



Rocky CS

53' (16.15m) 1983 Pearson 530
Palm Beach Florida United States



OVERVIEW

\$210,000

Manufacturer:	Pearson		
Engines:	1 Perkins/Sabre	Hull Material:	Fiberglass
Engine Model:	M92B - Tier III	Cruise Speed:	
Engine HP:	85	Max Speed:	
Beam:	14' 9"	Cabins/Heads:	/
Max Draft:	6' 10"	Fuel Type:	Diesel
Water:	140 G (529.96 L)	Fuel:	170 G (643.52 L)



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Data Sheet

Category: Center Cockpit
Condition: Used
Model Year: 1983
Beam: 14'9" (4.50m)
Max Draft: 6' 10" (2.08m)
LOA: 53' (16.15m)

Fuel Type: Diesel
Hull Material: Fiberglass

Displacement: 51000 Fuel Tank: 170 gal
(643.52 liters)
Fresh Water: 140 gal (529.96 liters)
Holding Tank: 20 gal (75.71 liters)

Engines/Generators

Engine 1

Perkins/Sabre
M92B - Tier III
85HP
63.38KW
Fuel: Diesel

Summary/Description

I am very pleased to offer for sale an outstanding and unique example of the William Shaw designed Pearson 530 staysail ketch.

Built in 1983, these were the largest sailboats Pearson ever built. Their numbers are few and they are coveted by those who desire a high quality, seaworthy, ocean-going sailing craft.

ROCKY CS - (Hull #27- formerly VAGABOND LADY and SEA RETURN and ECLIPSE) is widely known along the eastern seaboard as a truly exceptionally equipped and fastidiously maintained vessel. Her present owner (only her 4TH) has had her since 2019. The 2nd Owner was a graduate of the Maine Maritime Academy and a long time owner and operator of multiple large off-shore commercial ground fishing vessels - this owner was uniquely qualified to bring this Pearson 530 to the high level of sophistication. The current Owner has continued to upgrade and maintain this Yacht in ready to go condition. ROCKY CS has routinely traveled up and down the east coast with speed, in great comfort, and in complete safety. This is a serious blue-water sailing and cruising vessel which is deserving of a new owner who appreciates her for the extensive capabilities she holds.

ROCKY CS is exhaustively equipped and has received numerous upgrades and improvements over the years. It is nearly impossible to list all of her aspects within this listing. Suffice it to say that I would be very surprised to learn that there is any Pearson 530 that is comparable to this one. This is a new listing and additional information will be added as it is developed. Please feel free to contact me at any time should you have any questions.

Overview

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The Pearson 530 is elegance without ostentation. She is the consummate performance cruising Yacht.

Designer William H. Shaw (Bill) - quote:

"I can't think of a single good reason why a big, roomy cruising boat with all the comforts of home should sail like a house. Just because that boat has a generator, air conditioning, wet bar, queen size bed, two heads with separate showers, and enough room to play hide 'n seek is no reason at all for the boat to be unresponsive or dull to sail. Sort of like a limousine with sports car handling.

The 530 will appeal to the sailor who loves to see the bow of a powerful boat shoulder aside the sea, while going upwind with a minimum amount of leeway. She will appeal to the sailor who appreciates what an extra few knots mean over a long passage. And, with her double-head rig and its self tending staysail, she will appeal strongly to the couple who wants a boat this size without the need for crew.

The 530 was meant to be, and is, a true performance cruising Yacht. A gentle, forgiving, easy to handle boat that, quite frankly, fools you. She makes it easy to forget that she weighs over 21 tons!

My guess is that if you've come far enough to be considering a boat like the 530, you know precisely what I am saying. It boils down to this - if you like a boat that sails powerfully, in complete comfort and safety, you will like the Pearson 530."

Over the past 4 years, this magnificent vessel has been exploring the Southeastern United States and the Bahamas. Its devoted Owners have spared no effort in maintaining and upgrading it to its current pristine condition. Here are some of

the standout features and recent enhancements:

New Heads - to include a Jabsco pump and lock and a Raritan electric head in the Master Cabin. The USCG-approved Electrascan system eliminates the need for aft holding tank pump-outs.

Safety First A new Lifeline life raft ensures safety while venturing offshore. (2019)

Powerful Batteries - All New house bank and winch batteries, 4D AMG, were installed in 2020, guaranteed reliable power for your adventures.

Top-notch Rigging - New running Rigging between 2019 and 2023, you can trust in the Yacht's performance.

Underwater Perfection - A complete bottom job in 2022, including sandblasting, and the application of three coats of epoxy barrier paint, and three coats of ablative paint, ensures the hull is in peak condition.

Mast Mastery - The Mast has been thoroughly inspected and received a makeover in 2022, including new wiring and a rebuilt in-mast furling system with spare motor onboard.

Engine room Safety Measures - An automatic fire suppression system was installed in the engine room, providing peace of mind.

