FLAG SHIP
YACHTS

CANDIDA



TYPE	CAMPER & NICHOLSON 118'	
BUILDER	CAMPER & NICHOLSON	
YEAR	1929	
DIMENSIONS	LOA	36,150m (118,602ft)
	Beam	6,16m (20,210ft)
CONSTRUCTION	Hull	MAHOGANY
SPEED	Cruising	10 KNOTS
ACCOMMODATION	Guests	3 CABINS/6 GUESTS
	Crew	7
MACHINERY	1 X 322 HP CAT	
LYING	ATHENS, GREECE	
PRICE	€5.000.000 VAT PAID	



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20



21



22



23


CANDIDA

24


ASTERN
SLOW
STOP
SLOW
HALF
FULL
1929 GOSPORT
CANDIDA
LA SPEZIA 1991
BECONCINI SHIPYARD - ITALY

25



26



27



28



29



30



31



32



33



34



35



36



37



38



39



40



41



42



43



44



45



46



47



48



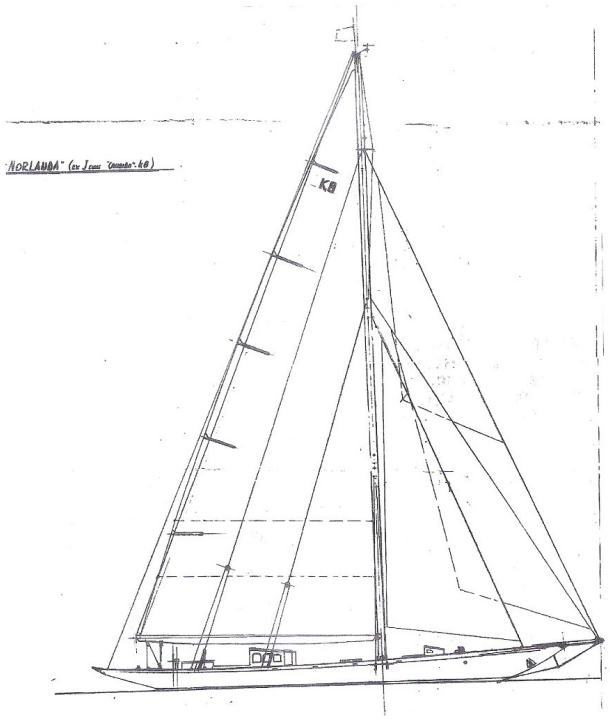
49



50



51



52

TECHNICAL SPECIFICATION

CONSTRUCTION

DECKS	Teak
HULL	Mahogany
SUPERSTRUCTURE	Mahogany

MAIN CHARACTERISTICS

TYPE	Classic Sailing Yacht
BUILDER	Camper & Nicholson
DESIGNER	Camper & Nicholson
YEAR	1929 Retrofit: 2024
L.O.A	36,16 Mtrs/118,60 Ft
BEAM	6,16 Mtrs/20,71 Ft
DRAFT	3,96 Mtrs/12,99 Ft
FLAG	British-Cowes
GROSS TONNAGE	91 Tons
MAX. SPEED	11 Knots
CRUISING SPEED	10 Knots
CONSUMPTION	35 Ltrs/hrs @ cruising speed
FUEL CAPACITY	3,900 Ltrs/15,000 US Gallons
WATER CAPACITY	3,000 Ltrs/11,538 US Gallons
BLACK WATER	150 Ltrs/308 US Gallons
GREY WATER	80 Ltrs/308 US Gallons

MACHINERY

ENGINES	1 x 322 hp CAT (240 kW)
ENGINE HOURS	2025: TB 1,817 hrs (October 2018)
GENERATORS	1 x 19 kW Onan (New) 1 x 27 kW Onan (New)
GENERATOR HOURS	March 2025 Port: 44 hrs Stbd: 55 hrs
TOILET SYSTEM	Vacuum
STEERING SYSTEM	Mechanical/hydraulic
SHORE POWER	220 V
SHAFTS	1 x Shafts (New 2012)
SEWAGE SYSTEM	Vacuum
PROPELLERS	1 Fixed pitch 1 x Featherin
INVERTER	Mass Sine 24/1500
GEAR BOX	1 x ZF
BOILER	2 x Gianneshi 1 x 50ltrs + 1 x 80 ltrs
BATTERIES	Service, Deep Charger, Engine, VHF battery
AIR CONDITIONING	Fancoils (New 2024) 2 x Units Frigomar
BOW THRUSTER	2 x Side power SEP 25D
ELECTRICITY	220V

