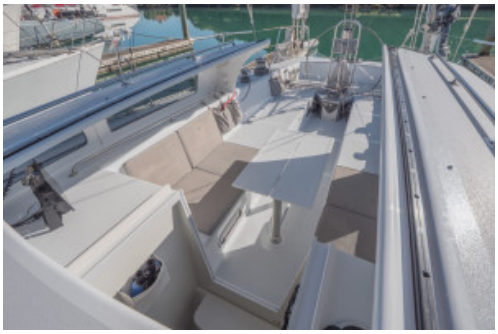
Phone: +614 20882296
Email: info@nautilusyachtmanagement.com
Website: https://www.cruisingyachtsco.com/
Level 3 304-318 Kingsway Caringbah NSW 2229

60' Express World Cruiser

US$398,000 neg.



Specifications

Boat Details

Price	US$398,000 neg.	Boat Brand	Custom
Model	60' Express World Cruiser	Length	18.53
Year	1996	Category	Cruiser / Racer
Hull Style	Single	Hull Type	Aluminium
Power Type	Sail	Stock Number	#ROXANNE6019
Condition	Used	State	International
Suburb	USA	Engine Make	

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Description

AS NEW PRESENTATION

2 WATERTIGHT BULKHEADS MAKING 3 WATERTIGHT COMPARTMENTS FOR SAFETY

FAST CRUISING WITH EFFORTLESS 200 NM / DAY

IDEAL FOR HIGH LATITUDES OR SERIOUS OCEAN CONDITIONS

DESIGN BY CELEBRATED MARINE ARCHITECT TOM WYLIE AND PROFESSIONALLY BUILT TO THE HIGHEST STANDARDS.

COMFORTABLE LIVING WITH 240L / h WATERMAKER, 6KWA GENERATOR, WASHING MACHINE, HUGE FRIDGE . FREEZER CAPACITY, 760L WATER AND 1067L FUEL CAPACITY, HUGE HEARDOOM (OWNERS ARE 6.4”), THREE CABINS VERSION WITH ONE LARGE HEAD AREA WITH LAUNDRY AND FREE-STANDING SHOWER.

WINDOWS POSITIONED FOR SURROUND VIEWS FROM THE INTERIOR TO THE SEA.

‘ROXANNE’ IS A HEAD TURNER INSIDE AND OUT AND A VESSEL OF RARE PERFECTION IN EVERY ASPECTS.

'----------

'Roxanne'is a 60’ aluminum-hulled cruiser with fiberglass / foam composite deck and carbon fiber hard dodger designed for speed and comfortable passages.
When the vessel was a developing concept designer Tom Wylie asked the owner what he wanted in a boat. The answer:“A fast, fun boat with no bad habits!”She indeed embodies those traits and, after 23 years of cruising and living aboard, the owner’s not-so-skilled-at-sailing wife can also add this: “What I like most about 'Roxanne' is her forgiving response to my sailing lapses.”

Built to be a full-time floating home for the owners and their two sons, Roxanne has been sailed extensively and rapidly throughout the north and south Pacific since departing San Francisco in 2000. Before she departed in 2000, she made her first blue water passage in the 1998 Pacific Cup, when her owner and one other crew member raced her from San Francisco to Hawaii and missed beating the double-handed record, which still stands in 2019, by less than 30 minutes.

What you’ll notice first are her clean lines with reverse sheer, stylish hull side windows, hard dodger with open/close canvas top and roomy cockpit. Even when she’s not moving, she looks fast! Give her wind, though, and she slices through the water and makes swift passages averaging 200 nautical miles per day.
In the experts' opinion this yacht ticks all the boxes for the perfect boat.

Read on for the full description and for more information please contact our friendly team at Nautilus Yacht Management. We are cruising yacht specialists and take a lot of pride in listing a yacht such as 'Roxanne'.

Our agency has helped buyers from all around the world purchase the boat of their dream, and a decade of working on an international platform has provided us with the knowledge to help you with all the steps of your purchase, from

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survey, to import, delivery, registration etc. Purchasing a yacht overseas does not have to be stressful. We are here to help.

Please note, 'Roxanne' has just left New Zealand and is on her way to Hawaiis, where she is expected to arrive and be available for viewing late mid June 2021.The owners are on board and ready to show you through their beautiful yacht with a little notice.

'Roxanne' is registered in US. Duty paid in US and NZ.

FULL DESCRIPTION:

'Roxanne' is built with 2 watertight bulkheads making 3 watertight compartments, making the boat virtually un-sink-able and which combined with her strength, lightness and amazing turn of speed in all conditions is a truly remarkable boat whether you just wish to lazily sail around the world with your family or want to challenge the North West Passage.

