



ELISE

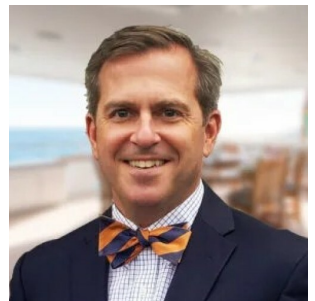
40' (12.19m) 2005 Hinckley Talaria 40
Portland Maine United States



OVERVIEW

\$565,000

Manufacturer:	<i>Hinckley</i>		
Engines:	2 Volvo	Hull Material:	Fiberglass
Engine Model:	IPS 600	Cruise Speed:	28 Knots
Engine HP:	435	Max Speed:	34 Knots
Beam:	12' 5"	Cabins/Heads:	1 / 1
Max Draft:	3' 2"	Fuel Type:	Diesel
Water:	80 G (302.83 L)	Fuel:	340 G (1287.04 L)



Data Sheet

Category: Downeast
Subcategory: Express Cruiser
Condition: Used
Model Year: 2005
Refit Year: 2012
Beam: 12'5" Max Draft: 3' 2" LOA: 40' 1"
(12.22m)
Cabins: 1
Sleeps: 2
V Berths: 1
Heads: 1

Maximum Speed: 34 Knots
Cruise Speed: 28 Knots
Fuel Type: Diesel
Hull Material: Fiberglass
Hull Finish: Awlgrip

Displacement: 26000 lbs
Fuel Tank: 340 gal (1287.04 liters)
Fresh Water: 80 gal (302.83 liters)
Holding Tank: 45 gal (170.34 liters)
Builder: Hinckley
Designer: Bruce King
HIN/IMO: THC40049G405

Engines/Generators

Engine 1

Volvo
IPS 600
Inboard
435HP
Fuel: Diesel
Year: 2012
Location: Port

Engine 2

Volvo
IPS 600
Inboard
435HP
Fuel: Diesel
Year: 2012
Location: Starboard

Summary/Description

ELISE is a 40' (12.19m) Talaria 40, built and launched by yacht builder Hinckley and delivered in 2005. She was then repowered in 2012 with Volvo D6 435hp IPS drives. This vessel sleeps up to 2 guests in the large v-berth.

ELISE is arguably the most versatile Hinckley Talaria 40 on the water. Her owner, an avid fisherman, wanted a great-looking, refined Downeast-style boat that would be as comfortable entertaining family and friends as it would be raising fish offshore. In 2012, with the help of Rhode Island naval architect Mathew Smith, in person Volvo Penta engineering, and Hank Hinckley, he set out to transform a well-loved T40 by replacing the standard jet propulsion system with the latest and greatest Volvo IPS drive propulsion system. The result is a first of her kind transformation that tracks better, turns better, and has a more efficient midrange cruise than her jet-powered counterparts. She can also dynamically position herself (GPS Lat/Long) in one spot at the push of a button, a feature not only handy around the docks, but also while waiting for bridges, or watching an up-wind mark rounding during a sailing race. The further addition of outriggers (removable), rod holders, a baitwell, and a slightly modified cockpit allows for a level of refined fishability not found in many boats.

Overview

ELISE is arguably the most versatile Hinckley Talaria 40 on the water. Her prior Owner, an avid fisherman, wanted a great-looking, refined Downeast-style boat that would be as comfortable entertaining family and friends as it would be raising fish offshore. In 2012, with the help of Rhode Island naval architect Mathew Smith, in-person Volvo Penta engineering, and Hank Hinckley, he set out to transform a well-loved T40 by replacing the standard jet propulsion system with the latest and greatest Volvo IPS drive propulsion system. The result is a transformation that tracks better, turns better, and has a more efficient midrange cruise than her jet-powered counterparts. She can also dynamically position herself (GPS Lat/Long) in one spot at the push of a button, a feature not only handy around the docks, but also while waiting for bridges, or watching an up-wind mark rounding during a sailing race. The further addition of outriggers (removable), rod holders, a baitwell, and a slightly modified cockpit allows for refined fishability not found in many boats.

Key Features

- Full refit and repower in 2012
- Volvo D6 (435hp) engines with IPS Drives (653hrs 11/2023)
- Excellent tracking, efficiency, and performance over jets
- Volvo Dynamic Positioning System "DPS" allows for station-keeping
- 27' Rupp removable outriggers, removable rocket launcher, rod holders, live well
- True dual-purpose yachtfish ready to fish or cruise

Accommodations

- Traditional Talaria 40 arrangement plan
- Generously sized head with stall shower

- Freshly upholstered (2022) custom electric Stidd helm seats
- (2) Curved settees, each with varnished teak shelf rim outboard
- Port seat with removable table
- Optional/removable drop curtains to separate pilothouse from custom configured cockpit

Cabin

- Large v-berth with generous storage below cushions
- Two reading lamps
- TV behind a louvered door
- Hanging lockers, cedar lined, aft of berths to port and starboard
- MarineAir AC/Heat control
- Stereo with recessed speakers

