

MONTMONTAŽA – G R E B E N d.o.o
20270 Vela Luka, Croatia



Ident.No. 1008726

TECHNICAL DESCRIPTION

MULTI-PURPOSE FISHING BOAT

RB23-GRP

1. GENERAL

1.1 Type and function

This specification contains the requirements for building the multi-purpose vessel for which the hull has been specifically designed to carry out the following fishing activities:

stern trawling
mid water trawling
purse-seining

1.2 Principal particulars

Length over all	23,19 m
Length on DWL	21,04 m
Breadth	6,86 m
Depth	3,70 m
Main draft	2,97 m
Max. draft on the stern	3,28 m

Accommodation

2 x 3 berth cabin	6 men
1 x 2 berth cabin	2 men
1 x 1 berth cabin	captain
Total	9 men

Capacities

Fresh water tank	10 m ³
Fuel oil	37 m ³
Fish hold	75-85 m ³
Freezing tunnel	3 t/24 HRS

Performance

Main engine	
Speed	10 +/- 5% knots
Endurance	approx. 20 days
GRT	118,65
Ship in ballast condition with equipment	95,00 t
Ship with full catch and 50% stores	195,00 t
Freeboard amidships	0,80 m

1.3 Layout

The vessel has a continuous main deck with closed forecastle. The space under the forecastle deck is divided into the crew's cabin, the galley, the mess room, sanitary space and the pantry. The wheelhouse is located in the forecastle deck. There is also the engine room skylight, anchor windless with anchor, spare anchor, self-inflatable life rafts, emergency exit from accommodation, rope baskets, bitts and chocks. On the main deck the fishing gear, fish hold hatch, pantry hatch and steering gear room hatch, bitts, hydrants and the other deck equipment are installed.

Watertight bulkheads divided the hull into the following spaces:

- Stern peak with two fuel tanks
- Fish hold
- Engine room with two fuel tanks
- Fore peak with fresh water tanks

The main deck is protected by 1-m height bulwark with the required number of water drain outlets. Forecastle deck is protected by 1 m high rail with bars.

The vessel's appearance can be seen on the General Arrangement, Reg. No.1.111.758, which is the component part of this Specification.

1.4 Classification and testing

The vessel, including the hull, main and auxiliary machinery, electrical outfit etc. Is to be built under the survey of Lloyd's Register of Shipping to obtain their classification 100A1 fishing vessel + LMC, stern trawler. Safety regulations will be applied as required by the international institutions and national authorities concerned.

On complete, the vessels will be subjected to :

- Trials
- Speed test on measured mile
- Hulling force test

A technical sea trial trip shall take place before delivery, long enough to enable all necessary test to be held. The speed test on measured mile will be carried out with fully equipped vessel, with full fuel and water tanks and with nine crew members on board Condition: sea state up to 2 B, wind up to 2 B, deep water.

Builders shall demonstrate the complete workability of the vessel, its main engine and reduction gearboxes, auxiliaries, generators, etc.

Test to be conducted in presence of representatives of owner, classification society and other regulatory bodies, where this is normal practice.

1.5 Stability

Builders guarantee for good stability in all sea going conditions. Builders will prepare in all sea going conditions. Builders will prepare and submit to the Owner and the regulatory bodies a detailed stability study of the vessel.

1.6 Documentation and certificates

Each vessel will be delivered with the following documentation and certificates:

- 1.6.1 Documentation:
outline specification
wiring diagram
piping scheme
docking plan

- 1.6.2 Certificates
Certificate on ship's navigation stability
Cargo gear register
Stability verification certificate
Survey and control book
International load line certificate
Safety radio equipment certificate
Safety construction certificate
Hull and machinery certificates
Plus other essential certificates
Compulsory according to class requirements

All pertinent certification and/or documents covering the indicating compliance with requirements set forth herein shall be obtained by the builder and distributed as directed. Costs for obtaining all certificates shall be included in the builder's price.

2. HULL STRUCTURE

2.1 Material of construction

Superstructure, deck, bulkheads and wheelhouse are made of glass reinforced polyester in sandwich construction. All the materials issued are of good quality, supplied by known manufacturers. The vessel is built in controlled and air conditioned workshops which hold certificates issued by several Classification Societies. Material samples will be tested in the shipyard's own laboratory.

2.2 Hull arrangement

All structural arrangements and details to be approved by classification society.
Ship to have transverse frames.