Modern Navigation - Enjoy upgraded digital display with Simrad IS40 (2022) and a New Simrad autopilot linear control arm (2022)

Hydraulic Excellence - Nav/Tec hydraulic backstay adjusters were rebuilt in 2022.

Endless Fresh water - A Cruise RO Watermaker with capacity of 20 - 40 gallons per hour ensures you have an abundant supply of water on your journey's.

Sail Excellence - The mainsail has been inspected and refurbished by MAC Sails in Stuart, FL and a New Genoa was added in 2017, by MAC Sails.

Dependable Engine - A Perkins M92B Sabre Engine was installed in 2010 and has approximately 1800 hours.

Explore the Shores - there is a Walker Bay 10' dinghy with a Yamaha 15hp two-stroke outboard in perfect condition.

Plenty of Spare Parts - Extensive spare parts inventory means you have it with you.

Oversize Anchor for confidence - There is a ROCNA 121 lb. anchor and 300 feet of chain for secure holding power.

Bow Thruster - Lewmar 24 volt powerful thruster.

This Yacht is turn-key ready. Commission the Watermaker, stock the refrigerator, and set sail for the Islands. With extensive Solar charging capabilities and a watermaker featuring an Ultraviolet light sanitation filtering system, you are ready to go and not be dependant on docks and marinas

General Equipment

- Perkins/Sabre, TIER III, Model M92B, 85 HP diesel, installed 11/2010.
- Cruises at 8 knots burning 2.1 GPH @ 1900 RPM
- Specially equipped with 2 90 amp alternators - second one on custom mount - which is double belt driven. Two spare alternators.
- Special Sounddown underwater exhaust which results in greatly reduced back pressure on engine, very quiet operation and zero exhaust fumes in cockpit while underway - even downwind.
- Dual Racor primary fuel filters with vacuum gauge set up to allow filters to be changed while underway without

shutting engine down.

- Built in fuel polishing system.
- 170 gallon aluminum fuel tank – removed and underside finished with MarineTex in 2009 to ensure longevity. All new fuel lines at same time.
- Built in Halon fire suppression system.
- New spare parts for virtually all Engine, generator, and other essential equipment. For example, the M92B has top and bottom gasket sets, a complete fuel pump assembly, oil cooler, tube stack for heat exchanger, air, fuel, and oil filters, two spare wet exhaust elbows, fuel lines, 24 inverter, two starters, two alternators, FW pump, SW pump, rebuild kits for all pumps.
- NORTHERN LIGHTS/LUGGER Model M753G, 8 KW genset. Uses no oil – changed every 100 hours since new.
- 8 AGM batteries (6 are LIFELINES) – all 4 Ds – two house banks (4 batteries) – new 2020, 2 starting batteries and two for operation of bow thruster.
- Independant AC Smart Charger for each bank of batteries – plus one spare.
- Two Mastervolt electronic charge dividers
- LEWMAR bow thruster, Model 250TT, 24 volt, series/parallel switching for two 4 D AGMs. Thruster new in 2007.
- 3 blade MAX propeller – factory rebuilt 2012
- 1 ¾" Aquamet 22 shaft, new in 2012
- AquaDrive C/V and mounts,
- PYI dripless stuffing box/seal, additional intermediate shaft bearing – all new or rebuilt in 2012

Electronics

- Autopilot SIMRAD (new 2007 with two cockpit controls – one fixed and one remote – AP 25 + AP 27) Raymarine one ram system attached to EDSON cable steering (stainless cables replaced)
- Four inverters. One true sine wave and one modified sine wave. The true sine wave inverter is at the Nav station powering all the PC,s etc. This allows for very efficient power consumption while sailing with no power being generated. MSW inverter as back up to this unit. Other inverters dedicated to specific equipment.
- MAPTECH Chart Navigator Pro Version 1.1 navigation system with on screen AIS. Latest Maptech software in PC with flatscreen display.
- Charts loaded; all the Canadian Maritimes, United States, Bahamas, Bermuda, and Caribbean to Trinidad.
- FURUNO radar - 1720 in cockpit.
- FURUNO GP 37 GPS WAAS enabled provides position data to all equipment through a signal multiplexer.
- RAYTHEON R 390 GPS receiver as back up
- VHF: Standard Horizon in nav station with DSC and remote mic in cockpit
- SSB radio: SEA 222 with auto tuning / antenna not connected
- AIS transceiver system – receiving and transmitting - with two separate antennas
- DATAMARINE depth sounder

Galley - Heating & A/C - Heads & Fresh Water

GALLEY + HVAC

- Ice maker: U LINE, new in 2000, new interior components in 2012
- SEAFROST independant refrigerator and freezer units, custom installation with added insulation in 2010, remote temperature monitors. Using Danfoss compressors and AEO controllers for efficient operation.
- FORCE 10 model 63003 burner propane stove with oven, rebuilt 2008
- LG microwave.
- Double stainless steel deep sink with macerator and diverter valve in galley.
- Stainless sink and a bar in main salon.

