



NYM

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



FEELING 52

Euro 499,000



Specifications

Boat Details

Price	Euro 499,000	Boat Brand	Feeling
Model	52	Length	15.80
Year	2010	Category	Cruising Yacht
Hull Style	Single	Hull Type	GRP
Power Type	Sail	Stock Number	#FEE5225
Condition	Used	State	New Zealand
Suburb	Auckland	Engine Make	Volvo-Penta

Disclaimer

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Description

FEELING 52 - ELVIRA HIGHLIGHTS

Unique and rarely available design by Privilege / Alliaura Marine (known for Privilege Catamarans)

'Monomaran' concept provide the wide and luxurious living space of a catamaran, but the with the 'sailing feel' and performance of a monohull

Retractable keel offers the versatility of a 1.3m draft and twin rudders to allow the yacht to sit upright in the sand at low tide

For upwind performance the keel can be lowered to reach a 3.70m draft

Designed and equipped for unlimited offshore cruising

Easily handled in all weather with furling main and self tacking jib

In-boom furling mainsail allows fully battened mainsail for performance

Carbon boom with vang and boom brake (new 2022) for safety in dangerous accidental gybe

Full suite of sails includes 2 fully battened mainsails, 3 jibs and 1 Oaxley Parasail (Jibtop Genoa, selftacking jib, Parasail all new 2022)

Double extra strong whisker poles (new 2022)

New standing and running rigging in 2022

Second forestay and runners (added new 2022)

3 electric winches

Bow and Stern thrusters (bow thruster new 2022)

Truedesign throughfittings all through the boat (new 2022)

Coppercoat anifouling (new 2022)

Powered by two Volvo Penta 55HP engines with sail drives (unique design, similar to catamaran). Amazing safety feature with two fully independent engines which also allows increased power production with 4 alternators, 2 X 12V and 2 X 24V. (The boat usually runs on one engine only and alternates).

Walk-in engine room for real access to all machinery.

All systems on board such as electrics, electronics back end, pumps, wiring, etc. are kept separate, well labelled and easily accessed via walk-through passage.

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Twin rudders with completely separate rudder posts / bearings room in watertight stern enclosure.

Two helm stations centrally located for weather protection and safety

Huge cockpit area unique to this design, with full weather enclosure and additional sun protection

Bimini hardtop cockpit protection (new 2022)

1500 solar (all new 2022) with regulators (new 2022)

MastervoltWhisper genset 8.5 kmh

Full suite of cruising electronics installed in 2022 including radar and 3Dfish finder, sat phone, Starlink.

600L water and 1000L diesel capacity

100l/h watermaker (new 2022)

Reverse cycle air conditioning throughout with private temperature controls (heat and cool)

Webasto diesel heater

Washing machine

Bosch Dishwasher

Professionally re-modelled galley doubled in size to increase storage and bench space (2022)

Safety conscious owners wanted no LPG on board. Custom-made Techimpex 3 zones induction stove with oven. (The boat comes with a full set of induction pots and pans)

Huge cool storage capacity with 100L front opening fridge (new compressor 2022), 100L draw fridge and 100L front opening freezer (both new 2022)

Mircowave, toaster, Gusto coffee machine, tea kettle, plates and cutlery. Vacuum storage bins and pump (all new 2022)

Full set of offshore safety equipment including brand new Liferrafts 2025.

Dinghy davits and separate outboard lift crane

Electric retractable passerelle with remote control and handle

2022 2.9m Hypalon RIB (new 2022) with 15HP two-stroke outboard engine (late 2023)

220V, 24V and 12V battery bank for versatility. (All new batteries between 2022 and 2025)

Mastervolt battery charger (new 2023) and 3500w Mastervolt inverter

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Deck saloon for 360 degrees panoramic visibility

Easy walk-in / walk-out companionway with only a few steps to the salon for safety

3 cabins / 2 heads layout with extremely large aft stateroom with ensuite head and separate shower with door. (Also in guest head)

Fresh water electric toilet (can be used with salt water) in each head.