2.3 Painting

The decorative coat of the hull shall be white, the deck shell is light green and the superstructure and the wheelhouse will be painted white. Vessel name plus port of registry will be furnished by the owner in good time. The underwater hull surface will be protected with one coat of about 80 microns wet, of base paint and one coat of about 150 microns wet, of anti fouling paint. All metal parts of equipment on the vessel will be protected with two layers of base coating and two layers of yellow top coat. Inside of the hull shall be painted white as well as the forepeak, aft peak and the fish hold. The engine room shall be painted in fireproof light gray and the engines light green. All wooden parts shall be done in standard transparent marine enamel.

2.4 Marking and fishing vessel

The name and port of registry of the vessel shall be marked on each side of the vessel stern.
The markings shall be of adequate size printed in contrast colour.

2.5 Cathodic protection

An adequate number of zinc anodes are fitted on the vessel's hull in order to protect the underwater metal parts.

3. PROPULSION

3.1 General

All machinery to be of first class marine type and the installation to be laid out for easy maintenance. Variations in type and size of equipment to be limited to the best possible way.

Spare parts as required by Classification Society.

3.2 Engine room equipment

Main engine	1
Auxiliary engine	2
General service pump	2
Fuel transfer pump	1
Cooling water pump	1
Sanitary pump	1
Fresh water pump	1
Main distribution board	1
Hydraulic oil tank	1
Lubricating oil tank	1
Fuel tanks	2
Work table	1

3.3 Main engine

In the engine room 370 kW continuous rating, marine diesel main engine will be installed. The engine builders will deliver the following accessories along with the engine:

Exhaust silencer
Expansion piece for exhaust
Electric starting motor
Alternator 24 V DC
Governor
Duplex fuel oil filter
Lube oil cooler for M.E. and gearbox
Lube oil duplex filter
Alarm and safety contacts, all wired to a junction box
Instrument panel for bridge mounting
Built in pumps for lube. oil cooling water and fuel
Loose extra expansion tank (if necessary)
Standard tools
Spare parts according to class rules
F.T.O.S

3.4 Gearbox

The main engine will be coupled to reverse-reduction gearbox. The gearbox will be operated hydraulically and will have reduction ratio about 4,5 : 1.
This reduction ratio ensures the optimum relation between propeller size and thrust.

3.5 Propeller and shaft

The propeller shaft will be of stainless steel.

The total length of this shaft will be approx. 10m.

The main engine will drive manganese bronze fixed propeller.

Propeller of the same maker.

The tail shaft will be made of steel of appropriate hardness according to the class requirements.

3.6 Remote control propulsion

The main engine and reverse reduction gearbox will be controlled by a mechanical remote control system from the wheelhouse.

4. **AUXILIARIES**

4.1 Auxiliary engine

The vessel is provided with two 60 kVA auxiliary engines each of 3 x 380/220 V 50 Hz.

Parallel operation is possible. The diesel engine is equipped with: Electrical starting equipment,
Manual starting equipment, Keel cooling with freshwater, Lube oil and fuel oil filters,
Alarms and instruments

4.2 Exhaust gas system

The exhaust gas system from the main engines and the auxiliary engines will be laid through the casing up to the top of the funnel. The exhaust pipelines equipped with silencers will be sheathed with asbestos - free insulation materials.

4.3 Fuel oil system

The fuel oil lines to be made of steel pipes and fittings. Valves to be made of cast iron with bronze outlets. The fuel oil piping system will consist of pipelines from all fuel tanks to the sealing tank and return lines to the Fuel tanks.

4.4 Fresh water system

A fresh water pump will be installed in the engine room. This pump will have a capacity of 1800 lit/hour at pressure height of 10 m. The fresh water lines will be made of steel or brass pipes. The system will have the following outlets: galley, shower and toilets.

4.5 Sanitary supply system

A sanitary water system (seawater) will be installed on the vessel, which will be exclusively used for flushing WC bowls.

Sanitary water piping will be made of galvanized pipes.

The system will have seawater hydro pack.

4.6 Cooling water system

The cooling water lines to be made of steel pipe with welded flanges. The valves to be made of cast iron bronze, inserts of bronze.

4.7 General service piping system

The general service piping system will be used for fire fighting deck washing and toilet flushing. The piping will be made of ND 50 mm galvanized steel.

