

52 ft 1992 Amel Super Maramu, Yin Yang

€245,000 (A\$364,795)

Nadi, Fiji



Boat Details

Make:	Amel	Class:	Ketch	Cabins:	2
Model:	Super Maramu	Hull Material:	Fiberglass	Berths:	7
Year:	1992	Drive Type:	Other	Heads:	2
Length:	52 ft 5 in	Beam:	15 ft 1 in	Fuel Type:	Diesel
Price:	€245,000 (A\$364,795)	Boat Location:	Nadi, Fiji	Max Speed:	8 kn
Condition:	Used	Name:	Yin Yang	Max Draft:	6 ft 11 in



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Description

Amel Super Maramu 'Yin Yang'

HIGHLIGHTS

Beautifully presented and always meticulously maintained

**Full independent pre-purchase survey carried out by Australian surveyor at time of listing (July 2022).
Report Available on request.**

Video walk-through filmed at the time of listing for a comprehensive virtual inspection.

Hull just sanded and re-sprayed with International two-pack polyurethane paint.

Extremely tidy engine room with full access to engine and mechanical equipment.

Engine room fitted with automatic fire suppressant system

Reliable Perkins Prima 80HP religiously maintained.

Maxprop folding prop

Retractable bowthruster

Davits for dinghy on strong engineered Targa mounted extra high for safety and easy access to transom.

4 water-tight bulkheads (two are fitted with watertight interior doors), that were also bonded in place with the hull still in its mould

Vessel suitable for high latitude sailing and serious offshore cruising.

Helm control panel for all sails, anchoring and bow thruster for full control of the yacht at a push of a button.

**Full range of cruising recently upgraded electronics including radar, forward looking sonar and AIS type B
Brand new Genoa still in bag. Mainsail and Mizzen both from Guttman, Germany (2014), plus staysail and
ballooner all in good condition.**

In-mast furling mainsail, Mizzen and Genoa, electric control (manual override if needed)

11 self-tailing winches inc. 2 X electric power winches

**Iridium 9555 satellite communication w. exterior antenna, connects to tablets or smartphone w. WiFi
Iridium excess point.**

Watermaker 40 litre per hour

600w solar panels with MPPT solar controller

Hydrogenerator "Watt&Sea pod 600

Paguro 8.8Kv Diesel generator installed in engine room.

2 X ducted air conditioning (1 unit needs work)

3 X electric heating units

Huge amount of cold storage with large fridge, large chest freezer and separate 40L Engel deep freezer

Gourmet galley with electric oven and induction plates + LPG stove and oven / grill

Nespresso Coffee machine

Dishwasher

24V and 220-240V power systems

Renowned as one of the most perfect cruising yachts ever created, Amel Yachts have all the features that one could possibly wish for to explore the most remote corners of the world in safety, ease of handling and comfort. They are respected the world over for their endurance, unequalled seaworthiness and comfort as live-aboard.

The build of every Amel provides unsurpassed strength and structural integrity with the hull, deck, bulkheads and furniture all laminated together to form one piece.

Four genuine watertight bulkheads and isolated engine room provide safety and quietness not found in other 50+ foot yachts.

The interior is luxurious with a large owner's stateroom aft and ensuite. The owner's stateroom is separated by a crew cabin (in the passage) adjacent the navigation area and is closed by another watertight door.

Forward is another stateroom with very large V berth divided into double berth on one side (with infill) and single berth settee. Ensuite head and shower. A watertight door separates the guest stateroom from the rest of the ship for privacy.

The galley is U shape and equipped for gourmet meal preparation in all weather. It is equipped with electric stove and induction plates when one prefers to use the endless supply of electricity instead of LPG, but also has a traditional gas stove with oven and grill. The galley also includes two deep sinks, dishwasher, drying racks and plenty of storage. There is a washing machine plumbed and installed in the galley behind a cabinetry door, although it needs to be replaced, ideally by a similar size model to fit in this space. A splash back was tastefully installed to protect the lounge from the food preparation area and possible stains and splashes.

The saloon has a U-shaped dinette on the port side and a long settee opposite with a pullman type berth above as an ideally, large single berth.

The navigation station is large and very comfortable, with a proper chart table for charts, and equipped with all electronics, communication and repeaters (see electronics inventory).

A sea-berth cabin is located in passageway to the aft owner's cabin.

All cabins have plenty of storage and all bilge areas can be used for storage as they are all dry and very clean. The wet bilge is in engine room, where Amel's special design regroups all interior waste water (sink and shower) into a special receptacle to pump out through one hull fitting, thus reducing the amount of holes through the hull to only 2 for the entire ship.

