



Sessa Marine 52

YEAR 2006 | €265,000 | VAT NOT PAID | NYB LEFKAS OFFICE



Summary

Manufacturer: Sessa Marine

Price: €265,000

Location: Nyblefkas

Year: 2006

ID no.: 22F10234021

DIMENSIONS

- **LOA:** 50' 0" (15.24m)
- **Beam:** 15' 0" (4.57m)
- **Draft:** 8.63' 0" (0m)
- **Keel:** Deep V Planing

ACCOMMODATION

- **Berths:** 6
- **Cabins:** 3
- **Heads:** 2
- **Showers:** 2

PERFORMANCE

- **Top Speed:**
- **Cruising Speed:**

TANKAGE

- **Fuel:** Diesel
- **Fuel Tank Size:** 440 Litres
- **Water Tank Size:** 0 Litres

MACHINERY

- **Engine Make:** Twin Volvo Penta D12
- **Horsepower:** 2 x 675
- **Drive Type:** Shaft drive

OTHERS

- **Aircon:** dual Webasto units
- **Heating:**



Sessa Marine 52

Broker Remarks

SESSA C52 SPORTS CRUISER

This 2007 Sessa C52 is a well-equipped Italian-built sports cruiser offering generous accommodation, comprehensive cruising systems, and proven reliability. Now offered for sale in excellent overall condition, the motor boat has been carefully maintained throughout its life and is ready for the coming season with very little to do.

The Sessa C52 combines a practical twin-engine layout with comfortable accommodation for four to five, a modern specification including reverse-osmosis watermaker and dual air conditioning, and a versatile aft cockpit with motorised hardtop sunroof. This example benefits from an engine service completed in 2026 with new turbos fitted to both engines, comprehensive Raymarine navigation integration, and a professional maintenance history at Cleopatra Marina, Preveza.

In the market segment, this Sessa compares favourably to the Princess V52, Sunseeker Portofino 53, and Fairline Targa 52 GT. The Sessa offers exceptional value, particularly in the specification of twin thrusters, watermaker, and dual air systems



conditioning—features that distinguish this example in the 50-foot European sports cruiser class.

Highlights Listed below but included in Full Specs:

- Twin Volvo Penta D12-675 diesel engines — 887 hours, serviced 2026 with new turbos
- Raymarine Smart Pilot ST6002 autopilot with wireless remote
- Tactic Wind instrument and Garmin GPS/plotter integration
- Reverse-osmosis watermaker — full fresh water generation
- Dual Cycle Webasto air conditioning — master and guest cabins
- Side Power bow and stern thrusters
- Motorised hardtop sliding sunroof — aft cockpit
- Master cabin ensuite with standalone shower cubicle
- Separate guest cabin with shared shower
- Twin cabin for crew or additional guests
- Large saloon with 20" television and dining for six
- Galley with electric hob and separate ice freezer; cockpit electric hob with fridge
- Chest freezer in saloon
- Williams 230 tender (new ~2020, only 10 hours)

- Whisper generator (6.5 kW)
- Dual shore power and battery chargers
- Solid teak sole throughout — main accommodation and saloon
- Tan leather upholstery — main sofa and helm seats
- British registry (Guernsey)
- Recent major works: new exhausts, new batteries, hull repaint, new antifoul, tonneau cover
-

BROKER'S REMARKS

This motor boat is one of those well-found examples that inspires confidence from first sight. The vessel has clearly been owned by someone who values proper maintenance and understands the needs of extended cruising — the evidence is in the 2026 engine service, the professionally maintained systems, and the quality of the interior fit-out.

The Sessa C52 is a capable platform for Mediterranean cruising, and this example is well specified for the task. Twin bow and stern thrusters make tight mooring work straightforward, the reverse-osmosis watermaker means extended time away from marinas is practical, and the dual air conditioning units keep the cabin cool in summer anchoring. The aft cockpit with its motorised hardtop sunroof is genuinely

sociable – a proper entertaining space with integrated wet bar and dining table. The cockpit electric hob, fridge, and additional freezer facilities extend the galley functionality on deck.

