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15.3m Cray Fishing Vessel



Listing ID - 4643

Description 15.3m Cray Fishing Vessel

Date 1983

Launched

Length 15.3m (50ft 2in)

Beam 4.48m (14ft 8in)

Draft 2.1m (6ft 10in)

Note Displacement: 17 tons approx.

Location Bundaberg Port Marina

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New Horizon II was built as a Blue Sky Marine 50 from Snowden's Beach; date of build is 1983. Operating as a cray fishing vessel in the Northern Zone from the west coast of Kangaroo Island to Fowlers Bay. She was fitted with a new main engine, gearbox and prop shaft in August 1995, the main engine was rebuilt 2004. The vessel changed owner from David and Marie Hail to Roger Rowe (Klinkem) on 01 May 2007. A 60-pot crayfish license was also been issued by PIRSA Fisheries Licensing – now 66 pots.

Surveyed at: Blaslov Slipway, Pt Lincoln SA Slipway cradle

Date Surveyed: 22 September 2010

Application: Commercial Cray Northern Zone

Description: Hard chine planning GRP hull / Ford cabin, wheelhouse, Center ER

Builder: Blue Sky Marine, Adelaide, SA

Material Hull: GRP with plywood deck

Matri S / Structure: GRP

Normal Mooring: Lincoln Lakes Marina, Pt Lincoln SA

LOA: 15.3m

Beam: 4.48m

Draft: 2.1m

Displacement: 17 tons approx.

Minimum Crew: 1 + 1

GT: 28.8

Aus Ship Rego: 853170

Main Engine: Iveco Aifo 417kW

Auxiliary: Pekins 13.5 Kva

Survey Authority: Transport SA

Construction

A solid GRP hull with integral foam / GRP frames and stringers, with GRP/foam sandwich fore deck and cabin molding.

The main deck is 12.5mm plywood over 150 x 50mm timber beans @ 600mm spacing plus longitudinal stiffeners.

GRP bulwarks are 400mm high with stainless steel hand rails and freeing ports.

The keel is full-length with a deeply raked skeg; the hull chines are scalloped aft for better tracking. Flush main deck water tight hatch covers to fish tanks and engine room.

The water tight hatch to the steering gear compartment has a raised coaming.

Two transom racks with a boarding ladder between.

There are four water tight bulkheads.

Layout from For'd

The chain locker right forward is not a watertight compartment.

The for'd crew cabin has a step leading up to the wheelhouse with a storage space under wheelhouse floor used for water heater, fish tank circulating pump and a fresh water tank – accessed through a flush hatch cover.

The ten-forward wheel house windows are sealed in alloy frames; three sealed windows each side; three after windows of which one is a new sliding window set near wheelhouse door with window.

Fish Tanks: Center circulating tank, small insulated tanks at a both sides.

Aft bait fish tank with fuel tanks at both sides.

Transom has the steering gear, the auxiliary generator set plus fuel tanks at both sides and a refrigeration compress unit.

A fresh tank is built into the skeg under the for'd store room.

Capacities

Fish Tanks:

For'd center line 2.0 cub meters approx.

For'd Sides 1.0 cub meters approx.

Aft center line 1.5 cub meters approx.

Freezer Port 1.5 cub meters approx.

Fuel Tanks Aluminum

Amidships both sides: 2800 liters total approx.

Stainless steel transom for auxiliary: 350 liters total approx

Aft: 880 liters total approx

Fresh water GRP: 360 liters total approx

Accommodation

In the forward lower cabin there are four bunks, hatch in the main deck. A galley/mess in upper cabin / wheelhouse has a four burner LPG stove with an oven, 240V AC/12V Westinghouse freestyle refrigerator, a microwave oven, table and two bench seats. The stainless-steel sink is to port.

There is a regatta helm seat.

An external enclosed shower / toilet is to stb'd aft of the wheelhouse.

Mooring Equipment

One marsh stockless anchor on 14mm galvanized chain over the double bow roller. A Muir 'Cheetah' hydraulic winch with a wrap head and gypsy (chain roller) is set in the foredeck well, feeding down to the chain locker via a spurling pipe. A spare marsh stockless anchor is also carried.

