



Roxy

58' (17.68m) 1984 Camper & Nicholsons 58
Virgin Islands (US)



OVERVIEW

Manufacturer: *Camper & Nicholsons*
Engines: 1 Westerbeke
Engine Model:
Engine HP: 114
Beam: 15' 6"
Max Draft: 13' 0"
Water: 70 G (264.98 L)

Hull Material: Fiberglass
Cruise Speed:
Max Speed:
Cabins/Heads: /
Fuel Type: Diesel
Fuel: 76 G (287.69 L)

\$319,000



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Data Sheet

Category: Cruisers

Condition: Used

Model Year: 1984

Beam: 15'6" (4.72m)

Max Draft: 13' (3.96m)

LOA: 57' 7" (17.55m)

Fuel Type: Diesel

Hull Material: Fiberglass

Displacement: 53025 Fuel Tank: 76 gal
(287.69 liters)

Fresh Water: 70 gal (264.98 liters)

Holding Tank: 20 gal (75.71 liters)

Engines/Generators

Engine 1

Westerbeke

114HP

85.01KW

Fuel: Diesel

Hours: 4009

Summary/Description

The Staysail-Ketch-rigged Camper and Nicholsons 58 (Nicholson 58) Roxy is a great combination of elegant liveaboard and take-no-prisoners sea-going passagemaker.

She has the beautiful lines of the best of the designs of her time, stately and lovely in an anchorage. Her interior is chock full of high-quality joinery from high quality materials that literally glow in the light – this is an interior that will outlast any owner. She features three large cabins to sleep 6 or 7, as well as a large galley and salon space for a spacious and relaxing liveaboard lifestyle. Upstairs she features a large cockpit to spend evenings at anchor in comfort.

All of this belies a very quick-sea going vessel that will get you where you want to go. She's clocked countless 250-mile days in her time, but with her 55,000-plus pound displacement, she does it with grace and ease and with comfort for the crew. In an era where the phrase "Bluewater Cruiser" is thrown around willy-nilly, Roxy an example of the real deal.

The staysail-ketch sailplan provides so many options to get you where you're going. As you can see in the pictures as well as the 4 "white" sails, there is also a spinnaker and mizzen spinnaker, and Code Zero to get you going on light-air days.

When the wind dies and it's time to motor, the combination of the 115 HP Westerbeke and the Hundested continuously variable pitch 24" 3-blade prop will get you home with surprising fuel efficiency.

The vessel is constructed to the highest standards of marine engineering, hand built at the legendary Camper & Nicholsons yard. She's stoutly built of solid fibreglass/kevlar sandwich below the waterline and cored above. It is interesting to note that Sir Robin Knox-Johnson chose this hull (with a few modifications) for his fleet of 8 adventure yachts to race around the world. His version of the vessel, which became known as the CLIPPER 60 were the first yachts to participate in the Clipper Round The World Yacht Race.

The current owners of the vessel have had her for some time and have built on that strong foundation, taking great care of her. They have invested without hesitation whenever maintenance or improvements were required.

Features or Traits to consider:

Remarkable Performance: Thrilling ocean sailing is at hand as the Camper & Nicholsons 58 Ketch regularly achieves 250-mile days. Whether you're a seasoned sailor or a novice, her responsive handling and superior design ensure an exhilarating and smooth ride.

Classic Elegance: The 1984 model projects timeless charm with a classic ketch rig, combining traditional beauty with modern functionality. Her sleek lines and teak accents make her a head-turner in any marina.

Spacious Interiors: Inside the living spaces is where the craftsmanship of the Camper & Nicholsons yard really shines. The spacious salon features plenty of natural light, and the acres of beautifully-finished teak interior glows. Accommodations include multiple cabins for friends and family, with plenty of space for lounging and living.

Well-Equipped Galley: The large and fully-equipped galley allows you the space to prepare fantastic meals while at anchor or at sea. Huge preparation areas, ample storage space, an excellent cooker, and large fridge and freezer make cooking a pleasure.

Excellent Maintenance: This yacht has been lovingly maintained and regularly serviced, ensuring that she is in pristine

condition for her next owner. A complete log of service records is available for your peace of mind.

A large additional selection of photos is available on request.

****Part of the history of this vessel is that she received some cosmetic damage in Hurricane Ivan in Florida in 2004. The boat was trucked by the current owners to the Great Lakes where she was repaired, refit and refurbished to a very high standard over the course of a couple of years. Please contact the broker for details.****

Overview

Accommodation

Owner's Suite:

Queen size athwartships berth with ensuite and separate shower

Mid cabin:

Double below, fold up single above with ensuite

Forward Cabin:

Either two singles or with inserts one King V berth with ensuite.