4.8 Bilge system

The bilge lines to be made of steel pipes with welded flanges galvanized after welding bending. Valves will be made of cast iron with bronze inserts. two suction points to be made in the engine room as well as two suction points in the fish-hold and one suction point in the aft peak.

4.9 Seawater inlet chest

On the vessel side in the engine room to be installed suction boxes (kingston) through which are connected all installations to supply water for cooling, general service - fire extinguishing.

4.10 Seawater hydro pack 8 lit.

Maker type, capacity 30-40 l/min, at 10-30 M.W.

Sea water hydro pack to be driven by an el. motor of 0,75 kW, 380 V.

4.11 General service pump

Maker type....., capacity 4 l/s at 50 M.W.C. and 2200 R.P.M.

A fuel oil transfer pump to be driven by an el. motor of 6 kW , 220V/ 380V.

4.12. Fuel oil transfer pump

Maker type....., capacity 2 l/s at 15 M.W.C and 289 R.P.M.

A fuel oil transfer pump to be driven by an el.. motor of 3,6 kW, 220V/380 V.

Hand wing pump No. 3 for fuel transfer.

4.13 Bilge pump



Makertype, capacity 4 l/s at 50 M.W.C. and 2200 RPM
 A bilge pump to be driven by an el. motor of 6 kW, 220 V/ 380V if it is
 required by class, otherwise it will be self-suction type driven by the propulsion engine.

4.14. Marking etc.

All valves, cocks covers, sounding etc. to be marked with brass plates with
 engraved letters for easy identification.

5. **ELECTRICAL EQUIPMENT**

5.1 General

Electrical installation on the vessel will be installed in accordance with the one of worlds respectable
 register (LR, BV, GL, DNV...) Rules.
 Cables of marine type are used, suitable for marine as well as for tropical condition.

5.2 Generators and el. engines

In the engine room will be installed
 - two diesel generators rating 60 kVA, 3 x 380/220V, 50 Hz
 - emergency battery 24V, 240 Ah
 - battery for main engine starting 24 V, 240 Ah
 - battery for generator starting 24V, 180 Ah

5.3 Electrical engines

Sea water pressure unit	3 x 380 V,	50Hz,	1,1 kW	1 pc
Fresh water pressure unit	3 x 380 V,	50Hz,	1,1 kW	1 pc
Engine room fan	3 x 380 V,	50Hz,	1,0 kW	2 pcs
Hydraulic oil cooling pump	3 x 380 V,	50Hz,	0,75 kW	1 pc
Fuel transfer pump	3 x 380 V,	50Hz,	3,6 kW	1 pc
El. rudder	3 x 380 V,	50Hz	1,5 kW	1 pc

5.4 Lighting

Lighting installation on the vessel is powered by 220V 50 Hz source.
 Emergency lighting is powered by 24 V DC.

Particulars:

El. cooker	220 V,	50Hz	5 kW
Refrigerator 250 l	220 V,	50Hz	
Ship alarm	24 V	DC	
Siren	220 V	50Hz	
Rudder defection indicator	220 V	50Hz	

Navigational lights are powered by 24 V and are in accordance with Register Rules.

5.5 Accommodation lighting

Galley	2 x 60 W
Mess room	2 x 40 W
WC	2 x 60 W
Alley way	1 x 60 W
Captain's cabin, officer's cabin, crew's cabin:	
Sealing lamp	1 x 60 W
Table lamp	1 x 40 W
Bed lamp	1 x 25 W

5.6 Lighting of workspace and deck

In the vessel's workspace the following lights will be fitted:

2 double tube 40 W fluorescent lamps in the engine room

2 double tube 40 W fluorescent lamps in the fish hold

1 x 60 W light in the aft peak

4 searchlight of 500 W each illuminating the deck during night fishing

On the top of the wheelhouse a navigational searchlight of 1000 W is installed.

5.7 Main switchboard

A main switchboard to be provided with control gear and meters as required by class.

Control gear and measuring instruments on front of the panel.

A main switchboard will be composed of three fields :

- Generator field
- AC alternating current field
- D.C. direct current field

5.8 Battery - charging

For the emergency battery: one charging-rectifier 220V/ 24-28V, 40 A

For the start battery and automatic quick: one alternator 24-28V 60A(on the main engine)

5.9 Shore connection

380/220 V 50 Hz according to standard. Drip charging.