The Elvira is sold turnkey, ready to set sail at a moment's notice.

Read on for full list of upgrades 2022-2025 and detailed inventory

Available now in Auckland, NZ. Berth available.

Swedish registered. European VAT paid.

Elvira's Full video tour available on our Nautilus Yacht Management Youtube Channel

This Feeling 52 "Elvira" is a simply astonishing Bluewater cruising yacht, of the like we have simply seen no equal in our almost 3 decades in the marine industry and 14 years devoted exclusively to ocean-going vessels and the cruising community. From the moment we set eyes on her from her dock at Westheaven Marina (AKL), her power and allure were a statement in itself. Reminiscent of the Privilege Catamaran's sheer size and presence, with her proud and powerful lines, one could see immediately that this yacht means conquering oceans.

It is hard to imagine a yacht that packs in more enviable features as the Feeling 52, and particularly Elvira, with her exclusive list of upgrades meant to further improve her already amazing qualities, comfort and safety. With a retractable keel, similar to the Garcia or Southerly designs, with twin rudders and reinforced bottom, this yacht can sit on her own at low tide, a design that was particularly well adapted to the strong tides of Northern France, where she was built. The minimum draft of only 1.3m with the keel up is perfect for cruising shallow areas and nudging in close to shore. The boat is perfectly balanced and can happily cruise with the keel up, and for upwind performance the keel can be lowered to 3.7m.

Another unique feature of this design is the twin Diesel engine set up, with two 55Hp Volvo-Penta mounted side by side, running independently to each other, and which allows you the security normally found on catamarans, whereas if one engine breaks down, another one can take over. As with catamarans, one engine is perfectly sufficient to move long under power, but when running both engines, the practicality of having 2 alternators on each engine (one 12V and one 24V each) increases power generation significantly. Both engines have their own sail drives and own fuel tank (500L each). Both fuel tanks can be interconnected and feed into each other if required.

To make handling a breeze when entering a tight marina berth, The Elvira has a bow and stern thruster.

Because her owners, a Danish and Swedish couple who sailed all the way from Spain to New Zealand over the past 2-3 years, prefer to sail with just the two of them, The Elvira is set up for solo or short handed sailing with 3 electric winches (instead of the usual one primary), additional deck hardware for line handling, self-tacking jib and boom furling main sail. With her autopilot and wonderful Hydrovane, the boat will steer herself across entire oceans with

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minimum work required.

Moving on to the astonishing layout of the Feeling 52, the first thing that will impress you is the sheer size of the cockpit, which would rival a 70' yacht, and in spite of its volume, feels safe and comfortable in all weather conditions. The two helm positions are at the front of the cockpit instead of the back, well aside the traffic area of the companionway, with double comfortably upholstered bench seats and full access to the lines, winches and instruments without having to step over people. Each wheel is on their own hydraulic system, which means that when one wheel turns, the other one doesn't, which is far safer for your guests on board and little hands that might wander into the wheel spokes when underway.

Each helm has full access to electronic navigation information, with a large screen on each side, one set up with Open CPN and the other with Raymarine Axiom 120 + 3D Real Vision fish finder, I70 instruments and P70 autopilot. The port helm is also set up with the stern and bow thrusters control, remote anchoring, keel and engine controls.

The cockpit is fully enclose-able with Sunbrella canvas and clears on all sides, perfect for cold and rainy weather, and which adds a whole new living area to the boat. There are also removable sun shades for hot and sunny days. The hard top provides additional safety and the comfort of beautifully crafted LED lights, which can be controlled electronically with an array of changeable colours for mood or night vision. To port is the huge teak table with U shape sitting and additional directors chair, which can be put away when at sea. To starboard is the large and comfortable sun lounge or day bed, also perfect for resting when keeping company to the skipper on a night watch. There are ample storage areas under the settee, and to the aft is the separate access to the full watertight room to inspect the rudder stocks and bearings.

