WORKBOAT WITH BEACH LAUNCHING IN MIND

BY KEITH INGRAM

As the boat building industry suffers its most significant decline in the last decade it is nice to find that the entrepreneurial skills and desire to have a go is still alive in our young engineers and boat builders.

Tim Ineson served his time as an engineer and worked for many years as a boat builder specialising in aluminium construction for other companies until he got the urge to have a go and build his boat.

This entailed selling the family home to set up his own engineering workshop with all the necessary tools of trade this entails. The outcome of which Tim recently launched his first new build, a Tim Barnett design 12m alloy general purpose water jet powered workboat suitable for both commercial crayfishing and general fishing and dive charters. Barnett has a long history of designing alloy craft in particular those destined to withstand the rigors of years of commercial use. The hull is constructed in 6mm marine alloy plate. The sides and scantlings are in 5mm and the cabin in 4mm.

Built to Maritime New Zealand Safe Ship Management (SSM) and powered by a Caterpillar 3126B 425HP marine diesel coupled to a Hamilton 291 water jet, the choice of propulsion raised the question; why?

Tim's response was that he was building the vessel on spec and wanted to retain the ability of being able to sell it as a general purpose charter/fishing boat which may be hauled out on a large beach trailer for areas like Castle Point, Ngawi, Kaikoura or other similar places where operators worked in dual surveys of both fishing and charter.

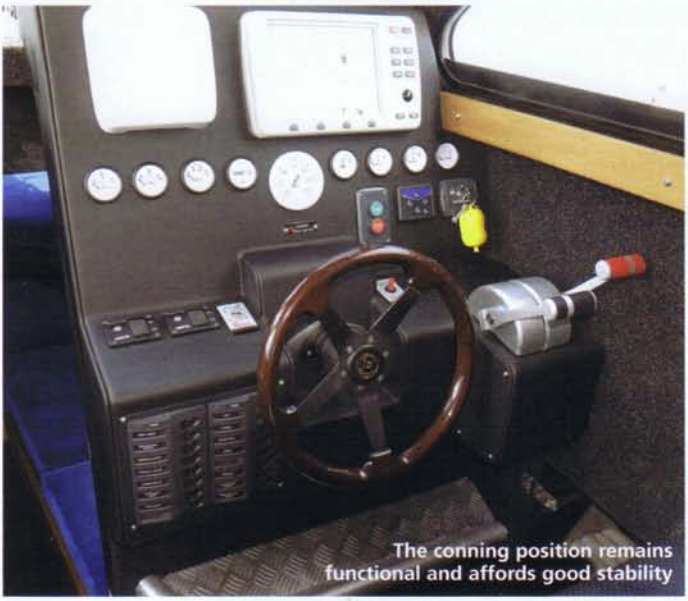
After a quick look round and noting the detail and extras onboard, I did a quick crunch of the numbers which revealed that, for weight to power, we could be a bit light. In posing the question Tim freely admits the boat is probably shy of around 150 HP as a result of him trying to keep the cost down. He took the opportunity to purchase a fully reconditioned Caterpillar and a second hand jet unit with only 50 hours use.

The problem was, in trying to build the ideal all round boat with all the features and comforts, he kept adding weight. These included: the CO_2 fire suppression system, live bait tanks, large fuel and water capacity and an excellent internal finish. While throughout the vessel all these add-ons were great for comfort, unfortunately it all added weight giving a final deadweight of six tonne.

Unfortunately this demonstrates the reason why boat builders need to discuss their new build with the designer and propulsion supplier to ensure that they get the weight to power right for the vessel.

Even so, laden with a clean bum, she is still capable of doing 18 to 19 knots at 2700 rpm and service speed of 14 knots at 2400 rpm. On first viewing the vessel her lines were obviously Tim Barnett as she sat solidly in the water on an even trim.

Stepping aboard we note the large fenced boarding platform which protrudes over the jet unit giving an area of around 3.5 sq m. This area is fenced with 50mm tube and built in either side are two gates one of which drops as a boarding ladder. In prominent position, central on the transom, is a large bait board with rod holders built into it. Around the fenced platform and on



The conning position remains functional and affords good stability

The interior layout is excellent

the coamings are additional rod holders spaced for ease of use. Above the cabin overhang is the traditional rocket launcher for stowing spare rods up out of the way just behind the radar arch. Built into each side of the jet unit, as an extension of the hull, are two large underfloor 250lt live bait tanks. There are also two tuna tubes for game fishing. This area is constructed much in the way of a Portofino style stern giving full protection to the jet unit.

