



# SEA BOATS

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## SOLD - High Court Sale of 53m Factory Freezer Trawler by Public Tender



**Listing ID - 1270339**

**Description** 52.89m Factory Freezer Trawler - NZ High Court Tender

**Date** 1985

**Launched**

**Length** 52.89m (193ft 5in)

**Beam** 10.2m (33ft 5in)

**Draft** 4.797m (15ft 8in)

**Location** New Zealand

**Broker** Geoff Fraser  
[geoff.fraser@seaboats.net](mailto:geoff.fraser@seaboats.net)  
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**Price** SOLD

**On instructions from the High Court in Christchurch, New Zealand this vessel is now offered for sale by Public Tender. The seller retains the right to sell the vessel prior to the close of tenders. Tenders close on August 18th, 2016 at 1600 NZST.**

Builder: Narasaki Shipbuilding Co Ltd, Muroran, Japan

Year Launched: 1985

Vessel ID / Hull No.: 1077

LOA: 58.96m

Registered Length: 52.89m

Beam max: 10.20 m

Draft: 4.797 m

Moulded Depth: 6.28 m  
Full Load Displacement: 1389.891 ton  
Light Ship Weight: 785 ton  
Dead Weight: 601.891 ton  
Gross Tonnage: 871 tons  
Net Tonnage: 290 tons  
Call Sign: DTBQ6  
IMO: 8514930  
MMSI: 441044000  
Flag: Korea  
Home Port: Busan  
Classification: Korean Register # 0603001-6261102  
MNZ No.: 131225  
Max Speed: 16 knots  
Max Crew: 29  
Main Engine Capacity: 1912 kW

### **VESSEL DESCRIPTION**

The vessel "No 203 Melilla" is an all welded steel stern trawler and features a raked stem with an inbuilt ramp in the transom stern.

The bridge and accommodation is forward with net and crane gantries at the forward and aft ends of the trawl deck. The trawl deck aft is equipped and set up for deep sea bottom and mid water trawling.

The factory part of the vessel is set up for processing (head and gut) and freezing deep sea fresh fish and packaging into cartons for storage in the temperature controlled holds.

There are three main holds accessed from forward and aft of the wheel house and the forward end of the trawl deck. Parts of the working trawl decks have been planked in timber.

### **CONSTRUCTION**

The hull is a round bilge displacement type of welded steel on multiple transverse frames, with water tight bulkheads with longitudinal stringers and girders. It has a raked stem with a bulbous bow and flat transom stern with a steep stern ramp. The decks and cabin structures are all welded steel construction.

### **LAYOUT**

The wheel house is at the top and has the helm and watch keeping areas forward with the autopilot, engine telegraph and variable pitch propeller controls. Aft in the wheel house is the trawl winch controls.

Aft of this to port is the navigation and communication area. Aft on the starboard side is the masters seat and the net controls and electronic monitoring equipment.

In the middle is a desk with computer gear and the DSC radio equipment.

There is internal access down to the next deck and out to the aft deck.

The next deck down, (Upper deck) has a short hall way port and starboard with a longer hall way to port. There is a connecting hall way approximately amidships. Access out is aft on each side with access down to the next deck in the same area.

Off the port hall way are 1 x 8 person cabin, 2 x 5 berth cabins and 2 x 2 berth cabins. There is a WC at each end of the hall way. The forward end has access to the Bosuns locker.

The connecting hall way has the Captain's cabin forward with officer's cabins aft.

On the starboard hall way has the galley and mess area forward with Engineers cabins aft.

Aft to port is a storage room with a laundry and wash room to port with a separate WC.

The next deck (Factory deck) has the processing area covers most of this deck with the freezing and preparation rooms forward.

There are workshop areas aft port and starboard with access down to the engine room. Aft on this deck is the steering flat. The next deck down has the 3 fish holds forward with the engine room aft.

## **BRIDGE / WHEEL HOUSE**

The wheel house has access aft to the deck and internal access from below. The bridge is comprehensively equipped with the navigation and communication gear aft to port and trawl winch controls aft.

The helm station is complete with Tokyo Keiki autopilot and gyro compass. Compass repeater is provided port and aft. Next to the helm are the engine telegraph and the Kamome engine controls and variable pitch propeller controls.

### Bridge equipment includes:

Radio equipment

1 x Icom IC M502 VHF transceiver

1 x Icom IC M604 VHF transceiver

1 x GME GX 600 VHF transceiver

1 x Samsung STR-580D VHF DSC transceiver with printer

1 x Icom IC 2820H VHF / UHF transceivers

1 x Samsung SRG 1250 DN HF SSB transceiver with DSC terminal and Auto tuner

1 x Furuno FS1503 HF SSB transceiver with Auto tuner

3 x Icom GMDSS VHF hand held radios

### Satellite communications:

1 x Trimble Galaxy TNL 7001 Inmarsat C terminal complete with printer & monitors

1 x Thane & Thane Inmarsat C terminal

1 x JRC Inmarsat Fleet 33 Sat Phone.

