

F/V ARCTIC SEAL

SHIP'S PARTICULARS

F/V ARCTIC SEAL

The F/V Arctic seal is a supply boat that has been adapted for use as a factory processing fishing vessel. In the mid 1990s, it had a major hull rebuild including new bottom plate and framing from the aft engine room to the fore peak and also some side plating and framing. An additional closed deck was added to house a refrigeration engine room, fish holding tanks, and fish processing and freezing space (see shelter deck layout.) The boat has been taken out of fishing and the refrigeration and fish processing equipment has been removed. This makes additional space available for workshop, accommodations, decompression chamber, etc. The top deck measures 85 feet open deck space from the deck house to the top of the aft ramps. There is a hydraulic system on board that powered the trawl winches which is more than adequate to power a four point anchor system that is planned to be installed on the boat.

Brief Spec Sheet

Length 165 feet
Beam 38 feet
Depth 12 feet
Draft 10 feet

Fuel capacity 28,000 gallons
Water capacity 30,000 gallons

Engines: Main Propulsion
 2 caterpillar D398 of 850 horsepower
Generators
 Cat 3304T 99 kilowatts
 Cat 3412T 400 kilowatts
Hydraulic
 Cat 3406TA 425 horsepower

Propeller shafts: 6 inch stainless steel with 7 inch sleeves

Propeller 66 inch bronze

Accommodations: 22 persons
 One single berth in suite
 One double berth in suite
 One single berth
 9 double berths

Bathrooms: 3 bathrooms with showers

Galley: Galley is roomy with a large electric stove with 6 burners, 2 ovens, and a large grill area. There are numerous dry storage cabinets and walk in storage area. There is a walk in fridge/freezer. Seats approximately 10 people at the galley table and an additional 10-12 in the adjoining mess hall/lounge. Accommodations and galley recently renovated.

Work completed since June 1 2006

Dray docked at Thames Shipyard, New London, CT. in June and July 2006. Full underwater and external above water service and paint, including prep and application of international 264 two parts epoxy primer, international 5 year antifouling paint below the waterline, and international top coat above the water line. Two new echo sounders installed, all sea chests and sea chest valves were disassembled and inspected and repaired as required. The propellers, shafts, shaft bearings, and rudder shafts and bearings were inspected and found to be in good condition. Audio gauge readings were taken and the hull was found to be in excellent condition. New zinc anodes installed.

After dry dock the vessel has been berthed at the New London State Pier where I have continued with a general overhaul including renovating accommodations, inspection and repair of the electrical and plumbing systems of the hotel area. On deck work includes pressure washing, priming, painting of decks house, bridge, rails, deck, and deck machinery. The fore peak holds, engine room, steering room, and enclosed deck area are currently being cleaned and painted.

In the engine room the engines and systems are being serviced and repaired including main engines, generators, bilge pumps, etc. Main engines and generators are presently running.

Electronics: There are no electronics on the vessel. A new set of navigation electronics will be installed including radars, radios, echo sounders, GPS plotter-navigator, etc.

Safety equipment: All necessary safety equipment to comply with USCG standards will be fitted.

Modification Possibilities:

At this time there is flexibility to make alterations to meet customer requirements such as putting in additional cabins and bathrooms in the former processing area, using the freezer hold for storage, etc. The freezer hold is 60 feet by 22 feet and 9 feet deep, serviced by a 6X6 foot hatch. Other alterations can be effected such as adding a dive platform, etc. In addition, a boat of less than 9 foot beam can be hauled up the stern ramp.

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The F/V Artic Seal is presently having a general overhaul. It was dry docked at the Thames River Shipyard in New London, Conn. in June/July 2006. It had a full hull cleaning, primary coat and top coat of paint applied. It had a full underwater service including fitting two new echo sounder transducers, service all sea chests and valves, fit new zincs, inspect propellers and propeller shaft bearings, and inspection of rudders and rudder shaft bearings.

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