STERN TRAWLER “ANITA SEA”
569 NET TONS
GENERAL DESCRIPTION

AN 62.2 M STEEL OCEAN – SERVICE FISHING TRAWLER / PROCESSOR.


THE VESSEL IS OF A TRAWLER DESIGN WITH A MODEL BOW, TRANSOM STERN WITH A NOTCHED RAMP, SHEER MAIN DECK, AND A FORWARD ASYMMETRICAL DECKHOUSE WITH THE MAIN DECK ENCLOSED IN WAY OF THE PORT SIDE AND OPEN IN WAY OF THE STARBOARD.
REGISTERED DIMENSIONS

LENGTH  62.25 MTS
BREADTH  13.8 MTS
DRAFT :
-MAX LOAD FWD  4.09 MTS
-MAX LOAD AFT  6.26 MTS

HULL AND CLASSIFICATION.

THE VESSEL’S HULL AND EQUIPMENT WAS BUILT IN COMPLIANCE WITH
RUSSIAN REGISTER OF SHIPPING.
THE ASSIGNMENT OF THEIR CLASS IS:
RM *L2 1A2 FISHING L2 ICE CLASS.

THE VESSEL IS FRAMED LONGITUDINALLY AND TRANSVERSELY IN
ACCORDANCE WITH GOOD MARINE PRACTICE FOR AN OCEAN SERVICE
FISHING TRAWLER OF ITS SIZE AND INTENDED SERVICE.

THE VESSEL WAS OUTFITTED TO ALL IMO/SOLAS REQUIREMENTS,
INCLUDING LIFESAVING AND FIREFIGHTING.
PRINCIPAL PARTICULARS.

<table>
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<tr>
<th>Description</th>
<th>Specification</th>
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<tbody>
<tr>
<td>TYPE AND NAME</td>
<td>FISHING TRAWLER / PROCESSOR, ANITA SEA</td>
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<tr>
<td>LENGTH OVER ALL</td>
<td>62.25 MTS</td>
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<tr>
<td>LENGTH BETWEEN PERPENDICULARS</td>
<td>55.00 MTS.</td>
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<td>BREADTH</td>
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<td>LOAD DRAUGHT FORWARD</td>
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<td>TONNAGE</td>
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<td>-NET</td>
<td>569 TON.</td>
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<td>-GROSS</td>
<td>1,898 TON.</td>
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<td>FULL SPEED</td>
<td>12 KNOTS</td>
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<tr>
<td>CREW</td>
<td>10 (TEN)</td>
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<tr>
<td>ROOM CAPACITY</td>
<td></td>
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<tr>
<td>8 SINGLE PERSON ROOM</td>
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<td>12 TWO – MAN ROOM</td>
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<td>MARSHALL ISLANDS</td>
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<td>MAJURO</td>
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<tr>
<td>YEAR AND PLACE OF BUILD</td>
<td>1982, STRALSUND, EAST GERMANY</td>
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<td>TANK CAPACITIES</td>
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<tr>
<td>-DIESEL FUEL OIL</td>
<td>316.4 t</td>
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<tr>
<td>-LUBRICATING OIL</td>
<td>17.2 t</td>
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<tr>
<td>- FRESH WATER</td>
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NAVIGATIONAL AIDS IN THE PILOTHOUSE INCLUDES,

MAIN CONTROL PANEL, MANUFACTURED BY VEB SHIFFSEL EKTRONIK ROSTOK CONTAINING,

- STEERING WHEEL WITH INTEGRAL RUDDER ANGLE INDICATOR
- AUTO PILOT WITH GYRO
- NAVIGATION LIGHT ALARM WITH ELEMENT STATUS SWITCH
- STEERING HYDRAULIC PUMP CONTROL SWITCH
- PORT AND STARBOARD GAUGES MEASURING MAIN ENGINE OUTPUT IN PERCENTAGE
- SEVEN (7) ENGINE ALARM LIGHTS
- FIFTEEN (15) ENGINE ALARM LIGHTS
- MAIN ENGINE SHAFT INTERLOCK BUTTONS
- ENGINE ORDER TELEGRAPH
- SHAFT RPM GAUGE
- ONE (1) PROPELLER PITCH GAUGE
- AUTOMATIC WHISTLE AND FOGHORN SYSTEM
- SIX (6) WATERTIGHT DOOR STATUS LIGHTS
- FIVE (5) LIGHTING PANELS FOR STATUS OF DECK AND UNDERDECK LIGHTS
- EIGHT (8) BILGE SITE STATUS LIGHTS
OTHER NAVIGATIONAL AIDS IN THE PILOTHOUSE ARE,

