



Optimum Promotions Ltd T/A NZ Boat Sales,
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Name of Vessel:**Tallahassee**

Price:**130,000**

Code:**OY1414-ST**

Berthed:**Nelson H Pier**



Vessel Type: Yacht	Registered: NZ
Design: Roberts Mauritius	Designer: Bruce Roberts
Launched: 1986	S/D Cockpit: Yes
Cockpit Location: Centre	Walk Thru Transom: No
Keel Type: Long 3/4	Keel Description: Steel 15Ft lead and shot filled
Hull Colour: Blue	Deck Colour: White
Is Berth Available: Negotiable	
Comments: Full sandblast and repaint 2018, windows replaced and hatches removed	

CONSTRUCTION	
Builder: Colin Bell	Displacement: 20-22 Tonne approx
Hull Type (Mono or Multi): Mono	Hull Material: Steel (5mm hull)
Deck/Cabin Construction: Steel (3mm)	
LOA (m) approx: 13.8	LOA (ft) approx: 45
Beam (m) approx: 4.0	Beam (ft) approx: 13Ft 2
Draft (m) approx: 2.2	Draft (ft) approx: 7Ft 3
Comments: Skeg mounted rudder. Insulated hull above waterline and coach roof.	

ENGINEERING		
ENGINES	Number: 1	Est Hours: 2200 Since rebuild
	Make: Ford	Model: 2712E (4 cylinder)
	Year app.: 1986	Underfloor: Under cockpit
	Horsepower each: 80	Drive System: Borgwarner Velvet Drive
	Reconditioned: 1998	Fresh Water Cooled: Yes
	Est Cruise Speed (kts): 6.5	Est. Cruise Revs: 1500
	Est Max Speed (kts): 8.5	Est Max Revs: 2100
	Fuel: Diesel	Fuel Consumption (litres) approx: 3 l/hr @ 6kts
	Propulsion (inboard, twin inboard, outboard, twin outboard or jet): Inboard	
	Comments: Engine rebuilt 1998. Top end rebuild and heat exchanger upgrade 2020	
TRANSMISSION	Type: Borgwarner Hyd	
FUEL TANKS	Number: 2	Construction: Steel
	Total Cap (litres) approx: 300	

WATER TANKS	Number: 3	Construction: Stainless Steel
	Total Cap (litres) approx: 550	
STEERING	Type: Hydraulic Wheel	Stations: Cockpit
	Emergency: Yes Tiller	
PROPELLER	Type: 3 Blade Fixed	Size: 20 x 20
COMMENTS: Fleming Windvane Steering System (not currently fitted)		

SAILS AND RIGGING	
Rig Configuration: Sloop Cutter	Rigging: Galv & S/Steel If S/S: Wire or Rod: Wire
Spar Construction: Alloy	Rigging Age: Various
Winches-Cockpit: 6	Winches-Cabin Top: No
Winches-Mast: 3	Spinnaker Pole: Yes
Mainsail Reefing: Slab	Furling Headsail: 2 (new outer genoa 2020)
Sails-Main: 2 (1 with full battens)	Sails-Fore: Yankee
Spinnakers: Asymetric Gennaker (in sock)	Sails-Storm: Trisail and Jib
Comments: Stainless steel forestays	

ACCOMMODATION	
Headroom: 2.01m (mid) 1.92m (fwd)	No. of Cabins: 3
Aft Cabin (y/n): Yes	Layout: Dbl aft cabin, dbl cabin fwd
Number of Double Berths: 2	Number of Single Berths: 3
No. Showers: 1	Shower Location: Port fwd
No. Heads: 1	Head Location: Port fwd
Head Type: Manual Marine	
Holding Tank: 2	Holding Tank Capacity: Toilet 80 litre, Grey water 40 litre

GALLEY	
Fwd, Mid or Aft: Mid Up or Down: Down	Galley Equipment: Yes
Pressure Water (y/n) - Hot: Yes Cold: Yes	Hot Water System: Gas
Fridge: Yes 240V	Freezer: Engine compressor, 230 0r 12 volt
Stove Type: Mariner	Stove Fuel: kerol
Burners: 3	Grill: No
Oven: Yes	Gimballed Stove: Yes
Microwave: 240V	
Comments: Filtered cold water supply to galley sink tap	

