

53FT 1982 AMEL MANGO — AMEL



Builder: [AMEL](#)

Year Built: 1982

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 53' 0" (16.15m)

Beam: 15' 1" (4.60m)

Max Draft: 6' 7" (2.01m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **53ft 1982 Amel Mango — 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.

If you would like to buy a yacht **53ft 1982 Amel Mango — AMEL** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

MOTIVATED SELLER HAS PRICED THIS BOAT BELOW MARKET AND WILL CONSIDER ALL OFFERS t

RECENT PRICE REDUCTION MAKES THIS VESSEL A ""BEST BUY"" - DON'T WAIT - CALL TODAY

TRUE BLUE WATER – GO ANYWHERE – VESSEL

Low Hours - Engine & Generator

Straight shaft drive

Fully Air Conditioned – w/Generator

Ketch Rigged for Easy Sail Handling –Huge Cockpit – Wide Walk Around Side Decks – Large Fore Deck – Aft Deck

Full Cockpit Enclosure

Stainless Steel Handrail Around Entire Vessel

Loads of Deck Storage Lockers

Private Full Beam Aft Stateroom w/Queen Berth– & /En-suite Head and Shower – Loads of Storage

Forward Guest Cabin Sleeps 2 with Private Access to Forward Head & Shower – Loads of Storage

Additional Pilot Berths in Companionway Leading Aft - and in Salon

Large Salon has Comfortable Dinette –Pilot Berth –Full Nav Station – and Spacious Well Equipped Galley –Additional Built in Refrigerator/Freezer Compartments under Dinette Seats

High Quality Build with “Yacht Like” Interior Woodwork and Joinery

This is one of the most popular offshore cruising vessels ever produced. Over 300 of these boats were built, and the next generation Amel Super Maramu is still in production. She is built to the highest standards by an old world company, and well designed for her intended purpose.

Please call the listing broker for an appointment to see this vessel

Please click on “full specs” for more information

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 1982

Year Built: 1982

Country: United States

Dimensions

LOA: 53' 0" (16.15m)

LWL: 41' 4" (12.60m)

Beam: 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

Displacement: 37400 Pounds

Water Capacity: 220 Gallons

Holding Tank: 6 Gallons

Fuel Capacity: 264 Gallons

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Manufacturer: Yanmar

Model: 4JH3-THE

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

DIMENTIONS

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 37,400 lbs 15,500 kilo

Ballast 12,320 lbs 5,500 kiloo

Sail area 1281 sq ft 119 sq meters

Engine Yanmar 4JH3-THE – 100 HP – (240 hours)

Generator BMZ 220v 6 KW (50 hours)

Tankage:

Water 264 gal 1,000 ltr

Fuel 220 gal in 2 tanks833 ltr

Holding 6 gal (in 1tanks) 25lts

Bridge clearance 66 ft 20.2 meters

ACCOMODATIONS:

Air conditioned – 220v AC Marine system

Soles - Teak and Holly sole - most areas - carpeting in aft companionway

ACCOMODATIONS: The interior accommodation is finished in African mahogany with a semi-gloss polyurethane varnish. The overheads are cream colored vinyl.

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
sea berth above settee to Starbd

FORWARD CABIN:

(2) Single berths - converts to a double w/insert

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

Storage under berths

Access to chain locker forward

Access to bow thruster

Overhead hatch

Reading lights (2)

Wall lamp

Wood floor w/ planked finish

Gloss wood joinery

Storage hanging locker

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

AFT CABIN:

Double berth –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

Wood sole with planked wood finish

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

Sanitation systems:

Blackwater holding tank – (1) in aft head compartment – Plastic 6 gal – w/ deck pump out

Toilets – (2) Raritan raw water – manual flush w/ “Y” valves

Gray water – into sumps – w/12v DC pump

VESSEL WALK THROUGH

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 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. . - 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 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 Pilot Berth opposite to starboard. There are numerous storage lockers and drawers below the pilot berth and outboard. There are also numerous storage lockers outboard of the Dining settee and storage below the settee, as well as an additional refrigerated compartment below the seat. 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 Starbd side of the vessel and contains a single berth with Storage 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 -There is also a door to the engine room along this companionway.

The owner's stateroom is all the way aft and has a full height watertight collision bulkhead at its entry with a 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

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 sea berth and additional storage. Galley occupies the after section of the Salon with a working counter and double SS sink that separates the two areas.

