. We simply wanted to design 'The best boat in World'.

Power & Motoryacht Review

There's no doubt about it. Europeans place a high premium on efficiency, vastly more so than consumers on this side of the pond. And not just with regard to fuel economy, but in relation to space utilization as well. But with fuel prices on the rise and little prospect for relief any time soon, it's time to take a closer look at the European approach to yachting. A case in point is the new Elling E3, an exceptional Dutch yacht that has been marketed successfully in Europe for years. Rated under ISO Rules, CE Category A for extended ocean passages, she enjoys a well-deserved reputation for comfort, fuel efficiency, and safety—so much so that her self-righting hull reportedly offers full 180-degree positive stability. (Full disclosure: We did not attempt to verify this feature during our sea trial.)

For the European market the Elling E3 is powered by a single 76-hp diesel that delivers a maximum speed of about 8 knots. Engine options for the American market include either a 370-hp Volvo Penta or a 450-hp Cummins diesel, advertised to deliver maximum speeds of 15 or 19 knots, respectively. My test boat, one of only three Ellings in the United States, was powered by a single 180-hp Cummins diesel. (Her owner, a former sailor, had "downsized" several features that are part of Elling's standard U.S. configuration, including the engine, electronics, entertainment system, and other items.)

To put these engine options into context, understand that the E3 is built on a semidisplacement hull form; with only a modest 76-hp engine, she will cruise quite efficiently at speeds up to her theoretical hull speed of about 8 knots. At higher speeds, a pure displacement hull would wallow in its own stern wave; but the hard chine and flatter aft sections on the Elling's semidisplacement hull develop dynamic lift, so a larger engine can push the hull over "the hump" to speeds in the high teens with reasonable efficiency. Sadly, the 180-hp version is neither fish nor fowl; with two and a half times the standard horsepower, the E3 delivered only 2 knots more speed than the European

version. Owners seeking a good turn of speed should opt for the 370-hp or 450-hp engines to reap the benefits of the hull form's full potential.

This is not to be critical—quite the contrary. Although I prefer faster boats, the several hours I spent during my sea trial were quite enjoyable. Despite the Chesapeake Bay's afternoon wind-driven chop of three feet or more, the yacht was comfortable on all headings. Even in beam seas, roll motion was moderate, thanks to roll-damping properties inherent in her hard-chine hull. There's something relaxing in the quiet thrumming of a single diesel, barely audible as the hull works with the sea instead of fighting it, and sound levels barely below normal conversation—a mere 64 dB-A at 2250 rpm, while making a bit over 8 knots.

One might argue that the E3 is like fine European cuisine: familiar ingredients prepared in a different way, producing an extremely satisfying result. Take, for example, her main-deck layout. From stem to stern she's all one level, giving great views from the cockpit seating area and making it easy to move fore and aft. And the freeboard is quite high: 81 inches at the bow, dropping only slightly to 67 inches at the stern. The pilothouse is a full step down from the cockpit, keeping the E3's profile low despite her towering sheerline. And so she can sneak under all but the lowest of bridges, the aft section of her hardtop retracts, lowering the radar, antennae, and assorted other top-mounted gear to less than 12-foot air draft.

Admittedly, her pilothouse seems small for a 45-footer, but a wide opening forward of the companionway makes the saloon and pilothouse seem like one space. Opposite the helm station, a table with an L-shape settee will let three or four guests keep the skipper company. To let in sunshine and fresh air, a large panel in the Elling's pilothouse roof can slide forward electrically; and to keep out water in a driving rain, the panel has a watertight seal, thanks to an automatically inflating gasket.