The interior is finished with high quality gloss varnished Mahogany timber giving a sense of luxury and warmth. The brightwork is in excellent condition through the yacht and is a credit to her owners.

There are white fitted curtains over each portholes to protect the interior from excess sunlight.

The Amel Super Maramu centre cockpit is high and dry with windscreen and full covers providing great protection from the elements and an entertaining area for dining and relaxing. The centre cockpit also provides a very secure helm station with all major sailing controls keeping the helmsman safe in the cockpit. When at anchor, the cockpit transforms into a lovely dining area, with two tables to choose from, including one beautifully varnished table manufactured by the owner himself and which legs fold away for flat storage in its dedicated space.

The sails are all electric furling controlled by joysticks at the helm station and electric winches make handling the sails light work.

The boat is fitted with all options including davits, pasarelle, heating, air-con, genset, electric furling staysail, plus more.

This Amel super Maramu has had 3 owners, all avid sailors, knowledgeable and fastidious with her maintenance and who always treated this stunning yacht with the respect she deserves.

Her current owners, a retired couple from Austria, are active members of the Amel Owners group, a fantastic platform for all Amel owners to chat, exchange tips and ideas relating to Amel Yachts. They are currently on board

and will remain available to meet with Yin Yang's new family to pass the flame in a way that they feel properly introduced to the ship, and have the time to be shown how everything works on board.

Brokers Comment:

Yin Yang is a magnificent example of the legendary Amel Super Maramu. She is presented in stunning condition and a is a credit of her owners of many years. She is equipped to suit blue-water cruising in comfort and safety. As part of our company policy as offshore cruising yacht specialists, we have requested that the vessel be independently surveyed at the time of listing by an internationally accredited surveyor who flew from Australia to Fiji for this purpose. The survey includes a rig check, full out of water inspection, full hull check, mechanical check and all systems inspected.

For more information or to organise an inspection please contact our friendly team at Nautilus Yacht Management. We would be delighted to assist you in every way and to help you make your cruising dream come true. Our agency specialises in cruising yachts and is very involved with the cruising community. We can answer all your questions regarding offshore purchase, import, registration, etc. and help you at every stage of this exciting journey!

Information & Features

1992 Perkins Perkins Prima 80 T (Engine 1)

Type:	Inboard	Drive Type:	Other	Propeller Material:	Bronze
Fuel Type:	Diesel	Power:	80 hp	Folding Propeller:	true
Hours:	4200	Propeller Type:	3 Blade		

Dimensions

LOA:	52 ft 6 in	Max Bridge Clearance:	68 ft 11 in
LWL:	41 ft 4 in	Min Draft:	6 ft 9 in
Beam:	15 ft 1 in	Max Draft:	6 ft 11 in

Weights

Dry Weight:	19,000 kg
Ballast:	5,500 kg

Speed

Cruising Speed:	6 kn
Max Speed:	8 kn

Seating

Liferaft Capacity: **6**

Tanks

Fuel:	600 l
Fresh Water:	900 l
Holding:	60 l

Accommodations

Single Berths: **3**

Double Berths: **2**

Cabins: **2**

Heads: **2**

A Word From The Owners

"As avid travellers, sailors on an Austrian lake and typical "holiday-charterers", we had always dreamed of owning a yacht as soon as we retire. To charter a yacht with friends for a two-weeks-vacation is a lot of fun but remote areas and long passages are out of reach. Therefore we had been reading about cruising yachts and visiting boatshows for a while when we discovered Amel yachts at the Duesseldorf Boatshow in 1992. It was the brand new Super Maramu they presented to us elaborately, but the price was far out of our range. It never left our minds though and the brochure - by that time brochures were printed on real paper - pretty soon looked quite used and worn. We have tried to get acquainted with other brands over the years but it was always Amel that dominated all our plans. By incidence, in 2009 a couple living in our area at home offered their Super Maramu "Yin Yang" for sale and we were very, very tempted to give in. Nights and days of pondering but we stayed reasonable with a lot of wistful feelings. Such a long time before we could even think of retiring it would not have made any sense to own a yacht and only use it for four weeks a year.

In 2014, the end of our professional careers in sight, we decided to spend our summer holidays traveling through all Europe to look at all the Amels that were for sale. And yes - a week before we started our research trip, Yin Yang suddenly popped up for sale on one of the internet platforms! A pointer of fate!