- OVERHEAD PERISCOPE WITH LIGHT CONTROLS FOR STEERING COMPASS.
- OVERHEAD RUDDER ANGLE INDICATOR.
- PORT FORWARD FLAG BAG.
- YOUNG WIND TRACKER ANEMOMETER.
- LOUDHAILER WITH TALK-BACK CONTROL.
- ONE (1) FORWARD BULKHEAD-MOUNTED PROPELLER PITCH GAUGE.
- JRC MODEL JAX-9 WEATHER FACSIMILE MACHINE.
- CONTROL PANEL FOR STATUS OF CO2 ALARMS, CONTAINING FIVE (5) GAUGES FOR FIVE (5) ZONES
- TWO (2) SOUND-POWERED TELEPHONES.
- SMOKE/FIRE ALARM MASTER ZONE PANEL.
- RACAL-DECCA BRIDGEMASTER RADAR WITH GYRO AND GPS INTERFACE.
- SEANAV 1050 COMPUTER WITH CD-ROM DISK FOR WATER AND UNDERWATER DEPTH PROFILES.
- RAYTHEON NWU-53 COLOR PLOTTER WITH COMPUTER INTERFACE FOR ELECTRONIC CHARTS.
- TWO (2) SIMRAD EQ-50 ECHO SOUNDERS.
- ONE (1) JLN-203 DOPPLER LOG.
- ONE (1) TRIMBLE MODEL NT-200 GPS.
- THREE (3) LUNDE BATTERY STATUS AND DISTRIBUTION PANELS: ONE (1) 24 VOLTS, ONE (1) 12 VOLTS AND ONE (1) EMERGENCY 12 VOLTS.

FOUR (4) SPECIAL USE SHIP’S SERVICE TELEPHONES: ONE (1) TO THE RADIO ROOM, ONE (1) FOR ALL CABINS, ONE (1) TO THE MACHINERY SPACE, AND ONE (1) FOR CABIN TALK-BACK.

ONE (1) OVERHEAD-MOUNTED SEA MODEL 225 SINGLE SIDEBAND RADIOTELEPHONE.
THE FOLLOWING EQUIPMENT IS LOCATED IN THE AFT CHART ROOM:

- MASTER RUSSIAN-MADE GYRO
- RDF
- GYRO REPEATER
- FM RADIO RECEIVER
- COURSE RECORDER
- TRIMBLE BACKUP GPS UNIT (NT-200)
- FURUNO ISN-70 SATNAV UNIT
- SAILOR 2182 WATCH RECEIVER
- ICOM M-126 DSC VHF RADIO TELEPHONE
- COMPLETE GMDSS UNIT WITH FAX MACHINE, ANRITSU PRINTER, AND CONTROL PANEL
- JRC NAVTEX NCR-300A TEXT RECEIVER
- ANRITSU INMARSAT B
- AFT DECK LOUDHAILER
- AFT CLEARVIEW SCREEN
ELECTRICAL OUTFITTING:

THE VESSEL IS WIRED WITH NEOPRENE TYPE INDUSTRIAL WIRING. FIXTURES ARE OF THE VAPORPROOF MARINE TYPE AND FLUORESCENT TYPE. LIGHTING SYSTEM IS 220-VOLT DC, WITH A EMERGENCY 24-VOLT DC SYSTEM. ALL THE VESSEL’S SYSTEMS ARE DC WITH THE EXCEPTION OF AC POWER FOR THE TRAWLING WIRE WINCH. SWITCHBOARD IS OF THE DEADFRONT TYPE. OVERLOAD PROTECTION IS OBTAINED BY MEANS CIRCUIT BREAKERS.

AUXILIARY POWER

ELECTRICAL POWER IS PROVIDED BY MEANS OF TWO MAIN 562 kW DC GENERATOR SETS 6VD 26/20 AL-2, A PORT SHAFT GENERATOR AT 640 kW, A STARBOARD SHAFT GENERATOR AT 325 kW AC, AND EMERGENCY GENERATOR AT 76 Kw 60VD 14.5/12-1
MAIN PROPULSION MACHINERY:

THE VESSEL IS SINGLE –SCREW, WITH TWO (2) ENGINES 1200 HP EACH, WITH TWO (2) ELASTIC CLUTCHES KAE 180 OPERATING A SINGLE GEARBOX, WHICH POWERS A SINGLE SHAFT TO A FOUR BLADE CONTROLLABLE PITCH PROPELLER OF 2.9 MTS. OF DIAMETER MOUNTED WITHIN A STEERABLE NOZZLE.
MAIN PROPULSION MACHINERY CONSISTS OF TWO (2) SKL MODEL 8VD 26/20 AL-2, 2400-HP TOTAL DIESEL ENGINES. BOTH ENGINES ARE AIR-STARTING AND HEAT-EXCHANGER-COOLED AND POWER A SINGLE SHAFT THROUGH SEPARATE GEAR COUPLINGS AND SYNCHRONIZATION CONTROLS.
THE STARBOARD MAIN ENGINE POWERS A 325-KW AC SHAFT GENERATOR,

AUXILIARY MACHINERY:

THE VESSEL IS FITTED WITH NUMEROUS AUXILIARY MACHINERY SYSTEMS, WHICH ARE BROKEN DOWN AS FOLLOW:

- STARBOARD SIDE MAIN DECK

ONE VEB/IFA SIX CYLINDER ELECTRIC-STARTING AND HEAT-EXCHANGER-COOLED DIESEL ENGINE POWERS A LEIPZIG 76-KW EMERGENCY GENERATOR, WITH TWO DEDICATED STARTING BATTERIES.

