

## Havsnurp

Year build	1966
Length	43.16 meter
Gross Tonnage	538 Tons
Main engine	Wichmann 7 ACAT 1050 BHP 48110.9 Hrs.
Thrusters	Brunvoll forward and aft
Volvo auxiliary	Volvo 100 AK 1541 Hrs.
CAT 3406 (for RSW)	11545 Hrs. (1600 Hrs. After last overhaul)
Hold capacity (Dry)	600 Ton
Hold capacity (RSW)	280 Ton
RSW Compressor 1	Mycom 6 cylinder
RSW Compressor 2	Mycom 4 cylinder
Draft forward (without net)	2.6 meter
Draft aft (without net)	3.6 meter
Accommodation	Skippers cabin with lounge and shower with toilet (sleeps 1) Chief mate cabin (sleeps 1) Chief engineer's cabin (sleeps 1) The chief mate's cabin and the chief engineer's cabin have 1 shared toilet and shower Cook cabin (sleeps 1) 2nd Engineers cabin with shower and toilet (sleeps 2) Crew cabin 1 (sleeps 2) Crew cabin 2 (sleeps 2) Crew cabin 3 (sleeps 2) Crew cabin 4 (sleeps 2) Crew cabin 5 (sleeps 1) Crew cabin 6 (sleeps 1)

The crew cabins have a shared toilet and shower

All accommodation were equipped with air conditioner units

The mess room was also refurbished and an air conditioner unit fitted

The kitchen was refurbished from cabinets to freezer floors and insulation

Additional extractor fans were fitted to the kitchen, engine room and shelter deck

### Electronical equipment

Furuno Sonar	CSH 23
Furuno Video sounder	FCV 291
Furuno Plotter	GD 3100 Mark 2
Computer Plotter	Sodena
Furuno GPS	GP 32
Furuno GPS	GP 500 Mark 2
Furuno sat compass	
Furuno Temp Meter	T 2000
Furuno Radar	Model 1835
Furuno Radar	Model FR 8065
Mcmurdo	M5 AIS

Auto Pilot	Navitron NT 921 GCU
Radio VHF	RT 2047 (Sailor)
Radio VHF	DSC 6222(Sailor)
Radio HF/MF	6301 DSC(Sailor)
Radio HF	Codan 9390
Inmarsat	Oceana 800

### **Radio installations used in life saving equipment**

1 X Radar transponders  
2 X VHF radiotelephone apparatus

#### **Primary systems**

##### *VHF radio installation:*

1 X DSC encoder  
1 X DSC watch receiver  
1 X Radiotelephony

##### *MF radio installation:*

DSC watch receiver  
Radiotelephone

##### *MF/HF radio installation:*

1 X DSC encoder  
1 X DSC watch receiver  
1 X Radiotelephony  
1 X Inmarsat ship earth station

### **Facilities for reception or maritime safety information**

1 X NAVTEX receiver  
1 X EGC receiver  
HF direct-printing radiotelegraph receiver

#### **Satellite EPIRB's**

1 X COSPAS-SARSAT  
Inmarsat

#### **VHF EPIRB**

1 X SART  
1 X 2182 kHz Watchkeeping Receiver  
1 X 2182 kHz Alarm Signal Generating Device

### **Deck equipment**

Purse winch  
Cap tow winch  
Petrel triplex  
Tico deck crane with extendable jib  
Main dereck  
Aluminium fish separator and chutes  
Anchor winch with new anchor chain  
4,5-meter-long rubber duck with 20 Hp 4 stroke Yamaha outboard  
Net stacker winch  
Petec intermediate stacker roller  
2 Life rafts

### **Wichmann main engine:**

The main engine was overhauled before the season of 2015 started. The running hours on the main engine since overhaul is 2650 Hrs.

The engine had a major overhaul. All the cylinder heads were inspected, pressure tested and refitted. All piston liners were honed out and refitted with the original pistons. The main bearings and big end bearings were all re-metaled. All connecting rod bolts were replaced. All crown bolts in the piston assemblies were also replaced.

All the rings and liners seals were replaced

The injectors and fuel pumps were also completely overhauled

The blowers were also overhauled. The drive couplings were also renewed

Both turbo's was stripped down, inspected and all bearings renewed. Both turbo's were replaced in 2012.

### **Volvo auxiliary:**

The Volvo was inspected in 2014 and the fuel pump as well as injectors overhauled. The engine did not have any overhaul jet, but is used not very often. The low pressure clutch system coupling were completely renewed.

### **Caterpillar 3406:**

The CAT was overhauled March 2014, and the running hours 4600 since the overhaul

### **RSW compressors:**

Both compressors were overhauled December 2014

Chiller VK2-16" / 3M

Sea water condensers SK6 – 14" / 2500

Total refrigeration capacity 650kW

### **Propeller shaft:**

The propeller shaft was removed July 2015. The seal assembly was overhauled, and a new inner seal was fitted. The outer seal is a Cedervall and the inner seal is a Manebar seal

Both inner and outer white metal bushes were replaced.  
The bridge was equipped with all the needed electronic equipment  
There is also a Max Sea plotter on the vessel

**Engine room:**

A standby fire pump was fitted  
Additional water coolers (Bowman) were fitted to the main engine as well as the Volvo auxiliary engine and the Caterpillar 3406 engine