Prominent in the cockpit is the raised engine box which also doubles as additional seating. Passenger seating is provided under the hardtop overhang on both for'ard bulkheads.

Either side of the engine bay are two underfloor kill tanks or wet gear stowage. There are two hatches giving access to the inside of the transom where on one side is all the fire and bilge valves and on the other side the fire hose. All fire and bilge plumbing is in stainless with stainless marine valves. There is also space for battery storage if desired although, if it was my boat, I would be thinking of shifting the batteries for'ard under one of the cockpit seats. In this case the batteries are mounted in specially built battery boxes above the jet unit which, unfortunately, restricts quick and easy access to the water jet.

The engine bay is snug to say the least but there is enough room to do the daily checks and essential servicing. A nice feature we note is that the air supply is drawn via two trunkings from either side inside the cockpit, just under the coamings, which may be closed by fire safety flaps. The good part about this is that it is drawing relatively dry air from the cockpit and not damp air vulnerable to sea spray had they opened externally on the hull. Even with the intrusion of the engine bay box, this vessel still ▶

Underway the vessel still maintains trims with a good attitude

Gas califont in the head

CO_2 fire suppression system

Kill tank

provides ample fishing room for 10 anglers with enough room to still swing a rod.

The vented gas bottle locker is under the port side cockpit seat while there is general stowage under the starboard seat.

The head and shower is external and accessed from the cockpit, a definite plus in any workboat. Hot water is provided by a gas califont which is concealed in a vented locker accessed from within the heads. The head and shower both drain into a sewage tank which may be discharged when underway well away from the shore, or pumped ashore.

Nice wide waists gave access to the foredeck which was protected by aesthetically designed bow rail in 50mm tube. There is a reasonable sized anchor locker with a Quickwinch from Marine Direct coupled to a SARCA no 6 anchor. An escape hatch from the for'ard cabin also doubles as light and ventilation when not underway.

On the starboard side opposite the heads is the small derrick and pot hauler mount which may be fitted with a small warping or splitter drum.

Stepping inside the main cabin the galley is to starboard situated behind the helm station and a small dinette is to port. This dinette is on a raised floor to enable those seated to have good vision out of the saloon windows. Under this floor is an area for extra stowage of tool and tackle boxes and the like.

The galley has a small sink along with a gas three burner cook top and grill and oven. There is a small under bench 12-240 volt electric fridge.

Under the helm seat is the all important engine bay CO2 fixed fire flooding apparatus. Two CO2 bottles are present to serve both the engine bay and the fuel tank void for'ard of the engine bay which hold two 450lt fuel tanks plus 250lts of water. We also noted the spring loaded helm seat, an adaptation from the trucking industry.

The helm station is to starboard and is well laid out with throttle and bucket controls to the right. A full array of engine


The snug engine bay

gauges and switch panel is designed to help the fisher. There is the basic electronic package of electronics including a GPS plotter, fish finder and VHF. Overhead, on the deck head, there are handy hand rails for moving around the cabin. For'ard is a small four berth cabin set up in a Vee berth configuration with additional stowage under the lower berths.


Tidy sea chest compartment

Throughout the vessel all seaward valves have non return valves fitted just in case someone comes calling during the night. There is a large Jabsco fire and bilge pump driven off the engine that will shift any amount of water in a hurry. The interior fit out has been tastefully done with a mix of fabrics, frontrunner linings and native rimu trim. The headlining has been done in rimu T&G riveted to the deck head frames giving a very nice feeling to the interior and one that would impress most women. All doors, windows and hatches are by Seamac.

All in all, Tim has spent far too much time in providing all the extras. The boat is as strong as an ox and as such well built to SSM and ready to enter service, safety gear, EPIRB and all. It also includes wash down system and too many extras to list here. He has not spared the trimmings nor expense to provide what he believes to be an excellent 12m general purpose vessel.

As we said earlier, Tim is happy to repower the vessel to suit a potential purchasers requirements and in doing so, make any other changes a new owner might want.

SPECIFICATIONS

LOA	12.7m
Beam	3.25m
Draft	.400mm
Power	Catapillar 3126b 425hp marine diesel
Propulsion	Hamilton 291 waterjet
Fuel	2x 450lt tanks
Water	250lts
Designer	Tim Barnett Offshore Design
Builder	Tim Ineson Marine Engineering
Price as reviewed	$350,000