

SAILING YACHT ELISA

S/Y Elisa is a sailing yacht under Belize registry, designed by the well known Australian designer Mr Adams in 1984. The hull is a copy of the larger designs made for the Hobart race.

Built	1985
The official nr .	ON 853998
Hull lengt is	16,46 m 54 feet
Overall length	18,90 m 62 feet including bowsprit and davit for the dingy
Displacement	About 30 metric tons
Draft	About 2,5m
Keel	Filled with about 6 t led and oil
Rudder	Stainless steel, filled with glycol and water mixture
Propeller	Bras. Rpm 1:1,5 Self rotating during sailing.
Propeller shaft	Stainless steel
Below Arrangement	Forepeak storage Forward double cabin Forward toilet room Forward Shower room Galley Half deck up, Saloon Aft of saloon, port side cabin. Size 1,5 Aft of salon stb side cabin, 2 bunks All aft, master bedroom Toilet and shower, combined.
Deck area	Forward deck, flat and spacious Cockpit house Sitting cockpit outside, Steering position with sailing instruments Aft cockpit deck, beam sofa. All aft beam sofa. Arrangement for heaving up dingy.
Mast	m
Sail	Roller Genoa, 2014 Mail Sail 2014 Genaker, not much used
Anchor	Plough type with 100 m of anchor chain on anchor winch Spare anchor with about 50 m anchor chain.
First owner	Mr Shepard
Second owner	Dennis and Barbara Johnson, currently living in Romblom They lived on board for 10 years with son and 2 cats sailing SEA
Third Owner	David Croft. 2008 - September 2012 English business man living in Philippines with supermarket in Boracay
Fourth owner	Bård Noberg 2012 and onward

Propulsion power:

Main engine Less Marine Ford 80 Hp
Gear , freely rotating under sail
Alternators 2 x 100A One charging house batteries, the other charging starting battery

Engine Maintenance:

Engine overhauled June 2015
Water pump , change of seal
Impeller changed
New top gaskets
Cleaning of coolers. Change of gaskets
Renewal of Zink anodes. 2 pc
Checking of injectors
New injector piping

Electrical Power production.

Generator 7,5 kw Westerbeke
Running hours 1699 hrs 23rd June 2015
Last full overhaul 2013 at 1400 hrs
Change of oil / filter 2015 at 1550 hrs

Generator is feeding 220V to consumers and charging its own starting battery.

Solar Panels 2 x 130 W charging house batteries.

House Batteries: 5 x150 A
Batteries are being charged by a)Main engine when running C) Generator
via 70 A battery charger, Solar panels via regulator

Inverters 1 x 150W for small appliances

Shore power 220V 15A
a) Running 2 air conditions.
b) Running 1 aircon + water heater
c) Running 1 aircon + cooking

Generator Can run all facilities simultaneously

El switchboard Professional , new tailor-made in 2014. Installed by Norwegian electrician
March 2015
Electrical system renewed march 2015.

12 V system All lights.
2 x electrical seawater flushing toilets, new in 2013
300w inverter
200W inverter
Navigation system / instruments
Auto pilot
Freshwater pump
Bilge pump
Bilge pump from showers

	<p>Seawater pump for toilets Anchor winch, consumption from starting battery main engine Starting Generator Starting Main engine</p>
220V system	<p>2 x air con units Induction oven. Water heater. Battery charger Inverters Refrigerator Various 220V outlets</p>
Navigation	<p>Magnetic compass Raymarine Radar Raymarine Chart plotter with GPS Depth sounder Autopilot VHF Various paper charts, Philipines and Asia.</p>
Various information 2012 - 2013	<p>When we bought the yacht September 2012 it was landed at Watercraft In Subic Bay. All compartments were emptied for access to internal hull. The outside hull was grinded down to bare steel and primed and coated and antifouling was applied. About 0,3m2 steel was renewed in the bottom area and on the skeg. 5 pinholes were welded. The rig was inspected and found in good condition. Both toilets were replaced with new ones. The engine and the auxiliary engine was found in good condition. The electrical system onboard was found in poor condition an planned action For proper update was made The yacht was launched and taken into operation for live on board. Various sailing trips were performed, up the west coast, to Puerto Galera a Bosuanga, Manila as well as shorter voyages in Subic Bay and off the coast.</p> <p>In order to improve the onboard living condition a further upgrade was commenced. The forward cabin, the galley, and the saloon down below, as well as the arrangement in the upper saloon were dismantled and scrapped.</p> <p>The internal hull was cleaned and found in good condition. The forward cabin was rebuilt and outfitted as a nice double cabin. A new large shower room next to the toilet was built. A new galley was designed and built and equipped with an induction oven.</p> <p>A second air-conditioning was purchased and installed. New wooden floors were laid. New cushions were made New dining table was made and installed in the upper saloon.</p>

- 2014
- In January during the NE monsoon the Elisa was sailed down to Cebu, visiting Puenta del Fuego, Puerto Galera, Boracay, Roxas, Gigantes Island. Her new home base became Porter Marina. From their she has been sailing various trips to Bohol and in the southern region. The Elisa was slipped in May. Again the hull was stripped for paint and 3 coats of Jotun primer and 2 coats of antifouling was applied. 3 pinholes in the hull was welded. A new Genoa and Main Sail was ordered from Hyde Sail and installed.
- 2015
- A new professional electrical switchboard was designed and fabricated in Norway and shipped to Cebu. A professional electrician from Norway arrived in March and a complete overhaul of the electrical system as done.
- In June the Elisa was sailed back to Subic Bay.
- Arriving Subic Bay an engine overhaul was made. The total running hours on The Ford Less Marine is unknown, but counter says 19.000 hrs. The engine had higher temperature than normally, and we suspected partly clogged cooling system. By dismantling the engine and the coolers and the pumps this proved to be correct. Cleaning and renewal of all gaskets, renewal of water pump seal and seawater impeller, calibration of injectors etc was made. The engine is in now in good condition and performing well without any leaks and smoke.