

Phone: +61 2 9999 3311

Email: sales@dbyboatsales.com.au

Website: www.dbyboatsales.com.au

Boat Details

Price	Sold	Boat Brand	Bruce Roberts
Model	53	Length	16.15
Year	1990	Category	Cruising Yacht
Hull Style	Single	Hull Type	Steel
Power Type	Sail	Stock Number	PWRS533086
Condition	New	State	New South Wales
Suburb	NEWPORT	Engine Make	Perkins 4-236

Description

1990 Roberts 53 steel world cruiser now for sale with DBY Boat Sales.

A fantastic opportunity to purchase a well-proven true bluewater cruising yacht at a great price. Centre cockpit layout with a large double berth in aft cabin and two twin bunk cabins forward of main salon.

Large galley starboard side.

Switch has circumnavigated twice and was refurbished in 2017 for a family cruise from Florida to Australia. This refurb included new sails and rigging, rebuilt diesel, hull refinished with epoxy and Algrip, all hatches refurbished and resealed, Batteries.

Inverter and charger were replaced in 2020 as well as new refrigeration.

Switch is ready to cruise with extensive equipment including watermaker, dinghy and 15hp outboard, HF/ SSB radio, radar AIS and massive inventory of spares.

Features

Designer	Bruce Roberts
Builder	Perry Smith
Water (Potable) Capacity (l)	454L over 2 S/S tanks.
Hull Construction Material	Hull, deck and superstructure constructed of mild steel. Hull plating 3/16 inch. Keel plating 1/4 inch on sides, 1/2 inch keel plating on bottom. Transverse frames 3/8 inch by 2-3/4 inch. Flat bar frames on 26 inch centers. (The aft two frames are on 17 inch centers) Longitudinal frames 5/16 inch by 1-1/2 inch on 12 inch centres. Stem is 1/2 inch by 4 inch flat bar. Floors are 1/4 inch plate full depth in the keel area, 3/8 inch Deck plating 1/8 inch over steel beams. The hull is segregated with anchor locker, collision bulkhead, forepeak, forward port and starboard cabins, main salon, galley, head compartment, engine room, aft cabin, lazarette,

Deck Construction Material

and cockpit with low freeboard.

The deck was refurbished and painted during refit. Deck was ground and sanded and painted with awl grip and kiwi grip non skid paint in 2016. New life lines were installed around the perimeter of the boat with spectra line used as gates. This was done at the same time as the new rigging. The three sectioned safety glass was removed from the steel dodger frames and the frames were ground, welded and resealed. The three combing port lights on each side of the hull were removed, and 8ft of coach roof side framing was cut out. The new frame sections of stainless steel were later laser cut for exact fit and welded into place. The spinnaker pole was refurbished professionally and installed on its own track on the mast. All six aluminum portlights and their deck frames were removed and resealed. New Lexan lens were replaced on these hatches. Deck hatches all have steel storm covers that lock into position. The boat was built to withstand a rollover. The companion way door is massively built with two locking dogs. Bear is extremely difficult to break into. The coach roof hand rails and dodger hand rails were replaced with stainless steel. The four steel dorade boxes were replaced with custom made fiberglass. New Eisinglass sides and forward facing isinglass were made new in Panama 2017. After curtains available for full enclosure. Breathable shade cloths for cockpit. The hull was sandblasted at the waterline, which is important, and re epoxied with three coats of Devcon epoxy paint in December 2015. The top sides were professionally painted with awlgrip at the same time. The swim ladder was removed, sandblasted and reinstalled. The cockpit wave stopper and stainless steel frame was removed, and the wave stopper repainted with awlgrip, stainless steel grab rails were cleaned and re fastened. The coach roof and dodger hand rails were replaced with stainless steel tubing. The three bronze opening portlights were removed, re plated and resealed to the hull.

Length (feet)

53.8

Beam/Width (feet)

15.2

Draft (feet)

7.2

Keel/Ballast

14,000 (lead)

Displacement

48,000lbs

Engine Notes

Perkins 4-236 is 85HP. Serial number LD20663U77269G. The engine is very reliable constant duty engine. We have many spare parts. This engine is the same as a Massey Fergusson tractor engine, naturally aspirated. Very good access to the engine room.