The accommodation below is practical and well-finished. The master cabin forward offers proper privacy with its own ensuite bathroom and shower; the guest cabin with shared facility works well for family or friends; and the twin cabin provides useful crew berths or additional guest space. The saloon is light and welcoming, with generous seating, a dining table that seats six, and quality teak joinery throughout. The chest freezer in the saloon demonstrates serious provisioning capability for extended cruising.

The Williams 230 tender (only 10 hours use, essentially as new) adds significant practical value. Annual maintenance by local yard staff has been consistent, with recent major works including hull repaint, new exhausts, and battery replacement.

For the prospective buyer seeking a capable, well-maintained cruiser ready for immediate use, this motor boat represents sensible value at a realistic asking price. Early inspection is warmly invited.

Accommodation

ACCOMMODATION

This motor boat offers comfortable four- to five-berth accommodation suited to family cruising or extended Mediterranean passages. The interior is finished throughout in solid teak sole with tan leather upholstery on main seating, creating a warm and welcoming environment. Headroom is approximately 2.0 metres throughout the main spaces, which is generous for a cruiser of this size. Natural light is excellent courtesy of large cabin windows, opening portoles, and overhead hatches in the saloon.

LAYOUT

The layout comprises a full-beam master stateroom forward with private ensuite facilities, a port guest cabin with opening porthole and shared guest shower access, and a starboard twin cabin suitable for crew or additional guests. The main saloon features a large L-shaped sofa, C-shaped settee arrangement, and a fixed dining table seating six. The galley is positioned starboard of the saloon with generous counter space and electric cooking appliances. A forward-facing navigation station overlooks the saloon. All accommodation spaces are accessible from

the central saloon corridor, creating a logical and intuitive flow.

DOMESTIC

The galley is fitted with an electric hob (3-burner), twin stainless-steel sink with pressurised hot and cold water, and generous food preparation counter space. A chest freezer box is installed in the saloon for extended cruising provisions. Domestic hot water is supplied via the engine calorifier and shore power immersion heater. Dual Cycle Webasto diesel heating is fitted throughout for extended season use. Both the master ensuite and guest shower have full hot and cold pressure water with mixing valves. The master heads features an electric flushing toilet with bidet function; additional heads compartments serve the guest and crew cabins. All toilets are electric-flush marine units. The aft cockpit features an additional electric hob, refrigerator, and separate ice freezer — a significant practical asset for entertaining and extended cruising.

Entertainment includes a 20-inch LCD television in the saloon with integrated DVD player and Sony stereo CD system with speakers throughout. A 15-inch pop-up LCD television is installed in the aft cockpit

hardtop for entertainment during dockside entertaining. Air conditioning is provided by dual Webasto units in the master and guest cabins, with individual thermostatic control.

Mechanical

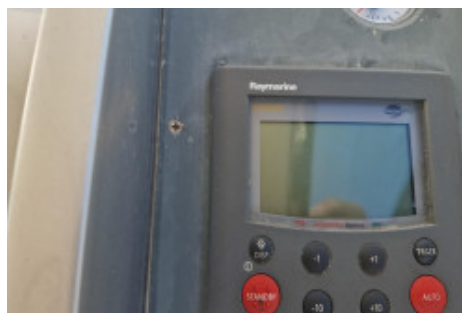
CONSTRUCTION

- Builder: Sessa Marine S.r.l., Vimercate, Milan, Italy
- Year: 2006 (built), 2007 (model year)
- Hull ID: IT-SES54012 H607
- Hull material: GRP (fibreglass)
- Deck material: GRP with teak overlay (cockpit, foredeck, saloon)
- Hull colour: Red with cream and tan topsides
- Superstructure: GRP hardtop with motorised sliding canvas sunroof
- Design category: Category B (Offshore)
- Maximum persons: 16



DIMENSIONS

- Length Overall (LOA): 15.15m (49'8")
- Hull Length: 15.80m (51'10")
- Beam (maximum): 4.61m (15'1")
- Draft: 2.63m (8'6") – includes running gear; lightship draft 1.17m
- Gross Tonnage: 29.39 GT
- Displacement (loaded): Approximately 30 tonnes