Salon

As well as two comfortable seating areas, the salon has a large dining table, Flat screen TV, new in 2022. Stereo, DVD/Blu Ray player.

Galley

Freezer Refrigerator. Large with cold plates and Frigoboat 220 volt refrigeration cold plates, generator & shore power

24 volt Frigaboat systems, 2016. Battery and solar

Stove, 4 burner, oven, gimbals.

Microwave

Toaster

Gas grill enabled at the stern.

Sails

Sails: (pretty good to excellent)

Main North 3DI new 2021

Mizzen new North Dacron 2023

Jib, 98% blade North 3DI new 2022

Quantum cutter stay sail extra heavy Dacron

Mizzen stay sail

AS 1.5 oz spinnaker

Quantum code zero

Fractional hoist #2 Genoa

Storm tri-sail

Cutter spare

Rigging

Pro-furl Classic 40 cutter

Gr 5 Titanium main chain plates

Electric swing center board (13 feet draft)

Winches, all Lewmar

Primary motorized Lewmar 60

Secondary Lewmar 54

Five cockpit winches; mainsheet, outhaul, topping lift, running back stays

Mizzen halyard

Mizzen outhaul

Main mast, five winches

Full rig inspection 2019. Questionable stays replaced.

Engines and Mechanical

Westerbeke 1984, 115 hp main. Glycol cooling. Spare heat exchanger

Westerbeke 1984, 12.5 kw generator. Glycol cooling

Hundested continuous variable pitch prop, 24"-3 blade. Spare blade

Twin disk hydraulic 2:1 reversing transmission

1 micron fuel system polisher, 2016

1 micron Franz crank case oil polisher each engine, 2016

New fuel piping and valves 2016

Air compressor, 24 V, new 2016

Air tank new 2021. Spun aluminum

The generator is a four cylinder Westerbeke 12.5 KW old number, W33 New numbers. 12.5 WMD / W 33 / W 33A The pump is WB-30473. My 1982 manual shows no breakdown for the pump parts. The glycol circulating pump is typical to any automotive water pump and can be easily rebuilt with new bearings and seals. A Westerbeke factory replacement is insanely priced. The raw water pump is 115 VAC. It is below the engine room floor. There is a complete spare in the electrical locker. The engine was made by British Leyland for Westerbeke. There will be a Leyland alternate part number. There are many engine spares including injectors, miscellaneous filters gaskets, lift pumps, heat exchangers, oil cooler. A large wooden box closed with screws contains the engine large gaskets. Fuel: There is a fuel polisher, FRANZ, that filters all diesel to 1 micron. Fuel is lifted from a dedicated pickup in the day tank at the foot of the companionway. The pump is 24 VDC next to the filter, 45 gal/hour. I replace the cartridge annually. Fuel is forced through the filter and returned to the day tank by a separate dip tube. This return fuel line also feeds the Racor filters for both the generator and main engine. This means that only 1 micron filtered fuel reaches the engines. It is highly unlikely that the other fuel system filters will need replacing. This includes the really messy one on top of the main engine. Fuel is stored in four port side welded Inconel tanks. They are about 70 gallons each. Ports on the tank bottoms are 1 inch BSPT threads. There is a threading die in the tools if you ever need to replace a pipe. The pipes presently are BSPT at the tank end and NPT on the outboard ends for standard US threaded fittings. Valving allows isolation of any tank or combining in total. The fill port is a deck screw cap aft of the shrouds on port. There is a small reserve tank in front of the mast, 30 gallons. It is also Inconel. There is a transfer pump to move this fuel to the main tank near the nav station. My observation is that fuel kept in this tank will always be old and suspect. I have not used it since the boat's transit to the Caribbean in 2016. It was not needed then either. If you plan to use this tank be prepared to inspect and clean it. Inspect the transfer pump as well. The fill port is on the port deck ahead of the shrouds. Each engine has a 1 micron bypass filter, Franz, on the crankcase oil.

Tankage

380 gallons diesel, Inconel, 5 tanks, Welded plate

280 gallons water, Inconel welded plate. 4 tanks

Plumbing and Fresh Water Supply

Spectra water maker new 2018 Ventura 200T. New membrane 2021

Two Vac-U-Flush heads, center and aft

Airhead composting Head forward 2014

20 gallons holding. New 2015

Three showers below. Shower on deck

Deck wash

Pressure water

Galley foot pumps, fresh & salt

Engine & electric heated hot water

Electrical

660 watts solar panels 3x Sanyo 220H over cockpit

350 watts solar rear arch

Tri-Star MPPT 24 volt solar controller 2016

Epever solar charge controller MPPT model Tracer2206AN

24 V 630 AH Blue Heron LiFePo batteries house bank #1, 2022

24 V 105 AH Blue Heron LiFePo dual purpose batteries start bank 2022

Balmar alternator charge controllers, main and generator backup main alternator

Blue Sea Charger 3.5 kw modified full sine inverter new 2016

Samlex 300 watt full sine inverter for small accessories.