We flew to Almerimar in Spain and bought her without looking at any of the other boats. The German guy who finally purchased her in 2010 had to give up for family reasons and left her to us with a new standing rig, a lot of upgrades and an extensive range of tools and spare parts. He was an enthusiast of engineering. The engine room was unexceptionably clean. That was exactly our wavelength.

Why were we so determined to buy a pre owned Amel for a price we could have got a new customary yacht?

- 1. When we stepped on a Super Maramu for the first time it was just a "wow" when we saw the spacious cockpit - no wheel in the center where you always have to crawl around! The helm is placed optimally: very protected against bad weather, near the companionway for better communication and out of the way for well-attended sundowners! The cockpit has been a full living room for us at anchorage and a safe place for passages. In all those eight years while we have owned Yin Yang we didn't even wear bad weather gear one single time!*
- 1. It is a safe boat even if you are an older couple. The sail adjustments can be made from the cockpit without effort. Push the button and reef - no discussion "should we reef or not", just do it and if it was too much just push the button again. Unless you use the ballooner or pole out the Genoa (and that's not done in uncomfortable weather) nobody has to leave the cockpit. Safety also means to have an all around stainless steel railing, a central bilge (hardly any through-hull fittings), and watertight bulkheads.*
- 1. The overall construction of the yacht minimizes uncomfortable rocking and rolling. We could especially tell that after the long passage to the Marquesas. All crews around us were tired and exhausted - we were in great shape and rather fit.*
- 1. Comfort is another important subject. With 1000 liters in the freshwater tank and a reliable watermaker you don't have to discuss if taking a shower is a waste, you just do it. And a dishwasher is always a deliverance for the cook.*
- 1. A lot of space keeps a boat tidy. On deck we stow all our dive equipment, 2 outboard engines, 3 sails, a bike, fishing gear and there is still a lot of space to clear away the waste-bags on long passages. And never ever a crammed deck.*
- 1. The famous Amel fake "teak deck" (the teak look is embossed in the gelcoat) is very easy to keep clean, needs no maintenance and therefore saves a lot of money and drudgery compared to real teak.*

From our personal point of view those six points are the most important reasons for our choice although there are quite a few more.

Christmas 2014 was our first stay on Yin Yang; marina holidays to get acquainted with the yacht. Since the previous owner had just got a new standing rig plus new sails in reliable German quality and had kept the “hardware” all over on a state-of-the-art level we only had to take care of some optic upgrades. New upholstery with excellent padding for all the rooms and new carpeting were the most striking investments to adapt her to our lifestyle.

We then spent two summers on a vacation-level (8weeks) in the Med, enjoying the wonderful coasts and towns of Italy and preparing the yacht for worldwide cruising. A stern arch for solar panels was mounted, an additional chain (100m) and a second anchor were installed and a second freezer was bought in view of endless fishing success.

In 2017 we left the Med, finally retired and with unlimited time to make our sailing dreams come true. We stayed a few weeks in the Canary islands for some more upgrades: a new liferaft, a second autopilot (just in case) and a new chartplotter got part of the crew. After a short but pleasant stopover at the Cape Verde islands we were very excited to face our first real passage challenge. 13 wonderful days with perfect tradewinds made us cross the Atlantic in 13 days without any issues. We arrived in Martinique at 11pm on new year's eve 2017 and raised our glasses to our seaworthy and comfortable yacht.

Since we knew the Caribbean already from chartering we decided to move on after a few weeks. Besides we just could'nt wait to get to know the San Blas islands. A wonderful week at Cartagena with its lovely historic center was a special treat on the way. Then finally – San Blas, several weeks just loneliness, sun, sand, blue skies, warm water. Disregarding the crocodiles that play around from time to time it's pure paradise. And pure gratification for an Amel-owner. No freshwater shortage, no food shortage with two freezers, no power shortage. And a huge cockpit for a lazy vacation.

With the rainy season (which is a “pouring” season in Panama) we stored the yacht on the hard in Shelter Bay Marina and flew home for half a year. Back in December 2018 Yin Yang got a new Antifouling and we got a new chance to enjoy San Blas again before we crossed the Panama Canal in January 2019.

Having been to Galapagos before we decided to get to know Ecuador mainland instead: Great mountains and hiking, colonial towns and interesting Inca remains, but we had to keep it short because the swell in the marina was awful. The passage to the Marquesas was a haven of tranquility compared to their jetties. Anyway it was very pleasant passage again, tradewinds, endless sunsets, a lot of cooking and reading and the period of 23 days almost felt too short...