MECHANICAL

Engines: Twin Volvo Penta D12-675 turbocharged diesel inboards Engine power: 2 x 496 kW (675 hp) @ 2,300 rpm; total 992 kW (1,350 hp) Engine hours: Approximately 887 hours Engine serials: 1012590004 / 1012590399 Engine service: Full Volvo Penta service completed 2026; new turbos fitted to



both engines Cooling: Sea water cooled with heat exchangers Fuel type: Marine diesel Fuel consumption: Approximately 131 litres per hour per engine at cruise Propellers: Twin fixed 4-blade stainless steel Drive type: Direct shaft drive, twin screws Bow thruster: Side Power electro-hydraulic Stern thruster: Side Power electro-hydraulic Main steering: Hydraulic rudder system with dual cylinders

PERFORMANCE

- Speed – slow cruise: Approximately 25 knots @ 1,800 rpm
- Speed – fast cruise: Approximately 29 knots @ 2,000 rpm
- Speed – maximum: Approximately 33 knots @ 2,300 rpm
- Range – slow cruise: Approximately 324 nautical miles
- Range – fast cruise: Approximately 278 nautical miles
- Range – maximum: Approximately 204 nautical miles

TANKAGE

- Fuel: 440 litres (116 US gallons), single tank
- Fresh water: 132 litres (35 US gallons)
- Watermaker: Full reverse-osmosis unit installed – produces approximately 20–25 litres per hour
- Greywater: Sump tank with overboard discharge

- Blackwater: Marine holding tank with pump-out facility

ELECTRICAL

- Generator: Whisper 6.5 kW diesel-powered generator
- Engine alternators: Twin Volvo SAE 575 marine alternators (engine-driven, dedicated charging circuits)
- Battery banks: Dual engine start batteries; house bank with isolated charging (replaced 2026)
- Inverter: 24v/220v 800W
- Shore power: 220v single-phase with galvanic isolator and breaker protection
- Charging: Dual shore power and engine-driven chargers
- Heating: Diesel hot-water circulation from engine jacket (calorifier system)
- Air conditioning: Dual Cycle Webasto system – individual cabin units (master and guest)

NAVIGATION

- Chartplotter: Garmin GPS with integrated chart plotter
- Wind instrument: Tactic Wind instrument (mast-mounted, dual displays)
- Autopilot: Raymarine Smart Pilot ST6002 (with wireless remote control)

- Marine radio: McMurdo ICS Nav6
Navtex (distress and weather alerts)
- Compass: Standard magnetic
compass
- Anchor chain counter: 1202M chain
counter (20kg anchor, 70 metres
chain, electric windlass)

DECK

- Teak decking: Foredeck, saloon sole, and cockpit – non-slip finish, well-maintained
- Rub rail: Stainless steel protective rail, port and starboard
- Cleats: Stainless steel, bow, stern, and midships
- Windlass: Electric anchor windlass with deck-mounted controls
- Anchor: 20kg Delta anchor with 70 metres x 10mm stainless steel chain
- Lifelines: Twin stainless steel wire with turnbuckle adjusters
- Pushpit and pulpit: Stainless steel frames, secure and robust
- Cockpit table: Teak pedestal table (removable, seats six comfortably)
- Cockpit equipment: Electric hob with integrated fridge and separate ice freezer
- Cockpit cushions: Removable sunbed cushions (foredeck, aft deck, side rails)
- Aft cockpit shade: Motorised sliding hardtop canvas sunroof (aluminium frame, weather-proof, new tonneau cover in red)
- Boarding ladder: Integral stainless steel telescopic boarding ladder
- Wet bar: Built-in fridge and prep counter (aft starboard cockpit)

SAFETY

- Life raft: 3-person certified life raft (serviced and ready)
- Life jackets: Adequate set for crew
- Harnesses and tethers: Secure harness sets supplied
- Fire suppression: Automatic galley extinguisher system; manual ABC extinguishers (saloon, engine room, galley)
- Engine room: Fire suppression system (Halon or FM-200)
- Bilge pumps: Twin electric automatic bilge pumps plus manual backup
- Navigation lights: Masthead, port, starboard, stern, and emergency strobe
- Radar reflector: Installed
- CE Declaration: Category B (Offshore) – issued September 2006 by Sessa Marine