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

U-Shaped settee and wood table to Port

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

sea berth to Starbd

Over 6 ft 3 in headroom

Ventilated storage cabinets

Solid wood sole – with plank finish

Vinyl headliner with removable panels

NAV STATION:

Chart table

Seat

Storage under table –drawers and cabinets

Wet locker aft of Nav Station at companionway stairs

Galley: U-Shaped Galley is immediately at the foot of the stairway leading into the vessel and convenient to both the Dining area in the Salon and cockpit. A double SS sink is first as you enter the Galley – at its forward end – very convenient to main companionway. Full upright refrigerator and freezer opposite the sink. Further into the galley – along the Port hull is the stove and oven. There is also a washing machine under the sink area. Galley has abundant storage and good counter space. It is open to the Salon forward which gives this galley a spacious open feel.

Fresh water - (1) tank in Keel cavity - integrated fiberglass - 400 gal

Fresh water pump - Eest marine 3 GPH 12v

Water heater - Raritan 240v AC

Water Maker - Southampton 240v AC

Refrigerator - Nova-Kool 12v DC-120v AC upright refrigerator - separate freezer

Stove - Force 10 SS gimbaled two burner stove w/oven - Propane

Microwave - Goldstar

Dual SS sinks

Storage lockers - (3) lockers beneath sink, forward counter, and outboard counter - (1) locker flush in outboard counter - outboard sliding front shelves

Washer/dryer - Eumwenia 220v AC= washer only

COMPANIONWAY TO AFT CABIN:

Sea Berth along the Starbd side as you walk through to the aft cabin. Also, an access door into the engine room

Watertight door to aft cabin

Carpeted floor

ELECTRICAL and ELECTRONICS

Electronics:

Autopilot - NECO

Wind speed/Direction - Raymarine ST60+

Depth/ Speed/Log - Autohelm tridata

Compass - Raytheon EQ2355

VHF Radio - Icom IC-M504

Flat Screen TV - Sony

Electrical:

Marinco 50 Amp 125/250v shore power inlet – located at helm

Master breaker – (2) triple-pole breakers w/slides preventing double energizing

Generator: BMZ 220v 6.0 KW model # MDKB6.059CR001 (50 hours) – located in engine room

Generator start/stop panel in Galley

Wind generator - Kiss wind generator fitted on mizzen mast w/Morning Star controller

24 volt primary DC system w/12 volt Auxiliary circuit

Disconnect battery switches for engine, generator, house system,

Battery charger- ProNautic 12-60P

Inverter – Porta-watz 1750 watt

Main AC circuit breaker panel – Bass Products 11 Gang double pole w/ (4) single pole breakers – (2) AC volt meters, (2) AC amp meters

DC Panelboard – 22 gang pop fuse panel – located next to AC panel

Batteries:

(6) 12v batteries – US Group 29 – in machinery space

(1) 12v start battery for engine and generator

Blue Sea Systems selector and (2) on/off shunts – located in walk through to aft cabin

Xantrex Linn Lite battery monitor

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

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 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

Mechanical

Yanmar 4JH3-THE Diesel engine 100 HP (240 hours)

Straight drive propeller shaft on 1 3/8 SS shaft

Propeller - 22 inch three-blade feathering prop

Drive gear appears to be Borg-Warner -1 3/8 in propeller shaft

Throttle - Morse dual function lever and Teleflex cables

Bow Thruster - Seven-inch tunnel through bow with (2) three blade propellers

Engine room ventilation 012v DC blower

2 fuel tanks - integral fiberglass 220 gal (per mfg. specs) located in keel cavity and Starbd

Filters (2) Racor 500 MA primary fuel filter and dual engine mounted secondary filters

(1) Automatic bilge pump - Jabsco 5 GMP 12v external belt driven self priming diaphragm pump

(1) Manual bilge pump - in cockpit - manual diaphragm pump

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

Marine air conditioning units w/reverse cycle heat

Hull and Deck

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

Rudder - Fiberglass stepped on full skeg w/ Dynalalte grounding plate fitted in indentation on Starbd side

Heavy Duty Davits

Large storage lazarette on aft deck

Propane storage locker on side deck

Raised bulwark

midship cleats – fore and aft cleats - heavy duty cleats and chocks

Boarding ladder – gangway

Stern davits

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

(4) deck drains

HATCHES -(5) fiberglass foredeck hatches, (1) Fiberglass Izaalette hatch, (1) Fiberglass engine hatch, (4) Fiberglass cockpit hatches

(3) Bomar type forward coach roof hatches, (1) Bomar type aft coach roof hatch.

