



Asking Price: \$160,000 USD

Currently Located in Tomkins Cove, New York

Name: "CAJUN RUNNER".

Dimensions: 47.0'L x 15.0'B x 5.6'D, 50' LOA.

Official No.: 660581 – 28 GRT / 19 NRT.

Built: 1983 at New Iberia, LA., hull # 296.  
All welded aluminum.



1983 "Cajun Runner" Crew Boat

Configuration: Conventional twin screw crewboat, US Gulf type.

Horsepower: 600HP via twin John Deere 6.8L diesel engines driving through ZF gears with 2.24-1 reduction.

Auxiliary Power: One Northern Lights diesel engine driving a 9 KW AC generator.

Capacity: 43 persons

### **VESSEL DESCRIPTION**

The subject vessel is a conventional configuration, all welded aluminum construction, twin-screw crew boat having a single main deck, curved stem, single chined hull, and square stern. There is a single level deckhouse on deck with the pilothouse part raised at the forward end of the deckhouse. Internally, the hull is conventionally framed on approx. 4' centers and stiffened on approx. 12" centers and divided by three transverse aluminum bulkheads to form (4) compartments from forward as follows: forepeak; bilge void (below deckhouse), engine room, and lazarette (with approx. 400 gallon non integral fuel tank).

The deckhouse is conventionally arranged and outfitted with:

2ea – piece hinged and dogged access door centerline aft and down (3) steps.

9ea – padded bench seats.

2ea – tables.

1ea – Frigidaire house type AC unit in aft bulkhead.

1ea – portable fire extinguisher.

2ea – step forward centerline to pilothouse.

The house interior is fitted with conventional ceilings and liners.

## **PILOTHOUSE**

Fitted with (1) hinged and dogged access door port side and internal steps down to deckhouse, with helm station centerline forward with padded helm chair, and day bed mattress on platform aft side.

Fitted with:

- 1ea – steering wheel.
- 1ea – two lever Power Commander engine controller; (2) John Deere panels (noted, recorded, last oil change for PME on 3/3/18 at 16,415 hours).
- 1ea – generator control panel (with 14,748 hours on meter).
- 1ea – Raymarine digital depth finder.
- 1ea – Saturn magnetic compass.
- 1ea – Lowrance Elite-5DSI.
- 1ea – ICOM IC-M504 submersible plus VHF radiotelephone.
- 1ea – JRC JMA-2300 series Rasterscan radar.
- 1ea – Uniden Solare DSC submersible VHF radiotelephone.
- 1ea – Standard Horizon VLH-3000 loud hailer.
- 2ea – searchlights; (3) wipers; (2) electrically driven fans; electric heater; (1) house type AC unit in aft bulkhead.

In forward void space:

- 1ea – (new) 30 AMP 120v main cutoff switch.

## **EQUIPMENT**

Conventional complement of equipment fitted as follows:

Hull:

- 1ea – perimeter fixed split pipe sheer guard and (1) partial length guard each side which extends across the stern.
- 3ea – tire fenders rigged on stern (lower half). Work in progress with all clips ground off stern for upper row of tires.
- 15ea – small tire fenders on stainless steel wire cable, port, (16) starboard.

Bottom:

- 2ea – full run split pipe (approx. 4" diameter) and (2) partial length split pipe keel coolers.
- 2ea – raw water intake scoops. Guard bars broken.
- 1ea – depth finder in recess.
- 2ea – blade rudders.
- 2ea – four blade bronze propellers (blades irregular) on approx. 2" shafts, supported by single blade cast aluminum strut with cutlass bearing. Shaft covered by pipe from strut to hull.

Complement of anodes

## **Deck and House**

Low plate type bulwark with small pipe coaming port and starboard sides from stem to house structure.

- 2ea – closed chocks in bulwark, forward.
- 1ea – single horned bitt on foredeck.

- 1ea – circular hatch with secured watertight type cover on foredeck for access to forepeak space. Forepeak (short length) with bilge suction. Some surface corrosion.
- 1ea – Danforth anchor with chain rail, atop deckhouse roof, starboard.

Typical complement of fixed handrails around house.

- 3ea – wipers in way pilothouse forward windows. One opening window, starboard side of pilothouse. Eyebrow across forward end of pilothouse.
- 5ea – fixed windows each side of deckhouse.
- 1ea – raised vent with plug starboard, at aft end of house.
- 1ea – davit boom with mechanical hoist wire winch.

Equipment atop Pilothouse:

- 1ea – searchlight; navigation lights; electronic antennas and radar scanner; horn; mast with lights.

Equipment atop Deckhouse:

- Racks for hard rafts; (1) navigation light on pole.

Working Deck Area:

- Fixed safety rails each side and aft with protected gates. Two bench seats.
- 2ea – ventilation casings , each with louver vent inboard side (weather covers not sighted).
- 2ea – ring buoy on rails with lanyard in bag and float light.
- 1ea – emergency retrieval ladder , port side at raised aft steering station.
- 2ea – aft facing LED floodlights.
- 2ea – single horned bits, one each aft corner.
- 1ea – fixed three step stairway with safety handrail, aft to starboard. One tire fender rigged aft side of frame.
- 1ea – aft steering station at aft end of deckhouse to port with stainless steering wheel, Power Commander engine controller, emergency stop and ICOM IC-M506 VHF radiotelephone.

On working deck, two large lift up flush covers over main engines.

- 1ea – fuel fill on flush bolted cover over fuel tank.
- 1ea – circular hatch with flush secured cover to lazarette. In lazarette, exhaust silencer for each engine (including through bulkhead fitting renewed 2014); steering gear including two rudder stocks (fitted with safety chain) each with arm, jockey bar and hydraulic ram; one x 400 gallon non integral fuel tank; bilge suction. Fixed framing with enclosure curtains.

## **MACHINERY AND SYSTEMS**

Main engines, gears, genset all renewed prior to service in Yr. 2014

Propulsion power is provided by two straight six cylinder John Deere 6.8L turbocharged diesel engines rated at about 300 HP each, which are battery electric started and fresh water cooled via raw water cooled heat exchangers and drive through approx. 2 ½” shafts through ZF marine reversing gears with 2.24-1 reduction. Engines are equipped with fuel filter/water separator filters. Each gearbox is fitted with a hydraulic system.

Auxiliary power is provided by one Northern Lights genset package with a 3 cylinder diesel engine, which is fresh water cooled via a raw water cooled heater, battery electric started, and drives a 9 KW AC generator.

On the forward engine room bulkhead are mounted: engine panels; generator start / stop panel; bilge manifold with electrically driven pump; portable fire extinguisher.

Above the generator (located aft) are:

4ea – heavy duty 12VDC batteries, boxed and secured. Four master battery switches.

2ea – battery charger units.

Also fitted are:

1ea - AC source selector switch (generator / shore power).

1ea – Chargematic charger unit.

1ea – Dayton heater with master

## **FIRE-FIGHTING AND SAFETY EQUIPMENT**

When operational the vessel is fitted with the required fire-fighting and safety equipment.