The aft cockpit gives access to the stern and steps down to the sugar scoop, with a removable stainless steel swim ladder. The stern is fenced off by strong safety lines when at sea. An electric telescopic passerelle will help you get on and off the boat, a great feature when stern-to at a marina. Extremely strong stainless steel davits are fitted, which will lift up to 100kg and will secure the dinghy high and tight, preventing it from swinging at sea. A separate crane and outboard storage bracket was added. Both the davits and outboard winch are electric controlled.

Moving around the deck is safe at sea, with the high cabin top, plenty of grab rails to keep yourself secure, wide side decks and when at anchor, the large and uncluttered forward deck is perfect for lounging or doing yoga. At the bow are the anchor locker and a very generously sized separate locker which houses an array of ropes and 10 fenders.

With all her sails furled, Elvira's profile is neat and tidy, with minimum windage aloft. When ready to go, the boat can set sails in an instant.

Moving inside the beautiful salon, with its huge panoramic and overhead windows, one could feel once again on a catamaran. When looking for a boat to sail around the world, the owners only looked at deck saloons, and the Feeling 52 offers an unequalled interior of light and space, with 360 degrees visibility on the ocean and to the sails when under way.

It is easy to see at first glance how much attention to details the manufacturer lavished to this design, with rounded, solid timber corners, beautiful woodwork and cabinetry. The interior is accessed via shallow and safe companionway, with large steps down and easy handhold. To port is the U-shape galley, safe to use in all weather, and which was further improved in 2022 and exquisitely remodelled to double in size, with the original settee to port, which had little use, transformed into a beautiful cabinet with deep draws, a 100l built-in draw fridge and additional Corian bench space with fiddle to match the rest of the galley.

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In the gourmet galley you will find a double sink, trash disposal with compactor, microwave, dishwasher, plenty of storage lockers and draws and a custom-made 3 zones induction stove with oven, mounted on gimbals, which was imported from Italy and installed in 2022. (The owners of Elvira wanted no LPG on board for extra safety). To complement the cold storage, the galley also has another 100L stainless steel front opening fridge, as well as a 100L stainless steel front opening freezer located in the passageway to the aft cabin. The boat comes fully equipped with all your induction pots and pans, crockery and cutlery, kettle, toaster, coffee machine, ect.

One of the most impressive aspect of Elvira is the huge master cabin, which runs the whole width of the boat at over 5m wide, with large aft windows looking over the ocean, an elegant and wonderful feature normally seen on catamarans, except much larger. This window is heavily framed and reinforced, as with the rest of the boat, and there are no risk of leak in heavy weather. The whole cabin is light and airy, with large side windows and overhead hatches. The king size bed sits centrally, and was customised with high quality memory foam mattresses sitting on independent slats system, which can be raised to lounging position when reading or watching a movie. Opposite the bed is a flat screen start TV. On one side of the bed is a desk / home office areas with swing stool and a lifting vanity desk with mirror. On the other side is a long settee. The storage is impressive, with multiple cupboards, hanging lockers, shelves and two large draws under the bed. There is also additional cupboards and hanging lockers just outside the door in the passageway. Under the bed is also a huge storage area.

The master cabin has its own large ensuite with big vanity, cupboards, sink, electric toilet (fresh and salt water) and separate shower behind door to keep the area dry. On the floor is a beautifully crafted teak grate.

Forward of the salon is the guests area with a door opening onto a passageway which serves the large forward cabin with semi-island queen size bed and a separate cabin with a large single or small double bed. This bed was fitted with a custom-made, very comfortable mattress, which was shipped in from Denmark. (In the photo suite you will see pictures of this cabin prepared for guests and also when used for light storage). Both cabins are light and airy with windows over the ocean and overhead hatches. There are ample storage lockers and hanging facility, shelves and under floor, and in a customised cabinet in the port guest cabin is the full size washing machine. Both cabins share a bathroom, which is about the same size as the master ensuite and with the same features, a large shower with door, vanity, storage cupboards and electric toilet with both fresh or salt water flush. As water is not a problem on Elvira, the system usually runs on fresh water all the time.