HEATING AND AIR CONDITIONING

- CRUISAIR 3 unit reverse cycle system, one 16000 BTU unit in main salon, two 12000 BTU units
- "Bus" heater, with blower, fed off main engine in main salon - will heat cockpit as well when underway

HEADS AND FRESH WATER

- 2 - 140 gallon fresh water tanks. Fiberglass. FireBoy tank monitors. 30 gallon bladder tank aft.
- CRUISE RO watermaker, .45 GPM or 27 GPH @ 12 amps. New in 2012
- Aft head (master stateroom) - full shower stall with SCANMIX auto mixing valve. RARITAN electric head, RARITAN Lectrasan system with salt feed. Rebuilt in 2012.
- Forward head - full shower stall. RARITAN manual head.
- Both showers have own sumps.
- RARITAN 12 gallon electric + engine fed water heater with ISOTHERM mixing valve on engine side. Serviced 2010.

Sails, Masts & Rigging

- 110, 130, 150 JIBS all 6 -7 years old and serviced annually except 150 which is new (2019). FURLEX furler - new 2004
- Staysail on roller furler (cleaned and rebuilt with new sun cover, clew straps and head piece repaired April 2019) - doubles as storm jib. CDI 9.0 staysail furler- new 2001
- Mainsail new in 2012, vertical battens. HOOD STOWAY furling system - new 2009, rebuilt 2017
- Mizzen mainsail - gone through in 2012, fully battened, Dacron crosscut, two reefs.
- Mizzen staysail is 2 oz. Nylon on Profurl furler. New 2012.
- Reacher on bow in sock (excellent)
- Spinnaker (excellent)
- Spinnaker and reaching pole on board
- Headstay and upper shrouds on main new 2015
- All standing rigging new within last 10 years
- Mizzen rigging new in 2011
- Running rigging rope replaced 2018
- Main mast removed and stripped and repainted (Awlgrip) in 2008
- Mizzen mast removed and stripped and repainted in 2011
- Sails; Spinnaker is 1oz in an ATN sock.
- Cruising spinnaker is 1.5 oz and in a Hallett Sock.
- Mainsail; roller furling, vertical batten, cruising laminate, new 10/12.
- #1 Genoa; 150% tri radial cut, laminate.
- #2 Genoa; tri radial cut, laminate. Yankee cut headsail, laminate.
- Storm jib on hanks. Trisail on slugs.

Miscellaneous Equipment

- Shore power: ships service is two 50 AMP cords at 125 VAC. Two circuits with one dedicated to the HVAC system. Several separate dock cord with many adaptors.
- Stereo Kenwood amp, and receiver, XM radio, 2 flatscreen TVs - AC/DC

MISCELLANEOUS EQUIPMENT

- All BOWMAR hatches except for two LEWMAR aft
- ALPENGLOW lighting in cabin (3)
- Full cockpit enclosure. Custom made with sliding panels and all new hardware. All new in 2018

- EPIRB – 406 ACR model RL-32
- 8 person AVON life raft
- WALKER BAY Rib 2022 dinghy with 2004 Yamaha 15HP

Anchors & Rodes

- The primary anchor is a Rocna 55 kg, w/280' 7/16" HT all chain rode. The other half of the chain locker holds 30' 3/8" chain and 3/4" nylon rode for deployment as a second anchor rode or to deploy the sea anchor.
- A Fortress FX23 completes the ground tackle, the later having its own chain and rode on the transom.
- Anchor windlass is a Maxwell model 2200 with 7/16" chain wheel and vertical capstan.

Upgrades

- The bottom was peeled, ground, dried for four months and 8 coats West System applied plus the Sea Hawk barrier system in 2022. The hull was fared, new ports, and three coats of primer and top coated with three coats of Sterling Imron.
- Navigation lights (except mast steaming light) converted to LED's.
- There is a combination anchor/tricolor Lopo LED Light (new 3/2012) at the mast head.
- There is a fixed mounted "Bilge Buddy" ozone generator in the bilge under the salon.
- The water system is fitted with a household size UV filtration system, serviced and bulb changed today 2017.
- All pumps, valves, toilets, switches, and miscellaneous equipment have spares or complete replacements on board.
- Tropical awnings (Sunbrella).
- Salon and V berth cushions are ultra suede.
- All sails and awnings by Hallett (Falmouth, Maine) and serviced annually.
- Cockpit enclosure by Hallett, incorporating "H" tube framing, polycarbonate windows, Stamoid fabric, new 2018.
- Lumitec underwater lighting located aft of the bow thruster for anchoring in tropics.
- Complete 6 Panel Solar System with automatic regulators on custom mounting bracket - this system keeps the boat fully charged in most conditions. New in 2018.

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.





Photo 0









































































