FREON ROOM WITH TANKS CONTAINING 200 METRIC TON OF FREON.

- FIRST DECK BELOW MAIN DECK

STARBOARD AFT AUXILIARY MACHINERY ROOM CONTAINS:

- CIRCULATION PUMP FOR EMERGENCY GENERATOR HEAT EXCHANGER
- MAIN WATERTIGHT DOOR CONTROLS.
- NET AND MAIN WIRE WINCH ELECTRICAL CONTROLS

- AFTER STEERING GEAR FLAT CONTAINS:

- STEerable NOZZLE TILLERHEAD
- STERN THRUSTER
- AUXILIARY TELEPHONE
- FISH HOLD PUMP
- FISH HOLD DISCHARGE PUMP AND SPARE
- FISH GURRY EJECTOR PUMP
- AIR COMPRESSOR FOR GURRY EJECTOR PUMP
- MACHINERY SPACE AND ADJACENT AREAS:

STARBOARD FORWARD MACHINE SHOP CONTAINS:

- GRINDER
- ONE-METER LATHE
- VISE
- DRILL PRESS
- FREON CENTRIFUGE
ENGINEER’S CONTROL ROOM CONTAINS:

- MASTER AUTOMATION PANEL
- ENGINE ORDER TELEGRAPH
- MAIN ENGINE PERCENTAGE OF OUTPUT GAUGES
- PORT AND STARBOARD MAIN ENGINE TACHOMETERS
- SHAFT TACHOMETERS
- PROPELLER PITCH GAUGE
- PORT AND STARBOARD MAIN ENGINE START/STOP SWITCH
- ENGINE ALARM PANELS
- COMMUNICATIONS PANEL
- MAIN ENGINE/AUXILIARY ENGINE DIGITAL READOUTS MODEL MA-BF2
- MAIN ENGINE COUPLING CONTROLS
- MAIN ENGINE SYNCHRONIZATION CONTROLS
- MAIN ENGINE EMERGENCY STOPS
- AUTOMATIC/MANUAL ENGINE CONTROL SWITCH
- SIXTEEN (16) ENGINE PRESSURE/TEMPERATURE GAUGES
- THREE (3) SEA WATER/FRESH WATER TEMPERATURE CONTROL GAUGES
- CARGO HOLD TEMPERATURE GAUGE
- FREON R-22 TEMPERATURE GAUGE
- BOILER WATER GAUGE
- MASTER ENGINE ROOM PIPING SCHEMATIC WITH VALVE STATUS LIGHTS
- SLAVE DIGITAL READOUT FROM DOPPLER LOG
- MAIN VESSEL MASTER ELECTRICAL PANEL
- VESSEL DISTRIBUTION PANELS
- VESSEL CIRCUIT BREAKER PANELS
- TWO (2) MAIN ENGINE ELECTRONIC SENSOR PANELS
UPPER AND LOWER MACHINERY FLATS CONTAIN:

- CENTERLINE FRESH WATER MAKER WITH 12 METRIC TON PER DAY CAPACITY
- PORT SIDE BOILER, RATED AT 7 KG PER SQUARE CENTIMETER (100 PSI), USED FOR HEATING, WASHDOWN AND FISH MEAL PROCESSING

- STARBOARD SIDE HEAT EXCHANGER FOR MAIN FREEZER CHILL WATER UNIT
- SIXTY FIVE (65) GALLONS ELECTRIC WATER HEATER
- QUARTERS FRESH WATER PRESSURE TANK WITH ADJACENT HOT WATER CIRCULATING PUMP.
- WORKBENCH WITH VISE, TOOLS AND SPARE PARTS
- TWO (2) BOILER CIRCULATING WATER PUMPS
- BOILER AUTOMATIC CONTROL PANEL
- AUXILIARY SET OF MAIN ENGINE CONTROLS, INCLUDING ALARMS, ENGINE PERCENTAGE OUTPUT, SHAFT AND ENGINE TACHOMETERS, PROPELLER PITCH, ENGINE ORDER TELEGRAPH, ETC.
- TWO (2) 10 kW DIDIER ELECTRIC MOTORS OPERATE FUEL OIL TRANSFER PUMPS.
- ONE (1) 7.9 kW ELECTRIC MOTOR OPERATES A FIRE PUMPS.
- ONE (1) 14 kW ELECTRIC MOTOR OPERATES A FISH PROCESSING ROOM SALT WATER WASHDOWN PUMP
- TWO (2) 12 kW ELECTRIC MOTORS OPERATE PRE-LUBE PUMPS
- THREE (3) 21 kW ELECTRIC MOTORS OPERATE SALT WATER COOLING PUMPS
- TWO (2) 17 kW ELECTRIC MOTORS OPERATE FRESH WATER CIRCULATION COOLING PUMPS
- TWO (2) FRACTIONAL kW ELECTRIC MOTORS OPERATE SANITARY WATER PUMPS.
- THREE (3) 7 kW ELECTRIC MOTORS OPERATE THREE LIQUID SEPARATORS, TWO FOR FUEL OIL AND ONE FOR LUBE OIL USE
- THREE (3) BALDOR 15 HP ELECTRIC MOTORS OPERATE QUINCY MODEL 340-04 AIR COMPRESSOR
- TWO (2) 10 kW ELECTRIC MOTOR OPERATE MAIN ENGINE OIL CIRCULATING PUMPS
- ONE (1) EACH PORT AND STARBOARD AIR STARTING AND HEAT EXCHANGER COOLED SIX CYLINDER VEB EINSPRITZ GERATEWERK TYPE 154535 SKL DIESEL ENGINES POWER A 550 kW DC GENERATOR
- TWO (2) 10 kW ELECTRIC MOTORS OPERATE GEAR LUBE OIL PUMPS
- TWO (2) 10 kW MOTORS OPERATE BILGE PUMPS
- TWO (2) FRACTIONAL HP ELECTRIC MOTORS OPERATE BILGE PUMP PRIMING PUMPS
- FOUR (4) AIR RECEIVERS
- ONE (1) PORT AFT 2.5 TON PER HOUR CAPACITY BILGE WATER SEPARATOR
- THREE (3) FRACTIONAL HP ELECTRIC MOTORS OPERATE A POTABLE WATER DISTILLER MINERALIZATION SYSTEM
SHAFT ALLEY CONTAINS:

