



35 - 1971

<https://www.yachtadvert.com/fr/921-rogger-35.html>

28 924 â,- ttc



Général

Constructeur : Rogger
Matériau : GRP Poly
Largeur : 3,35 m
Radeau : Non
Leasing en cours : Non

Sous type : Plaisance
Année : 1971
Longueur : 10,36 m
Tirant d'eau : 0,00 m
Région : Dartmouth, Royaume-Uni

Moteurs

Nombre : 1

Marque moteur : Perkins Sabre M92B
Puiss. Unit. (CV) : 83

Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non

Plateforme AR : Non

Taud d'hivernage : Non

Capote de roof : Non

Cockpit en teck : Non

Grand voile sur enrouleur : Non

Passerelle : Non

Bossoirs : Non

Guindeau électrique : Non

Taud cockpit : Non

Pont teck : Non

Génois sur enrouleur : Non

Spinnaker : Non

équipements principaux

Propulseur Arrière : Non

Clim. : Non

Eaux noires : Non

Annexe : Non

Propulseur avant : Non

Groupe élec. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

électroménager

Congélateur : Non
Micro-ondes : Non
Réchaud électrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Glaçons : Non
Four : Non
Réchaud gaz : Non
Chauffage : Non
Lave-vaisselle : Non
TV : Non

Divers

Remarks :

Owners comments;

Lyster was commissioned in Holland in 1972 and is a Lloyds UK Part 1 Registered Ship. She is a heavy displacement and very seaworthy double ended yacht. (To quote the Naval Architect Colin Mudie) she wouldn't be out of place in any navy or coastguard service. She has been under current ownership for two years and is being sold due to the age of the owners. She is extremely comfortable with a huge amount of stowage available and is suitable for extended live-aboard. A programme of work has been undertaken in recent years including a new Perkins Sabre Engine with full drive train renewal, Navionics update, standing & running rigging, bow thruster, windows, cooker, soft furnishings, hull valves.

Accommodation :

The boat has up to 6 berths with 2 separate sleeping cabins. Up forward there are 2 single berths with storage beneath and at eye level forward. LED lighting throughout. The heads suction and discharge hull valves (new in 2023) are located under the port bunk. Overhead there is deck opening hatch with folding ladder step. Access to the Bow Thruster and Chain Locker forward.

Moving aft the Albin Marine Head (new in March 2024) is located to port. A hand basin (hot and cold pressurised water) drains overboard. A shower unit connects to the basin plumbing which drains to a sump beneath the wooden sole. A hand pump under the basin drains the sump overboard. An opening port hole and a solar powered extractor fan overhead.

In the saloon there is a linear galley on the starboard side with a Nelson gas 2 burner Cooker with oven and grill. There is a stainless steel sink with hot and cold pressurised fresh water from a 100 litre water tank under the sole. The sink discharges overboard via a new composite through hull fitting. An emergency fresh water supply from a 25 litre tank under the sole is connected to the galley sink via a separate 12 volt pump. A full outfit of plates, glasses and cutlery is provided. A front opening Isotherm Fridge is located next to the cooker. There is extensive stowage around the galley. A ventilation hatch is above the cooker. A removable wooden tray is fitted above the galley range for additional work surface.

Aft of the galley is the navigation position with hinged chart table and aft facing seat. Instrumentation and book stowage are co-located here. The bulkhead mounted speakers for the Pioneer Stereo System are to port either side of the Navtex readout. The Gas Alarm unit (Sensor under the sole) is mounted over the chart table next to the Samsung Tablet Chartplotter and the Spare VHF DSC unit. The high water alarm for the stern gland bilge is mounted here. Next to the accommodation ladder to the wheelhouse is a locker for hanging wet weather gear.

Opposite the galley is the U shaped seating around the table with flap that converts into a double bed. A steel support beam beneath the mast tabernacle is clad in carved wood. To port there are lockers/shelves for glassware, books and drinks cabinet. A 12 volt flat screen TV/DVD is mounted on the forward bulkhead. New curtains are provided on all windows around the saloon.

In the wheelhouse there are two seats, one either side of the companionway. The helm is to port with rudder indicator. The Engine, Gearbox, Trolling valve, Autopilot, Horn, Battery Management and Bow Thruster controls face the helm. The Chartplotter, Echosounder/Speed Log, Wind Instrument and main VHF DSC are also mounted here. An electric fan is sited above the panel. Across the aft section of the wheelhouse there is a wood slatted bench seat.

The aft cabin is accessed via a hatch down from the aft end of the wheelhouse. It contains two '6' berths and generous stowage with a hanging space. Windows with curtains are provided port and starboard with a porthole amidships aft. The stern gland is accessed under the sole which can be raised with the strops provided. A manual bilge

pump and an automatic 12 volt bilge pump are fitted. The control switch for the 12 volt bilge pump is mounted next to the companion way adjacent to the CO alarm. A high water alarm sensor is fitted in this bilge which sounds above the chart table.