Going back up to the salon is the well positioned and comfortable nav table, with large built-in screen for navigation. This is actually an actual computer, set up to accomodate Open CPN as well as an array of other systems, connect to the WIFI ect. From the nav table the skipper can see the sails and at a glance monitor all of the systems on board, from electronics to tank behaviour, electrical panels, power usage, ect. The electric control panel is very well labelled and allows control to everything on board 220V, 12V and 24V systems at the push of a button.

Another amazing feature of the Feeling 52 is the access to everything internal on the boat. To begin with, the engine room is massive. The owner jokes that he can have a few friends for aperitif there. Access to all aspects of the engine for maintenance is easy and unusual for a sailing vessel. Everything is reachable, inspectable, and well labelled. The engine room is fitted with fire automatic response systems for added safety. Separate from the engine room are the electronics and electric backboard rooms, with all the wiring, fuse boxes, inverter and charger, ect, and again in a separate room is the access to the plumbing and pumps, all equally well labelled and extremely well organised. As with everything on board Elvira, each area, even deep into the hull, is clean, fresh and tidy.

To conclude, Elvira is truly one of a kind, and a veritable ship. It is impressive in every way and a honour to represent as cruising specialists brokers as it truly matches modern expectations with regards to comfort, versatility and safety at sea, yet with good performance. For someone who cannot decide between purchasing a catamaran or a monohull,

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as each presents their own set of attractive features, this yacht is an absolutely must see! Our only regret is that they are extremely hard to find on the market, with only two 52' models built and seven 55' models built. Built to order by Alliaura Marine (Privilege), the production is currently discontinued due to high costs. What is surprising is that such a vessel, with the qualities that we can only imagine everyone wants, but cannot find all in one vessel, is not more well-known around the world. But you are in luck! Elvira is available and ready to take you around the world. Her owners have completed their planned journey, a dream to sail from Europe to NZ, and must now return home after an idyllic 3 years. They are passing the boat to you in a beautiful condition and welcome you to watch the video tour, which we completed just as we launched Elvira to the market, and which will show you everything in a lot more details.

For a bit of info about ourselves, Nautilus Yacht Management is a boutique-style brokerage devoted to high quality cruising yachts and to the cruising community around the world, with headquarters in Sydney, Australia, and offshore presence through the South Pacific and Asia. Ex-cruisers ourselves we just strive to help others begin their journey on the ocean.

If you think Elvira might be just what you have been looking for, get in touch! Our team can organise a private video viewing and inspection, as well as have all the time in the world to answer your questions. We also provide free-of-charge assistance with shipping, delivery, insurance, registration etc, no matter where in the world you are.

NYM has a reputation to present to the market only quality cruising yachts in beautiful, turn-key condition, but our real trademark is to work as a team with you and the sellers to ensure a seamless, transparent and joyful experience.

A WORD FROM THE OWNERS:

"We took a decision in 2021 to sail all the way from Europe to New Zealand. The most important part was to find a safe, modern and well-built boat which sails great. We are used with our more normal 38 foot boat, which is a Hunter, back home in Sweden, but we looked for something different. When you see Elvira you will not have seen many of the same before. It is a unique boat, state of the art quality and very safe. It has a great lounge for entertaining and protected helms for sailing in less good conditions. We were both keen on having a deck saloon monohull. We wanted to see the world we will pass by, and not be in the cellar. Marianne was keen on having high living standards, since we would live onboard for three years. Elvira has all you need. Michael wanted a handcrafted nonproduction boat for safety, easy to handle shorthanded and if possible, a lifting keel to be able to come safe in and out of anchorages.