Head

- Corian countertop
- Countertop accessed “hidden” waste bin
- Single basin polished stainless sink
- Hot and cold freshwater
- Molded fiberglass sole with non-skid
- Separate shower with plexiglass folding doors and integrated teak seat
- Opening overhead hatch with screen
- Opening portlight with screen
- Assorted towel bars and hooks
- Freshwater Vacu-Flush head
- Tank watch holding tank monitor
- Full-length mirror inside

Interior

- Beautifully constructed satin varnished cherry interior

- Teak and tulipwood sole
- Protective sole carpet (new 2022)
- Four opening portlights (including head and galley) with removable screens
- Three opening overhead hatches (including head and galley) with removable screens
- Interior overhead lights and step lights
- Marine-Air reverse-cycle AC

Galley

- Corian countertop
- Princess two-burner electric cooktop
- Single basin polished stainless sink
- Single lever faucet with hot/cold fresh water and sprayer
- Sharp Convection microwave oven below cooktop
- Adler Barbour refrigerator/freezer
- Generous storage outboard
- Countertop accessed “hidden” waste bin
- U-Line icemaker

Pilothouse

- Molded non-skid sole
- Varnished teak pilothouse side sheathing
- Varnished teak removable table for a port settee with cover
- Pilothouse settee and cockpit cushions (2012)
- Five pilothouse windows including two side sliders
- Interior mounted sun covers for all pilothouse windows
- Stamoid aft drop curtains with isinglass windows to allow for a fully enclosed pilothouse
- Two overhead hatches with removable screens
- Teak locking companionway door
- Two Stidd electric helm seats (recovered 2022)
- AC/DC electrical panel to port

- Goose-neck chart light
- Air-conditioning vent
- Integral cup holders
- 110V GFI outlets
- 12V outlet
- Courtesy lighting

Electronics and Navigation

- Full electronic Volvo IPS throttle control with joystick and Dynamic Positioning “vessel hold” capability
- Garmin 8617 multi-function display / radar - chart plotter (2021)
- Simrad AP28 Autopilot
- Icom IC-M602 VHF
- Raymarine ST60 Tri-data display
- Raymarine wind speed and angle display
- Clarion stereo with pilothouse and cockpit speakers
- ACR remote spotlight control
- Trimtab controls
- Exalto wiper controls
- Horn
- Running and at anchor lights

Hull and Deck Equipment

- Bowrail added and newly installed (2023)
- Two polished RUPP 27’ single spreader aluminum outriggers (polished and recoated 2022)
- Six recessed coaming mounted rod holders (2012)
- Removable aluminum “rocket-launcher” for underway rod storage (2012)
- 10-gallon Keep-Alive oval-shaped circulating seawater live well integrated into transom (2012)
- Insulated cooler/fish box in transom
- Saltwater and freshwater cockpit washdowns (2012)
- Cockpit coaming removable fishing bolsters (reupholstered 2022)

- Cockpit sink with hot and cold freshwater
- Molded non-skid sole and deck
- Twin hinged engine boxes with integrated aft-facing seats and electric lifting rams
- Custom removable (for fishing) aft cockpit seat
- Transom door to swim platform with integrated swim ladder
- Assorted fenders and dock lines
- Assorted life jackets
- Varnished teak burgee and ensign staffs
- Muir electric windlass with 22# polished stainless anchor, stainless chain, and 5/8" rope anchor rode
- Handheld windlass remote as well as helm station control
- Varnished teak handrails on Pilothouse and Cabin tops

Machinery and Electrical

- Twin Volvo IPS600 (435hp) diesel engines installed in 2012
- Engine hours: 653 (Nov 2023)
- (2) IPS drives – Starboard drive replaced 2022 with a two-year warranty
- Integrated underwater exhaust system
- Cummins Onan 12.5kw Generator
- Generator hours: 1148 (Nov 2023)
- Cummins generator sound shield
- MarineAir 28,000 /BTU reverse cycle AC with vents in the main cabin, head, and pilothouse
- Reverso oil change system for both main engines and generator
- 110/220 Volt AC and 12 Volt DC power system
- 50 Amp shore power with Glendenning cord reel
- Mastervolt inverter charger
- New batteries (2023)
- Bow thruster (disconnected in 2012)

Broker Remarks

ELISE is a very well-cared-for, capable, and well-rounded vessel equally suited to cruising and fishing alike. Those inspecting her will find she is in excellent mechanical and cosmetic condition with the most up-to-date electronics and

engineering available in today's market. Decommissioned October 2023 and placed in a heated Winter storage facility in Portland, MA about 10 minutes from the Portland Jetport.

A very interesting Power and Motoryacht article can be found about her transformation by searching her previous name "FOG DOG, Hinckley 40, Power and Motoryacht" online.

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.