- ONE (1) DDR SHIFFBAU VEB DIESELMOTORENWERK ROSTOCK CONTROLLABLE PITCH PROPELLER CONTROLS
- TWO (2) 20 kW ELECTRIC MOTORS OPERATE HYDRAULIC PUMPS TO PROPELLER PITCH
- SHAFT RATED AT 1,715 kW
- LUBED THRUST BEARING
- SHAFT BRAKE
- BELT DRIVE TO SHAFT TACHOMETER

REFRIGERATION EQUIPMENT ROOM CONTAINS:

- COMPRESSOR EQUIPMENT FOR THE NEW FISH PROCESSING ROOM REFRIGERATION, CONSISTING OF A 17 kW ELECTRIC MOTOR TO THE HIGH PRESSURE SIDE AND 15.2 kW ELECTRIC MOTOR TO THE LOWER PRESSURE SIDE
- SPARE COMPRESSOR UNIT, CONSISTING OF A 17 kW ELECTRIC MOTOR TO THE HIGH PRESSURE SIDE AND 15.2 kW ELECTRIC MOTOR TO THE LOW PRESSURE SIDE
- ONE (1) 4.5 kW ELECTRIC MOTOR TO A FREON CIRCULATING PUMP
- ONE (1) BALDOR 7.5 HP ELECTRIC MOTOR TO A SALT WATER CIRCULATING PUMP FOR SHIP’S PROVISIONS REEFERS
- THREE (3) 12 kW ELECTRIC MOTORS AS GENERAL CIRCULATION PUMPS FOR CARGO HOLDS AND OTHER SUB USES
- ONE (1) 12 kW SPARE CIRCULATION PUMP
- TWO (2) AUTOMATED REEFER CONTROL PANELS
- TWO (2) REFRIGERANT CONDENSERS
- ONE (1) REFRIGERANT RECEIVER
- ONE (1) CARGO HOLD HIGH PRESSURE COMPRESSOR POWERED BY A 71 kW ELECTRIC MOTOR
- ONE (1) FISH HOLD FREEZER UNIT COMPRESSOR POWERED BY A 71 kW ELECTRIC MOTOR
- TWO (2) PORT SIDE COOLANT CONDENSERS
- ONE (1) PORT SIDE COOLANT RECEIVER
- SEWERAGE MACERATOR WITH 20 METRIC TON HOLDING TANK
- STORAGE BINS FOR PARTS
- COMPRESSOR OIL RESERVOIR
FISHING GEAR

THE VESSEL WAS BUILT AND SET UP TO BE A FISH TRAWLER/PROCESSOR

THE DECK OF THE VESSEL IS FITTED WITH TWO KING POSTS. THE FORWARD HAS VERTICALS MEASURING 32” x 26”. THESE VERTICALS ACT AS MASTS FOR PORT AND STARBOARD CARGO BOOMS.
THE CARGO BOOMS ARE USED TO HANDLE BOXED FROZEN SEAFOOD IN AND OUT OF THE FREEZER HOLD.
THE WINCH CONTROLS ARE LOCATED IN A SMALL METAL HOUSE AT THE AFT END OF THE PILOT HOUSE TOP.