We found her in Mallorca and did a major refit to get her ready for the oceans. What is the most fantastic with her is that she is the luxury yacht in the great marinas of Mallorca, with all amenities you can think of, big lounge with a hardtop roof, great music system, led lights, great kitchen area, washing machine, dishwasher, induction stove, air condition and on. At the same time, she performs blue ocean sailing like nothing else. Safe and secure, protected all the time, hydrovane that steers, easy reefable infurling boom, double whisker poles and a displacement of 20 ton, which makes her move steady. We have been on anchor for 8 months in a row, and she is totally self-sufficient with electricity and water.

We took a trip over the Atlantic sea, cruised the Caribbean, went through the Panama canal, anchored a month in Galapagos and then crossed the Pacific. We spent one fantastic year in French Polynesia.

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We have now reached our goal and will return to our normal life and wish for someone else to get the opportunity to get such a luxury living and sailing as we have."Michael and Marianne, Auckland, NZ, January 2025.

GENERAL:

HIN: FR-JMA52005B010. REg no. 821759.

15,8 meter LOA, 5,2 meter beam. Draft 1,30m keel up - 3,7 keel down. 20 ton net weight. GRP. Hydraulic Lifting keel. Alliaura Marin (Privilege Marine) Les Sables-d'Olonne in France. 2010. Number 5 of 9 boats, two 52 feet and seven 55 feet made.

RECENT UPGRADES:

2022:

- New Standing and running rigging.
- Runners, second forestay, double whisker poles.
- Jib-top Genoa, self-tacking jib, Parasail.
- Full service both mainsail.
- Boom braker
- Coppercoat antifouling
- Truedesign through-hull fittings all through the boat
- New built kitchen cabinets with tabletop
- New refrigerator, new freezer and new compressor on Refrigerator 2
- Hardtop cockpit protection
- All 10 solar panels with regulators
- Davits
- Hydrovane
- 12 volt battery bank
- Techimpex induction stove with oven
- Schenker watermaker
- 100 hp bow thruster
- Navigation: Raymarine Axiom 12" pro with fishfinder and radar. Raymarine autopilot. Iridium 700. Active radar reflector
- Highfield 290 UL dinghy
- New Saloon hatches
- Cockpit protection canvas. Cockpit and saloon sunlight protection

2023:

- Rudder bearings, port and starboard.
- 24 volt Battery bank (AGM)
- 12 volt Mastervolt charger
- Windlass
- 100 meter anchor chain
- 15 hp Suzuki outboard
- Starlink HD.

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2024:

- Starter battery
- Genset battery
- 30 litre water heater

2025:

- Viking liferaft
- Forward cabin hatch.
- Tricolor and anchor light

ENGINES AND MACHINERY:

- 2X Volvo Penta D2-55F. 55 hp with saildrives. 1000 litre of diesel. Fuels system can be totally separated or changed to run from either of the two tanks. Max speed is 8,5 knots at 2800 rpm. Normal cruising on only one engine gives 5,5 knot and 1,25 nm/ litre or 4,2 litre/h.
- Starboard 3205 h, (reads 278h new MDI box sep 2023). Just serviced with new water and fuel filters. Impeller in 22 hours.
- Port 3266 h (reads 1036h new MDI box 2020.) Engine service just done.
- Saildrive bearings changed sep 2023 which is 215 hours ago.
- Mastervolt Whisper Genset Ultra 8. 8,5 kwh. 1266 hours and service due in 42 hours. Uses 2,5 litres/h.
- Bow thruster: Sleipner Sidepower SR100, new 2022.
- Stern thruster: Max power 7,2 HP.