Cockpit Forward



Cockpit Forward



Cockpit Aft



Cockpit Aft



Cockpit Fishing Set Up



Cockpit Fishing Set Up



Engine Access



Salon/Pilothouse



Salon



Helm



Helm



Cabin



Galley



Cabin/Galley



Cabin



Cabin



Head



Foredeck



Foredeck



Stern



Starboard Profile



Starboard Profile



Starboard Bow Profile



Bow



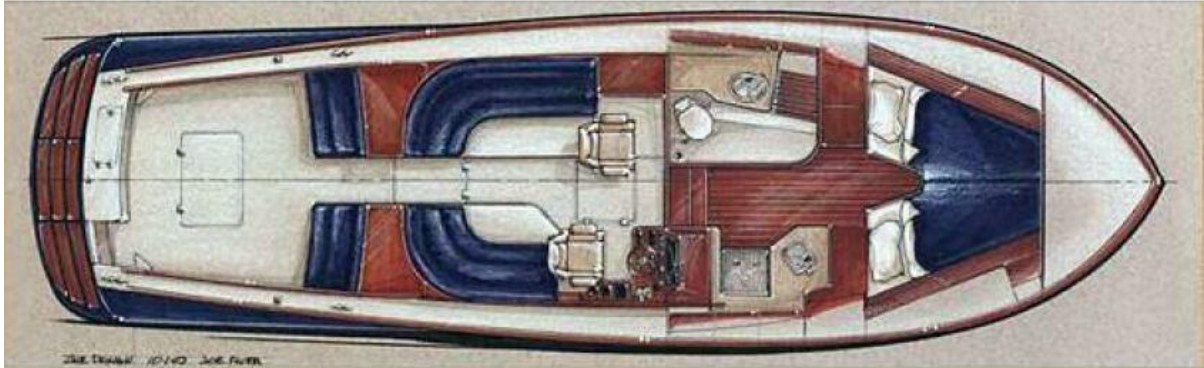
Port Profile



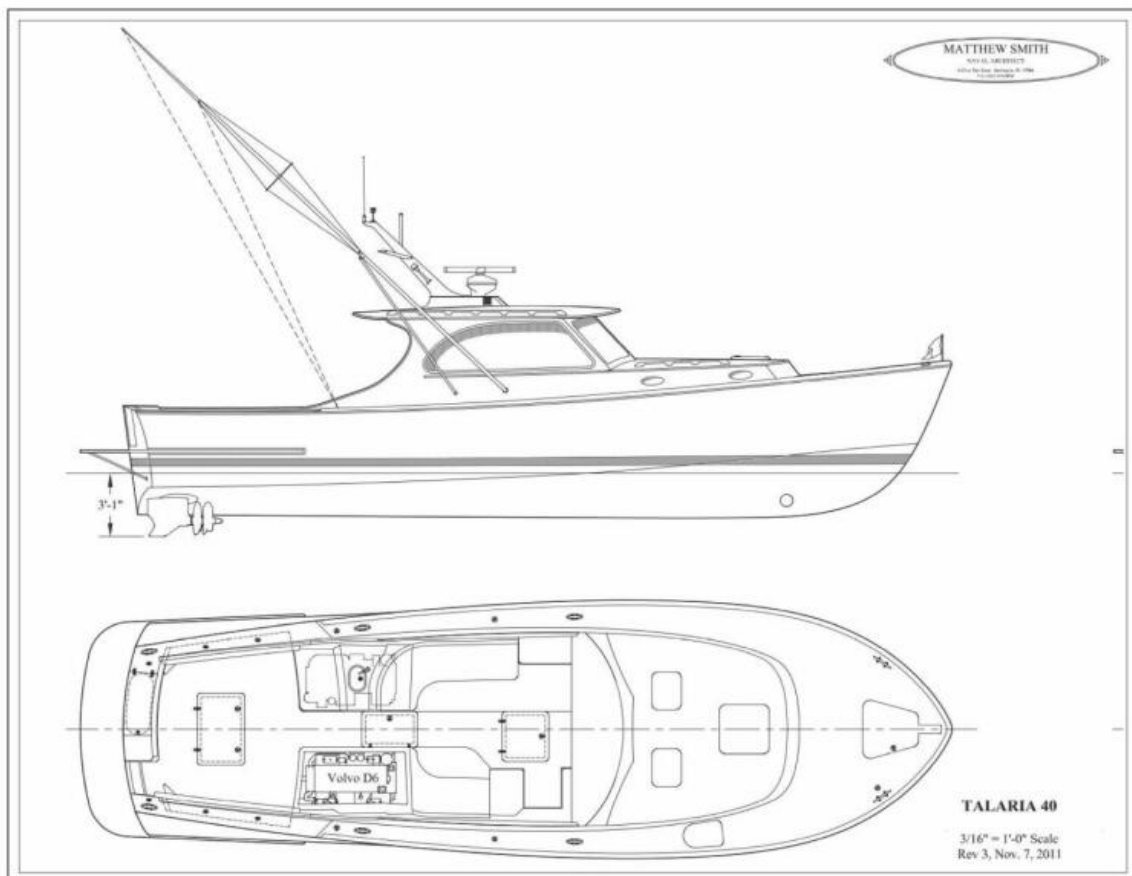
Riggers Up



Riggers Up



Layout



Layout