The engine had over 11,000 hours before being removed in June 2016 and since had a major rebuilt.

Oil sample was taken after 35 hrs. of running and normal results were found. Report is available for inspection.

The engine was professionally rebuilt in the summer of 2016.

Her overhaul included:

New pistons, connecting rod bearings, main bearings.

The crank shaft, and camshaft were removed to machine shop micrometer inspection.

The cylinder head was removed and refurbished at a machine shop with new intake and exhaust valves, springs, guides and rocker arms.

The fresh water circulating pump was replaced and spare bought.

The new heat exchanger was installed and the original spare cleaned.

The new exhaust elbow and pyrometer was installed on the exhaust.

The new oil cooler was installed and a new oil cooler put in spares.

The starter was rebuilt along with a spare starter. There is also a spare solenoid. The intake manifold had new freeze plugs installed and the exhaust manifold end plate was replaced.

The fiberglass muffler was replaced in 2011.

The spare fuel injectors (8) and fuel injector bodies were replaced or serviced. Several high pressure tubes were also replaced in the fuel system.

There is a new fuel injection pump installed, with rebuilt pump in the spares.

The fuel lift pump was replaced.

There is a complete Perkins bolt on replacement raw water circulating pump. New raw water strainers were installed. There are several replacement raw water impellers on board.

The four engine motor mounts were replaced. The engine was professionally aligned.

Access to the engine is on all four sides.

When the engine was removed for reconditioning, the bilge area below the engine was cleaned and repainted with epoxy paint. The engine sump bilge pump was serviced. The manual engine bilge pump was serviced. The forward manual bilge pump was replaced. The second electric bilge pump aft of the fuel tanks was serviced.

There are two pitot robes to visually see the engine exhaust cooling water and the raw water brine from the discharge in the cockpit. This makes it extremely easy to monitor the water flow to the engine and watermaker.

The transmission was removed and professionally rebuilt in 2016.

There is the original 22 inch three blade bronze prop in the steering locker.

Shop and parts manuals for engine and transmission as well as most items on this boat.

The engine now has about 1,400 hours since complete rebuild.

The head inlet sea cock, washing tub sea cock, galley drain and galley salt water/ water maker/ salt water wash down sea cocks we replaced in 2016 with marelon.

The engine exhaust has a seacock that was serviced and tested at the transom. The engine has a power take off that runs an emergency Jabsco 1 1/2 inch engine driven bilge pump.

Number Of Engines

1

Engine Standard

Perkins

Engine Hours

1400 approx

Fuel Type

Diesel

Number of Fuel Tanks

4

Fuel Tank Capacity (L)

There are four integral fuel tanks on Bear. Starting from forward to aft, 50, 75, 75, and 50 USG. (208, 284,284,208 liters) All tanks supply and return are managed through a fuel manifold,that allows tank selection and a 10micron Racor polishing filter. This allows fuel to be cleaned before being plumbed to lift pump, twin Racor 5 racers with selector manifold and spin on secondary engine mounted fuel filter. A fuel transfer pump and engine prime are selected via valves. The fuel tanks were professionally polished in January 2017. Many spare fuel filter elements. There is also a spare rebuilt Perkins fuel distributor.

Propeller

The ships main Propeller is a three blade 22 inch Max Prop. On a 1 3/4 inch stainless steel shaft. There is a sacrificial Drive Saver installed at the coupling. The packing is a PSS type dripless type with spare seals.

Steering System

Wagner hydraulic system.

Edson steering post

Hydraulic manual steering Bendix pump with heavy duty chain drive to pump. Visual reservoir for sighting fluid.

Hydraulic ram to quadrant with spare bronze connector bolt.

Spare hydraulic pump for auto pilot.

Emergency steering.

Accomodation Notes

Solid oak panel interior. Large (L shape) settee to port in the main salon. Hand grips on the companionway. Storage below and behind seating. New trim around portlights. Storage beneath seating and behind back rests. Bookshelves along port and starboard outboard.