PORTS: - Stainless and Aluminum-framed portlights – (2) opening ports, (2) Plexiglas pilothouse windscreen – with (1) opening panel

Single Stainless safety rail around entire vessel at top of stanchion, w/ SS wire through stanchion

Double SS bow rail, and stern rail – with amidships gate at stern

Grabrails – SS rails on coach roof and pilothouse

Scuppers – in cockpit- (2) 2 5/8 inch molded standpipes

Modified fin keel

Nonskid -= molded nonskid on all outside walking areas – Textured pattern on cabin tops – simulated wood pattern on deck (all fiberglass)

STEERING: Pull-pull 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 if would allow one to steer from atop the aft trunk cabin.

Vetus steering system w/27 in steering wheel in cockpit

COCKPIT: Cockpit is very large and well protected by forward hard dodger with opening window 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 the working winches are in the cockpit and easy to access – A large opening storage locker is along the Port side of the cockpit, plus 2 additional deep storage lockers along the aft section.

Full Isinglass enclosure encloses the cockpit

Hard dodger forward w. clear plastic overhead further aft

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

Large storage locker under Portside seat

Large opening hatch for excellent engine access

FORWARD DECK:

Windlass - Horizontal 12v

Ground Tackle - primary anchor - CQR type galvanized plow - w/ 3/8 galvanized proof coil chain

Anchor platform - 0 SS roller bracket at stemhead w/ (2) plastic rollers

Forepeak chain locker (chain enters trough windlass house)

2 Anchor/chain storage lockers forward

AFT DECK:

Heavy Duty Davits

Huge storage lazarette

Access to swim platform

Sails and Rigging

KETCH RIGGED

Main mast - Keelson stepped,

Mizzen - Deck stepped

All spars are anodized Aluminum

Aluminum Whisker pole

SAILS:

MAIN: in-mast roller-furler - AMEL

* GENOA: roller-furler - Furlex RF 400S

* MIZZEN: in-mast roller furler AMEL

All stay - 1 x19 SS wire

Adjustable sheet traveler tracks for genoa and mainsail.

Winches - all winches by LEWMAR

Main Halyard winch -(1) Lewmar #40 self tailing

Primary cockpit winches - (2) lewmar # 55 Self Tailing

Secondary cockpit winches - (2) lewmar #16 self ailing

Other - (1) Lewmar #30 self tailing

SS standing rigging - wire, tangs, chain plates, closed turnbuckles (open turnbuckles Chromed Bronze)

Boom Vang w/ 4:1 purchase

(2) topping lifts

Mainsheet traveler on coach roof with controls to cockpit - Mid Boom sheeting w/6:1 purchase -run back to cockpit

Mizzen- aft boom sheeting w/ 4:1 purchase - run back to cockpit

CONSTRUCTION:

The Amel Super Mango has a construction technique that is 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

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 entire life of the vessel.

Additional Equipment

Dock lines and fenders

Exclusions

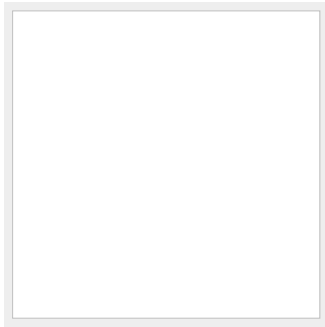
Owner's personal belongings.

Disclaimer

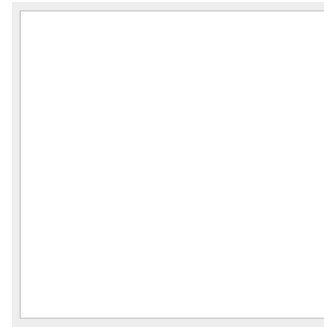
The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated.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

