

58 ft 1990 Salthouse 58 Centre Cockpit Cutter, RORY MHOR

US\$355,000 (A\$540,109)

Savusavu, Fiji



Boat Details

Make:	Salthouse	Class:	Cruiser	Cabins:	3
Model:	58 Centre Cockpit Cutter	Hull Material:	Steel	Berths:	5
Year:	1990	Drive Type:	Shaft Drive	Heads:	2
Length:	58 ft 5 in	Beam:	14 ft 9 in	Fuel Type:	Diesel
Price:	US\$355,000 (A\$540,109)	Boat Location:	Savusavu, Fiji	Max Speed:	10 kn
Condition:	Used	Name:	RORY MHOR	Max Draft:	6 ft 11 in



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Description

RORY MHOR HIGHLIGHTS

Designed by celebrated NZ naval engineer Bob Salthouse for offshore cruising and voyage to Antarctic.

Custom built in NZ by Ray Johnson of Johnson Yachts International, who specialise in building crafts capable of withstanding fierce sea conditions using only the finest material available and integrate a luxurious, exquisitely crafted and durable fit-out.

Built of 5mm carbon steel over steel frame for a very strong hull and structural integrity in all conditions. Full refit in 2013 including complete strip back of the hull inside and out, sandblasting and re-spray with two pack polyurethane paint over high built epoxy for thorough protection of the steel hull, full rewiring and plumbing, mast removed and full rigging replaced.

Second to none presentation and detailed maintenance records available on request.

Hull thickness survey available and hull layout

Superb quality teak deck in beautiful condition.

High bulwarks, granny bars and multiple handholds for safety in rough weather.

Updated refit between 2019 and 2023 (see details in the further description).

NZ Gas and Electrical Warranty of Fitness (current)

NZ registered. CAT 1 offshore sailing certification.

400W solar and 6.5Kwa Onan Genset.

Huge, well lit, noise insulated and very clean engine room with complete access to the engine, generator and other systems.

Beautifully maintained and reliable Cummins 6B 5.9M 115HP Diesel with 800L diesel capacity.

Easily handled short handed or solo with bow thruster, 2 X 2 speed power winches, all furling sails including boom furling mainsail, anchor control at deck and cockpit and all lines run aft.

Versatile and very strong cutter rig with large overlapping cruising Genoa, job, mainsail (all in good condition), hydraulic double backstay and removable running backstays which can be deployed when heading hard upwind.

Luxurious interior with large master stateroom with private ensuite and two guest cabins forward with separate guest head area.

Well equipped galley designed for safe use in all weather.

Pleasant, beautifully crafted interior with no leaks or mildew.

Ample storage capacity suitable for live-aboard cruising.

Large and safe centre cockpit with hard dodger and large canvas which slides beneath boom for sun protection.

Sold turn key with a long list of tools and spares.

Available now at beautiful Savusavu, home of Jacques Cousteau and the famous Rainbow Reef. Berth and moorings available.

Ready to take you anywhere in the world with no further expense.

Nautilus Yacht Management is proud to present this rare and astonishing cruising yacht, of the kind we have seldom seen in all our years as offshore cruising specialists.

SV Rory Mhor is a New Zealand flagged vessel with a very Scottish name...Rory Mhor means "Big Red", in reference to the original red hull. The hull may now be white; however, Rory is still very much Big Red!

SV Rory Mhor is now based at Nawi Island Marina in Savusavu, Fiji. It has recently been given preliminary approval to be used for commercial charters in Fijian waters by Fijian Government and their regulatory body MSAF. (Please note: no commercial chartering has occurred in Fiji. Pre-COVID, the owners purchased the vessel for chartering purposes and, as such, have thoroughly explored and prepared the vessel for chartering opportunities. While exploring Fiji, the high demands for tourism-based activities were noted, in alignment with the significant investment in infrastructure in the marine industry in Savusavu, Vanua Levu, Fiji. However, due to timing, the current owners are now fully committed to a significant residential project in Fiji and reluctantly need to prioritise. This provides an opportunity to take ownership of an extremely well-maintained vessel, either for ocean cruising and/or to explore a potential business opportunity themselves, with a lot of preparatory work completed

Rory Mhor was previously in Commercial Survey for the purposes of being used as a filming platform in international waters and is currently certified to New Zealand CAT1 standard.