5.10. General alarm bells

One alarm switch in the wheelhouse. General alarm bells:

- One in the mess room
- One in the alleyway accommodation
- One in the engine room
- One on the fishing deck

5.11 Machine alarm

One alarm system will be provide in the engine room for main and auxiliary engines and bilge level.

5.12 Installation of cables

Cables are generally supported by a cable duct and secured by stainless steel cable clips. Where cables pass through watertight bulkheads or deck a watertight type sealing gland will be fitted.

5.13 Emergency supply

24 V DC emergency lights will be fitted at strategic points in the wheelhouse, engine room, galley and mess room.

5.14 Radio and Navigation System

Under normal operation transformer rectifier will feed the radio circuit. Emergency operation will be established through battery supply by automatic changeover. All 24 V consumers will be supplied by a transformer rectifier with automatic changeover to battery supply in the event of 220 V 50 Hz failure. Installation will be as indicated on the electrical drawings. An emergency radio light will be fitted.

5.15 Miscellaneous

Switchboard and distribution panel is marked by plastic nameplates with white engraved inscription in English language, plus other language if required by the owner. Spare parts for the electrical installation will be delivered as prescribed and required by the Class.

6. MAIN ELECTRONICS

6.1 Radar

One radar, Maker : FURUNO
Type : M-1832
Range : 36 NM, Voltage : 220V, 4Kw, display 10" CRT

6.2 Echo sounder

Maker : FURUNO
Type : FCV 292
Dual frequency (50/200kHz), 24VDC

6.3 MF/HF SSB radio telephone

Maker : FURUNO
Type : FCV 292
Dual frequency (50/200kHz), 24VDC

6.4 MF/HF DSC terminal

Maker : FURUNO
Type : DSC 60
24 VDC/220 VAC

6.5 VHF portable telephone

MONTMONTAŽA - GREBEN d.o.o.
20 270 Vela Luka - Croatia



Maker : NAVICO
Type : AXIS 150

7. ACCOMMODATION

7.1 General

Accommodation on the vessel provides goods living condition for 9 persons.

The Crew will be accommodated in the following cabins:

- one single cabin
- one double cabin
- two cabins with three beds

The other necessary rooms satisfying the crew needs are:

The mess, the galley and the bathroom with Persian toilet

7.2 Insulation and internal sheathing

The superstructure is made in sandwich construction with 40 mm-expanded PVC as a core, which ensures good heat insulation in accommodations. Internal sheeting is of reinforced polyester. Internal accommodation walls will be white.

7.3 Floor sheathing

Crew cabins are sheathed with brown "Podolit" and the mess room and the wheelhouse with PVC floor. Bathroom and toilet floors are protected with rubber mats.

7.4 Furniture

All furniture, except the galley equipment, is made of wood panel plate and plywood. Table and wardrobe outside surface are coated with "Melanit"

7.5 Doors

The doors in accommodation spaces and wheelhouse shall be made of wood, and will be fitted with stainless steel fittings.

7.6 Stairs

Inlaid-anti-slip strips shall be fitted on the steps, made of steel, of the accommodation leading towards the wheelhouse. Handrails made of wood to be placed in staircase.

7.7 Windows

Side lights and windows to be as indicated on general arrangement drawing. All side lights to have armored glass of "Securit", make or equal. Wheelhouse to have large windows to ensure maximum visibility. The windows shall be made of safety glass of "Securit" make or equal.

7.8 Mess-room and galley

The mess-room is fitted with:

- table
- settee

- two chairs

The galley is equipped with :

- electrical cooker with oven
- 250 l refrigerator
- double sink with working surface
- wall cupboards
- work table
- small hot-water boiler to be provided in the galley.

7.9 Store

The necessary racks with shelves

7.10 Cabin equipment

Single cabins for the captain are provided with:

- bed
- wardrobe
- writing table with drawer
- chair

Double cabins for the officers are provided with :

- two beds
- two wardrobes
- writing table with drawer
- chair

Crew's cabins have:

- 3 beds
- 3 wardrobes

7.11 Bathrooms

Sanitary equipment to be supplied as shown on the arrangement plans.

The bathrooms are equipped with:

- shower-tray
- shower
- wash basin
- oriental Persian toilet
- bathroom and the toilet to be provided with appropriate ventilation

7.12 Wheelhouse

The wheelhouse is designed and built in such as way as to enable good visibility from the command post.