Marquesas, Tuamotus, Tahiti were a period of time we spent side by side with friends in a catamaran. A good chance to match – and yes, sometimes we envied them while they were cooking in front of a large window, but they envied us while sailing. No comparison!

Tahiti meant waiting several weeks for new batteries but there are worse places in the world to hang around!

Fiji was our destination for cyclone season, so we had enough time to visit the western French Polynesian islands, then Suvarrow, Samoa and Tonga before we could house Yin Yang in a cyclone pit at Vuda Marina in fall 2019. We left her well maintained and perfectly cleaned for six months – we thought! As Covid turned all our lives upside down we had to wait 2 ½ years until we could go back to Yin Yang.

Thanks to our diligence before we left we found her without any traces of mould, smells or insects, the engine ran and all the important features worked. As a reward to her we decided to get her a new painting.

With new antifouling and a brightly shining hull we discovered the beautiful Yasawa islands in June 2022, pondering about our future sailing plans:

Our long range target had always been to go to Thailand with Yin Yang and keep her there to be used during European winter months. Getting her back to the Med never was an option to us because during Med-season we

wanted to sail our small boat on the lake and take advantage of lovely Austrian summer. But from November to March we need sun and sail... A great prospect but in reality a 53 monohull is not the boat that would make sense in a rather flat area, doing island hopping instead of long passages. Besides, leaving a 53 footer in a berth for 7 month every year is even in this part of the world a very costly concept.

Selling in South West Pacific and flying to Thailand to slowly look around for another option finally seems more efficient and reasonable to us. Of course we hate to see Yin Yang go, we trusted her in any condition and she has always been so reliable but at our age we definitely want to do the step from passage cruisers to leisurely island hoppers!

PS: Owning an Amel makes you be part of the worldwide "Amel family". There is a Facebook group and a very competent and helpful internet forum where almost all of your questions are discussed and resolved. And Amelians would always get together and help each other wherever you are!"

Margarethe And Leo. Fiji. July 2022

Yin Yang Information & Features

ENGINE:

1992 Perkins Prima 80 T

Type: Inboard

Fuel type: Diesel

Hours :4200

Drive Type: Amel C Drive

Power 80 hp

Propeller: Maxprop 3 blades folding propeller, Fix propeller as spare part

DINGHY:

RIB in serviceable condition but with a few patches.

2 dinghy outboard engines:

Honda 10 hp 4stroke

Tohatsu 3,5 hp 4 stroke

ACCOMODATION:

Aft cabin: 2-3 berths

Front cabin. 2-3 berths

Saloon: 1 berth (Pullman type)

Helmsman bunk: 1 berth

SALON:

Dining area seats 8 persons

Navigation desk with 2 cupboards and 3 drawers

Printer HP deskjet 2620

TV screen

Teak floor

Saloon storage:

120 l under banquette,

2 large drawers ca 50 l,

5 drawers normal size,

8 cupboards with 3 shelves each

Complete underfloor area makes an ideal storage for beverages

GALLEY:

Safe U-shape

Large freezer 120 liters

Small freezer 40 liters

Fridge ca 100 liters
Double sink
Electric oven 220v
Gas stove with oven
Induction stove 220v
Exhaust hood 24 v
Washing machine (not operating)
Dishwasher
Cupboards/storage: 20 shelves in 6 cupboards

HEAD AREAS:

2 heads same size and equipment
Each with manual flush toilet,
Extra deep lavatory, shower
Cupboard, 8 storage shelves
Leifheit laundry rack

CONSTRUCTION:

Hull: fiberglass
Deck: laminated balsa-sandwich
Bow and stern cabins are water-tight compartments
Rudder with fix laminated skeg
Amel 24 V retractable bow thrust drive
Keel: Steel

COCKPIT & DECK:

Centre cockpit
Central panel to operate mainsail, Genoa, anchor winch and anchor washer
Stainless steel railing all around instead of lifelines
2 tables for the cockpit
Cockpit fresh water shower
Swimming ladder
Complete boat shade
Complete cockpit cover
Hard Bimini with opening front windows + Sunbrella Bimini
4 waterproof lockers and huge "lazarette" locker at stern
Gangway with hydraulic motor
11 self-tailing winches (2 electric)
Electric anchor winch to use from deck and from the cockpit

Electric AMEL Genua furler

MACHINERY:

Mechanical inventory:

Paguro 8,8 kw generator, 1945 hours

Desalinator watermaker 40 liter/hour

1 fridge, 2 freezers

Hot water boiler 30l

3 electric heating units 220v

2 aircondition units (1 out of order)