12 volt fans are located throughout the cabins.

Head, main salon, and galley were repainted in 2016.

Folding, two leaf table that seats six comfortably just off amidships. To starboard is a single seat with storage below and behind, and the ships diesel powered Danish made Refrecks heater at the forward main salon bulkhead.

The Navigation center is to starboard aft of the settee with a swing out style navigators seat. The main salon was repainted in 2016.

The cabin sole and lockers aft of the galley amidships provides more storage, and houses the hot water heater and the steering reservoir with sight tube.

The aft cabin has a freshwater sink to port and large hanging locker. The double berth aft is made with a base of breathable insulation and the mattress is a custom 10 inch thick memory foam.

Spares, emergency steering, quadrant and spare prop are beneath the bed. The aft bulkhead has a slidable access where we store our sails to port, and a dedicated, externally vented and approved plastic locking propane locker the holds two 20 gallon fiberglass tanks. The propane solenoid is located above the locker.

Forward of the main salon are two identical cabins with up and down berths. Having the mast stepped on deck provides more room forward. The cabins have storage lockers, drawers and computer tables.

The folksole has a large V berth and also a second berth/ stowage area to port. A collision bulkhead forward to the anchor locker with an access door.

LED interior lighting.

Toilet Type

The Manual Lavac head pump has a spare pump and lid seals. All hoses in the sanitary system were replaced in 2010. It is simple and trouble free. A plastic PVC waste tank was plumbed into the system with a Y valve. There is a new macerator (not installed). A new lid and seat were installed on the toilet in 2016. The head area was painted in 2016. A moulded in Bath tub in the head is great to use especially in heavy weather. Hand holds and the tub configuration allow safe cleaning at sea, also a great place to do the laundry. Holding tank and system installed, but not complete.

Air Conditioning

The Refreck diesel heater works well in cold climates. Spare heater bricks.

Galley Notes

Aft of the navigation area is the galley with a twin basin stainless steel sink and countertop.

There is a Regal two burner stainless steel gimble propane or butane stove with oven.

The icebox is integral to the hull and has a heavy layup of FRP over 4 inch thick. Two large top access lids provide the seal.

Stove

Stove not certified.

Refrigeration

New 12v.

The refrigerator box was completely re glassed in 2016.

Anchor / Winch

50 KG Bruce, Fortress FX 55, Fortress. Two claw dingy anchors. Spare main rode 150ft of 3/4 inch rode and chain.

Main rode is 240ft of 5/16 inch type BBB chain replaced in 2010. Chain and BRUCE Regalvanized in 2016. Maxwell windlass rebuilt and has new electric motor in 2016.

The anchor locker is fiberglassed.

The windlass foot switch was replaced in 2016 and a spare switch in the electrical locker. We have one snubber and an underway anchor locking system. Spare rode is 250ft of 3/4 inch three strand nylon and 30ft HT chain.

Mast/Rigging

Main and mizzen Isomat aluminum spars.

2016. All new stainless steel 3/8 inch 1 by 19 rigging professionally installed with new staylock fittings for bottom terminations and sewage fittings for the top. The running backstays are Amsteel.

The main mast has double spreaders. We have spare sheaves and staylock fittings. There is also lengths of standing rigging wired to be used in an emergency in the steering lazette.

Both main and mizzen Masts were removed in March in 2015, stripped and painted with awl grip paint. New wiring inside mast for lights, wind instruments, vhf radio coax-and antennas. Folding aluminum mast steps on both masts were installed. We replaced the steel deck under the mast step. Replaced the Isomat aluminum casting base for the main mast. Installed mast steps on main and mizzen masts. We replaced both aluminum Isomat goosenecks with new. Re installed WiFi antenna. New main mast tricolor LED navigation lights and lens.

Stainless steel rigging for both mast and new spectra line running backstays replaced new VHF antennas on main and mizzen masts.

Spare main and genoa halyards.

