

'Parsian Shila'

Astilleros Armon's massive tuna seiner



'Parsian Shila' is a huge new steel seiner that will be used to hunt for tuna in the Indian and Pacific Oceans.

Built by Spanish shipbuilder Astilleros Armon, this 95.7-metre long vessel has massive capacities representative of the long trans-oceanic fishing voyages she will undertake. Classified by Bureau Veritas with notation "Class 1 + HULL + MACH Fishing Vessel, Unrestricted Navigation" she is a true ocean-going giant.

With a beam of 15.2 metres, her design features the long, slender hull typical of her breed. Her high raking bow is built to cope with the big ocean swells she will often encounter and her long forecastle extends back almost two-thirds of her length providing excellent protection for crew on her fishing deck. The skiff ramp aft gives her stern its distinct "sailing yacht" like appearance.

Her towering crow's-nest tower on her aft deck makes her instantly recognisable. As well as providing a vantage point from which to spy schools of tuna, it doubles as the mast for the various derricks she requires to work her seine net.

Below the waterline she has a streamlined hull with a large bulbous bow to minimise her wave-making resistance. A parallel keel gives her a design draught of 6.7 metres. Her 22 refrigerated bins – with a combined capacity of 2,550m³ – take up most of the hull volume, leaving room forward for her sonar room and twin bow thrusters, and aft for her engine room. A refrigeration system consisting of five 200kW Mycon screw compressors gives her a refrigeration capacity of 250



tons per day. Her main fuel tanks are located beneath the fish bins, flush up against the hull.

Her main crew accommodation areas are located on the upper deck. Single cabins are

provided for all the crew, arranged down both sides of the hull. This arrangement leaves room in the middle for her large provision storage areas including separate meat and fish cold rooms. Officer and crew messes are provided at the aft end of the upper deck either side of a central industrial galley.

Above, on the forecastle deck, are located the officers' cabins along with further storage, a two-berth hospital and an officer's saloon. Cabins for the captain, skipper and owner are provided above on the bridge deck, directly behind the wheelhouse providing immediate access if required. In total, she accommodates a complement of 29 personnel with the facilities to keep them comfortable and healthy for voyages that can often last months.

The wheelhouse itself stretches the full width of the bridge deck and includes a port side wing station. A comprehensive control, monitoring and navigations electronics package is fitted as required for her ocean-going status. A separate radio room is located just aft of the wheelhouse





Control room



Refrigerated bin



Crew mess



Officers' saloon

and is outfitted with radio-electronics for GMDSS areas A1, A2 and A3.

Out on her aft fishing deck she has been outfitted with a complete winch package from Marco that includes her main Marco WS-587 seine winch. All winches are hydraulically driven from a hydraulic power unit provided by twin Caterpillar 3512B marine diesels.

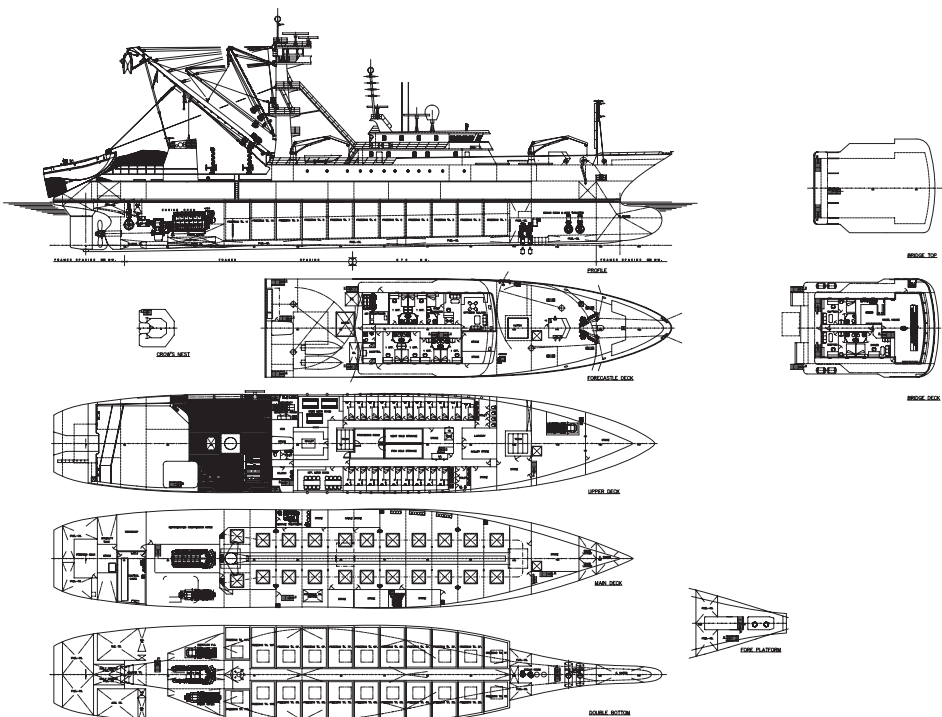
Six freezer bin-emptying winches are provided, three on each side, along with four electro-hydraulic articulating marine cranes, each with a lifting capacity of 2.5 tonnes at a 12-metre radius.