A CARGO DECK WINCH IS LOCATED TO PORT AND STARBOARD ON TOP OF THE STACKHOUSES. EACH WINCH IS POWERED BY AN APPROXIMATELY 50 kW MOTOR, AND THE WINCHES ARE FITTED WITH A 18 MM WIRE.
THE SECOND KING POST HAS VERTICALS CONSTRUCTED OF 42” x 36” RECTANGULAR LEGS. THIS KING POST IS USED IN CONJUNCTION WITH THE MAIN TRAWLING GEAR.
THE STERN IS FITTED WITH A 12’ WIDE NET RAMP, COMPLETE WITH A ROLLER. LOCATED OVER THE AFT RAMP IS A STEEL-FRAMED BRIDGE WHICH CONTAINS LARGE HOIST AND FAIRLEAD BLOCKS FOR NET HANDLING. THE BRIDGE IS ALSO FITTED WITH AN AFT SEARCHLIGHT.
LOCATE ON THE MAIN DECK TO PORT AFT IS A WINCH WHICH IS USED FOR AUXILIARY USE AND IN HANDLING FISH MEAL BOXES. THIS WINCH IS POWERED BY A 30 kW ELECTRIC MOTOR.
THE LARGE PORT AFT HATCH ALLOWS ACCESS TO A HOLD USED FOR NET STORAGE.
THE AFT WORK DECK IS FITTED WITH A NUMBER OF HATCHES. THE FORWARD HATCH ALLOWS ACCESS TO THE MAIN ENGINE SPACE. A CIRCULAR HATCH ALLOWS ACCESS TO THE STEERING GEAR ROOM. A SECOND SMALL PORT SIDE HATCH ALLOWS ACCESS TO THE FISH MEAL HOLD AND PROCESSING AREA. TWO AFT PORT AND STARBOARD HATCHES, EACH MEASURING 48” x 45”, ALLOW ACCESS TO THE FISH HOLD. EACH PORT AND STARBOARD FISH HOLD HAS A CAPACITY OF TWELVE CUBIC METERS AND IS FITTED WITH A CHILL WATER CIRCULATING SYSTEM.
LOCATED BELOW THE PROCESSING DECK IS THE ORIGINAL PROCESSING SYSTEM, WHICH HAD A PORT SIDE FISH MEAL CARGO HOLD, CENTERLINE FISH MEAL PROCESSING MACHINERY, AND STARBOARD FISH OIL PROCESSING MACHINERY.
THE VESSEL HAS BEEN BUILT TO CARRY TWO (2) 10 METRIC TON TANKS OF FISH OIL.
THE VESSEL IS PRESENTLY SET UP, WITH A FRESH PROCESSING SYSTEM. THE FISH PROCESSING DECK IS NEW IN ALL RESPECTS AND IS IN PLACE BUT NOT INSTALLED. THE SYSTEM IS SET UP TO OPERATE FROM STERN FORWARD.
IN ADDITION TO THE PROCESSING EQUIPMENT, THE PROCESSING SPACE HAS PORT SIDE ELECTRONIC CONTROLS FOR THE BUTCHER BOY FREEZER UNITS, A 65 GALLON ELECTRIC WATER HEATER, AN INGERSOLL RAND MODEL 3000-E-25 AIR COMPRESSOR WITH CONTROLLER BOX AND A BALDOR 25 HP ELECTRIC MOTOR. THIS COMPRESSOR IS REPORTEDLY USED IN CONJUNCTION WITH AN AIR KNIFE.

THE MAIN CARGO HOLD IS ON TWO LEVELS, WITH CONVEYOR BELTS SERVING BOTH LEVELS. THE HOLD HAS OPEN-GRATING METAL DECKS FOR CROSS VENTILATION; INSULATED BULKHEADS WITH VERTICAL SWEAT BATTENS; AND OVERHEAD LIGHTING. THE CARGO HOLD REPORTEDLY CAN ContAIN 300 METRIC TON OF CARGO AT A TEMPERATURE OF –30° CENTIGRADE.
DECK HOUSE ARRANGEMENT

THE THREE-LEVEL DECKHOUSE IS CONSTRUCTED OF STEEL AND IS FITTED WITH STEEL WATERTIGHT DOORS, PORTLIGHTS, AND FIXED AND HINGED TYPE WINDOWS.

QUARTERS IN WAY OF THE HULL ARE ALSO FITTED WITH PORTLIGHTS. THE INTERIOR OF THE VESSEL IS SHEATHED WITH PAINTED METAL PANELING IN WAY OF THE OVERHEADS AND BULKHEADS, AND PAINTED STEEL AND VINYL-COVERED DECKS. SOME PUBLIC AREAS HAVE WOOD-GRAINED FIRE-RESISTANT PANELING.

THE ENTIRE DECKHOUSE IS CENTRALLY AIR CONDITIONED BY CHILL WATER UNITS AND HEATED BY BOILER AND ELECTRICAL HEATING UNITS.
THE VESSEL IS ARRANGED WITH TWO LOWERMOST DECKS CONTAINING CARGO HOLD AND MAIN AND AUXILIARY MACHINERY SPACES. THE DECK BELOW THE MAIN DECK CONTAINS CREW’S QUARTERS AND SANITARY FACILITIES, REEFER AND PANTRY SPACES, AND FISH-HANDLING AND PROCESSING SPACES.

THE MAIN DECK CONTAINS THE GALLEY/MESSING AREA, CHIEF ENGINEER’S QUARTERS, HOSPITAL, AND OTHER AUXILIARY SPACES.

THE SECOND DECK CONTAINS THE OFFICERS QUARTERS AND RADIO ROOMS.