### Radar:

1 x Furuno FAR 2127 Colour radar

1 x Furuno FAR 2125 Colour radar

### GPS & Plotters:

2 x Furuno GP31 GPS

1 x Furuno GP 500 Mk2 GPS

There are 2 stand alone computers driving chart and plotting software with black box GPS units networked with several LCD displays.

1 x Furuno AD 100 Gyro Converter

### Depth sounders:

1 x Furuno FCV 1200L colour depth sounder with 5 kW booster

1 x Furuno FCV 30 depth sounder

### Other notable equipment includes:

1 x Furuno CN 24 colour net recorder.

1 x Marport catch receiver and PC with 4 sensors

1 x SI30 Samsung Universal AIS Class A.

1 x Furuno NX 500 Navtex receiver.

1 x Furuno FX 207 Weather Fax

1 x Unipex PA sound system.

Full engineering alarm and fire alarm systems are provided on the bridge along with rudder angle monitors, wind speed and direction and clocks and barometers.

## **ENGINE ROOM**

The engine room is on split levels, and is located aft directly under the fish processing. The Main engine is in the centre with an auxiliary engine each side. The open control area is at the forward end.

The engine room and immediate spaces contain, fuel and oil pumps, valves, filters, separators, fire pumps, compressors, hydraulic pumps bilge pumping systems and related machinery.

There are two workshop areas on the of the engine room access ways. Both are in an untidy state with badly rusting components and machines.

The engine room areas are reasonably tidy with good access to all equipment that needs to be serviced and checked on a regular basis. The vessel's machinery spaces appear functional but are starting to show the wear that would be expected on a vessel of this age.

The under floor areas appear very corroded.

### Propulsion:

Main Engine – Daihatsu 6DLM 40F 6 cylinder inline four stroke turbo.

Power 21938 kW @ 440 rpm.

The engine is coupled to a Kamome CPC 110 BFS Variable pitch propeller unit swinging a Kamome 2700mm Diameter 4 blade propeller @ 101 rpm

### Auxiliary diesel generator:

There are two Yanmar S165L-ET engines, developing 445 kW at 1200 rpm. Each is coupled to a 450Kva 225 volt, 60hz AC self excited generator.

The control area at the forward end of the engine room has the main electrical switchboard with overload control, isolating switches, emergency controls and all the ships 24 hr monitoring system.

Much of the equipment in this area has not been operated for more than 3 years. Exposed valves and controls are corroding and may be inoperable.

Air compressors are Coma GMS 92A 2 stage vertical water cooled units.

Oil separator is a Taiko UST-01

Fuel Purifier is a Mitsubishi Selfjector SJ-10T

## **TANKAGE**

12 tanks are provided for fuel oil with a total capacity of 244.243 Tons @ 96% full

3 x lube oil tanks with a total capacity of 25.46 Tons @ 96% full

2 x Hydraulic oil tanks with a total capacity of 2.593 Tons @ 96% full

4 x fresh water tanks with a capacity of 27.714 Tons @ 100% full

(the fuel quantities are estimates only)

## **FREEZER EQUIPMENT**

Refrigerator compressors

3 x Hasegawa VZ62A NH3 compressors drive the freezers units and the fish holds. These are located in the engine room along with the Freon tanks circulating pumps and control.

## **FISH FACTORY**

The fresh fish are dropped into a sorting area through a hydraulically operated single hatch. From there it sent to the processing areas where it is gutted and the head and tail removed. It then moves to the packing area where it is packed in boxes before moving to the freezer room. From there it goes into the refrigerated holds.

The fish handling equipment is built using stainless steel in the work areas and conveyers.

## **FISH HOLDS**

There are four refrigerated holds #1, 2 and 3 forward and #4 aft.

The hold volumes are unknown but the vessel is reputed to hold 480 ton of frozen product.

Holds can be refrigerated down to between -28 & -32 deg C.

The forward (#1 hold) is accessed through a hatch in the deck forward of the bridge and the aft holds is accessed through the trawl deck and the floor of the packing room.

## **DECK EQUIPMENT**

The 2 main trawl winches are forward of the trawl deck and are hydraulic driven. Winches are controlled from the bridge and a control area above the winches.

There are several other net winches operated from the same areas.

There are 4 crane jibs on the trawl deck for unloading the holds and craning around the trawl deck.

There are another two crane jibs forward for unloading the #2 hold.

There is a single anchor winch with twin gypsies on the foredeck and aft lines are handled with the auxiliary net winches.

1 x 25 man and 1 x 16 Life rafts are mounted on the compass deck above the bridge.