ELECTRICAL:

24 Volt ship system:

600 Watt solar panels with MPPT solar controller

Ship batteries House bank charging via 60 ampere alternator to battery chargers(Sterling)

House bank charging with generator via Mastervolt 24/60/3000 charger inverter

House bank charging with hydrogenerator "Watt&Sea pod 600"

Start batterie Panasonic (from 2022)

220 v power system:

Washing machine (not operating)

Dishwasher

AC outlets

Nespresso coffee machine

ELECTRONICS:

Autopilots:

1 Garmin ghp 12 reactor hydraulic corepack plus class B linear drive unit from 2017

1 Raymarine/Autohelm 7000m rotarydrive (plus spare parts: service set with motor for rotary drive and Raymarine fluxgate, Raymarine autopilote computer)

AIS Garmin 600

Chart plotter Garmin 720, Garmin 722x and Garmin 722xs

Radar Garmin GMR 18 HD

Anemometer Garmin GNX and B&G

Garmin Panoptix PS 51-TH forward looking sonar

GPS: 2 Garmin, 1 Magelan

VHF ICOM, SSB ICOM 700D (came with the boat, but never used)

EPIRB 'Ocean signal'

Iridium 9555 satellite communication device with WiFi Iridium excess point

Stereo with speakers in saloon and cockpit

Bilge high water alarm

ANCHORING:

Windlass Lofrans Tigris 1500 W plus a complete one as spare part on board

Chains: 100m /10mm, 60m/10mm

Rocna 40 kg anchor

Jumbo 33 kg anchor

Anchor washing system to operate from the cockpit

SAILS:

Mainsail from 2014, Gutmann Germany, electric furling into the mast

Genua from 2014 with electric furling

Spare genua from 2017, never used, by Olympic sails, Italy

Mizzen sail Gutmann Germany 2014

Staysail

Balloonier

RIGGING:

Standing rigging: ACMO/Amel from 2011

Main mast : aluminium (electric furling system)

Mizzen mast :aluminium: (manual furling)

2 poles to expand Genoa and Balloonier

SAFETY:

Amel central bilge system

Electric bilge pump

Bilge high water alarm

Manual emergency bilge pump

Emergency steering tiller

Arimar 6-person liferaft from 2017

Lifejackets (2 with personal EPIRB) and harnesses

EPIRB Ocean signal

Iridium 9555 satellite communication device with WiFi Iridium excess point

Engine room automatic fire suppression

3 fire extinguishers

Fire blanket in galley

EXTRAS:

Bauer junior dive compressor and 3 scuba tanks

3 scuba vests with diving regulators

1 diving suit

Abundant range of tools: Including power drills machine, pad saw, circular saw, oscillation saw, bench vice, router, cordless screwdriver, heating gun, polishing machine, any kind of screws, hex nuts, manual screwdrivers, spanners etc. One can almost repair everything without depending upon local engineers

Abundant range of spare parts:

Including Autopilot service set with motor for rotary drive and Raymarine fluxgate, Raymarine autopilote computer.

Complete Genua furler gear and motor

Complete anchor winch

One turbo charger

Fix 3 blades bronze propeller

Worm gear for mainsail Furler

Service kits for toilets

Service kit for lifejackets

V-Rings, sealings and gaskets, Impellers, fuel filters, diesel filters.

RECENT UPGRADES:

2022:

Hull sanded and painted with paint "International"

Underwater ship scraped and sanded down to shellcoat

2 layers Epoxy primer, 2 layers antifouling. (waterline, rudder and keel 3 layers)

"Watt&Sea" water generator

Start battery

Sterling alternator to battery charger

Mastervolt 2460 3000

(No upgrades between late 2019 and 2022 as Yin Yang was dry stored and the owners were stuck home during Covid for 2 ½ years)

2019:

8 x 100 ampere gel batteries

2018:

Antifouling

Forward looking sonar Garmin Panoptix PS 51-TH

Tohatsu outboard 3,5 hp

2017:

Garmin chartplotter 722 xs

Garmin autopilot ghp 12 reactor hydraulic corepack

Upholstery in every room

Carpeting in cabins

40l Engel freezer

Arimar 6-person liferaft

NEEDING REPAIR OR REPLACEMENT:

Washing machine (plumbed and installed but needs replacing for same size model to fit In the same place in the galley)

One AC-unit (not working and unsure why)

Dinghy (serviceable but old and patched)

Disclaimer

The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.