THE PILOTHOUSE IS LOCATED ON TOP OF THE OFFICERS QUARTERS.

THE FIRST DECK BELOW THE MAIN DECK IS ARRANGED AS FOLLOWS:

LOCATED ON CENTERLINE TO PORT FORWARD IS A MACHINERY ROOM, WHICH CONTAINS THE ANCHOR CATHEAD/CAPSTAN DRIVE MOTORS. ON THE CENTERLINE FORWARD IS AN AIR HANDLER ROOM.

TO STARBOARD FORWARD IS A CREW’S SAUNA.

NEXT AFT IS THE LAUNDRY AND LINEN ROOM, WHICH CONTAINS TWO EAST GERMAN VA-560 WASHING MACHINES AND A SMALL LINEN PRESS.

TO PORT FORWARD IS THE FIRE SQUAD LOCKER, WHICH CONTAINS FIRE SUITS, OBA’S, AND OTHER FIREFIGHTING EQUIPMENT.
RANGING DOWN BOTH THE PORT AND STARBOARD SIDES ARE BUNKROOMS FOR THE VESSEL’S DECK AND FISHING CREW.

ALONG THE PORT SIDE IS A ROOM FOR TWO MEN, A SINGLE PERSON BOATSWAIN’S ROOM, A FOUR MAN ROOM, A SINGLE PERSON NET TENDER’S ROOM, AND TWO TWO-MAN ROOMS.

ON THE STARBOARD ARE SEVEN TWO-MAN ROOMS AND ONE FOUR-MAN ROOM.

IN GENERAL, ALL ROOMS CONTAIN SUITABLE NUMBER OF BUILT-IN WOODEN BUNKS, A MATCHING NUMBER OF WOODEN LOCKERS, A PORCELAIN SINK, A MEDICINE CABINET WITH MIRROR, AND A SMALL TABLE AND/OR SETTEE. SOME ROOMS ALSO CONTAIN A SHIP’S SERVICE TELEPHONE.

LOCATED ON THE CENTERLINE FORWARD IS A STAIRWAY WHICH LEADS DOWN TO A ROOM THAT CONTAINS CENTRAL AIR CHILLING EQUIPMENT, COMPRESSORS, AND FREON CIRCULATING PUMPS. THE SYSTEM IS RATED AT 115,000 KILOCALS (456,000 BTU’s).

NEXT AFT ON THE CENTERLINE ARE THE CARGO HOLD FREEZER CONDENSER UNITS AND A VERTICAL LADDER THAT LEADS DOWN TO THE CARGO HOLD.

NEXT AFT ON THE CENTERLINE, ACCESSIBLE FROM THE STARBOARD SIDE, ARE A WALK-IN DRY STORES PANTRY, A WALK-IN MEAT FREEZER, AND A WALK-IN CHILL BOX.

A STARBOARD SIDE LADDER LEADS DOWN TO THE AUXILIARY MACHINERY SPACE AND UP TO THE MAIN DECK.

TO PORT AFT IS A WASHROOM WHICH CONTAINS ONE SHOWER STALL, ANOTHER ROOM WITH FOUR SHOWER STALLS, AND A CHANGE ROOM CONTAINING STEEL LOCKERS. THIS WASHROOM AND CHANGING ROOM CONNECT WITH THE AFTER THIRD OF THIS LEVEL, WHICH IS THE FISH-PROCESSING AREA.
THE MAIN DECK INTERIOR IS ARRANGED AS FOLLOW:

LOCATED FORWARD IS THE MAIN CREW MESSING AREA, WHICH CONTAINS TWO 28” WIDE x 12” LONG TABLES, FLANKED BY TEN PADDED SWIVEL CHAIRS, LOCATED ON THE PORT SIDE IS 28” WIDE x 8’ TABLE WITH THREE PADDED SWIVEL CHAIRS AND AN L-SHAPED SETTEE WITH BOTTOM AND BACKREST CUSHIONS.
THIS AREA CAN BE CLOSED OFF BY A SLIDING ACCORDION TYPE DOOR AND IS THE OFFICERS DINING AREA. THE MESSING AREA CONTAINS A TELEVISION SET, A VCR, AND A MOVIE SCREEN.

NEXT AFT TO PORT IS THE CHIEF ENGINEER’S CABIN, WHICH CONTAINS A SINGLE BUNK, A DESK, A TABLE, TWO CHAIRS, A SETTEE, AND AN ADJACENT FULL HEAD CONTAINING SHOWER STALL, TOILET, AND WASH BASIN.

NEXT AFT IS SMALL SANITARY FACILITY, WHICH CONTAINS A TOILET.

NEXT AFT TO PORT IS THE HOSPITAL, WHICH CONTAINS A HOSPITAL TYPE BED, STORAGE LOCKERS, AN AUTOCLAVE, AND AN ADJACENT FULLY EQUIPPED HEAD, COMPLETE WITH BATH TUB.