TANKAGE:

- 2 X 300 litre water (Stainless Steel)
- 2X 500 litre diesel (Stainless Steel)
- 155 litre black water (Plastic)

DOCKING AND ANCHORING:

- Tackle: 4 lines with feather, 4 new 16 mm mooring lines. 3 X 50 meter new lines for mooring in bad weather. 3 inflatable fenders and 7 normal fenders. Fits in the bow storage area.
- Gangway: Aft gangway with handle, foldable and hydraulic. Works with remote control or panel. Extra manual gangway.
- Ground Tackle: Rocna 33 kg anchor with 100 meter chain (2023). Raymarine Windlass 2023. Small aft anchor with 12 meter chain and 70 meter rope. Windlass control at bow remote and at helm.

ACCOMMODATIONS:

3 bedrooms with two heads layout. Air conditioning throughout with private temperature controls, plus multiple fans (battery operated and moveable).

- Master bedroom:

Veritable apartment in itself, occupying the whole 5m beam of the aft section of the boat. 1.8m head height unusual

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for yacht with aft master cabin configuration. Center aft of the stateroom and with a view aft over the water thanks to its large panoramic windows is the king size island bed. This bed was custom made with memory foam mattresses on adjustable wood slats. Adjustable headrests can be raised independently from each other for reading or watching movies on the smart TV, which is located on the opposite wall.

The bed is also equipped with removable lee sheets, which can transform the king size bed into two smaller beds for more comfortable use on passage in heavy seas.

Under the bed is a huge storage area, as well as 2 large draws facing forward for items needing easier access.

On one side of the bed is a desk / vanity with swing out stool, perfect as an office workplace. The desk also has a lifting lid with mirror.

There is a large sofa on the port side, also with storage underneath.

Large storage capacity with 7 drawers, hanging wardrobe and locker with shelves. There is also storage under the floor.

The stateroom is fully air conditioned with its own temperature control. Storage in the floor.

Overhead are two hatches with sliding blind and mosquito net. Side and panoramic windows are equipped with beautiful custom blinds.

There are 220 volt powerpoint at both bedsides.

The master cabin has a large ensuite head with separate shower, electric flush toilet which can run on either fresh or sale water, ample storage and full length mirror. The floor is fitted with a beautiful teak grating in perfect condition. The head area is bright and airy, with overhead hatches and side window.

In the corridor outside the master cabin is a large hanging wardrobe and large wardrobe with shelves, as well as many more storage lockers and shelves.

• Guests Accomodations:

The Feeling 52 layout is designed for privacy, with owners and guests accomodation at opposite ends of the yacht. The guests accomodation is separated from the salon by a door, and opens onto two separate cabins, which share a large head area accessed via the corridor.

The forward Cabin has a queen size island bed (180cm/160cm), fitted with custom memory foam mattress and wood slats. This cabin offers ample storage with 4 large drawers under the bed, a hanging wardrobe and a shelf wardrobe. There is also additional storage under the bed. This cabin is fully air conditioned with independent temperature control. As with everywhere on board this Feeling 52, the cabin is light and airy with large overhead hatch and side windows, all equipped with blinds. The overhead hatch also has a sliding insect screen and blind. There are additional hanging possibilities on the inside wall. The bed has custom fitted removable lee cloths for use on passage in heavy weather.

The second guest cabin is a little smaller, with a 120 cm bunk-style bed with a brand new thick luxury mattress which was imported from Denmark. There is storage under bed and in a locker. This cabin is also air conditioned and has an

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overhead hatch as well as windows on the side. There is a large storage area under floor. A custom fitted removable lee cloth is included. This cabin was professionally customised to increase versatility and storage needs as a live-aboard, with a full size washing machine (Electrolux) tastefully installed below the bed behind a cabinet door.

The guest head area is very large, with electric toilet which runs on both fresh or salt water. There is a separate shower, which ensures the area stays dry. It is a bright and airy space with side windows and overhead hatch, vanity with mirror and high quality stainless steel and tap ware.