ELECTRICAL	
Batteries: 3 House, 1 Engine Start	Amp Hours Total: 300 House
Voltage: 12	Battery Charger: Genset
Inverter: 2Kw	Genset: 5.5KVA Mastervolt
Shore Power: Yes (lead only)	Current WOF: Lead tested and tagged
Other: 2 x 125 watt solar panels (2018)	Wind Generator: Yes

ELECTRONICS		
VHF: GME	SSB: Kenwood	Log/Speedo: Midas & Furuno
Radar: No	Autopilot: TMQ4 with remote	
GPS: 3 (Garmin/Furuno/JVC)	Chart Plotter: Garmin GPS128	Depth Sounder: Yes

Wind Speed: Midas		Nav. Interfaced: No
Stereo: Yes	CD/DVD Player: CD	Sat Phone: Yes
Other Electronics: Old Furuno Weatherfax		

EQUIPMENT		
Anchor 1: Manson Supreme	Anchor 2: Plough	Dinghy: 2.3m Southern Pacific
Chain: 100m x 10mm	Chain: 10m	Davits: Yes
Warp: No	Warp: 100m x 20mm	Compass: Yes
Capstan (manual or electric?): Electric 2000 watt (2018)		Barometer: Yes
Outboard 1: Yamaha 2hp	Outboard 2: Johnson 8hp	Clock: Yes
Dodger: Fixed hard	Covers: Sail	Fenders: 5
Bilge Pumps: Yes		Bimini: No

SAFETY GEAR		
Liferaft: Yes (2002) OOD	EPIRB: Yes (needs new battery)	Flares: Yes OOD
Fire Extinguishers: 2	Life Jackets: 4	Lifebuoy: 1
Danbuoy: Yes	Harnesses: 2	Drogue: No
Jack Lines: Yes	Other:	

Tallahassee – Notes, Maintenance and improvements by present owner:

2018

Out of the water for approx. 6 weeks at the slipway/haulout area
Hull & decks completely overhauled
Decktread coating and accumulated paint removed.
Windows and hatches removed
All necessary areas sandblasted and complete paint system applied
New windows/Perspex throughout including pilothouse
Replaced manual lever-operated windlass with 2000W electric windlass
Forestay furler top and bottom units refurbished by Topliss Engineering
Stern hoop modified and solar panels replaced with 2 x 125W panels
Davit system for dinghy added to hoop at stern
Replaced exhaust system for Genset with Stainless steel
Modified Aft cabin to increase berth to double bed size
Replaced insulation in Aft cabin ceiling
Deck rails/sliders for headsail sheets fitted

2019

Inner forestay fitted with same furling system (overhauled) as Forestay
Staysail modified to work on furler (luff rope and UV strip)
Shower/Head area – updated/refurbished
Bosun's Locker modified to improve storage

2020

Top-end of engine full overhaul, heat exchangers for main engine upgraded
Starter motor rebuilt
Solar charge controller upgraded to MPPT

Forward cabin modified so V-berths can convert to double
Main anchor changed to Mason Supreme 25kg
Genoa on Furler replaced with new sail
Replaced lazyjacks

The following information about Tallahassee was prepared by the previous owner, John Davis, and I believe it was created when he first listed the boat some years before I purchased the boat in April 2016.

TALAHASSEE SPECIFICATIONS

Bruce Roberts Mauritius 45 feet overall, 13 feet in the beam and pulls 7 feet 3 inches draught.
(13.8 x 4 x 2.3 metres)
Built in steel construction with 13mm on the bottom of the keel, 6mm on keel, 5mm hull and 3mm decks and coach roof.
Displacement in cruising mode 20 – 22 tones metric or 48,000 lbs imperial.
Interior is insulated from below the water line including coach roof in all cabins.
Rudder is skeg mounted.
Keel is 15 feet in length (roughly $\frac{3}{4}$ keel) filled with lead and steel shot immersed in oil.
Hull is protected by 4 x teardrop anodes, rudder by two flat round anodes and the prop/shaft by one 44mm shaft anode.