Inventory :

Navigation Equipment:

- Raymarine C90W Chartplotter with CF/NAVU28XG Navionics UK/Ireland/Holland
- Raymarine Colour Radar integrated with C90W Chartplotter
- Samsung Tablet Chartplotter with UK charts loaded
- VHF #1 Standard Horizon DSC Eclipse
- VHF #2 ICOM IC-M411 DSC
- Raymarine RAY 101E Portable VHF with Charger
- NAVTEX Clipper
- Raymarine Tri Data Depth/Speed Instrument
- Raymarine Wind Instrument
- Magnetic Steering Compass in Wheelhouse
- Back-up Magnetic Steering Compass in Aft Cabin
- Autohelm 3000 Autopilot
- Pioneer Radio/CD Player
- Plastimo Quartz Clock
- Plastimo Barometer
- Back-up Quartz clock in aft cabin
- 12 volt Horn
- Manual emergency Horn
- Cello Flat Screen TV/DVD
- Digital Clock in Wheelhouse
- Plastic Sextant
- Various paper charts and publications
- Navigation instruments, Portland plotter, parallel ruler

Sails & Spars:

- Masthead Rigged Bermudan Sloop. Deck stepped alloy mast in tabernacle allowing hinge to horizontal support bracket (with crane assistance) for canal transits.
- Stainless Steel standing rigging (2022)
- Terylene running rigging.
- Behind mast roller furling mainsail.
- Furlex 2045 headsail roller furling system (2022).
- Two halyard winches on Tabernacle.
- 2 x snubbing sheet winches.
- One mainsail furling line winch with jamming levers.
- One spinnaker halyard (if sail fitted).
- Mainsail by Sanders – Fair condition
- Genoa by Sanders – Fair condition

Anchoring, Mooring & Deck Equipment:

- Orkney spinner (13ft) fibreglass tender
- Snipe road trailer for tender (available under separate negotiation)
- Stainless steel guard rails, Stainless steel fender baskets x 4
- Stainless steel Sampson post forward
- Lofrans anchor windlass with 48 metres chain
- Lewmar Delta anchor
- Fortress kedge anchor with 48 metres 14mm Marlow plait rode
- 3 boathooks on wheelhouse deckhead
- Aft canopy to wheelhouse
- 6 Fenders, 2 Bulbous Fenders
- 8 Warps and 4 Bridles with chains
- Hand held 6 volt rechargeable spot lamp with 230 volt Charger
- Emergency tiller plugs onto rudder post head
- Mast support bracket for canal use
- Seagull scarer rotor on wheelhouse roof
- Buckets with lines x 2
- Full outfit of instruction manuals for equipment on board
- Step Fender with foot stirrup for boarding ladder
- Tool Box with selection of tools
- Selection of engine and general spares
- Selection of cleaning and maintenance products
- Ensign Staff with brass ball on top
- Binocular Box mounted above chart table

Safety Equipment:

- Radar Reflector mast mounted
- Life Buoy with inverting light
- Life Sling with 30 meters floating line
- Heaving Line with 15 meters line
- Safety Harnesses x 4
- Fire Extinguishers x 4
- Fire Blanket
- Gas Detector (gas certificate will need updating)
- Smoke detector x 1
- CO detectors x 2
- Manual Bilge Pumps x 3
- Automatic 12 volt Bilge Pumps x 3
- Life Jackets Automatic Crewsaver 150 Newton x 6 (all of which require servicing)
- First Aid Boxes x 2
- Two 4.5 Kg Butane gas bottles are situated in the Lazarette
- These bottles connect to the gas supply line via reducers and selector valve
- An overboard drain is fitted to this compartment
- The local gas shutoff valve is located under the Nelson Gas cooker
- A Gas detection sensor is located under the aft end of the saloon sole
- The gas warning unit is mounted above the chart table
- Last Gas Safety Inspection in April 2023

Mechanical :

Construction:

LYSTER was built by Eista Werf in Holland in 1972 to a Dick Lefeber design. A GRP hull with painted dark blue topsides, Long Keel with 2000kg integral ballast. Substantial rubber rubbing strake around the hull, GRP deck, coach roof and dog house painted light blue with Treadmaster panels. All windows renewed in 2010 with toughened glass.

Engine:

- The wheelhouse sole contains 6 removable sections positioned above gutters which drain overboard via a hull valve.
- The main section amidships covers the Perkins Sabre M92B engine. This unit was installed in 2009 and has completed 80 hours. It has been regularly professionally serviced.
- To access the oil dipstick, oil filler, raw water circulation pump and the Merlin battery charger, the port sole section beneath the helm seat is removed to reveal duck boards in the bilge to stand and crouch on. The cranking and domestic battery banks are aft of this section.
- On the starboard side the sole section under the seat reveals duck boards over the bilge giving access to the alternator belt, the oil, fuel and air filters and the fuel supply valves/primary filters.
- The aft sole section on the starboard side, reveals the cooling water hull valve beneath the weed trap, the calorifier and the engine room stern gland

compartment bilge pump discharge.

The aft centreline sole section reveals the gutter drain hull valve, the ZF45A gear box with dipstick/filler, the Aquadrive unit, three greaser units for the stern gland (forward and aft) and the rudder post gland.

Electrical:

- One 12 Volt Vetus AGM 170 AH Domestic Battery
- One 12 Volt Vetus AGM 170 AH Engine Start Battery
- One 12 Volt Vetus Gel 165AH Bowthruster Battery
- 240 volt shore power system with MCB/RCD cabinet and outlets
- Sterling advanced alternator regulator and display
- Merlin M Power 3 step Battery Charger
- Solar Photo Voltaic Panels x 3
- Solar Charge Controllers x 3 (Domestic/Cranking/Bow Thruster batteries)
- Inverter 1500/4000 watt 230 volt

Water System:

- Pressurised water system
- Calorifier water heater from engine/230v

Tankage:

- 2 x Fuel tanks capacity 240 litres each in steel tanks
- 1 x Water tank (Bladder) capacity 100 litres















































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