A proven and reliable long-distance cruiser, Rory Mhor was the production vessel for the National Geographic film team over a period of 1.5 years. This included filming in the South and Central Pacific. During the expedition Rory Mhor departed from New Zealand sailing through Fiji, Tonga, Wallis & Futuna, Gilbert Islands, and the Marshall Islands, around 8,000nm. Over the last number of years, SV Rory Mhor has completed multiple nautical miles in New Zealand coastal waters, and offshore passages and cruising in the Fiji Pacific Islands.

The yacht is a Bob Salthouse design built for offshore, blue-water cruising, originally intended to complete a voyage to Antarctica. Thus, the yacht has many over-engineered specifications, and considerable thought to storage, providing extra solidity, capacity, and comfort for world ocean adventuring.

Truly one of a kind, globally. SV Rory Mhor is the only vessel manufactured in this Salthouse design. It was custom manufactured over a two-year period by Ray Johnson Engineering 1989-1990, a rarity in today's era of production vessels that are mass manufactured to a price point. Originally built as a 56ft vessel, but later extended to 58ft by having a swimming/diving platform added, along with black and grey water holding tanks.

The 58ft cutter has a rolled steel plate hull and steel framed superstructure. Externally and throughout internally the vessel shows a dedication to the workmanship of yesteryear. Quality is signalled through the fit-out with traditional workmanship, handcrafted wooden materials, brass fittings, high-grade upholstery, and updated modern facilities and sophisticated instruments and technology.

Rory Mhor had a major refit in 2013 where the vessel was totally stripped, sandblasted internally and externally, re-wired, re-plumbed, re-rigged, and repainted. An additional refit was completed in early 2020 including updating of navigational equipment, rigging, sails and electronic equipment.

Considerable ongoing refurbishment and maintenance has kept SV Rory Mhor in fantastic condition and ready to go, as a turn key opportunity for the next ocean adventurer.

For a bit of info about ourselves, we are a boutique-style brokerage devoted to high quality cruising yachts and to the cruising community. Ex-cruisers ourselves we just strive to help others begin their journey on the ocean.

If you think Rory Mhor might be just what you have been looking for, get in touch! Our team can organise a private video viewing with you as well as have all the time in the world to answer your questions, put you in touch with the owner if you wish, assist with organising surveys or expert reports etc. We also provide free-of-charge assistance with shipping, delivery, insurance, registration etc, no matter where in the world you are.

NYM has a reputation to present to the market only quality cruising yachts in beautiful, turn-key condition, but our real trademark is to work as a team with you and the sellers to ensure a seamless, transparent and joyful experience.

1990 Cummins 6B 5.9M (Engine 1)

Type:	Inboard	Drive Type:	Shaft Drive	Propeller Material:	Bronze
Fuel Type:	Diesel	Power:	115 hp		
Hours:	4921	Propeller Type:	3 Blade		

Dimensions

LOA:	58 ft 5 in	Max Bridge Clearance:	62 ft 4 in
LWL:	50 ft 7 in	Min Draft:	6 ft 11 in
Beam:	14 ft 9 in	Max Draft:	6 ft 11 in

Weights

Displacement: **37,000 kg**

Speed

Cruising Speed: **7 kn**
Max Speed: **10 kn**

Seating

Liferaft Capacity: **8**

Tanks

Fuel: **800 l Steel**
Fresh Water: **850 l Stainless Steel**
Holding: **500 l Plastic**