Her lengthy waterline and light displacement makes her responsive in light wind. Roxanne was built by a genius and for a genius. She is at home in all weathers and simply thrives in conditions most people would avoid. In twenty years in the marine world as boat builders, cruisers and brokers, Roxanne takes the crown as the most well-rounded, ready-for-everything boat we have ever seen in every respect including the design, the build quality, the maintenance, the looks, the comfort and the fit-out (and we don't say this lightly).

An added advantage of her light displacement is that loads are reduced on her rig, running gear and crew (even short-handed crew). This boat can either take care of herself with her powerful autopilot, or if you want some fun, can be single handed at the helm in all conditions. (One of the highlight of the owners' many years of cruising was surfing her down waves in the South Pacific at 24 knots with a beaming smile on his face (see video).

A hundred gallons (400 litres) of fresh water can be transferred between port and starboard outboard tanks for additional stability. With a total water capacity of 760L, topped up with the super fast 240L water-maker, long hot showers or washing the boat down in fresh water, as the owners often do, is not a problem.

All through-hulls, with exception of knot log and depth transducer, are hard-plumbed with aluminium pipe above water line for additional safety and to enable fittings replacements if necessary without having to lift the boat. One of them is used to see under the boat if necessary and offer a good view of the keel, a fantastic asset rarely seen on any boats. (But that's the way Roxanne is: unique, perfect, intelligent, full of amazing qualities.)

Anchor locker is deck accessible with room for secondary Danforth anchor, rode, snubbers and buoys. The anchor is oversize, the chain graded, plentiful and in perfect condition. Adequately deployed the anchor will hold you through pretty much anything even in the trickiest of bottoms. As with everything relating to safety Roxanne did not cut anything short.

Forepeak has primary chain / rode receptacle and generous space for asymmetrical spinnaker, dive tanks, staysail, storm jib, dock lines, sheets, buoys and assorted boat toys. There is plenty of room left here for more toys if you want them. It is very tidy, dry, and set up to get access to everything easily.

The interior is wide and welcoming with simple painted surfaces and minimal wood trim, plenty of light and the feel of a modern, clean and open-plan living area which still feels like a proper home.There is enough wood to feel like you are on a boat and yet not enough to make you feel like you are ensconced in heavy shaded-timber.

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All the cabinet doors have lockable push button latches for a modern and un-encumbered feel.

Storage is available beneath bunks, cabin sole, settee and in designated lockers. The storage capacity for everything you need is amazing and easily accessible. This boat can have a surplus of food, personal items and equipment for months at sea and will never look cluttered. Everything has a place and disappears out of view when not needed. Her owners, after thousands of miles of exploration and life on board have perfected the art of storage and interior harmony. They have everything they need and more, but love clean surfaces and un-cluttered spaces, which also means a safer boat when at sea with less things ready to fly around and make you feel overwhelmed. To conclude the interior is modern, warm, light, dynamic and has a great feel. It is sparkling clean with no smell, mould, dark spaces and is comfortable in all conditions.

For more comfort and to feel perfectly comfortable in high latitudes the interior can be heated with its diesel hydronic unit which is circulated via outlets through the boat, a heated towel rack and forced air in the salon as well as the aft cabin with its wet locker conveniently located just above the vent. Should you have dreams of sailing Cape Horn, you can look forward to warm and dry weather gear to put on at the beginning of your watch.

Hull-side windows and overhead hatches let in daylight and combined with the neutral interior create bright, open appearance in main salon. The windows are positioned to allow a beautiful view over the sea and reduce the usual 'cave-feeling' common to monohulls. In fact, on board Roxanne you might feel as if you were on a catamaran, with the view over the outside at an ideal eye-level and sitting level in the salon with its additional lower hull windows. The windows have been tested for integral strength and will never leak or fail. They are a feature to enjoy and not to worry about, a feeling that several production boats with hull windows have unfortunately inspired.

The nav station has double stools with rotating C-arms which support the occupant on either tack and were designed especially for this purpose. The stools and settees are covered in beautiful blue leather. The nav station is large, with windows outside onto the sea and would double as an ideal home office if you need to keep track of your business when traveling.

The galley is U-shaped, enabling stability in raucous seaways — Corian countertops have high fiddles to grab, functional midline sink position, gimballed stove and tambour cabinets that slide up and close. The galley is absolutely huge and designed in a way that the work areas can be used both ways (in and out of the galley), yet provide bracing and supporting plans all around if you fancy cooking a three-course meals in force 8. This galley is by far the best one we have seen on any boat of this size and can rival one found on a Superyacht. The fridge and freezer are insulated to the max, making them more efficient to run and yet large enough for a hungry crew of 8 for a month or for an avid fisherman to store their filleted marlin with room to spare.