In November 2016, both masts were reinstalled and professionally tuned. Furlerex 400 and 600 roller furling were serviced. A new 12V electric main halyard, Lewmar 48 winch was installed on deck with circuit breaker. New spare foot pad switch is located electrical locker. New running rigging was

replaced as needed. New sheaves in the mast and booms were replaced when the mast was repainted. Steel bow pulpit with twin stainless steel anchor rollers for deployment.

Stainless steel stem plate for hull protection when anchor is raised.

Spare headsail and genoa sheets.

Sail Inventory

The new heavy duty cruising Dacron full baton main sail, full baton Dacron mizzen sail, and 140% Genoa and staysail were all replaced with new from Mack Sails, Stuart Florida in November 2016.

Stack packs and lazy jacks were also installed. Both masts have custom Strong tracks installed in each mast to avoid friction when raising and lowering the sails. Switch has a spare staysail, storm trysail with separate track on the mast.

Electrics

The ships batteries are AMG new 2020, 810 amp hour. The engine start batteries 270 amp hour AGM new 2020 with separate selector switch new 40amp charger. The engine can be started from the engine room.

New Blue SEAs 12 volt panel with amp and volt meter.

New 12v 30amp solar charge controller.

The alternator is a 100 amp Ample; with Ample voltage regulator and spare Ample regulator. Spare rebuilt Ample 100 amp alternator, and the original Perkins alternator as spares.

Three 100watt focusing solar panels (2016).

The ships system is 12 UDC.

Ships interior lights are 11 LED lights aboard and several LED reading lights.

New 200w inverter.

new 220/ 110 40amp charger.

Electronics Navigation

Ray Marine ST 60 knot meter, depth sounder, wind speed and direction. There is a wind display in the aft cabin for monitoring.

Auto Pilot is a Ray Marine Sea Talk ST 7000. I have a spare CPU for this unit and a complete ST 6000 auto pilot unit including rudder indicator. I have a few other CPU units that can be used for parts. There is a Remote control for auto pilot in the cockpit.

Spare ST 7000 auto pilot display head.

Furuno GPS (2013)
Furuno Navtex and GPS (2013)
Furuno 36 mile radar that displays AIS.(2011)
Furuno Gyro compass (2011)
Sitex antenna splitter and amplifier (2016)
AIS transmitter. (2015)
AIS receiver (2012)
12volt custom made ships computer (December 2016) with Open CPN.
New Spare auto pilot compass
New spare depth sounder transducer
I com M710 SSB radio and insulated backstay
Pactor modem (P-4 Dragon) bought in December 2016 (latest generation)
the unit allows email and weather to the ships computer screen.
LED 12 volt monitor for computer. (2016).

Dinghy

The Avon Rib is a 2001 model and still works well. It is Hypalon with a fiberglass floor. We had made custom covers with pockets for the tanks made in 2010. The engine is a 2006 15HP Yamaha two stroke. There are many spare parts including carburetor and raw water impeller, shop manual for outboard. The dinghy and engine are stored onboard the aft deck for passage making.

Safety Gear

The Viking 6 man life raft was installed on the stern rail January 2017 and mounted for quick deployment.

Carbon monoxide sniffer
Smoke detector - new 2018
Propane sniffer
Propane solenoid switch
High bilge alarm
Three fire extinguishers - 2 new 2018
Engine driven crash pump for dewatering
ACR EPIRB with hydrostatic release purchased December 2016.
Collision bulkhead between anchor locker and cabin
Man over board ring
Man overboard tether (MOM)
Automatic Inflatable man over boat pole (2016)
Wood Plugs for all the seacocks
Battery spot light (2017)
Two 20 gallon FRP propane tanks with crossover manifold. Australian gas compliance.
Bolt cutters for rig
Spare bronze connector bolt from quadrant to hydraulic ram
Spare rigging emergency wire in stbd area.
Standard Horizon VHF radio with GPS (new May, 2018)

Radio

Remarks

Workroom -

The port companionway has a removable workbench, with vice. Inside the engine room doors are drawers for tools and spare parts.

Lighting allows you to see deep into spares lockers.