COMFORT:

- Air condition. All three cabins and saloon. Double system, use one system for up to two rooms, if more is needed the second unit can be used at the same time. Reversible for heating. System can be run on the genset.
- Heater: Webasto diesel heater.
- One TV in master bedroom.
- Fusion 770 radio with amplifier and subwoofer. Separate room adjustment saloon and cockpit. Remote controlled from cockpit or App.
- One turntable from 1938, can be used without electric power!
- Full size washing machine.
- Schenker watermaker (2022) 100 litre/h.

GALLEY:

The galley on the Feeling 52 "The Elvira" is exceptionally large and well designed for safe use at sea. The original galley was doubled in size in 2020, with shipwrights custom fitting additional bench space and storage area by removing the original side settee, which the owners had little use for in such an already large salon. This allowed them to include not only huge designated storage area but also to add an additional stainless steel draw fridge. The work was done beautifully and matches the surrounding woodwork to perfection.

The galley includes:

- Double sinks.
- 100 litre door refrigerator, keel compressor (compressor new 2022)
- 100 litre drawer refrigerator (2022)
- 100 litre door freezer (2022)
- Techimpex 3 zones induction stove with oven (2022). Hand made in Italy and shipped to the owners.
- Microwave
- Bosch dishwasher.
- 30 litre Quick waterheater (2024) (Electric or/and engine heat)
- Pressured water.
- Silwy magnetic glass set: Magnetics in drawer and around the boat. Red and white wine glasses, highball glasses, whiskey glasses and daily glasses.
- Toaster, Gusto coffee machine, tea kettle, plates and cutlery. Vacuum storage bins and pump. Pots and pans for induction.

SAFETY:

- New Viking liferaft, 6 persons.
- 3 automatic bilge pumps
- Lifejackets, jacklines and harness

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

- Flares
- Fire extinguisher: CO2 for machine room, 3 powder and one direct aiming.
- Danbuoy and inflatable MOB Jonbuoy.
- Epirb
- Emergency rudder for each rudder

DINGHY AND OUTBOARD:

- Dinghy: Highfield UL290, hard bottom made in Hypalon. Year 2022 in great shape
- Outboard: Suzuki 2-stroke 15hp from late 2023. Only a few hours on the motor
- Motor lift

ELECTRICS:

Elvira has two AGM banks, 12 volts for instruments, nav-lights and inside lightning and 24 volt for living amenities, winches, thrusters and windlass. Elvira is EWOFF certified in New Zealand. AC power is 220v / 50hz with European plugs. There is a fully covering electrical scheme in the boat. Also included is a DC-DC charger onboard to power the 12 volt from 24 volt if needed.

- 24 volt bank: 4 Victron 220 amps AGM. (October 2023)
- 12 volt bank: 2 180 amp AGM. (2022)
- Startbattery: 1 120 amp AGM. (Dec 2024)
- Genset battery: 1 100 amp AGM. (Aug 2024)
- Mastervolt Mass 24/100 and Mastervolt chargemaster plus 12/50 (2023).
- Mastervolt inverter 3500 watt
- 1500 watt solarpanels divided between 12 and 24 volt via 8 regulators. 550 watt is hard panels.
- Two alternators on each engine, one for 12 volt (110 amp) and one for 24 volt (80 amp).
- Mastervolt Whisper 8 Ultra Genset, 8 kwh.
- Diesel generator: Mastervolt Whisper Genset Ultra 8. 8,5 kwh. 1266 hours and service in 42 hours. Uses 2,5 litres/h.

ELECTRONICS AND COMMUNICATION:

All below parts were installed 2022

- Helm: Raymarine Axiom 120 + with 3D Real vision fishfinder. I70 instrument and autopilot P70. Starboard Helm has a computer monitor for Open CPN.
- Nav table: Computer monitor, Raymarine I70 and P70 and remote control to Axiom. Raymarine AIS both receiving and sending.
- Radar is Raymarine Quantum.
- Autopilot, Raymarine ACU 400 for hydraulic steering.
- Raymarine VHF, speakers does not work.
- Redbox internal Wifi.
- Iridium Certus 700 sat system.
- Starlink HD, 2023.