PHOTOS

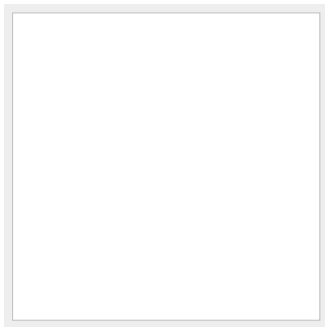
Salon



Dinette



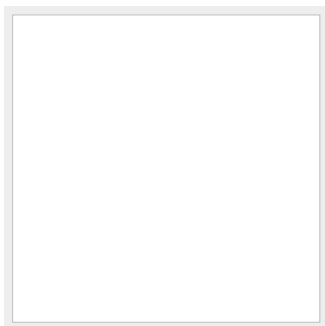
Pilot Berth



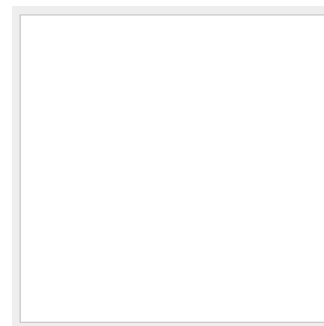
Salon looking aft



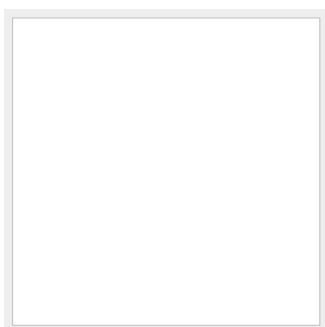
Nav Station



Forward cabin



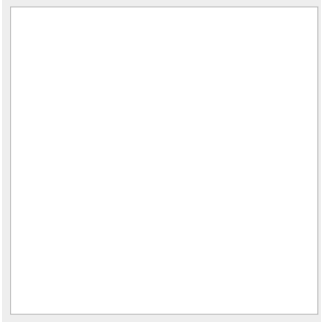
Cabin with fold down desk



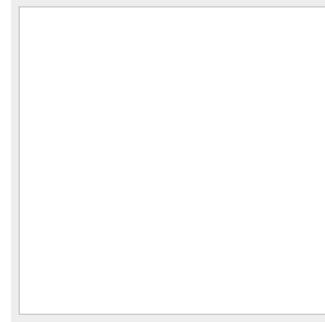
Forward Head -Shower



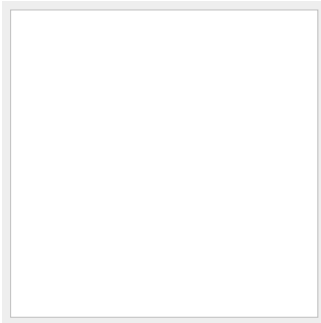
Galley



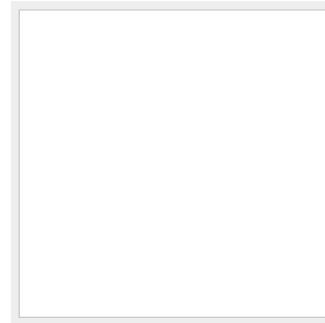
Galley-2



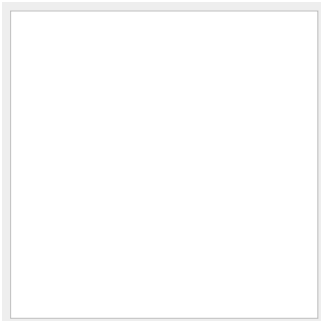
Companionway aft



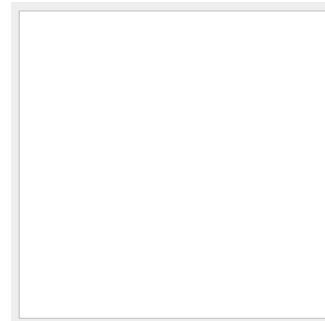
Inside - engine room access



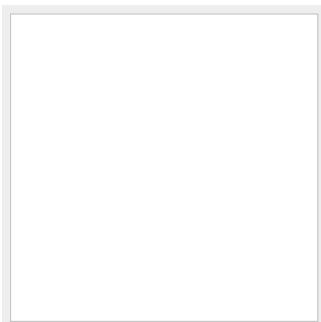
Aft cbin



Aft head



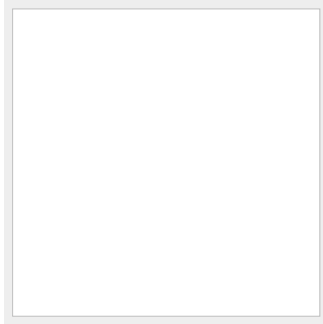
Helm



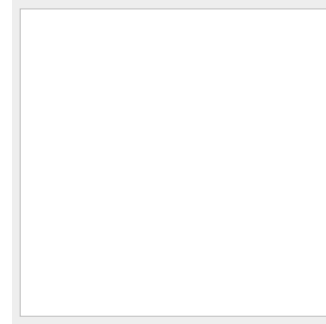
forward deck



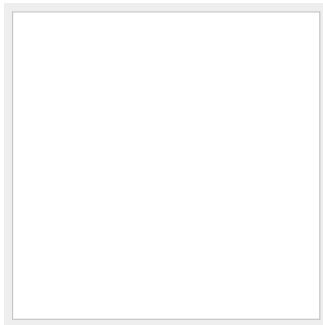
Side deck



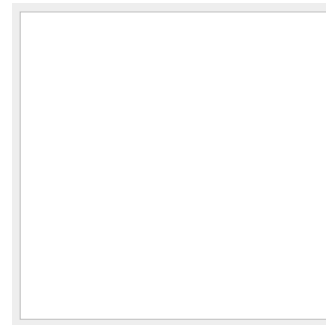
Aft view



Aft view-2



side view



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