January 2020 - haul and bottom clean.

Vessel Name

SWITCH

Engine Details

Engine Notes

Perkins 4-236 is 85HP. Serial number LD20663U77269G. The engine is very reliable constant duty engine. We have many spare parts. This engine is the same as a Massey Ferguson tractor engine, naturally aspirated. Very good access to the engine room.

The engine had over 11,000 hours before being removed in June 2016 and since had a major rebuilt.

Oil sample was taken after 35 hrs. of running and normal results were found. Report is available for inspection.

The engine was professionally rebuilt in the summer of 2016.

Her overhaul included:

New pistons, connecting rod bearings, main bearings.

The crank shaft, and camshaft were removed to machine shop micrometer inspection.

The cylinder head was removed and refurbished at a machine shop with new intake and exhaust valves, springs, guides and rocker arms.

The fresh water circulating pump was replaced and spare bought.

The new heat exchanger was installed and the original spare cleaned.

The new exhaust elbow and pyrometer was installed on the exhaust.

The new oil cooler was installed and a new oil cooler put in spares.

The starter was rebuilt along with a spare starter. There is also a spare solenoid. The intake manifold had new freeze plugs installed and the exhaust manifold end plate was replaced.

The fiberglass muffler was replaced in 2011.

The spare fuel injectors (8) and fuel injector bodies were replaced or serviced. Several high pressure tubes were also replaced in the fuel system.

There is a new fuel injection pump installed, with rebuilt pump in the spares.

The fuel lift pump was replaced.

There is a complete Perkins bolt on replacement raw water circulating

pump. New raw water strainers were installed. There are several replacement raw water impellers on board.

The four engine motor mounts were replaced. The engine was professionally aligned.

Access to the engine is on all four sides.

When the engine was removed for reconditioning, the bilge area below the engine was cleaned and repainted with epoxy paint. The engine sump bilge pump was serviced. The manual engine bilge pump was serviced. The forward manual bilge pump was replaced. The second electric bilge pump aft of the fuel tanks was serviced.

There are two pitot robes to visually see the engine exhaust cooling water and the raw water brine from the discharge in the cockpit. This makes it extremely easy to monitor the water flow to the engine and watermaker.

The transmission was removed and professionally rebuilt in 2016.

There is the original 22 inch three blade bronze prop in the steering locker.

Shop and parts manuals for engine and transmission as well as most items on this boat.

The engine now has about 1,400 hours since complete rebuild.

The head inlet sea cock, washing tub sea cock, galley drain and galley salt water/ water maker/ salt water wash down sea cocks we replaced in 2016 with marelon.

The engine exhaust has a seacock that was serviced and tested at the transom. The engine has a power take off that runs an emergency Jabsco 1 1/2 inch engine driven bilge pump.

Number Of Engines

1

Engine Standard

Perkins

Engine Hours

1400 approx

Fuel Type

Diesel

Number of Fuel Tanks

4

Fuel Tank Capacity (L)

There are four integral fuel tanks on Bear. Starting from forward to aft, 50, 75, 75, and 50 USG. (208, 284,284,208 liters) All tanks supply and return are managed through a fuel manifold,that allows tank selection and a 10micron Racor polishing filter. This allows fuel to be cleaned before being plumbed to lift pump, twin Racor 5 racers with selector manifold and spin on secondary engine mounted fuel filter. A fuel transfer pump and engine prime are selected via valves. The fuel tanks were professionally polished in January 2017. Many spare fuel filter elements. There is also a spare rebuilt Perkins fuel distributor.

Propeller

The ships main Propeller is a three blade 22 inch Max Prop. On a 1 3/4 inch stainless steel shaft. There is a sacrificial Drive Saver installed at the

Steering System

coupling. The packing is a PSS type dripless type with spare seals.

Wagner hydraulic system.

Edson steering post

Hydraulic manual steering Bendix pump with heavy duty chain drive to pump. Visual reservoir for sighting fluid.

Hydraulic ram to quadrant with spare bronze connector bolt.

Spare hydraulic pump for auto pilot.

Emergency steering.