

NEW "PATHWAY" ARRIVES IN PETERHEAD



The new Pathway.

The new 79-mtr pelagic purser/ trawler "Pathway" has been handed over to owners Lunar Fishing Co Ltd, Peterhead, Scotland by builders Karstensens Shipyard.

The vessel design, specification and arrangements are similar to Lunar's

recent newbuild Kings Cross and are a result of an extensive and close cooperation between the owners and yard. The main focus has been set on optimizing working, safety and comfort for the crew, enhancing catch handling & storage facilities and minimizing fuel consumption.

The hull for "Pathway" was built with Nauta Shipyard in Gdansk, Poland and the vessel was completed at the Karstensens Shipyard in Skagen.

LAYOUT

The hull is built in steel with two

continuous decks; main deck and shelter deck, and with long forecandle- and boat decks. The hull shape is of round bilge construction with bulbous bow and stern skeg, flared stem and transom stern.

Below the main deck the hull is subdivided into the following watertight compartments: Forepeak, bow thruster-/sonar room, RSW pump- and manifold room, insulated RSW-tank section, engine room with main engine connected to the reduction gearbox with a ducted propeller and aftpeak with fuel- and lub oil tanks.

On the main deck the hull is arranged with: Forepeak, RSW machinery room, RSW-hold/trunk section with corridors and a central room for the vacuum discharge system.

Astern of the hold section is a starboard accommodation area, PS/CL control room, engine store/workshop and all aft PS/CL hydraulic room with steering gear. Accommodation on main deck is arranged with 5 single crew and 3 engineers cabin, all with en-suite toilet/shower facilities, trim room



Auxiliary power room.



Pathway Crew.

and stairs and corridors.

In order to create the best possible design for low noise, the accommodation is located as far away from the propeller as possible. In addition a number of constructive steps were made in order to create a low noise level.

On shelter deck arrangements are: Store room in forepeak, generator room PS and aft/under forecandle storeroom. Aft forecandle 2 purse winches and fish receiving deck, with centre deck house with water separator and hatches for the 12 RSW-tanks. Water separator in aluminium with fixed pipe chutes in stainless steel for loading the RSW-tanks.

Aft midship there is full width superstructure with corridor portside. Accommodation in superstructure is arranged with: 4 1 man crew cabins and 1 hospital bay, all with en-suite toilet/shower facilities, oilskins room, changing

room, coffee bar and stairways and corridors. Starboard of the superstructure incorporates a large trawl workshop.

Aft superstructure is the main trawl deck with 2 net drums in waterfall arrangement and a starboard net bin recessed into the shelter deck. At the transom are a hydraulic stern gate and hydraulic operated guiding pins.

The forecandle deck is connected with boat deck by walkways. On the starboard walkway, purse fish pump; fish hose- and hydraulic hose reels are mounted. Fish hose reel is mounted on a hydraulic operated slide. Aft purse gallows and net hauler are mounted on forward end of boat deck. Also on forecandle-/boat deck level main foredeck crane and fish pump cranes are mounted.

On boat deck aft midship there is a deckhouse in the centre. Accommodation in deckhouse consists of Day room/lounge with



separate cinema compartment, mess room, galley with provision room (and separate fridge-/freezer rooms) and stairways and corridors. A fan room for ventilation for engine rooms and hydraulic pump room, as well as the exhaust trunks.

Aft the deckhouse are the 2

main trawl winches. All aft fish pump deck, with fish pump and hydraulic hose reel. Integrated in aft ship construction and boat deck is also trawl gallows, which accommodates 2 main towing blocks as well as tail- and top line blocks. Net sounder winch is fitted on top of the gallows.



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Best Wishes to Lunar Fishing Co. & the crew of the F/V PATHWAY from all at Sea Quest Systems
We are proud to have supplied the 24" Fish Pumps on board

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SeaQuest Systems

Killybegs Industrial Road, Killybegs, Co Donegal, Ireland
Tel: +353 (0)7 4973 1542 - Fax: +353 (0)7 4973 1573
Email: sales@seaquest.ie - www.seaquest.ie

KARSTENSEN SHIPYARD A/S

DELIVERS WHEN YOU NEED IT



Congratulations to Lunar Fishing and for the excellent cooperation.

Karstensen Shipyard; Skagen, Denmark, ph. +45 98 44 13 11, www.karstensens.dk/en



ELECTRONICS:

An extensive array of electronic equipment was supplied to the Kings Cross by Woodsons, Aberdeen, Furuno-UK and Scanmar-UK and installed by Scanel and Woodsons.

Main items:

LF sonar: Kaijo Denki KCS3221Z (M-115), 22 kHz.
MF sonar: Kaijo Denki KCS3885Z (M-118), 94 kHz.
HF sonar: Kaijo Denki KCH3180 (M-90), 164 kHz.
Echo sounder: Simrad EK-80 WBT sounder, with 2 processor units and 2 split beam transducers..
3D sonar: SeapiX 150 kHz 3D sonar system.
Current indicator: Kaijo Denki KDG-300.
Net monitor: Scanmar ScanScreen, 4 hydrophones.
Trawl sonar: Simrad FS-70.
Radar 1 (3 cm): Furuno FAR3200, chart radar with Ecdis.
Radar 2 (10 cm): Furuno FAR3220S.
Ecdis: Furuno FMD3200.
Plotter 1: MaxSea.
Plotter 2: Olex, 3D
Gyro compass: Simrad GC80.
Autopilot: Simrad AP80-system.
V-sat communication: eSEA 90H
Sat-TV system: eSEA 100 TVRO
GMDSS: Sailor equipment for A3 navigation.
VHF: Sailor.
Wheelhouse monitors; Hatteland, 26".
Autotrawl system: Karm.
ME remote control: Wartsila ProTouch.
Intercom: Vingtor Stentofon,

ENGINES AND MACHINERY:

Main engine: Wartsila 9L32E2, 5220 kW @ 750 rpm.
Propeller plant: Wartsila 4D1000, d4200 mm.