ENGINE

Engine 80 hp Ford 1272E 4 cylinder of 4125cc. Consumption 2.4 l/hr at 5 knots and 3l/hr at 6 knots. Max 7.5-8 knots under power.
Propeller is a 20 x 20 inch 3 bladed bronze rotating anticlockwise as viewed from the stern.
Gearbox is a Velvet Drive hydraulic, 2:1 ratio driving through a 44mm SS shaft and flexible coupling.
Engine was completely rebuilt in 1998
Engine is accessible through engine bay door, port and starboard hatches and removing steps at companion way. Engine can be removed from boat by removing cockpit floor and dismantling steering.
Engine is fresh water cooled and has four intercoolers, one between two fresh water cooling tanks which cool through hull plating, one for the engine oil, one for gearbox oil and one for freezer gas. Water through heat exchangers is salt water. The water inlet at the sea cock can be disconnected and used as a bilge pump. All are protected by anodes and all are frequently serviced

MAST

Rig is sloop, cutter rigged. Mast and Boom by Fosters of NZ
Mast was removed in 1999 and completely rewired electrically with 2nd VHF aerial added.
Galvanized steel rigging of all shrouds and all bottle screws replaced.
Mast is deck stepped and stands 50 feet 6 inches.
Mast is fitted with two channels, one for main and one for storm trysail.
Sails: 2 x main, one leach batten one full batten. 1 x 170% Genoa, 1 x Yankee, 1 x Staysail, 1 x Storm Jib, 1 x Storm Trysail.
Main is slab reefing and headsail is furling.
All sails are in excellent order. The old mainsail is used for pottering around and the material after 20 years is considered by the sail makers suitable for further repairs.
Mast Head wind indicator, anemometer, VHF aerals and Tri-colour sailing light.

3 x winches on mast
1 x winch for reefing on boom
1 x self tailing winch for furling headsail
2 x self tailing primary winches
2 x winches for staysail.
6:1 ratio mainsail sheeting system.
Safety rail at mast was replaced in 1999

GROUND TACKLE

Anchors: 1 x 60 lb, 1 x 35 lb plough and 1 x 18 lb fisherman. 100m of 10mm galvanized chain and 100m of 20mm anchor warp.

TOPSIDES

6 x Dorade vents and one mushroom vent over heads.
1 x opening porthole over main saloon.
1 x opening hatch in aft cabin, chain locker and lazarette, 2 x opening hatch in forward cabin
In cockpit 2 x opening port lights in sides and 1 x opening porthole into aft cabin.
Teak hand rails over cabins both sides and stainless steel hand rails on three sides of pilot house.
Platform on port side for Life raft and plenty of room forward of mast to put the 2.3 metre fully inflatable dinghy.
Emergency steering is aft of the stern coach roof with bolted on attachment for emergency tiller. Also makes good rudder position indicator
Wind Vane steering (Fleming) drives through the emergency tiller.
Lazarette is large and houses the exhaust swan neck and the SSB "black box" in addition to a multitude of other equipment.
The stern makes a useful boarding platform.
Stainless Steel Hoop at rear of boat supports 2 x solar panels, 1 x Air turbine wind generator, 1 x stern navigation light
2 x GPS aerials, 1 x VHF aerial, 1 x Fluxgate Compass. This was added in 2004.
Steering is by wheel in center cockpit and steering is hydraulic with ram under aft berth.

INTERIOR

Double cabin forward, double cabin aft and a single quarter berth.
Main saloon has large C settee with robust table and bench seat/sea berth opposite.
All cabins have book shelves
One heads amidships with hanging locker and bosons locker opposite.
3 x water tanks under saloon floor with 2 x 200 litres and 1 x 160 litres. Center and aft tanks can be isolated when filling. Each tank can be Isolated when emptying.
2 x diesel fuel tanks, 1 to starboard and one to port, linked and filled from starboard filler only. Capacity 300L. Both tanks can be isolated and have inspection hatches. Either tank can feed engine

STORAGE

Behind and under all berths and settees, various under floor areas, seat in quarter berth etc. Capable of storing 9 months of tinned, dried food, drink etc in addition to personal gear, dive gear, sails, spares etc etc.