Located on her stern ramp, the vessel's seine skiff is 10.5 metres long and powered by an 890kW Caterpillar 3512 inboard

diesel. As well as laying out the seine net, the skiff also doubles as an unsinkable rescue boat in the case of emergencies.

'Parsian Shila' is driven by a single four-bladed controllable pitch propeller with a 4,300mm diameter. The prop is turned by the vessel's 6,000kW MaK main engine via a Reintjes LAF 7760 gearbox. A power take-off on the gearbox drives the vessel's Stamford 1,480kVA shaft generator. Operating at 90 per cent MCR, this propulsion package provides a cruising speed of some 17.5 knots.

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'Parsian Shila'

SPECIFICATIONS

Type of vessel:	Tuna seiner
Classification:	Bureau Veritas Class 1 + HULL + MACH Fishing Vessel, Unrestricted Navigation
Builder:	Astilleros Armon
Construction material:	Steel
Length overall:	95.7 metres
Length bp:	82.7 metres
Beam:	15.2 metres
Depth:	7.15 metres
Draught:	6.7 metres (design)
Main engine:	MaK, 6,000kW
Gearbox:	Reintjes LAF 7760, 4.957:1
Propulsion:	4-blade CPP, 4,300mm dia.
Cruising speed:	17.5 knots
Auxiliaries:	2 x Caterpillar 3512B, each 1,020kW (hydraulic power unit) 1 x Caterpillar 3512B, 1,020kW (side thrusters) 1 x Caterpillar 3512B, 1,020kW 1 x Caterpillar 3406C, 225kW (emergency)
Generator:	4 x Indar, 1,200kVA 1 x Indar, 250kVA (emergency) 1 x Stamford shaft generator, 1,480kVA
Side thrusters:	2 x electric CPP bow thrusters, each 330kW 1 x electric CPP stern thruster, 441kW
Windlasses:	2 x electro-hydraulic Marco A-6224
Seine winch:	Marco WS-587, triple-drum, waterfall
Line winches:	1 x Marco W-192STRF 2 x Marco W-192ST
Guy winches:	2 x Marco W-1925 1 x Marco W-0800
Ring winch:	Marco W-0456
Skiff winch:	Marco W-1990T/2V
Gilson winches:	Marco W-1925/2V
Hauler winch:	Marco W-0850F
Bag winches:	2 x Marco 1927
Zalabardeo winch:	Marco W-2032
Bow "calon" winch:	Marco W-1927
Floats winch:	Marco W-1920
"Salabardo" trawling winch:	Marco W-3000
Cargo winches:	2 x Marco W-1990
Deck cranes:	4 x HDC12-2500 A, each 2.5 tonnes at 12 metres
Skiff:	10.5 x 6-metre, powered by 890kW Caterpillar 3512
Refrigerated bins:	22
Refrigerated bin capacity:	2,550m ³
Refrigeration capacity:	250 tons/day
Refrigeration system:	5 x Mycon N2000VSHS screw compressors, each 200kW
Rescue boats:	2 x jet boats
Fuel capacity:	725m ³
Freshwater capacity:	160m ³
Crew:	29