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SOLD - 55.5m American Tuna Purse Seiner - High Court Sale!



Listing ID - 4651

Description 55.5m American style Tuna Purse Seiner

Date 1973

Launched

Length 55.5m (182ft)

Beam 12.2m (40ft)

Draft 4.63m (15ft)

Broker Geoff Fraser or John Kearns

Builder: J.M. Martinac Shipyard Corp, Tacoma, Usa

Year Launched : 1973

Hull No.: 192

LOA: 55.5m

Beam: 12.2m

Draft: 4.63m

Gross Tonnage: 1072 T

Nett Tonnage: 574 T

Home Port: Long Beach, California

Flag: USA

Service Speed: 10 Knots

Main Engine Capacity: 2685 Kw

Former Name: Royal Pacific

VESSEL DESCRIPTION

"Koorale" was a very capable and hardworking American style Tuna Purse Seiner, built at the renowned Martinac Shipyard in Tacoma Washington, however in mid-June 2019 she was involved in a collision with a larger fishing

vessel in the mid Pacific Ocean, she was subsequently sent to Nelson, New Zealand for extensive repairs, which were partially completed when work stopped on the vessel sometime in Q3 2020.

During the repair work, the hull shell plating, deck plating on the Bridge deck, the wheelhouse superstructure was completely replaced, the main engine crank shaft and intermediate propeller shaft were removed from the vessel to check for deflections, all the auxiliary engines were removed to be rebuilt and all electronics were taken off when the damaged wheelhouse was removed from the vessel. The workboats, including the skiff, the power block, purse seine net and crows' nest were also removed and are not on board the vessel.

Since work stopped on the vessel, she has been in cold lay up for approximately two and half years in Nelson where she has been open to the elements and has effectively been a dead ship, with none of the various systems on board been capable of been run up and or maintained.

Suitable to be returned to Tuna Fishing or her attractive lines make her a candidate for a Yacht Conversion.

CONSTRUCTION

The "Koorale" was built by J.M. Martinac Shipyard Corp, Tacoma, Washington, USA and was delivered in 1973. Construction is a round bilge displacement hull of welded steel plate on transverse frames, longitudinal stringers and a raked stem and flat transom stern with a stern ramp for the skiff. The Wheelhouse superstructure is constructed in aluminium.

The accommodation block is set amidships, with the engineroom directly below and the wheelhouse set forward. The large work deck is located aft of the accommodation.

The wet deck with the 18 fish wells runs the length of the vessel, below the main deck in typical fashion with this type of vessel. The vessel's LDT is approximately 895 tons.

ACCOMMODATION

The accommodation areas have been stripped out during the refit and has been partially reinstated with new linings and some of the in-built furniture, but there is still substantial works to be undertaken to make the vessel habitable and operational. The vessel was originally set up to carry a complement of 20 crew located over two decks. The master's accommodation is located on the Bridge deck, aft of the chart and radio rooms. The rest of the accommodation is located on the main deck.

WHEELHOUSE

The wheelhouse is accessed internally up from the main accommodation deck and externally on each side of the Portuguese style wheelhouse. The bridge was comprehensively equipped with the ships handling and monitoring equipment, which was removed from the vessel during the refit and is no longer on board the vessel.

MACHINERY AND ENGINEERING

The engine room consists of two levels and is located just aft of amidships. The three auxiliary generators were on the top level along with most of the monitoring equipment all of which had been removed. The lower level contains the main engine, which drove a single shaft to a fixed pitch propeller. The intermediate shaft and the main engine crank shaft have been removed from the vessel.

Main engine: EMD (incomplete)

Construction: Two-stroke direct injection with exhaust turbo charger

Model: L20-645-E5

Output: 2685 kW @ 925 rpm

No. of Cylinders: Vee Twenty (20)

Bore: 254 mm

Stroke: 230 mm

Reduction Gearbox: Falk Marine Reduction

Drive train is through a single shaft to a 5 blade, fixed pitch propeller.

The vessel is also fitted with a bow thruster.

FREEZER EQUIPMENT

Refrigeration plant is all set up on the upper level on the engine room.

Compressors

6 x Six cylinder compressors

1 x Twelve cylinder compressor

1 x Two cylinder compressor

Refrigerant: Ammonia

TANKAGE

Fuel Oil: Carried in 18 tanks with a total capacity of 530,000 liters @ 100%.

FISH HOLDS

There are 18 fish wells, arranged in 9 pairs running the length of the vessel on the Wet Deck.

Total capacity, 940 tonne. A number of fish wells have had their plates replaced, especially on the port side, where the collision occurred, so as to gain access to the hull shell plating that was replaced. The refrigerate piping in most of the fish wells has not been reinstated.

DECK EQUIPMENT

The foredeck has a hydraulic J.M Martinac windlass with a single gypsy to starboard and wire drum for the port anchor and a horizontal warping drum. There are also two Pullmaster hydraulic cranes and a hydraulic drum winch set up just forward of the superstructure.

The Purse Seine Winch is a Marco Superseiner II Model WS455 and the majority of the topping, snubbing, brailing winches, etc are Pullmaster or Marco branded winches on the main boom and work deck areas.