Accommodations

Single Berths:	4	Heads:	2
Double Berths:	1		
Cabins:	3		

Other

Hull Shape:	Monohull	Builder:	Ray Johnson Engineering
Flag Of Registry:	New Zealand		
Designer:	Bob Salthouse		

Covers

- Bimini Top
- Spray Hood
- Cockpit Cover
- Genoa Cover

Electrical Equipment

- Shore Power Inlet
- Generator
- Inverter

Electronics

- Depthsounder
- Radar
- Log-Speedometer
- Radar Detector
- Wind Speed and Direction
- Repeater(s)
- Navigation Center
- Plotter
- Autopilot
- Radio
- Compass
- GPS
- Cockpit Speakers
- VHF

Inside Equipment

- Bow Thruster
- Washing Machine
- Electric Bilge Pump
- Oven
- Manual Bilge Pump
- Electric Head
- Hot Water
- Refrigerator
- Fresh Water Maker
- Deep Freezer
- Sea Water Pump
- Battery Charger

Outside Equipment/Extras

- Teak Cockpit
- Cockpit Shower
- Teak Sidedecks
- Davit(s)
- Wind Generator
- Tender
- Solar Panel
- Liferaft
- Cockpit Cushions
- Cockpit Table
- Swimming Ladder

Rigging

- Steering Wheel
- Electric Winch
- Spinnaker Pole

Sails

- Battened Mainsail
- Furling Mainsail
- Furling Genoa
- Trisail

Upgrades & Maintenance 2019-2023

Electrical:

- New House Batteries
 - 6 x 165 amp hour AGM
- 24v lighting upgrade
 - All interior lights converted to LED's
 - Red/white courtesy interior lights x 4
 - Red/white courtesy exterior lights x 2
 - Bow spotlight - upgraded with hi beam spotlight
 - Lazarette courtesy light
- Bilge pump rewired including new float and primary pump
- New extraction fan - aft bathroom - including rewire
- New night light – Pilot house
- Re label and tidy up of 24v switch board
- New EWOFF December 2022- including increasing reverse polarity protection
- DSR link to start battery- linking radio and start battery to 12-volt charger
- DSR link to house battery's - mid ships and forward banks
- New AC plugs and switches (x10)
- New speakers – saloon and pilot house
- New radio battery and battery box
- Flume detector installed
- Gas detector installed
- Gas WOF – December 2019 - 2024
- All gas lines and fittings pressure tested
- Gas bottle locker painted

Navigation:

- New Raymarine VHF (GPS enabled with new GPS aerial)
- New remote Raymarine VHF – Helm station
- New B&G chart plotter
- New B&G compass and GPS Aerial
- New B&G NMEA backbone
- New Triton2 head unit
- New speed, depth and tempt transducer
- New transducer and cable
- Raymarine - reset of AIS – linked to B&G system
- Radar connection redone and reconfigured to a direct feed- Raymarine chart plotter and iPad link
- New Raymarine GPS Aerial - including lead cable
- New Raymarine backbone and power supply
- Cable tidy up and rewire to bulge pump and reroute VHF Aerial

- Iridium Go external aerial rerouting and positioning
- Rewire of shore power connection
- New Plastimo navigation clock
- New Solar Pannell 200w
- New MPPT smart solar charger
- New Audio speakers – Pilot house and saloon
- New windlass/anchor switch and wiring

Plumbing:

- New aft Jabsco 24v shower pump
- New Jabsco 24v house water pump
- New Seaflow – 24v fire pump - plumbed directly into independent sea water seacock with remote switch in forward locker
- New Jabsco 24v toilet motor – aft bathroom
- New accumulator tank and fittings
- New 24v duel switch aft toilet
- Duel switch's installed- forward and aft showers
- Full service both toilets. Including rewire of motors and solenoids
- New toilet base and seat hinges – aft bathroom
- New tapware - galley
- New washing machine
- New shower heads and slider bathrooms
- Various hooks and fittings added
- New inline filters – showers pumps
- Dual water filters – house supply
- Independent drinking water filter
- New sealant - aft shower base and rebed