Fishing Equipment

Fixed to Boat:

Hydraulic pot line hauler

New stainless steel pot tipper on the port bulwark

Aluminum pot line bin

Non fixed:

72 cray pots fathom buoy lines

Plastic fish bins with covers

Mast & Rigging

The new GRP targa type radar aerial mounting with two GPS aerals and four radio aerals and floodlights. A stainless-steel tubular light mast for nav lights.

Lifesaving Equipment & Small Boat

A tarpaulin 350 (3.5m), aluminum dinghy stowed on four rollers on top of the main deck canopy. The Tohatsu outboard motor was not onboard.

Fire Extinguishers: 4.5kg DCP in wheelhouse, 9L foam in engine room.

NAF 111 fire extinguishing system in engine room.

The four-person roaring forties life raft is stowed on the flybridge – due for servicing 12 September 2011. The EPIRB is a 405 MHz.

Machinery

Main Engine:

Fiat IVECO AIFO SRM 70 ('95) V8, 417kW @ 2200 rpm, twin turbo.

A capacity of 17.20L, heat exchanger cooled, water-injected exhausts via risers to hull sides with external ducts to transom, running hours indicated 8238 SMU.

Belt drives at the front of the main engine to bilge pump & hydraulic pump. The fuel supply system is through water trap and filters.

The gearbox is a Twin Disc 5114, 2.0:1 to 75mm diameter stainless steel shaft to a four blade 33 x 29 RH propeller with a mechanical stern seal. There is slight blade tip erosion on the propeller.

The shaft was surveyed by The Government of South Australia this time on the slip – to satisfaction.

With a vessel cruise speed of 10 knots, fuel consumption is approximately 100 liters / day.

Auxiliary Engine:

A new type HL18/1500C, three cylinder Perkins developing 13.5kW at 1500 rpm, 1496L, driving 2007 Meccalte 13.5KVA 3 phase alternator indicating 5493 SMU, mounted in steering gear compartment. A dedicated start battery is

mounted next to the genset.
Exhaust via dashpot through transom.

Pumps & Bilge System

Bilge / Deck wash: 36mm Jabsco, belt drive from main engine with electric clutch, suctions from the four compartments

Bilge – Submerged electric in skeg

Bilge – A hand operated Whale Gusher 25 in the steering compartment

Fish Tank – Fill & circ, Davey elect 50mm in for'd store, Fill/circ & deck wash, Davey elect 50mm in front of main engine mounted low.

Fresh water – Gould electric pressure fresh water set

Steering Gear

There is power assisted hydraulics to twin cylinders to 70mm stainless steel stock to streamlined semi-balanced rudder. A standby stainless steel hand operated bar fits over the rudder stock.

Main helm position is to port of the wheel house.

A second helm & control position is abaft the wheelhouse port.

Electrical

One 10 KVA 240V alternator; shore power.

Two sets of batteries: each 2 x 12V @ 24V.

Floodlights – 1 x 1500w & 2 x 500w

Start Master 30 Amp charger stbd aft of engine room.

A rheem 101 series electric water heater has replaced the Dux.

General Upgrading Items

Replumbing of tanks, drains and new skin fittings.

New – main deck canopy with dinghy stowage, stainless steel capping around the main deck bulwarks, navigation lights.

Some of the main deck coaming hatches have been replaced by flush to deck aluminum hatches.

An IBIC air conditioning system has been mounted on the fly bridge under a cowling.

The vessel has been rewired both 24 volt and 240 volt systems.

Navigation & Fish Finding Instruments

Compasses: SKS 125mm in the wheel house, Port side control position compass

Autopilot: TMQ AP9 with C-plot

Barometers: 4 and six inch

Clock: Six inch electric

Radar: Furuno FR 810D No.816-0380

Radios:

Codan 8528S with tuner

GME electrophone GX558 VHF/OTC Seaphone

UHF Uniden MC 535 and Sundowner UH001

Serial no. 44001101

Echosounder: Furuno FCV1150 no. 2256-0390

GPS / Plotter:

Furuno GP1610C 2495-1136, Optima Display

GP-7000 with C-Map NTS, s.n 4406-4712

Satellite Telephone: Westinghouse S3000 Sat Com

Thrane & Thrane: VMS

New laptop (not onboard during slipping) two flat screen displays
AWA DP44 DVD VCD player

Remarks

It is intended to soda blast the hull to remove the many years of anti-fouling paint build up before applying new anti-fouling paint.