Tenders are to be submitted within the above time frame to SeaBoats NZ as detailed in the tender documents. The seller retains the right to sell the vessel prior to the close of tenders.

The vessel is lying at the Port of Nelson, New Zealand. To receive an Invitation to Tender and arrange inspection please contact:

SeaBoats New Zealand:

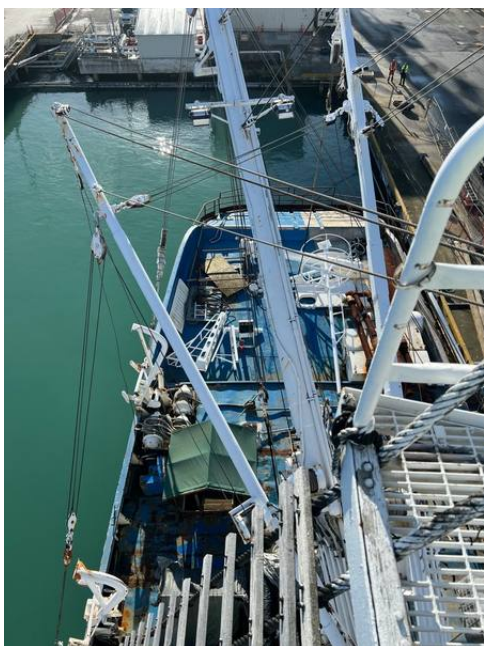
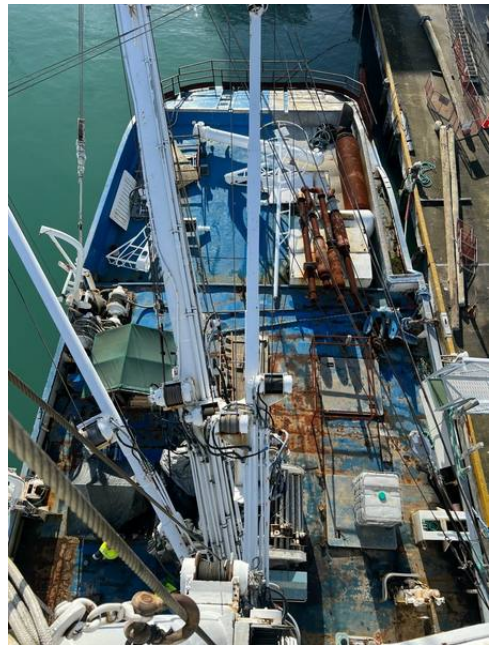
Geoff Fraser: M) +64 (21) 61 222 5 E) geoff.fraser@seaboatsbrokers.com or

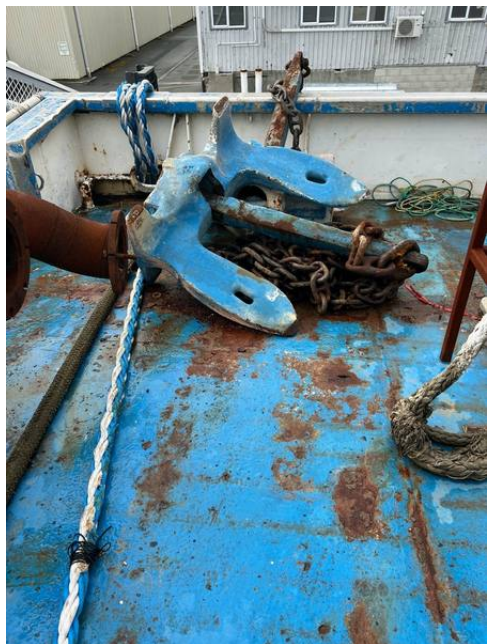
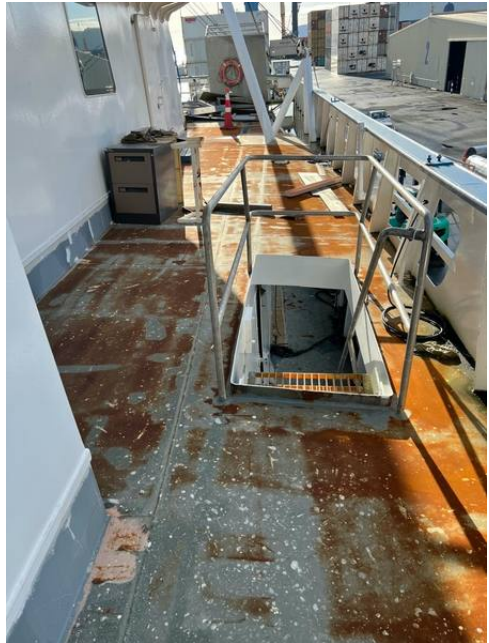
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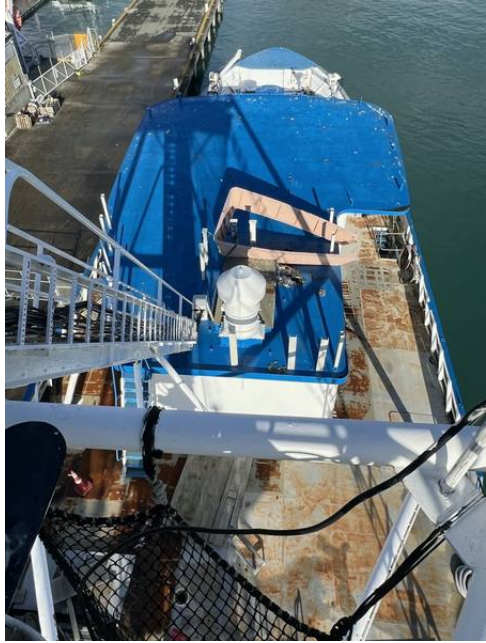