CANVAS

- Hardtop sunroof: Motorised sliding canvas sunroof (aft cockpit, aluminium frame, weather-proof)
- Tonneau cover: New rear tonneau cover in red (2026)
- Bimini: Fixed bimini shade (forward cockpit helm area)
- Cushions: Full set of removable sunbed cushions throughout foredeck and side rails

- Cockpit covers: Fitted protective covers for dining area and helm stations

TENDER

- Dinghy: Williams 230 inflatable (new approximately 2020, only 10 hours use – essentially as new)
- Outboard: Installed and serviced

MISCELLANEOUS

- Complete set of dock lines, fenders, and warps
- Boarding hook
- Comprehensive engine spares kit
- Engine manuals and service records
- Vessel logbook
- Extensive tools and spares onboard
- WiFi router installed (engine room)
- Compressor and pressure washer (small units)
- Dyson vacuum cleaner

EXTRA DETAILS

- Currently berthed at Lefkas Marina, Greece
- Professional yard maintenance and preparation by AGG services completed (2026)

- Annual servicing maintained by Kostas (Cleopatra Marina, Greece) over past 5+ years
- Recent major works: hull repaint (red), new exhausts, Copper Coat antifoul, new batteries, cut and polish (annual programme)
- Last haul-out: May 2026
- Stored and maintained at secure, well-equipped marina facility with full travel lift access

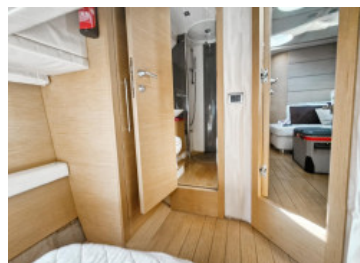
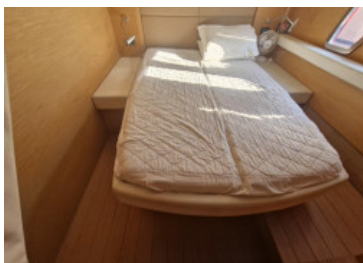
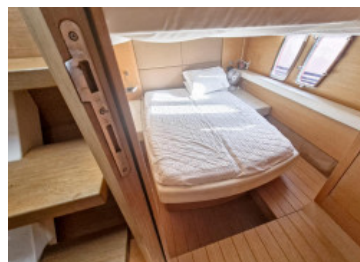
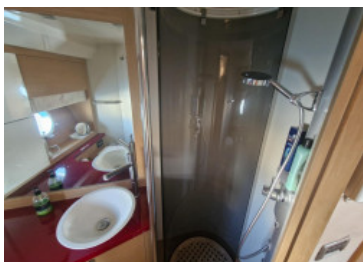
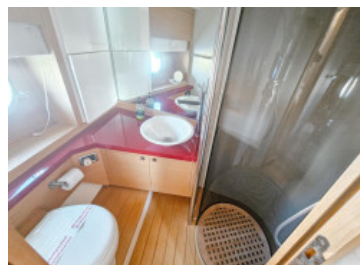
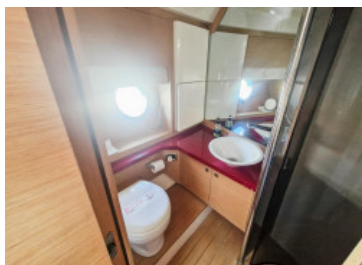
TITLE DOCUMENTS AND TAX

Listed below are the documents which we have seen on listing this motor boat.

- Certificate of British Registry (Guernsey, current – expires 24 May 2027)
- Builder's Certificate (Sessa Marine, dated 25 September 2006)
- CE Declaration of Conformity (Sessa Marine, dated 13 September 2006)
- RYA Tonnage
- Volvo Penta Engine Power Declarations (both engines)
- Bill of Sale (dealer to current owner, 18 January 2007, registered 27 February 2007)

KNOWN DEFECTS

NONE



Contact

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