



## **GENERAL DESCRIPTION**

The **Vessels** is an all steel welded factory stern trawler with two continuous decks and six watertight bulkheads. The superstructure is fitted forward of midships with a hold on the foredeck. There are two insulated refrigerated holds below the main deck and the engine room is aft below the factory deck. The vessel has a raked stem, a foremast, a midship mast over the bridge and a transom stern which accommodates the stern ramp for hauling the trawl net.

There is a gantry over the stern ramp which carries the trawl sheaves and there is a net storage deck just aft of the gantry.

The trawl deck has raised sides and there are store rooms built into the raised sections on both the port and starboard sides. There is a 1.5 ton hydraulic crane mounted on the port side raised section which is used for loading stores and for launching the rescue boat.

The electrically driven main trawl winch which is fitted with two drums is situated just aft of the accommodation with the electric drive motor in its own compartment inside the accommodation.

The main characteristics of the vessel are as follows:

<b>TYPE OF SHIP</b>	<b>FACTORY STERN TRAWLER</b>
<b>YEAR BUILT</b>	<b>1969, Astilleros Luzuriaga Pasajes Spain</b>
<b>GRT</b>	<b>1272</b>
<b>NRT</b>	<b>382</b>

<b>REGISTERED LENGTH</b>	<b>66.80 mtrs.</b>
<b>BREADTH</b>	<b>11.00 mtrs.</b>
<b>DEPTH</b>	<b>7.40 mtrs.</b>

### **WHEELHOUSE**

The wheelhouse contains the following items of navigation and fish finding equipment

- 1 x Furuno GPS model GP50 MK2
- 1 x Furuno GPS model GP 31
- 1 x Scanmar SRU 05 net monitoring system
- 1 x Furuno Navnet 3D net recorder
- 2 x Furuno Satellite compasses
- 1 x Anchutz gyro compass
- 1 x Furuno daylight radar
- 1 x Furuno radar
- 1 x Magnetic compass
- 2 x Furuno colour LCD echo sounders Type FCV 1200L
- 1 x Sailor radio Type RT144B
- 1 x Samsung printer / copier
- 1 x Navtex receiver
- 2 x emergency VHF handheld radios
- 1 x SART Rescuer transponder
- 1 x EPIRB
- 1 x Canon fax/phone
- 1 x Bluefinger Azurtec VMS
- 1 x Sailor GMDSS system incorporating Inmarsat C, MF/HF DSC terminal DSC6 , DSC Receiver AA-50, 2 x VHF FM 8500, SSB FS-1562-15 and printers PP510
- 2 x Sailor RT 4822 VHF-DSC radios
- 1 x Sailor VHF RT 2047
- 1 x Kenwood SSB radio TKM 707
- 1 x Icom radio type IC R72
- 1 x Solara VHF radio

- 1 x Chronometer
- 1 x Barometer
- 1 x Samsung admin PC with screen and printer
- 1 x Rudder indicator
- 1 x Navigation light panel 220/24 volt
- 1 x Buoyer public address system serving all compartments
- Machinery control and alarm panel
- Hydraulic steering via joystick and wheel
- 1 x Talleres Carral main trawl winch control system

### **Factory Deck**

The vessel is equipped with a hake filleting factory which is just below the trawl deck and contains the following equipment:

- 1 x Stocker pond with a hydraulic flush fitting hatch on the main trawl deck fitted with two hydraulic sluices which allow the catch to flow onto the stainless steel conveyors which are fitted with nylon conveyor belts
- 1 x Horsemackerel grader
- 1 x Impromar fish washing machine
- 1 x Stainless steel heading machine
- 6 x Blast freezers
- 4 x packing stations with electronic scales
- Stainless steel conveyor belt system
- 2 x Hydraulic knockout presses
- 1 x stapler machine
- 1 x packing machine
- 2 x strapping machines

### **Forward Factory area**

Port and Starboard sides have storage areas for packaging materials and the hold access hatches. The deck is covered with fibre gratings.

### **Fish holds**

Two fish holds of 1343metric tons total capacity which are totally insulated and refrigerated and the deck and bulkheads are fitted with cargo battens.