SAILS:

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Elvira's original sail plan was one foresail, self tacking headsail and mainsail.

This sail plan was upgraded by the owners in 2022 and includes a second forestay with a smaller self tacking jib, a headsail for downwind and mainsail.

- 2 fully horizontal battened mainsails. 10 years old. One has been used during the last trip, the other sail is in really good shape.
- 1 selftacking 74 m² headsail for original setting. 10 years old.
- 1 Jibtop Tri-radial headsail 66 m². Made for downwind 2022 . Good quality (Jibtop is a high cut sail)
- 1 Trinquet (Jib) 31m², Good condition.
- 1 Oaxley Parasail 180 sqm. 2022 in good shape.

RIGGING:

- Aluminium mast
- Carbon in-furling boom, which gives horizontal battens and therefore a great sail shape. Very easy to set sail, stow the sail away from sunlight, and reef when needed.
- Two aluminium whisker poles (2022).
- Standing rigging new 2022 as well as running rigging. Full mast, spars and rigging inspection 2022.
- Runners added 2022 for additional mast support
- Extra halyard added 2022 which makes a total of 5 halyards. Double winches on the mast, one on each side.
- 3 electric winches and one manual. Serviced December 2024.
- Large Walder hyper boom preventer (2022)
- Original boom vang in good condition.
- All running rigging from 2022:
- In new or good shape: Mainsail halyard may 2024 in dynemaa. Parasail halyard Dynemaa 2024. Headsail furling lines 2024.
- The rest is ok except mainsail sheet, boom furling and headsail sheets which may need to be changed soon.
- Whisker pole downhauls are with two fixed points each which makes it possible to lock the position of the poles.

DECK GEAR:

- Hydraulic passerelle with a handle. Electric control.
- Dinghy davits. Davits puts the dinghy tight to the davit so that it is not swinging at sea. The davit can lift at least 100 kg. Fitted with electric winch for dinghy haul out.
- Hot and cold cockpit shower on the bathing bridge
- Deck ladder that is used on both sides of the boat when on a jetty on the side. Also used on stern well as a swim ladder.
- Deck wash (sea water)
- Large amount of storage in cockpit lockers and in the extra large separate bow compartment adjacent anchor locker.
- Aft is the access area for the rudder stocks. It is a water sealed room from the rest of the boat.

COVERS:

- Hard top cockpit bimini with built in Led light system. Remote control to change colours for night vision or as desired.
- Helm covers.
- Full cockpit enclosure (Sunbrella with clears) for wind/rain covers (100% protection). Foldable. Installed in 2022.

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Cruising Yachts Specialists

- Additional cockpit sun protection cover. Retractable
- Spray hood has good visibility. Clears changed 18 month ago
- Outside white Sun covers for large panoramic salon windows (as for catamarans, see-through from the inside out)
- Sliding insect screens and blackouts for all deck hatches
- Custom pleated shades for all windows

MISCELLANEOUS:

- Shore power cord, extension cord, all adapters for different places. Water hose with all adapters.
- Dive equipment meant for boat work, all snorkel gear.
- Elvira is a turnkey boat ready to leave for a long passage. A lot of tools stays onboard, a lot of spareparts, pumps and starting motor. Service material for the engines and gensets.
- Boat systems and manuals in tidy folders
- Full service records
- 2021 and 2025 marine survey available on request

DEFICIENCIES:

VHF needs to be changed with a new MMSI number.

Engine Details 1

Engine Make	Volvo-Penta
Engine Hours	3266
Horse Power	55
Fuel Type	Diesel
Drive Type	10
Steering	Wheel
Fuel Capacity	500
Propeller	3 blade bronze

Engine Details 2

Engine Make	Volvo-Penta
Engine Hours	3205
Horse Power	55
Fuel Type	Diesel
Drive Type	10
Steering	Wheel
Fuel Capacity	500
Propeller	3 blade bronze

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