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SOLD - 79m Factory Freezer Trawler - 1861 T Lightship - Delivered to South East Asia or Indian Sub



Listing ID - 647861

Description	Factory Freezer Trawler For Sale FOR DEMOLITION
Date Launched	1965
Length	79.4m
Beam	12.8m
Draft	5.7m
Location	Owners will deliver to South east Asia or Indian Sub-Continent, Late Feb/Early March
Broker	Geoff Fraser geoff.fraser@seaboats.net +64 21 61 222 5
Price	SOLD

FOR SALE FOR DEMOLITION - WILL BE DELIVERED TO SOUTH EAST ASIA OR INDIAN SUB-CONTINENT

The vessel “**No 201 Melilla**” is an all welded steel, stern factory 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 are equipped and set up for deep sea bottom and mid water trawling.

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

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

VESSEL GENERAL SPECIFICATIONS

DESIGNER	Unknown
BUILDER	Hayashikane Ship Building & Engineering, Japan
YEAR LAUNCHED	Nov 1965
LOA (m)	79.40 m
REGISTERED LENGTH (m)	72.78 m
LENGTH (P.P.)	72.00 m
BMAX (m)	12.80 m
DRAFT (m) (Designed)	5.70 m
LIGHT SHIP WEIGHT	1861.370 t
GROSS TONNAGE	1599 t (Certificate of Classification)
NET TONNAGE	707 ton (International Tonnage Certificate)
GROSS TONNAGE	1999 ton (International Tonnage Certificate)
CALL SIGN	DTBK4
IMO	7338559
MMSI	441200000
FLAG	Korea
HOME PORT	Busan
CLASIFICATION	Korean Register # 0203005 - 6260009
MNZ No	101851
SERVICE SPEED	Approx 12 knots
MAX CREW	54
MAIN ENGINE CAPACITY	2794 Kw

CONSTRUCTION

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

LAYOUT

The wheel house deck is at the top and has the helm and watch keeping areas forward with the engine telegraph. 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.

There is internal access down to the next deck and out to the wing deck each side.

The next deck down, (Bridge deck) has the master's cabin forward to starboard, observer's cabin forward amidships and officer cabin forward to port. There are two more officer cabins aft to starboard with an office area aft to port. This area also has a cabin attached.

There is a small toilet area to port. There is access out to the weather deck port and starboard and internal access down to the next deck.

The next deck (Shelter Deck) has the officer's mess forward amidships with single berth officer cabins each side. Aft on the starboard side are 4 more officer and crew cabins.

Aft to port is the crew mess with the galley and provisions forward of this. Forward again is a bathroom and separate toilet areas. There are 4 access doors out to the weather decks and 2 internal access stairs down to the next deck.

Aft of the accommodation and accessed from the weather decks are the pump room and the boiler room.

The last accommodation deck (upper Deck) is all crew cabins. There is a central fore and aft passage with 3 cabins each side. Most cabins have 6 berths in each. Forward to port is a toilet block with a bathroom to starboard. Aft are store rooms, a machinery room and refrigeration chamber. There is a single access door aft to the processing area.

The processing area covers the rest of this deck. The first lobby is the packing area with conveyors' from the freezer room. There are loading shuts from here down to each hold.

Aft again is the freezer room with 3 banks of plate freezers with conveyers' from the processing area.

Aft again is the fish processing area with conveyors each side and sorting area aft.

Right aft on this deck is the rudder room.

The rest of the ship has two refrigerated holds with the engine room aft.

BRIDGE

The bridge is full width with access to the main desk each side 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 simple helm station is complete with Toyoko Keiki autopilot and gyro compass. Next to the helm is the engine telegraph.

Bridge equipment includes:

1 X RADAR

1 X GPS

1 X GPS SAT COMPASS

1 X SOUNDER

2 X VHF

1 X SSB

Ships internal phone systems

Ships PA 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 two auxiliary engines to port and one to starboard. The closed 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.

The refrigeration receivers and accumulators are in separate rooms.

There are well set up workshop areas and parts stores.

The areas are well lit and 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.

Propulsion:

Main Engine – Hanshin 6LUS40R 6 cylinder 4 stroke engine

Power 2794 kW (3800 hp) @ 320 rpm.

The engine is coupled to a Hanshin MN1630 clutch and forward and reverse gear box.

Auxiliary diesel generators:

There are three Niigata L6F20BHS 6cylinder diesel engines, each developing 400 hp @ 900 rpm.

These are each coupled to a 320Kva 445 volt, 60hz AC self excited generator.

The main electrical switchboard with overload control, isolating switches is forward on the upper level.

TANKAGE

17 tanks are provided for fuel oil with a total capacity of 703 m³. @ 90 % full

5 tanks for lube oil storage with a total capacity of 24.02 m³ @ 90 % full

4 x sludge tanks with a total capacity of 5.5 m³ @ 90 % full

2 x fresh water tanks with a capacity of 47.94 m³ @ 100 % full

3 x ballast tanks with a total capacity of 44.46 m³ @ 100 % full

FREEZER EQUIPMENT

Refrigerator compressors

4 x Mycol compressors drive the freezers units and the fish holds. These are located in the engine room along with the ammonia tanks circulating pumps and control.

The freezer room has 15 cabinets for freezing the boxed product before loading into the holds

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. This area was all clean with no offensive smells and appears reasonably well maintained. The sorting area where the raw fish is introduced is starting to show wear and tear.

FISH HOLDS

There are two refrigerated holds #1 forward and #2 aft.

The hold volumes are:

#1 Hold 826.50 m³

#2 Hold 902.64 m³

Lobby aft 85.76 m³

Lobby forward 203.79 m³

Freezer space 239.87 m³

Total capacity of packed fish is approx 707 ton

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

The forward (#1 hold) is accessed through a hatch in the deck aft of the wheel house and the aft hold 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 bridge deck for unloading the two holds and craning around the trawl deck. The SWL is 1.5t on each jib.

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

2 x 25 man and 2 x 20 Life rafts are mounted on the bridge deck with 2 x 10 life rafts mounted on the navigation bridge deck, behind the wheel house.

A large remotely controlled search light is fitted on the top of the wheel house.

A Lancer 3.9 m rigid bottom inflatable rescue dinghy is mounted on the port deck. An outboard motor is available for this boat.

GENERAL

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

The New Zealand Safe Ship Management Certificate expired, Nov 5, 2013

The Korean Certificate of Classification expired, Nov 5, 2013

The Korean Survey Certificate expired, Nov 5, 2013

This vessel is docked in Dunedin and was basically ready to put to sea in May 2013.

These vessels are worked hard and often in adverse conditions with minimum crew.

Overall this vessel appears in sound condition and to be functioning as designed but is showing signs of the wear and tear that would be expected in a vessel of this type and age.



























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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