## **ENGINE ROOM**

The engine room contains the following items of machinery

- 1 x Barreras / Deutz RBV 8M 358 eight cylinder in line turbocharged and aftercooled marine diesel engine which is a direct reversible engine and it develops 2140 kW at 300 RPM. The final drive is via a patented thrust bearing to a four bladed Ni-Al fixed pitch propeller.
- 2 x NSW Stork 8 cylinder marine diesel auxiliary engines which develop 240 kW each and drive Indar alternators
- 2 x Volvo Penta 6 cylinder turbocharged marine diesel auxiliary engines which develop 360 kW and drive Indar alternators
- 2 x ABC three stage air compressors
- 1 x Emergency air compressor , diesel driven
- 3 x Alfa Laval oil separators MAB 104-B
- 1 x Aquamar freshwater generator AQ 6/8 tons per day
- 4 x Grasso refrigeration compressors
- 1 x emergency fire pump driven by a 2 cylinder diesel engine
- 1 x bench grinder
- 1 x lathe
- 1 x Transarc welding machine
- 1 x HP washing machine

## **ACCOMMODATION**

The accommodation on the vessel is very good and consists single cabins for the Officers with a communal ablution and 4 and 6 berth cabins for the crew.

### **Upper deck**

Cabins for Fishing Master, Chief Engineer and Chief Officer  
One communal bathroom and shower  
Officers mess room with table and 8 chairs, 51 cm Panasonic TV ,video recorder and CD player with a small bar fridge

### **Trawl deck**

Main mess room with 3 tables and benches  
51 cm TV , 2 hot water urns and a cold water fountain



Crew bathroom port forward

Duty mess room

Laundry

Galley with 4 plate stove and 2 ovens, 3 plate stove and oven, stainless steel surrounds, sinks, dough mixer and bread slicer

6 x single berth cabins

### **Safety equipment**

The vessel safety equipment conforms to the Namibian Directorate of Maritime Affairs Fishing Vessel Safety Regulations which include sufficient life-rafts on either side to accommodate 126 persons. The full crew complement of the vessel is 57 persons

The vessel is in possession of a valid Local General Safety Certificate issued by the Namibian Directorate of Maritime Affairs and is in Class with Bureau Veritas who also look after all the statutory certificates and requirements.

The vessel is classed as a Class X fishing vessel which can operate up to 200 nautical miles offshore between Ponta do Ouro and the Orange river off the coast of South Africa.

### **CAPACITIES**

The vessel carries the following amounts of fuel and water.

Fuel oil (diesel)	456.28 m <sup>3</sup> in 16 tanks
Lubricating oil	15.5 m <sup>3</sup>
Freshwater	45.56 m <sup>3</sup>
Ballast water	181 m <sup>3</sup>

The fuel is carried mainly in the double bottom tanks in the hull below the engine room and fish holds.

The fresh water tanks are in the aft sections next to the fish ramp and the ballast tank is in the forepeak of the vessel.

### **General Condition**

The vessel is in good operational condition with signs of regular maintenance being carried out to good effect. The vessel is 44 years old and

it is estimated that with the same maintenance and repairs as is the case at present she still has a useful working life of a minimum of ten years.