Fresh water (delivered via pressure pump) and salt water (delivered via foot pump) empty into deep double basin stainless sinks. This means that should fresh water run short (unlikely), you can still use sea water to wash your dishes. Microwave and customised clear acrylic fruit/veg bins, holed for air circulation, are mounted on port shelf. This is an ideal system for boats in the tropics to keep supplies from the markets fresh longer.

The forward cabin has generous sleeping space for 2 adults, expansive counter area atop shelving, designated storage for everything you need and a hanging locker. Double hatches over the bed provide breeze for sleepers. Once again the windows are positioned for a beautiful view over the water from the bunk. There are two huge oversize hatches for plenty of cross-ventilation and to see the stars at night. As with everything on board, nothing cheap was used and the cast aluminium hatches will last decades. No risk of leaks or distortion here. The cabin is also fitted with quiet but efficient fans for the still nights.

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The head area is very large with a stainless sink, set-off shower to keep things dry and a retractable shower hose. At one end is the 'laundry', with an under-counter Maytag twin-tub washer and adjacent holding tank. The washing machine is under a lifting top that is perfect for folding clothes or to provide more surface area. The washing machine is a story in itself, with her owner driving up and down the west coast of the US looking for this exact model. The measurements were one thing, but the energy efficiency, versatility, and most of all durability were the main reasons. The boat may only have one head area, but it is positioned midships, easy for all to use and is very spacious, light, airy and comfortable whether at anchor or at sea. The design was preferred to allow for more living space than a boat with several small head areas, which are often just a waste of space and hardly used. Roxanne can sleep 8 +, but the owners usually sail just the two of them, so why sacrifice space for more heads (more through-hull fittings, more things to fix), for something that had little use to them when one large and comfortable bathroom was so much better.

The starboard aft-cabin has a double berth with adjustable angle pipe cot which can be lifted off when not in use, a hanging wet locker, cabinet with shelves and 2 zippered gym bags (which slide into track mounted on bulkhead). The counter top currently mounted with a 26” digital television. As the owners are often cruising alone on the boat, this cabin has been aptly re-named the 'movie room'. It is cool, comfortable and perfect for relaxing on the double berth to watch movies or rest when off watch on a passage. The pipe cots may sound slim, but they are actually fitted with mattresses and very comfortable when you want more people on board. They have the added benefit to provide an un-obstructive surface when needing more space for storage boxes which will be safe from being thrown around underway.

The Port aft cabin has a single berth with pipe cot above, which can be lifted off. This cabin is currently used as storage room (dedicated storage room on Roxanne), with several clear boxes to stow additional food, water toys and equipment, storage shelves, 1 zippered “First Out” bag (which slides into track mounted on bulkhead), EPIRB and access to the midline battery compartment. Currently, the port aft cabin serves as pantry / toy room, with strap-down bins for storage. As with the rest of the boat, it is light, airy, bright, clean, and with everything you need to make it your own. The head room is huge, as with the rest of the boat as her owners are both very tall. There is abundant storage for clothes and bits and pieces, plenty of free-flowing ventilation and is a quiet, peaceful place when under way even when running the engine with is wet insulated for noise.

Another intelligent bit is that both aft cabins are at Station 7 (least motion underway making for most comfortable sleeping areas). They are perfect for use on a passage as they are quiet, with less boat movement noticeable and provide a lovely space to rest when not on watch. With their high ceilings and plenty of light they definitely do not feel claustrophobic and have a pleasant, airy and light feel.

The huge, comfortable cockpit with hard dodger fitted with windows has a battened canvas top that slides forward on tracks is an award-winning feature all to itself. The cockpit is so large and well-designed that it can easily allow for groups of people to either enjoy the sailing or to relax away from the action without impeding on each other. The wide seating area is perfect if you want to rest on watch or sleep close to the skipper. It is protected from wind, rain and noise and feels incredibly safe. At anchor this area is either shaded at the simple slide of the sun-roof, which is also rain-proof, or opened for sun-lovers. The cockpit table will seat 6 comfortably, is removable and can be deployed when needed.

Back at the working end of the cockpit the instrument pod sits to port with 2 full-function displays, 12V outlet and plug for autopilot remote. On starboard is the chart plotter/radar and command mike for VHF. The steering station has a 5-foot wheel and binnacle-mounted compass. It is set-up in a way to enjoy stable and safe hand steering in all situations and make the most of the fun at high speed, although the autopilot can give you a break at the push of a button.