It is consisted of the following equipment :

One steering wheel made of wood.

Rudder indicator

Main engine controls

Main engine alarms

Voice-tube connecting the engine room

and the wheelhouse
 One magnetic compass with a mirror
 One radar
 One VHF radiotelephone 25W
 One SSB radio transmitter
 One echosounder
 One work table with drawer
 One clock
 One barometer
 One binocular
 One small locker with one set of international code flags
 State flag

7.13 Miscellaneous

7.13.1 Galley

pot 10 l	1
saucepan 7 l	1
frying pan, 35 cm diameter	1
saucepan 3 l	2
plates	9 + 9
(soup plate, meat plate, small plate)	
glasses	9 + 9
cups with saucers	9 + 9
elating utensils	9
kitchen knife, big, 20 cm blade	1
vegetable knife, 10 cm blade	2
bread knife	1
wooden spoon	1
soup ladle	1
ladle with small holes	1
baking pan	1
strainer	1
kitchen board 400 x 300	1
meat hanner	1
sugar-basin	1
salt and paper shaker	1
water jug	1 + 1
table - cloth 210 x 140	2
serviettes 2 sets	9
dish - towel	9
little broom	1
shovel for garbage	1
dustbin	1

7.13.2 Accommodation

pillow with pillow-case	9 + 9
sheets	27 + 9
blankets	9

hangers (2 pcs per wardrobe)	18
window curtains	
ash-trays	

7.13.3 Nautical inventory

ship's bell fi = 150	1
international code book (English)	1
thermometer (outdoor type)	1
draftsman ruler	1
draftsman pencil HB	2
draftsman erasers	2
draftsman ruler	1
parallel ruler	1
plastic triangle 45°	1
signal horn with mouthpiece	1

7.3.14 Tools inventory

Clamp	1
Set box wrenches (metric) with racket handle extension	1 set
Flat open ended wrenches	1
Wireman's screw driver, various size 2 Nos. each insulated	2
Insulated wireman's flat general purpose pliers	2
Wireman's knife with reamer	1
Grease gun	2
Pipe wrench	1
Wood hammer circular	1
Triangular file with handle	1
Semi-circular file with handle	1
Triangular scraper locksmith type	
with handles	1
Round file with handle	1
Flat file with handle	1
El. soldering iron with plug 115V or 230V	1
Tip for soldering iron (spare trip)	2
Extension cord with bulb 24V DC 20m	1
3 flashlight batteries	1
one set gasket punches	1
one set of four screw drivers	1
one work table in the engine room	
with mechanical vice	

7.13.5 Spare parts and tools

A set of spare parts and tools will be in accordance with Classification requirements and manufacturer's recommendations for some equipment.

8. VENTILATION

8.1 General

Natural and mechanical ventilation ensures adequate air circulation on the vessel.

8.2 Natural ventilation

natural ventilation will be provided in the following spaces :

- aft and fore peak
- WC and shower
- deck store

8.3 Accommodation ventilation

Accommodations have natural and mechanical ventilation. In the accommodation and the wheelhouse mechanical ventilation by means of fans will be provided.

8.4 Engine room ventilation

The engine room has mechanical ventilation with two fans, one for air supply and the other for air discharge. The ventilation system is provided to operate at the ambient temperature of 45⁰C.

9 DECK EQUIPMENT

9.1 Anchor gear

For anchoring purpose the following equipment is installed:

- hydraulic windlass, type with drums for winding and warping
- two hall anchors, 180 kg
- anchor chain fi=16 mm, 120 m

9.2 Mooring arrangement

For mooring purpose the following equipment is provided :

- 4 bitts, two on bow and two on stern
- 4 eye-plates on the stern
- 4 chocks on the bow
- 2 painters fi=30 mm, l=110m of nylon rope, minimum braking strength 178 kN

9.3 Steering gear

The rudder is og balanced type with three frames, made of mild steel.

The rudder stock is made of stainless steel, with self lubricating bearings.

The steering engine is electro-hydraulic for rudder moment of 10 KNm – two cylinder type.

An emergency steering gear is provided. The rudder indicator is installed in the wheel house.