Officers pantry



Crew mess room





Ships galley



Forward chain lockers and accommodation





. Crew accommodation



Crew ablutions and toilets



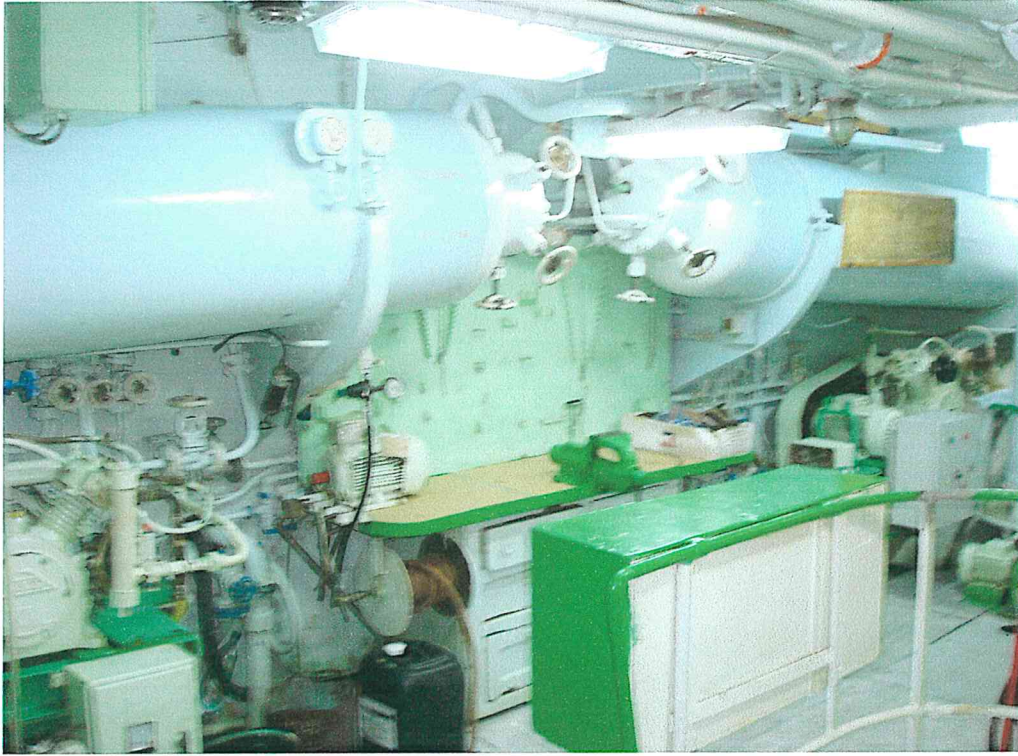


Engine room workshop



Steering gear





. Starting air receivers and air compressors



. View on the main engine





Starboard Volvo Penta auxiliary engine



Port side Stork auxiliary engine



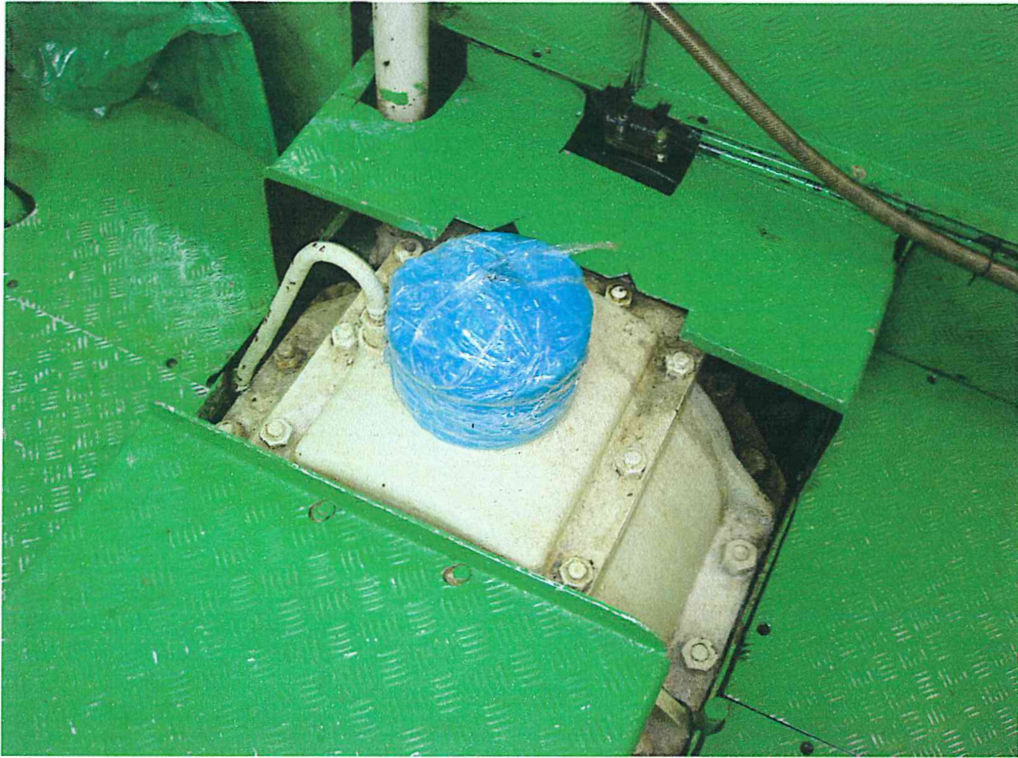


1. Main electrical switchboard in the engine room



2. Fuel and lubricating oil separators





Thrust block on the propeller shaft



Stern gland sealing arrangement