ADJACENT ON THE INBOARD SIDE OF THE PASSAGEWAY IS A WALK-IN SHOWER AREA.
IMMEDIATELY FORWARD OF THIS, ALSO INBOARD, IS THE 24 VOLT BATTERY CONTROL PANEL, COMPLETE WITH CONTROLS. THIS PANEL MAINTAINS THE CHARGE AND MEASURES THE DRAIN ON ALL 24 VOLT BATTERIES ON BOARD THE VESSEL.

LOCATED ON THE CENTERLINE FORWARD IS THE GALLEY, WHICH HAS, TO PORT FORWARD, A SCULLERY CONTAINING A STAINLESS STEEL DOUBLE SINK, STAINLESS STEEL DRAWERS, A MINSK ATLANT 16 CUBIC-FOOT REFRIGERATOR/FREEZER, AND SERVING DOORS ALLOWING ACCESS TO THE MESS DECK.

THE GALLEY ITSELF CONTAINS A 65 GALLONS ELECTRIC WATER HEATER, A STAINLESS STEEL STEAM-HEATED SOUP CALDRON, STAINLESS STEEL WORK COUNTERS, THREE STAINLESS STEEL SINKS, A FOUR-ELEMENT ELECTRIC RANGE WITH A SINGLE OVEN, A FOOD GRINDER, A DEEP OVEN WITH GREASE DRAIN, A COMMERCIAL STAINLESS STEEL MIXER, A CHOPPING BLOCK, AND THREE BREAD OVENS.

OFF THE GALLEY, TO PORT AFT, IS A STORAGE AREA, WHICH CONTAINS POTS, PANS, AND DISHES.

THE GALLEY AREA IS COMPLETELY SHEATHED WITH STAINLESS STEEL AND HAS A NON SKID TILE DECK.

LOCATED ON THE SECOND DECK

TO PORT FORWARD IS THE CHIEF MATE’S ROOM, WHICH CONTAINS A SINGLE BUNK WITH STORAGE DRAWERS AND LIGHTS, A LOCKER, A DESK WITH TELEPHONE AND LIGHT, A BOOKSHELF, A 6’ SETTEE, AN UPHOLSTERED CHAIR, A WALL CLOCK, A PORCELAIN SINK, AND A MEDICINE CABINET WITH MIRROR.

NEXT AFT TO PORT IS A FULL RADIO ROOM, INCLUDING ALL TRANSMITTERS AND RECEIVERS AND TEST EQUIPMENT.

ADJACENT IS A SMALL ROOM WHICH CONTAINS A WEATHER FAX MACHINE AND TELETYPING MACHINE.

ALSO ADJACENT IS A SMALL ELECTRONICS ROOM, WHICH CONTAINS ALL OF THE ON-BOARD ACCESSORY ELECTRONICS SYSTEMS, INCLUDING FM, CASSETTE, VESSEL INTERCOM, SHIP’S SERVICE TELEPHONE, ETC. INBOARD OF THE RADIO ROOM IS AN ELECTRONICS SPARE PARTS ROOM.
LOCATED FORWARD TO PORT OF CENTERLINE IS THE RADIO OFFICER’S ROOM.
AND TO STARBOARD OF CENTERLINE, THE SECOND MATE’S ROOM. BOTH ROOMS ARE SMALLER THAN, BUT SIMILARLY EQUIPPED TO, THE CHIEF OFFICER’S ROOM.

LOCATED TO STARBOARD FORWARD IS THE CAPTAIN’S ROOM, WHICH CONTAINS A BUNK WITH STORAGE DRAWERS AND LIGHTS, A LOCKER, A DESK WITH TELEPHONE AND LIGHT, BOOKSHELVES, A SETTEE WITH ADJACENT WORK TABLE, UPHOLSTERED CHAIRS, WALL-MOUNTED CLOCK, AND FILE CABINETS. ADJACENT IS A WASHROOM, WHICH CONTAINS A TOILET, A SINK, AND A SHOWER STALL.

RANGING DOWN THE STARBOARD SIDE IS THE SECOND ENGINEER’S ROOM AND THE CHIEF ELECTRICIAN’S ROOM, WITH THE THIRD MATE’S ROOM LOCATED INBOARD FROM THE ELECTRICIAN’S ROOM.
ALL THREE ROOMS ARE SIMILAR TO THOSE OF THE RADIO OFFICER AND THE SECOND MATE.
SUPERSTRUCTURE EXTERIOR

PILOT HOUSE

CONTAINS A 42” HIGH SPRAY SHIELD ON THREE SIDES, A MAST WITH NAVIGATION LIGHTS, RADAR SCANNER, NUMEROUS MAST-MOUNTED ANTENNAS, AND SEVEN DECK-MOUNTED WHIP ANTENNAS. FORWARD IS AN ARKONA LIQUID MAGNETIC STEERING COMPASS, AND AFT IS A STEEL HOUSE WHICH CONTAINS THREE DECK WINCH CONTROL UNITS.