HOT WATER

Gas Califont.

WATER

Pressurized hot and cold to sinks and shower. Self regulating pump and accumulator

GALLEY

Single stainless steel sink with hot and cold water.

Cooker is Kerosene and meths, three burner plus oven

Crash bar

Safety harness

Freezer compartment cooled by engine driven compressor and can freeze beer in a couple of hours.

Fitted with L shaped cooling plate with 12VDC/230VAC driven compressor which will seamlessly change from one power source to the other. This unit will keep food cold without freezing.

Good cupboard space.

Some crockery/cutlery/pots and pans will be left on board.

ELECTRICS

Boat is wired for 230VAC to 4 x socket outlets and 2 x electric lights and water heater. Shore power socket in cockpit, earth leakage fitted.

Boat is wired for 12VDC for all instrumentation and lights.

1 x Kenwood SSB

1 x GME VHF

1 x Furuno GPS/Speed/Log/Course

1 x Furuno Weather Fax

1 x Garmin GPS

1 x JVC GPS

1 x log, 1 x depth, 1 x wind speed, 1 x radio/cassette

1 x TQM4 electronic Auto Pilot

1 x 121 EPIRBS (ood)

Solar Panels

Wind Generator

Deck Light

Steaming Navigation lights.

Extensive work was carried out in 2003/04 by Haven Engineering of Nelson to remove engine and replace on bearers. Previously hard bolted to steel.

OTHER

Lazy jacks for dropping main

Jack Stays in nylon webbing which run from bow to behind cockpit on both sides.

4 x lifejackets

1 x 2.3 metre Southern Pacific full inflatable dinghy with ply boards and ply spine to give good underwater planning form. New in 2004

1 x 8 hp Johnson outboard motor with only 100 hours since new in 1995

1 x 25 litre fuel tank for outboard engine

1 x Dan buoy

HEAD

Hot and cold water to sink and shower.

Manual pump for toilet

80 litre holding tank for toilet with discharge pump

50 litre grey water holding tank with pump (water from sinks and shower)

Generous storage.

Grey water tank pump in the heads can be disconnected from holding tank and used as a bilge pump.

MISC NOTES

The Mast and rigging is immensely strong and this boat stands up to her canvas well.

She was built by Colin Bell, a deep water seaman who put Tallahassee together with a seaman's eye to safety and to withstand nature in all its guises.

She is a very comfortable sea boat, does not pound in a sea way and will heave-to under double reefed main comfortably and make way at around 0.5-1 knot.

This is a great boat for a couple or small family wanting a near bullet proof yacht to go ocean sailing and island hopping.

She has been fully equipped to NZ Category 1 requirements and this boat has been offshore to the Islands, Australia and NZ at least four times and has certainly circumnavigated the North Island of NZ. The wind vane system is a "no power requirement, no food requirement" 3rd crew member who does exactly what is asked without complaint. The electronic system is generally used when motoring but can be used when sailing.

There are only four through-the-hull-openings apart from drive shaft and rudder shaft, two adjacent to the engine and two in the heads.

The current owner has no difficulty in sailing this vessel single handed and she is easily sailed two handed which is the norm for the current owners.

This vessel has been continuously upgraded as necessary and is maintained in excellent condition with no compromise.

This boat is a genuine dry boat below decks and all dorade vents can be closed tight when required as can all hatches.

She may not be a plastic fantastic but she will take you there and bring you back and at much less than the average home will cost.

This boat was caught in a line squall in a true 65 knots of wind (which lasted for around 20 minutes) with a full main flying. She was pointed down wind, touched 9.5 knots and it all held together.

The vessel is maintained in a "ready to sail" condition.

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