



# SEABOATS

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## SOLD - 14.6m Rescue Boat



### Listing ID - 4755

Description	14.6m Rescue Boat
Date Launched	2003
Length	14.6m (47ft 10in)
Beam	4.7m (15ft 5in)
Note	Engines: 2x Caterpillar
Location	Westport, South Is, New Zealand
Broker	Geoff Fraser <a href="mailto:geoff.fraser@seaboats.net">geoff.fraser@seaboats.net</a> +64 21 61 222 5
Price	For Sale by Public Tender

**Price Notes** On instructions from Insurers, this vessel is offered for sale by Public Tender. The closing time and date for receiving bids is 16:00 NZDST on 6 February 2024.

On instructions from Insurers in New Zealand, this vessel is now offered for sale by Public Tender due to damage incurred during an incident at sea in March 2023. The closing time and date for receiving offers is 16:00 NZDST on 6 February 2024.

### The Boat

'Ivan Talley Rescue 2' is an alloy Rigid Inflatable style rescue vessel constructed circa 2003 for Auckland Coastguard. She is 14.6m LOA and has a beam of 4.7m. We are advised that around 2012, the vessel was purchased and deployed to Greymouth for use as a rescue vessel by Coastguard West Coast.

The hull is constructed in marine grade alloy to a proven Naiad design. She has an open foredeck which is accessed both externally via side decks and internally via a sea door at the front of the forward cabin. The for'd cabin contains two berths and leads aft into a saloon area with a galley located along the port side and settees to starboard. The raised helm and navigation / communication station is up a short flight of stairs aft of the saloon, and this in turn, leads aft to raised aft deck.

The vessel is powered by two Caterpillar 3126 marine diesel engines rated at 365HP driving standard shafts and four blade bronze propellers via hydraulic marine gearboxes. The engine space is located under the sole of the saloon and accessed by two large hatches in the sole. A 4KVa Fischer Panda diesel generator set provides 230V power to support a large inverter and charge the battery banks.

We are advised that the engines were recently serviced with new injectors, reconditioned fuel pumps etc, and the work was conducted by AIMEX in Nelson, and they have run around 10,000 hours since new.

The vessel is in current MOSS survey as a Passenger & Non-passenger, Search & Rescue, Training Workboat under MNZ number 130686 and her Survey Certificate number is PWC051 issued 20/5/2020 and expires 20/5/2025. The vessel underwent an intermediate survey on 21/7/2022.

The vessel presents in average condition for its age, but as is typical of many Search & Rescue vessels owned and operated by the Royal NZ Coastguard, it is comprehensively fitted with modern and functional electronic, and communications packages as befits its intended use.

## **Damage**

We are advised that on the morning of 6 March 2023, the vessel had departed its berth in Greymouth harbour and put to sea for routine training exercises with a full crew. Weather and sea conditions were described as being fine and calm.

At the conclusion of the exercises and at around 1030 hours, the vessel was approaching the bar entrance to the Grey River when the stern watch called a set of building waves from astern. The first of the waves passed under, but the larger and second wave lifted the vessel, and the master (also at the helm) experienced a lack of propulsion and steerage and the vessel bore down the face of the waves broaching hard to starboard before being picked up by the third wave which put the vessel hard on her port side, almost capsizing her.

A rush of seawater flooded into the lower hull and the engine space via the large air intakes located on the port side of the saloon. The engines had stopped and while the starboard engine was able to be restarted, but the port engine could not. The water was duly pumped out. Once the starboard engine had been restarted, the crew turned about and headed back to sea and calmer, safer waters to evaluate damage and plan next actions. The wind was building from the Southwest, and the crew were not comfortable to attempt another bar crossing under one engine only. A decision was made to head north up the coast for Westport where the bar into the Buller River is more benign. The vessel was accompanied by two fishing vessels as it passaged on one engine toward Westport and the voyage took some 8-9 hours with no reported mechanical issues.

The following damage was noted at survey:

### **1. Electrical & Electronics**

- Much of the electrical cabling is located in aluminium conduits built into the framework of the hull and superstructure. When electrical and electronic equipment was installed, holes and drillings into the cavities occurred and swarf remained in situ. After the vessel broached and took on seawater much of this swarf has contaminated the switchboards and wiring causing corrosion which has (and will continue to) advance throughout the wires and cabling.

- The batteries have been re-charged and appear to be maintaining charge, and much of the electronic suites have powered up, but the power supply to them is likely compromised and premature failure of these systems is likely.
- Electrical equipment such as the microwave oven, gas oven and refrigerator, inverter, radios, lights, FLIR, radar, Electroscan sewerage system, winches and motors, pumps and related equipment while functional now, will likely suffer premature failure due to a compromised power supply.
- The extensive array of electronics and multi-function displays, communications equipment, navigational equipment is also likely to suffer premature failure due to a compromised power supply.

## 2. Mechanical

- Port side engine has had fluids drained and some 6 litres of sea water was removed from the internals of the engine. The engine has seized and cannot be turned over by starter motor or manually by bar. This indicates significant and extensive internal damage arising from the ingestion of sea water during the casualty.
- The diesel generator set has not been tested, but its location under the rear deck on the port side of the vessel suggests that it may have been exposed to sea water, but as it was not running at the time, it may have escaped damage.
- The port side marine gearbox has not been inspected and as the engine cannot be run, its operation and extent of damage cannot yet be confirmed.

## 3. Hull, Fixtures & Fittings

- Wall and ceiling linings are water stained
- Galley bench top and furniture is water stained and swollen
- Upholstery and inner sprung mattresses were soaked in sea water and are stained
- The inflatable bag at the bow has popped and the starboard bags are deflated, however, it is not yet clear whether this is a wear and tear issue or a result of the casualty.

**Tenders are to be submitted within the above time frame to SeaBoats as detailed in the tender documents.**

**The vessel is lying alongside in Westport, South Island, New Zealand. To receive an Invitation to Tender and arrange inspection please contact:**

**Geoff Fraser: M) +61 (420) 58 11 66 E) [geoff.fraser@seaboats.net](mailto:geoff.fraser@seaboats.net)**

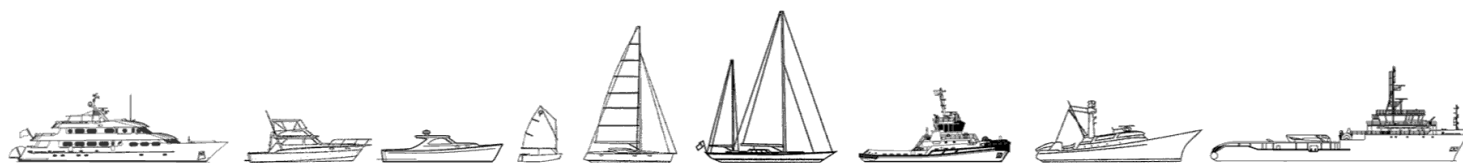








The details of all vessels are offered in good faith but we cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. Any buyer should instruct their agents, or their surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to sale, price change, location or withdrawal without notice.



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