General:

- All cabins re wallpapered with heavily vinyl back wallpaper
- All bright worked striped back and re vanished –
 - Salon
 - Forward cabins
 - Bathrooms
 - Galley
- Carpets steamed cleaned
- Lazarette bilge painted and striped back and vanished
- Forward storage locker
 - Repaint bottom bilge locker
 - Repaint including hatch is and replace no slip grip
 - Vibration insulation water maker

- Water maker filters changed and serviced
- New paint chain locker bulkhead
- Anchor chain clean and remarked
- New refrigerant. Compressor serviced and rewired- including compression testing and valve testing and adjustment
- New Compressor lines and insulation
- Gas oven
- New Grill
- New Handles
- Gas line pressure tested

Engine:

- Full engine room repaint and corrosion protection
 - Including bilge and floor boats
 - All underwater hose clamps replaced
- New Gauges – Pilot house (Volts,Temp,Tec,Oil Pressure)
- Oil cooler striped back and refurbished
- Main Engine
 - New fuel pump
 - New raw water hoses
 - Full-service fuel filters, oil filters oil change and air filter, belts, and zincs
 - Coolant overflow upgraded

Generator:

- Electrical rewire back to manufacturers specs
- New solenoids
- Oil, belts and filters changed frequently
- Cleaned and serviced
- New Stainless steel exhaust elbow and bracket

Other:

- All winches serviced 2019 and 2024
- Boom - fibreglass reinforcement - internal repaint - replacement of fittings and corrosion protection on internal boom
- Stainless steel boom strengthening
- New boom cover
- New Main Sail- heavy duty including new batons
- New Max prop 2021
- New Cutlass Bering
- Shaft pulled cleaned and machined to fit new prop
- Drip shaft seal – machined and cleaned
- New Halyards/Sheets
 - Staysail sheets

- Genoa sheets
- Main sheet
- Boom vang
- Traveller
- Main Halyard
- Topping lift
- Genoa halyard
- Genoa cars
- Additional mast head halyard
- New mast halyard jammers x2
- Pilot house halyard jammers serviced
- New Staysail motor and belt
- New Genoa motor and full rewire and upgrade
- New through deck fittings – staysail and Genoa
- New Emergency Hatch covers x 2
- New Boom tent
- New pedestal cover

Safety Equipment:

- Fire Extinguishers – serviced and tested
- New Fire blankets
- New Smoke alarms
- New Fire Extinguishers (x 6)
- Life rafted serviced and repacked
- New hydrostatic release for Life Raft
- New Offshore flares
- MOB real sling retrieval system
- Service or MOM-8 MOB unit

Electronics & Communication

SSB: ICOM IC-M710HF (New 2016)

VHF Radio (including remote helm station and remote handset): RAY60 GPS enabled with GPS aerial (New 2020)

Satellite Phone and Aerial: IRIDIUM GO APM16332

Chart Plotter (main): B&G Vulcan 7 (New 2020). NZ and Pacific chart cards

Compass and Aerial: B&G (New 2021)

NEMA Backbone: B&G (New 2020)

Transducer: (Speed, Depth, Temperature): B&G (New 2020)

Unit Displays: B&G Triton x 4 (New 2020)

Masthead units: B&G wireless/Bluetooth (New 2021)

Radar: Ray marine with Bluetooth connection to iPad

Chartplotter: (secondary): Raymarine C97 Chartplotter and GPS Aerial. Runs as independent system to B&G.