Even guests choosing to stay below decks can have a chance to enjoy the passing scene, thanks to large elliptical ports in the deckhouse sides. But what really impressed me about the E3's interior is how spacious it is. Three staterooms, two generous heads, a big saloon, and a full galley; how did Elling do all that in just 45 feet? Then I realized: The engine room occupies just a narrow corridor beneath the pilothouse, on centerline, leaving room outboard for the galley to port and a third stateroom along the starboard side. An easily removable panel in the galley bulkhead affords access to all essential points on the main engine, and a second panel in the master-stateroom bulkhead provides easy access to the oil and fuel filters. Thick thermal and acoustic insulation keeps engine heat and sound out of the accommodation spaces, and to minimize vibration, the engine is soft-mounted, coupled to an Aquadrive thrust-bearing system. Smooth.

In keeping with its European heritage, Elling utilizes every nook and cranny for stowage, including wine racks beneath the galley sole (literally a wine cellar) and stowage bins built into the base of the saloon settee and two upholstered chairs opposite it. In truth,

the half-height hanging locker in the master stateroom is limited for extended voyaging, but the yacht offers lots of other places to stash stuff, including a full-height locker in the guest stateroom. And for long-range cruising, the entire third stateroom can be utilized as a giant walk-in closet.

Fit and finish was first-rate, reflecting the superb skills of the Dutch craftsmen who built her. It's plain to see why the Elling, with her jaunty European air, is so popular overseas. And it's easy to imagine that she will soon be winning a few hearts and minds here in the United States as well.

Broker Notes

There's a lot to like about this pilothouse trawler. She can creep along sipping fuel at hull speed or jump on plane and do 17 knots to when needed. A swim platform makes boarding from the dinghy and floating docks easy and boarding steps are molded into the hull on the port and starboard for easy fixed dock access. Visibility from the helm is excellent and the pilothouse design allows you to stretch your boating seasons. The owner's dodger addition allows three season use of the aft deck as long as it's not raining sideways. Below decks it's amazing how roomy she is for a 45 footer. Two full staterooms with heads and separate showers and a third stateroom for bunks or an office. A big galley with a new Isotherm full size fridge and freezer (December 2016), electric stove top and microwave. Even a dishwasher! The saloon is exceptionally roomy and being able to relax below in comfort and privacy is a great feature, especially on extended cruises. All vital systems are clearly marked and easily accessible and the single diesel cuts maintenance and fuel costs. Teak is limited to the decks only and is glued to a mesh substrate so there's no water intrusion through screw holes to worry about. Docking is made simple with bow and stern thrusters. If you're looking for an exceptionally well maintained, safe, luxurious and efficient trawler for weekends or extended cruising, you owe it to yourself to check out this fine vessel.

Recent upgrades include the new Isotherm refrigerator/freezer (12/16), all new AGM batteries throughout (9 total 12/16), intercooler service (2016), engine and genset annual service (12/16), new bottom paint and zincs (08/2016), new 5 bladed bow and stern thruster blades (08/2016), custom bed in master stateroom, second GPS/Chartplotter added (Garmin GPSmap 740S), complete boat detailing (11/16), new cockpit shower (2016), RB Aluminum bottomed RIB, Tohatsu 9.8 hp four stroke outboard, stainless dinghy davit system (2013), new Clarion stereo system with ipod dock (2013).

Features

- Depthsounder - Simrad CX-44
- TV Set

- Plotter - Simrad CX-44
- Autopilot - Simrad AP25
- Compass - Simrad IS15
- GPS - Garmin GPSmap 740S
- VHF - Simrad RS82
- Radar - Simrad
- Navigation Center
- DVD Player
- Radio
- CD Player
- Cockpit Speakers
- Stern Thruster
- Bow Thruster
- Dishwasher
- Electric Bilge Pump
- Oven
- Microwave Oven
- Air Conditioning
- Heating
- Refrigerator
- Sea Water Pump
- Manual Bilge Pump
- Air Compressor
- Electric Head
- Hot Water
- Deep Freezer
- Battery Charger
- Shore Power Inlet
- Inverter
- Generator - Onan MDKBL5741050
- Teak Cockpit
- Teak Sidedecks
- Tender
- Cockpit Table
- Cockpit Shower
- Davit(s)
- Cockpit Cushions
- Swimming Ladder
- Bimini Top

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS







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