9.4 Life-saving equipment

For life-saving purpose the following equipment is provided on the vessel:



- two self-inflated life rafts, each for 10 persons, with hydrostatic valves
- eleven lifejackets
- four life-buoys
- one set of pyrotechnical means

9.5 Fire-fighting equipment

For fire-fighting purposes the following equipment is provided on the vessel:

- Four hydrants connected to the general service system.

Two hydrants are placed on the stern superstructure wall and two others on the main deck in the area structure, starboard which are put into a plastic box with the following equipment : a water hose, a nozzle and hatchet.

- Five units for dry fire-extinguishing: two of them are placed in engine-room and the other three units are in the galley, the wheelhouse and the engine room entrance. The galley and wheelhouse units are filled with foam and those in the engine room and at the entrance with powder.

10. FISH HOLD

10.1 General

The fish hold capacity will be approximately 75-80 m³ depending on the installation of additional compressor. The insulating of the fish hold will be suitable to maintain a temperature of minus 20 degrees Centigrade. For this purpose the hold is completely insulated with 200 mm thick polyurethane. On the fish hold there is a hatch measuring 1200x1200 mm. The refrigerating plant is intended for direct expansion of R 22 and for electric motor operation at 3x380 V, 50Hz, for navigation in tropical waters with seawater temperature up to 30⁰ and ambient air temperature up to 45⁰.

The additional compressor is of a same capacity as the operating compressor.

10.2 Freezing units-hold

In the fish hold two evaporators suitable to maintain a fish hold temperature of -20⁰C and blast freezing of product will be placed.

Freezing units is consisted of :

Two two-stage piston compressors, V-belt driven, one of which acting as standby compressor, with R-22 refrigerant.

- condenser marine type
- sea water pump incl. electric motor
- filter drier group - with silica gel
- vertical surge drum with level indicator
- oil rectifier unit
- high pressure float valve
- set of valve and controls
- first charge of freon 22
- first charge of compressor oil
- 2 sets of spare parts and tools to normal practice for marine plants
- 2 sets of drawings and diagram for the plant



- instruction books in English
- the compressors to be provided with HP-LP cutout and low lube oil pressure cutout

10.3 Air blast freezer

An air blast freezer will be installed in the fish hold.

- capacity 3000 kg/24 HRS
- freezing temperature - 25⁰C
- cooling medium of freon 22⁰

10.4 Pre-cooling tank

A pre-cooling tank of approx. 800 litr. will be installed on the main deck. This tank will be insulated. The tank has to be filled with seawater by deck wash hose. Evaporators will be provided for tank cooling.

11. **FISHING GEAR**

11.1 General

The vessel will be equipped as a stern trawler and purse-seiner.

11.2 Trawl winches

Two TWS-510 RAPP HYDEMA hydraulic trawl winches are installed on vessel.

The winches will have the following characteristics :

- pull empty drum 52 KN
- pull mid. drum 29 KN
- pull full drum 20 KN
- the main drum capacity will be 1200 m of 14 mm steel wire
- the hauling speed will be 61 - 159 m/sec

11.3 Foundation

The winch is mounted on a strong foundation suitable for welding on deck.

11.4 Net winch

Hydraulic net winch capacity 2.5m³ of net will be provided.

The winch will be controlled from forward part of winch instelf.

11.5 Stern lorrer

A metal roller 216 mm dim. 5000 mm long will be installed on the after part of vessel, which will be used for lowering and hoisting the nets. External edge of roller will for 100 mm stick out of the most extended part of stern.

11.6 Mast

Mast will be made of steel tube 200 mm dia, with rigid steel shrouds. Main derrick will be made of steel tube 150 mm. dia capacity 25 KN with two fixing points for cargo runners. Small derrick will be made of steel tube 100 mm. Dia. capacity 10 KN.

11.7 Bipod mast

Transverse beam will be fitted on the bipod mast at a height of 2800 mm from the deck for block suspension. Each side of bipod mast will equipped with arms for bottom trawler block suspension.

11.8 Trawl door racks

Door racks will be installed on both portside and starboard side of the vessel.

11.9 Purse seine davit

Purse seine davit will be fitted on the port side of the vessel. The lead roller will be installed on starboard side, intended for anchor lighting in the line of purse seine davit. The lead sheaves for purse-seining operation will be installed in the line of net winch barrel.

11.10 Fish well

Fish well with dismountable board will be provided on the stern part of the vessel.

11.11 Power block

Power block with diameter of 600 mm will be provided.