ACCOMMODATION

MASTER CABIN	One Master cabin with 2 large single beds, skylight, central desk, dressing table, ample storage, en suite facilities with fully fitted head, bidet, large shower etc.
GUEST'S CABIN	Two Double Guest cabins with ensuite facilities
CREW CABIN	One Captain's cabin with ensuite facilites One Double cabins sharing one bathroom One Triple cabin One Folding bed

GALLEY EQUIPMENT

FAN EXTRACTOR	Yes
COOKER	Gas cooker
FREEZER	1 x Freezer
SINK	2 x Sinks
REFRIGERATOR	2 x Refrigerators
OVEN	Electric

COMMU/TION EQUIPMENT

VHF	Garmin 215i

NAVIGATION EQUIPMENT

AIS	Garmin 215i
GPS	1 x Garmin
AUTOPILOT	1 x Garmin
SPEEDMETER	1 x Garmin
COMPASS	1 x Magnetic compass
RADAR	1 x Garmin
ECHOSOUNDER	1 x Garmin
GPS-PLOTER	Garmin Phantom 24

TENDERS & TOYS

TENDER	1 x 3.50m Zodiac with 25hp Johnson outboard

DECK EQUIPMENT

WINDLASSES	2 x Electric 3000 Watts ATM
WINCH	9 x Lewmar 650 manual 3 x Lewmar 700 electric
PASSARELLE	Carbon
ANCHOR	2 x Danforth

SAFETY EQUIPMENT

LIFE RAFT	1 For 8 persons each
ALARM SYSTEM	For engine room & bildges 4 x 24V Bilge Pumps 1 x 220V Bilge Pump
FIRE FIGHTING	CO2 (Engine Room)

REMARKS

CANDIDA is a 36.15 m / 118’60” luxury sailing yacht. She was built by Camper & Nicholsons in 1929. With a beam of 6.16 m and a draft of 3.96 m, she has a wood/steel hull and teak superstructure.

She is powered by CAT engines of 322 hp each giving her a maximum speed of 11 knots and a cruising speed of 10 knots. The sailing yacht can accommodate 6 guests in cabins and an exterior design by Charles E. Nicholson.

The CANDIDA is one of the few J Class yachts remaining in existence, which makes this a momentous artefact in the sailing world. Built for the wealthy and elite Yachtsmen of the sailing community, the Candida has been maintained with the utmost respect and kept in immaculate condition.

During the Retrofit in 2024, CANDIDA has been undergone through

significant renovation in all sections. Moreover, numerous upgrades have been made, as well as modifications for ergonomic and aesthetic reasons, reviving the original J-class design (list of works available upon request).

All works carried out during the retrofit were performed as if the boat was newly constructed, applying the best methodology and using the most improved materials available, regardless of the costs, from the side of the Owner, in respect of quality and high yachting standards to such a project!

CANDIDA reflects an opportunity to acquire a truly elegant classic yacht, which has evolved from a competitive 'J' Class racer to a beautifully restored classic yacht that continues to grace the regatta circuit.

Key Features:
- One of the few remaining Charles Nicholson designs of this size in existence
- Join the exciting 'Big Class' racing in the Mediterranean at the very top end
- Immaculate Condition, just refitted
- Full refit in 2024

More specifically:

1. Hull & Keel: Steel framework and plating have been thoroughly repaired. 95% of the wooden skin of the hull has been removed and reconstructed from scratch from SIPO mahogany. The lead keel has been repositioned back to its original position and properly fastened with new setscrews made from special alloy to withstand stress and corrosion. Special sealants have been applied to all joints and between the lead and the keel of the boat. All through hull injections have been renewed and the seawater inlets and distribution tank were made to improve the seawater supply to the main engine, generators, a/c and watermaker. The entire sternpost and transom were reconstructed. The sternpost was improved hydrodynamically and aesthetically with a proper stern tube and increased durability. The tail-shaft alignment was corrected as well. The bow post was reconstructed to improve the lines of the hull and keel lead bringing the boat back to its classical J-class shape. All portholes were re-installed with special sealants and their rubber profiles were renewed.