LOCATED AT THE PILOTHOUSE LEVEL IS A 42” HIGH STEEL DODGER, WHICH TAPERS TO 36” IN WAY OF THE SIDES AND FAIRS INTO A FOUR-TIER SAFETY RAIL AFT. THE BRIDGE DECK LEVEL HAS PORT AND STARBOARD BRIDGE WINGS, EACH WITH A GYRO REPEATER, AND AN ANCHOR WINDLASS CONTROL IN WAY OF THE STARBOARD BRIDGE WING ONLY.
LOCATED ON THE SECOND DECK EXTERIOR

IS A 2” STEEL TOE RAIL AND A FOUR-TIER PIPE-AND-CHAIN SAFETY RAIL. TO STARBOARD FORWARD IS A ROOM WHICH CONTAINS EIGHT HEAVY DUTY MARINE TYPE BATTERIES. TO PORT AND STARBOARD ARE CARGO WINCHES, WHICH ARE POWERED BY APPROXIMATELY 50 kW DC MOTORS. THE WINCHES ARE REPORTEDLY FITTED WITH 18MM WIRE.

LOCATED ON THE CENTERLINE ON THE SECOND DECK IS A 4’ HATCH COAMING WHICH CONTAINS AN EIGHT-DOG HINGED STEEL COVER THAT ALLOWS ACCESS TO THE CARGO HOLD.

THE DECK HOUSE EXTENDS AFT ALONG THE PORT SIDE, AND THE PORT EXHAUST STACK HOUSING IS AN INTEGRAL PART OF THAT DECKHOUSE. THIS LEVEL ALSO CONTAINS A RETRACTABLE GANGWAY WHICH IS FOR THE BOAT CREW USE. THE GANGWAY IS RAISED AND LOWERED BY MEANS OF A HAND-OPERATED WINCH.
LOCATED ON THE MAIN DECK

AT THE BOW ARE PORT AND STARBOARD SMALL FORE-DECK HATCHES FITTED WITH THREE-DOG COVERS. THE PORT SIDE ACCESS IS TO THE GENERAL STORAGE LOCKER, WHICH ALSO CONTAINS A PAINT LOCKER. THE STARBOARD HATCH ALLOWS ACCESS TO A GENERAL STOREROOM, WHICH IN TURN ALLOWS ACCESS TO THE CHAIN LOCKER.

AT THE AFT ARE A NUMBER OF WATERTIGHT DOORS THAT ALLOW ACCESS TO VARIOUS VESSEL SUB-SYSTEM ROOMS.

LOCATED TO PORT FORWARD IS SHORE POWER HOOKUP.

ON THE CENTERLINE ARE THE VENTS FOR THE GALLEY.

THE PORT SIDE ALLOWS ACCESS TO THE STACKHOUSE, WITH A FORWARD AUXILIARY DOOR TO THE HOSPITAL.

NEXT AFT ON THE PORT SIDE ARE A DOOR DOWN TO THE ENGINE ROOM AND FISH-PROCESSING ROOM, A DOOR ALLOWING ACCESS TO DECK VENT AREA, AND A DOOR TO AN ATOMIC, BIOLOGICAL, AND CHEMICAL WASHDOWN APPARATUS ROOM.

FURTHER AFT IN THE PORT STACK/DECKHOUSE ARE MISCELLANEOUS STORAGE LOCKERS AND AN EMERGENCY ESCAPE HATCH FROM THE FISH-PROCESSING DECK.

TO PORT AFT IS FIRE SMOTHERING SYSTEM, WHICH HAS TWO TANKS CONTAINING COMPRESSED AIR AND TWO TANKS CONTAINING A DRY CHEMICAL TYPE POWDER.
LOCATED TO PORT AND STARBOARD ON THE FOREDECK ARE 15” DIAMETER STEEL DOUBLE BITTS WITH ADJACENT CLOSED CHOCKS AND PORT AND STARBOARD ROLLER FAIRLEADS. THE FOREDECK ALSO CONTAINS A SET OF PORT AND STARBOARD 12” STEEL DOUBLE BITTS AND A SECOND SET OF PORT AND STARBOARD 15” DOUBLE BITTS.
ON THE AFTER DECK TO PORT ARE ONE 12” DIAMETER AND ONE 15” DIAMETER STEEL DOUBLE BITT. TO STARBOARD ARE ONE 10” DIAMETER, ONE 12” DIAMETER, ONE 15” DIAMETER STEEL DOUBLE BITT.

ANCHOR GEAR

THE GROUND TACKLE CONSISTS OF BOW ANCHORS, WHICH IS HANDLED BY PORT AND STARBOARD FOREDECK 30” DIAMETER CATHEAD/CAPSTANS.

LIFESAVING AND FIREFIGHTING EQUIPMENT

THE VESSEL WAS OUTFITTED TO ALL IMO/SOLAS REQUIREMENTS. ON BOARD THERE ARE TWO SART UNITS, ONE 406 EPIRB, A DRY CHEMICAL SMOOTHERING SYSTEM, A CO2 SMOOTHERING SYSTEM, AND A FULLY EQUIPPED FIRE SQUAD ROOM. ALSO WAS FITTED WITH AXES, FIRE HOSES, NOZZLES, RING BuoYS, WATER LIGHTS, AND INFLATABLE RAFTS.