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The engine instruments and throttle are to the starboard of the wheel. Hydropilot panel is to port of wheel. Main traveler, winch and hydraulic control panel are mounted just forward of wheel on alloy island. Everything is conveniently placed for easy single handling and safety in all conditions.

Beneath the steering station is the storage for 2 outboard fuel tanks, 2 jerry jugs, dinghy anchor, dinghy wheels and is where the assorted cleaning necessities are stowed.

Aft of wheel is hatch-accessed lazarette which has two 9-kilo LPG bottles, drawer for snorkling gear and room for additional items such as BBQ, fishing supplies and hoses.

Flexi-teak covered swim step has a latchable life raft locker, folding swim ladder and retractable hot/cold shower head. There is also a robust roller for stern anchor mounted to port.

Finally the engine room (18 feet long) is accessible through large hatches port and starboard in cockpit, allowing for exceptional access to both sides of main engine. This yacht, fast as it is, still gives you the comfort and security of having an engine room to rival a power boat. You can get down there very easily and move around to access anything mechanical for checks and services.

The bolted-down hatch above engine allows easy removal should you one day want to overhaul (not for many, many years if you look after it. Then engine is religiously maintained and in perfect condition).

The genset is mounted midline aft of engine. To starboard is the watermaker, a large tool box, a stainless steel water heater and an electrical panel. To port is the powerful refrigeration compressor and day tank. Steering quadrant, cables and auto-pilot drive are also easily accessed.

ELECTRONICS AND NAVIGATION:

B&G Hydra 2 instrumentation:

3 multi-function displays

2 Hydrapilot displays (1 with remote)

Autopilot—WH hydraulic drive controlled by B & G Hydrapilot with 2 displays and 1 remote.

Backup controller is WH with remote.

B&G Zeuss:

2 chartplotters

Broadband 4G radar

Furuno:GPS receiver model GP-32

ICOM:

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SSB—ICOM-M710 with Pactor #2 Modem for Winlink and Sailmail

VHF radio, IC-M502 with remote ICOM Command mic II2

Submersible hand-held VHF radios (2)—ICOM M88

AIS—Digital Yacht IAT200 class B (antenna splitter—Digital Yacht SPL2000)

Ample Power EMON IIbattery monitor enables simple, accurate electrical system monitoring

Iridium GO! Pro:Satellite modem

CleanAHullUltrasonic antifouling system with 4 transducers

ELECTRICAL:

24-volt system and 12-volt systems have multiple redundancies—24V system can be charged by alternator, genset, shore power transformer or solar panels. 12 Volt system can be charged by alternator or 24/12 convertor.

House AC is supplied by 110 shore power. Also equipped for 240V shore power supplied to a step- down transformer connected to MasterVolt battery chargers.

A second pure sine wave invertor supplies the media/television.

A separate 12V starter battery is located in engine room.

(2) 24V solar panels for 400W total output (installed 2020)

Paneltronics distribution panels for 24V DC, 12V DC and 120V AC located at nav station.

All electrical wiring (except bilge pumps and ultrasonic anti-fouling system) are run behind port/starboard valances along interior sheers.

Northern Lights M673 6KW/120AC genset (new in 2016)

4V House Bank—(4) Lead Crystal Batteries (12V200AH) (installed 2020)

12V House Bank—(1) 8D gel battery 250 AH (12 V)

Starter battery—12V GRP 27 gel battery

Xantrex FreedomX2000 Inverter (installed 2020)

Puresine 200W/110AC for television

Mastervolt Charger 24/80-2 Chargemaster Plus (installed 2020)

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Mastervolt Charger 24/60-3 Mastervolt Charger (installed 2020)

Mastervolt MAC 24/12-20 DC-DC convertor

MPPT solar Chargemaster-25 controller (installed 2019)

Kyocera 120W (2) solar panels

Amptech 24V 135-amp alternator

Amptech 12V 75-amp alternator

Amplepower Nextstep2 (24V) alternator regulator

Amplepower SARV3 (12V) alternator regulator

HULL AND DECK:

Hull and deck bound:

4” wide aluminium flange was welded 1½” below the sheer around the entire circumference of the boat.

The 1½” thick fiberglass/Divinycell foam composite deck was epoxyed to the flange and the hull.

The aluminium toe rail was placed, covering the exposed joint and through-bolted every 4” with 5/16” stainless fasteners.