New main alternator 2023

Dual Kalenberg air horns, loud!

Loud hailer

The starting and house batteries were change in November of 2023 to Blue Heron LiFePo, lithium iron phosphate. These are determined to be safe by ABYC. House 3 X 210 amp hours = 630 AH@ nominal 24 volts. Starting 110 amp hours, Total 740 AH. There are two battery KEY switches on the main panel. Both should always be on. The house battery, while large, is not rated for the main engine starter load. For this reason, the starting battery, two X 12 volts in series, was added. Charging sources: overcharging lithium batteries is very damaging. Find the Blue Heron literature and scan the APP to your pad or phone. I suggest getting the pay version for better data reporting. All charging sources have been programmed to top out before 100% charge. See generator discussion below.

Main engine alternator. This is a 60 amp externally regulated by a Balmar mounted by the small inverter at the nav station. The Balmar has been set to 50% = 30 amps. Charging lithium draws 100% of the alternator capacity and can burn it up at full output, even with the temperature probe attached to the case. This can happen while motor sailing after many hours. We find that even detuned, it's possible to reach nearly 100% charge so we unplug the Balmar. Watch your battery APP. Generator. The generator, 12.5 kw, runs the cold plates and the Victron charger/inverter. The generator also has a large alternator with a Balmar external controller. For big charging by generator turn the Victron on using the black rocker switch in its face. The combined output of the alternator and Victron is 70-80 amps. Use the Bogart meters set on amps to see the current delivered to each battery. Use the APP and stop charging at about 90%. There is a requirement that the generator always is connected to a battery. If you charge to 100% using the generator the lithium BMS's will disconnect automatically. This causes an issue where the Balmar can increase output to over 30 volts. Avoid this when running the generator even for operating the cold plates or damage could result. Solar charger. Three panels combined are 660 watts. The charger is MPPT. In the tropics on a good solar day the panels will produce over 700 watts and 115 to 135 amp hours. The DC refrigeration and freezer along with other users draw about 120 AH per day. This means a general draw down at anchor. Run the generator to top up. I suggest using this opportunity to run the water maker at this time. If you accidentally fully discharge the lithium banks their BMS will disconnect. Connecting to a charging source will charge the main house bank but an interlock in the boat's key & relay system won't permit the starting batteries to reconnect. In this case, use the Heart Interface Path Maker to switch to 'Manual On'. This will correct the issue instantly. Normally keep the Path maker OFF

Instruments and Electronics

Nav Station

Simrad NSE Chart plotter, backbone and devices, 2013 and newer

Remote monitor Xenarc

NSE -8 SIMRAD & suit

Remote chart plotter keypad Simrad OP-40

Autopilot 6 amp electric servo

30 amp capable autopilot computer Simrad AC-42 Autopilot Computer

AP-28 Autopilot computer panel

Sonar/depth fish finder BSM-1 sounder Navco

4G broadband radar new 2019

Electronic rate compass

RF-25 rudder feedback

GS-25 GPS

RC-42 rate compass

Radar reflector

ICOM M802 SSB, ICOM IC140 auto tuner

Standard Horizon Matrix GPS/VHF radio

Stereo system with quad speakers, deck and salon

Flat screen monitor/video display

Bogart Engineering battery monitors -2

Metioman 7-day recording barometer 2015

Accessory 4- port USB charge station

Accessory 12 volt port with USBA & ASBC charging

Vesper Marine Watchmate 850 AIS class B. Factory serviced 2018

Cockpit

W&P Venus binnacle compass & LED light

Binnacle engine instrumentation suit new 2019, LED

Raymarine ST60+ wind, depth, speed

Ground Tackle

Rocna 54 kg anchor and new custom bow roller

200 feet chain rode (will be new 2019-2020 season)

Nielson 3500H windlass, wildcat & rope gypsy

Bruce 54# secondary anchor, chain & rope

180 # fisherman put together storm anchor

35 # Danforth stern anchor

Tender

Dinghy Davits new 2019

Dinghy engine hoist and engine rail bracket

Dinghy 2022 AB hypalon, chaps, internal tank & 15 hp Mercury 2-stroke,

Dinghy Mantus SS anchor, 2.5# button release folding

Spare 10 HP Mercury 2-stroke

Hull and Bottom

New barrier coat, 6 coats Interprotect 2000E, 2013

New deck finish Awlgrip 2022

New hull Awlgrip 2021

Varnish topside and salon 2022

Disclaimer

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