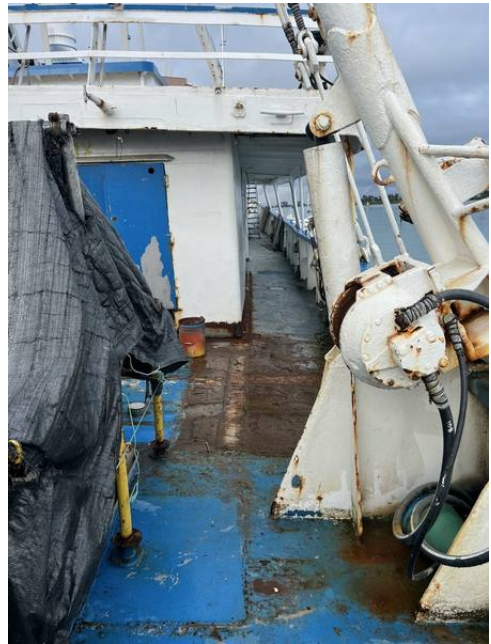




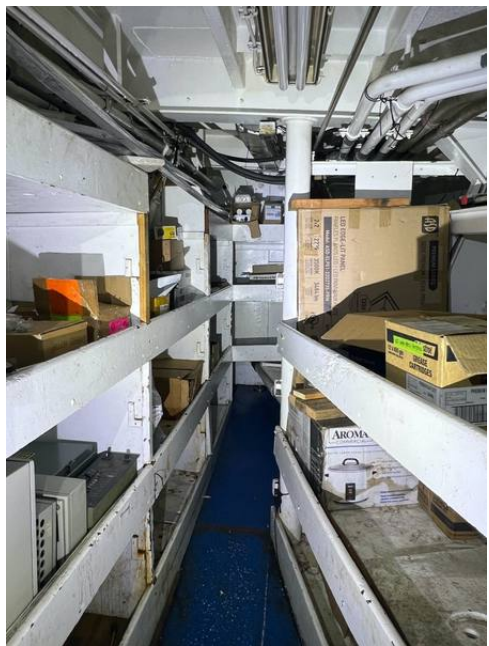




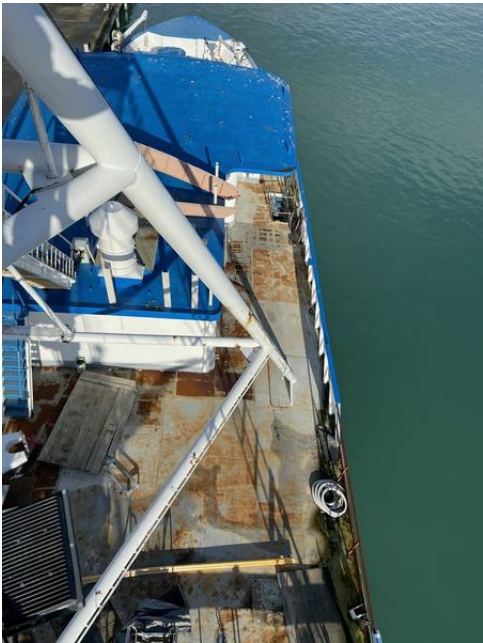




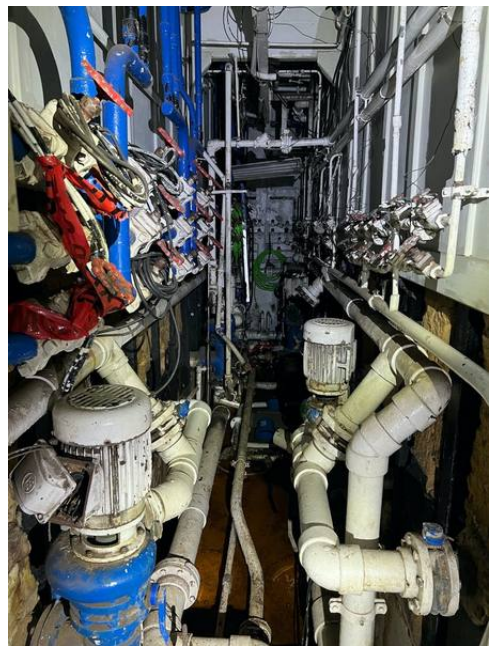
















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