The stainless steel propeller and rudder shaft were visually inspected by the SA Government as satisfactory for service.

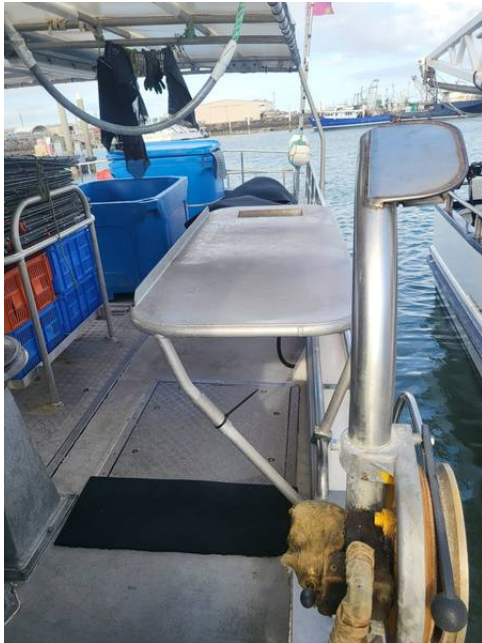
Oil analysis is undertaken during dealer maintenance.

Risk assessment 'b' vessel in good condition overall with all maintenance reasonable up to date.

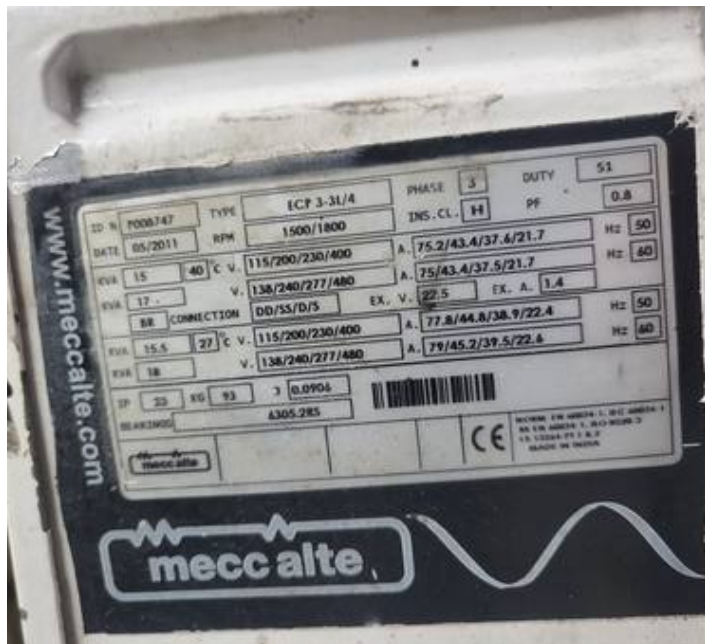
Conclusion

The vessel presents as clean and well maintained. This is the third inspection by Artemis Marine; upgrades on equipment have been noted on successive inspections.

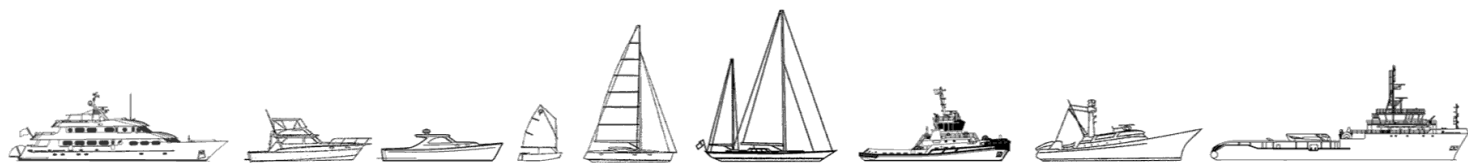








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