2. Deck & Superstructures: The gunwale and entire teak deck, as well as its substrate were renewed (20mm of teak and 20mm of marine plywood). Wooden framing components underneath the deck were rebuilt and the deck sheer was corrected during the main deck reconstruction process. Improvements have been made for water tightness and draining throughout the deck and superstructures. Thermal insulation below the deck was entirely renewed. The main hatchway was modified to improve visibility during navigation and a new dinette was constructed between the steering wheel and main hatchway, since there wasn't a proper seating area for the guests. The navigation room access was modified as well at the aft part and below the new dinette. All fittings were installed and properly sealed using new screws and some of them were repositioned to improve deck clearance. The anchor winches were repositioned, and new stainless steel chain rollers were constructed, reinforced and installed on the bulwark in order to remove the old anchor pockets on each side of the bow. A custom compact carbon crane was constructed, in order to bring both anchors on deck.

3. Mast & Rigging: The mast was removed and maintained. A few parts were reconstructed which were water penetrated. New lights were installed for the mast and for the deck. All winches were maintained, and new footswitches were installed. The rigging, ropes and sails were not renewed (Those are the only items which were not renewed during the retrofit).

4. Machinery: The main engine was removed and rebuilt at the workshop. A new exhaust system was constructed. The thrust block between engine and tail shaft was maintained at the workshop. The main engine was repositioned, and all anti-vibrational mounts were renewed, in order to achieve perfect alignment and smooth operation. Shaft seals were renewed. Hydraulic powerpacks for rope winches were fully maintained and all flexible high-pressure hoses renewed. The hydraulic pump for the rudder was maintained. All pumps (GIANNESHI) were removed and disassembled at the workshop, in order to maintain them (both motors and pumps). For the black water pump out a new pump was installed. All

bilge pumps - level sensors and high-level alarms (RULE) were installed from scratch improving the bilge pump out system. There is also a fixed bilge system which was maintained and is fully operational on the yacht. Blowers for the electric room and engine were also maintained, and flow improvements were made as well to ensure the cooling of those spaces and adequate air volume during operation. The Watermaker was maintained according to the annual maintenance schedule, since it was fully operational before the retrofit. The firefighting system and extinguishers were maintained properly.

5. Piping: 95% of all piping was renewed. The entire fresh, grey and black water networks were made from scratch according to modern standards, increasing capacity at the same time (For Black and Grey).

6. Tanks: All tanks were blasted, maintained and painted properly since their structural condition was intact. However, new valves and connections were installed. The supporting of the fuel and water tanks within the main bilge was improved. The fuel capacity is 3.900lit. The water capacity is about 3.000lit. The black water tank capacity is 360lit and the grey at about 250lit.

7. Electrics: All cables, switchboards, lights (all led) and electrical components were renewed using certified materials, improving all circuits and systems according to modern standards. New generators were installed (ONAN 19KVA & 27KVA). The entire air-conditioning system was upgraded with two (2) 50.000btu chillers and thirteen (13) fan coils. All toilets were renewed (TECMA) and new blowers were installed for each bathroom. All batteries were renewed as well. Two (2) new MASTERVOLT 24V/100A chargers were installed for the service bank (24 x EXIDE 2V). Two SIDEPOWER SEP250 bow thrusters were installed in order to improve maneuverability, with a separate battery bank at the bow.

8. Electronics: All electronics, gauges and cabling for navigation were renewed. Even a wi-fi network has been installed and is on stand-by on the yacht.

9. Interior: Layout modifications were made by constructing a new guest cabin and in the crew area at the bow, while new anchor chain lockers were constructed to improve practicality during anchoring and chain storage. A more practical new entrance was built for the electric room - engine room. All interior varnishes were refreshed.

10. Paintworks: The entire boat was repainted (in and out) using special resins and epoxy coats to protect the single wooden skin and steel framework. The part of the hull which is out of the water was reinforced with two (2) layers of strand mat fabric below the epoxy fair, in order to prevent cracking. The final topcoat is AWLGRIP Midnight blue. All varnished surfaces have more than ten (10) layers of EPIFANES single component marine varnish.

Maintenance/Works List

2017:
- Drydocking
- Rubber in teak decks (New)
- Through-hull skin fittings and sea cocks (New)
- Mast painted
- Steel frames cleaned and repainted

2016:
- Floor in guest areas (New)

2012:
- Ropes Glenstein (New)
- Paint by Sigma (New)
- White hull
- Shaft (Rina approved) (New)

2011:
- Hull full woodwork repair & repainting

2010:
- Dect Covers (New)

- Service/overhall of all pumps & bilge pumps
- Piping throughout (New)

2008:
- Main sail (Moderate Condition)
- Stay sail (Moderate Condition)
- Yankee (Moderate Condition)
- Yankee 2 (Moderate Condition)
- Ucellina (Moderate Condition)
- Gennaker (Moderate Condition)

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.