## **CERTIFICATION**

The vessel is classed and maintained under the Korean Register of shipping and New Zealand Safe Ship Management while under charter and fishing out of New Zealand.

The Korean Classification certificates that were available expired on 5th July 2015 with the last annual surveys being done on 6 November 2012.

MNZ SSM certificate also expired on the 5th November 2015. appear have expired.

## **GENERAL**

This vessel has been laid up in Dunedin as cold ship for several years with no maintenance and only minimal security. The vessel was reputed to be fully operational prior to being laid up.

Tenders are to be submitted within the above time frame to SeaBoats NZ as detailed in the tender documents. The seller retains the right to sell the vessel prior to the close of tenders.

The vessel is lying at the Port of Otago, Dunedin, New Zealand. To receive an Invitation to Tender and arrange inspection please contact:

**Geoff Fraser at Seaboats New Zealand.**

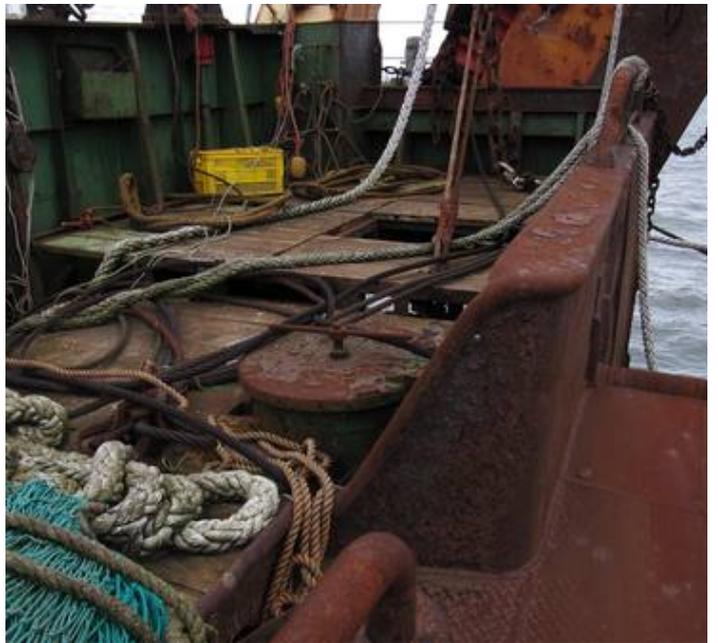
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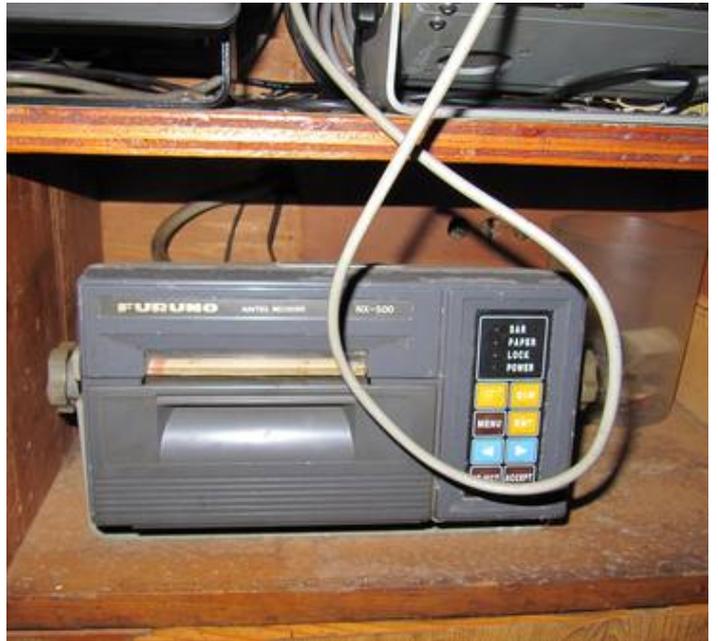


















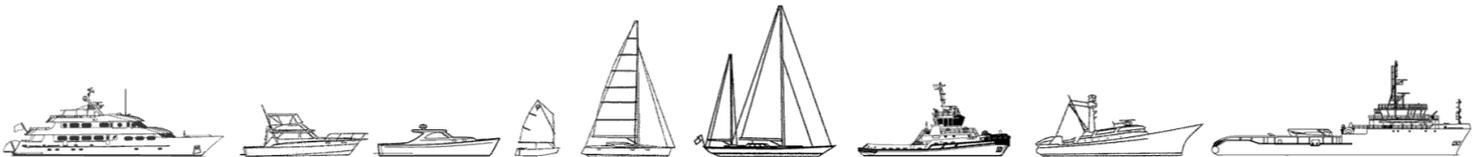








The details of all vessels are offered in good faith but we cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. Any buyer should instruct their agents, or their surveyors, to investigate such details as the buyer desires validated. This vessel is offered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



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