Deck and cockpit:

Carbon fiber/Divinycell foam composite hard dodger

Hard dodger windows—8 mm tempered glass forward and 6 mm tempered glass sides

Hullside windows—Lexan ½”

Battened, retractable pale grey Sunbrella cover on hard dodger

Bomar cast aluminum hatches (each hatch has 4 dogs)

Stainless wire lifelines—height is 30” (76cm)—designed higher for safety with gates port and starboard Stainless steel bow pulpit with seat

Stainless steel mast pulpit mounted on dorados

Stainless steel stern pulpit with radar arch, including radar dome and GPS antennae, outboard motor bracket, outboard davit (capable of lifting dinghy with motor), man-overboard module and Lifesling overboard rescue system

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Stainless steel stanchion brackets port and starboard for SUPs

RIGGING:

Standing rig built by Ballenger Spars (Santa Cruz, CA) is aluminum triple spreader, keel stepped masthead cutter rig (for sailing as sloop, inner forestay can be released & stationed at mast).

Height above deck is 66 feet (20.7 metres) and boom length is 25 feet (7.6 metres).

Discontinuous rod rigging was replaced 4/2016.

Navtec hydraulics for vang, backstay, outhaul and inner forestay (cutter stay).

Runners are Spectra.

Boom has flaking racks with lazy jacks.

Masthead tricolor, running, steaming and foredeck lights are all LED.

Deck layout designed for shorthanded sailing by Mark Rudiger.

The first two reefs can be completed from cockpit. Third reef tack is put in at mast.

SAILS:

Mainsail (Dimension Polyant Hydranet) with 3 reef points made by Willis Sails (NZ) made in 2008

Headsail 100% (Dimension Polyant Hydranet) by Willis Sails (NZ) made in 2019

Staysail (Dacron—hanked on) made by Santa Cruz Sails, U.S. in 1998 (used twice)

Asymetrical spinnaker—1.5 ounce made by Willis Sails in 2018

Storm trysail (orange) made by Santa Cruz Sails, U.S. in 1998

DECK HARDWARE:

(2) Lewmar Ocean 66 primary winches

(2) Lewmar Ocean 48 secondary winches (starboard winch is electric)

(1) Lewmar Ocean 54 mainsheet winch

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(2) Lewmar Ocean 48 mast-mounted winches

Lewmar “Big Boat” traveler system

Deck hardware is Lewmar with exception of Spinlock jammer (mounted on mast) for jib halyard and Spinlock clutch for main halyard

Sunbrella boom awning (with hosebarbs for water catchment)

Sunbrella foredeck awning

ANCHORING:

Electric windlass: Lighthouse (cast stainless steel)

Anchoring: Primary is Bruce 50 kilo with 260 feet 5/8 chain

Secondary anchor is Danforth with anchor/rope rode

Stern anchor: Fortress FX-37 (mounted on stern pulpit)

Spare anchor: Bruce 30 kilo (stored in engine room)

SAFETY:

Fire extinguishers (4)

MOM 8-A (man overboard module)

Lifesling (overboard man rescue system)

RFD Lifeguard (4 man life raft)—housed in life-raft locker at swim step

ACR 406 (EPIRB)

Personal AIS (2)—Safelink R10

First out bag

Jordan Series Drogue

Emergency tiller and emergency rudder

Ultra Safety Systems high water alarm

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6 electric bilge pumps including one with wandering hose to access small compartments

Huge spare rudder and emergency tiller stowed in the large engine room and accessible in case of emergency

TENDER:

12’ Aqua Pro dinghy (Hyperlon RIB) with grey sunbrella cover (cover new in 2019)

15 hp Yamaha

TANKAGE:

Fresh Water Tanks: 200 gallons (760 litres) divided in 2 tanks—can be shifted for ballast

Holding: 20 gallons (75 litres)

Fuel Tanks: 262 gallons (990 litres) divided in 2 bilge tanks—can be shifted

Day tank: 20 gallons (75 litres)

Range: 1600 NM

Tank levels (diesel and water) monitored by Tank Tender System

Open Ocean 240L / hour water maker

SPECIFICATIONS:

Registration: U.S. (also imported into New Zealand)

Hull Material: Marine alloy

Builder: Betts Enterprises

Keel: Fin keel with bulb

Displacement: 27500 pounds (12.7 tonnes) Ballast: 8900 pounds (4 tonnes)

ACCOMMODATION:

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Number of single berths: 1 single, 2 pipe berths Number of double berths: 2

Number of cabins: 3

Number of heads: 1

EXCLUSIONS:

Art work, personal items

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