Autopilot: B&G NAC -3 autopilot computer. Autopilot pump - Accu-Steer - 2way hydraulic pump

Electrics

- Inverter - Mastervolt Dakar Sine 24/3000
- 24vt Charger - Mastervolt 24/100
- 12vt Charger - Victron Energy 30 Amp
- Inverter - Mastervolt Dakar Sine 24/3000
- House Batteries: 6 x 165 amp hour AGM new 2023
- Start battery new 2023
- 24v lighting upgrade
- All LED interior lighting
- Red/white courtesy interior lights x 4
- Red/white courtesy exterior lights x 2
- Bow spotlight - upgraded with hi beam spotlight
- Pilot house night light
- Lazarette courtesy light
- Extraction fan - aft bathroom
- AC and DC switchboards
- Reverse polarity protection
- DSR link to start battery- linking radio and start battery to 12-volt charger
- DSR link to house battery's - mid ships and forward banks
- AC plugs and switches (x10)
- Speakers – saloon and pilot house
- Radio battery and battery box
- Shore power connection
- Solar panels 2 X 200w (fixed) 24V. 30 amps controller. 1 X 180w solar panel (flexible) 12V, with MPPT 20amp controller.

Engine & Generator

Engine: Cummins 6B 5.9M 115HP Diesel

Transmission: Twin Disc M9-502

Drive Shaft: Single Shaft, 3-blade Maxi Prop

Max Rev / speed: 2500/10kts

Fuel Capacity: 800l (4 tanks) + 200l (Lazarette)

Fuel consumption: 6.5 litres/hour @ max speed

Generator: Onan/Kabota 6.5kw K800

Bow Thruster: Lemar Retractable

Interior

Water Capacity: 850l across three S/S tanks (400l, 225l x2)

Watermaker: Spectra Watermaker 24V, 56l / h, new 2016.

Water filters: 2 X primary water filters and 1 X drinking water filter.

Hot water cylinder: 75 ltr – AC and engine heated

Refrigeration: Fridge capacity - 135lts x 2. Freezer - 95lts x 1

Cooking: Cooking: Force 10 3 X burners stove with oven and grill. Additional electric oven / grill.

Gas: 2 x 9kg Gas bottles

Holding tanks: 2 x 250lt Grey and Black water tanks with suction port and vents

Layout: Master cabins with private ensuite head and shower, two forward guest cabins with shared guest head and shower.

Electric fresh water toilets x2 with additional hand held salt water pumps in both both bathrooms

Shower (Hot and cold) on stern boarding platform

Sailing and Anchoring

Mainsail: 62m² (672ft²). White

Staysail: 29m² (309ft²). White with red UV strip

Genoa: 107m². 1159.5ft². White with red UB strip

Tri sail. Run on separate mast track

Rigging: 12mm and 16mm stainless steel, Running backstays (removable)

Spinnaker Pole: Alloy

Boom: in-boom furling. Fibreglass.

Ground Tackle: 55kg Rocna (New 2016) 105m 12mm chain and 50m warp, CQR 45kg (Spear) Danforth on stern with warp.

Windlass: Muir Thor electric windlass with remote. Anchor winch control deck and helm.

2x Deck wash down pumps (Forward and Aft) - Fresh water

Anchor chain wash down (freshwater)

Winches: 2 X Anderson 2 speed 52 st electric winches. 2 X Barnett 36 winches. 4 X Barnett 24, 1 Anderson 2 X speed 52st.

Safety

Liferaft: Plastimo Transocean 8 Pax. In service.

EPIRB. GMC 406 New 2016.

Other: Jacklines, fire extinguishers (X10), smoke alarms (X4), flares (offshore Cat 1 in date), electric bilge pumps, 2 manual bilge pumps, comprehensive Cat 1 medical kit. IV kit and fluids, MOB Unit, harness, life rings and Danbuoy, SART Ocean Signal, plus numerous Cat 1 related safety items.

Tender

Tender: Takacat 3 meter - 2 years old. Can be fully packed down so on a passage and stored in the forward lazaret or on hauled on davits.

Outboard: 15hp 2-Stroke Suzuki (1 Year old)

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.