On boat deck level 2 are a deck house with ventilation room and accommodation. The accommodation contains: 4 officer cabins with en-suite toilet/shower facilities, instrument room and stairways and corridors.

The Wheelhouse sits on top of deckhouse, with 360° view.

POWER-MANAGEMENT-SYSTEM

To supply additional electric power,

the vessel is fitted with 3 auxiliary engines / gen-sets, producing 550 kW each. In addition a separate harbour gen-set of 150 kW is fitted.

During heaving/shooting operations at fishing, when the winch system is in use, the gearbox PTO will be clutched in, and electric power will be supplied from the shaft alternator. When there is demand for full power on the winch(es), there will normally not be same demand for power on the main engine.

Reduction gearbox: Wartsila SCV 112/2-PDC68, 2-speed.
Shaft alternator: Marelli MJRM 630 LA6 B3,
2500 kW / 3125 kVA @ 1200 rpm.

Pony motor: Marelli, 220 kW.
Auxiliaries: 3 x Caterpillar C18, 550 kW @ 1800 rpm.
Harbour set: 1 x Caterpillar C6.6, 150 kW @ 1800 rpm.
Steering gear: Rolls Royce Tenfjord SR 662 – 170 kNm.
Thrusters: 2 x Brunvoll, 950 kW / 700 HP.
Starting Air compr.: Sperre HL2/77.
Fuel oil separator: Alfa Laval PA 615.
Lub oil separator: Alfa Laval PA 615.
FO transfer pumps: 2 x Bombas Azcue.
Remote sounding: Emerson / MCS.

Pumps: Main engine cooling: Bombas Azcue.
Deckwash-, fire- and bilge pumps: Bombas Azcue.
Hydraulic cooling – and fish room cooling pumps: Bombas Azcue.

Box coolers: GEA Bloksma (all engines and main components are FW cooled).
Bilge ejectors: Ellehammer.
FW pressure sets: 2 x Bombas Azcue.
Hot water tank: OSO, 200 l / 2x15kW.
Sewage pumps: 2 x Bombas Azcue.
Sewage vacuum syst: Jets.

FISH TANKS:

RSW-system: 2 x Johnson Controls (York/Sabroe), each 1345 kW / 1.156.000 kCal/h.
Circulation pumps 2 x 950 cum/h
Condenser pumps 2 x 300 cum/h
RSW circulation system with remote operated RSW-valves through Johnson Controls control system.
Actuators for valves: Eltorque (Lyng).
Vacuum-system: MMC: 4 x 66 kW compressor units. 2 x 4200 l tanks.

Following the main engine will be power source for both propulsion and hydraulic system.

During normal towing, the shaft alternator will/can be disengaged (from switchboard), and the electrical power will/can be supplied by either of the gen-sets.

The 3 gen-sets will be able to connect into main switchboard, controlled by the vessels DEIF Power-Management-System. Further on a bus-bar breaker is

fitted in the main switchboard, allowing aft thruster to be fed off shaft alternator and forward thrusters and vessels hotel load off the diesel generator sets.

The electrical power system is fitted for sliding frequency (60-50 Hz), by means of frequency converters for 400/440 V and rotating frequency converter for 230 V. This will allow main engine and propeller rpm to be reduced by 17%.

Further on, the vessel is fitted with a 2-speed gearbox, giving 2 fixed propeller speed steps, i.e. 125 and 90 rpm.

In order to create take-me-home power in case of main engine failure, the vessel is fitted with a clutch between main engine and gearbox. A separate pony motor will allow the shaft generator to start up as an electric motor, being fed off the auxiliary engines. Up to 1500 kW can be used for this diesel-electrical propulsion drive.

OWNER PROFILE

Lunar Fishing currently operates 3 pelagic vessels (of which "Pathway" is the second of a dual replacement programme) and 3 white fish trawlers in Scotland. In addition, the company has extensive shore side facilities for



Main engine.



Galley.



Pump room.



On Sea trials.



Control room.



SeaQuest fish pump and cradle.

handling pelagic-as well as white fish. The company has been well known for a constant development of their fleet, with continuous new buildings.

The new "Pathway" vessel will operate along the same pattern as the companies existing vessels, i.e. with combined trawl and purse seine fishery, where pursuing occurs primarily at mackerel. Other species, such as herring and blue whiting are caught by trawl nets supplied by Swan Net Gundry and Jackson Trawl.

The new owners and yard have a well-

established and long-standing relationship. Karstensens lengthened the old "Lunar Bow" for skipper John Buchan some 25 years ago. Also Alex Buchan Jr and John George Buchan of today's "Lunar Bow" and "Pathway" are well-known faces in Skagen, mainly for repairs and maintenance. 6 years ago, Karstensens designed and built the highly successful whitefish pair-team "Ocean Harvest" and "Harvester" for Lunar Fishing.

The Skipper wishes all the Owners, Crew and Families good fishing and safe trips on Pathway.

DECK EQUIPMENT:

Hydraulic winches:- all supplied by Karmoy Winch, main system:

2 x Trawl winches	90,0 t
1 x Topline winch	71,0 t
1 x Tail-end winch	57,0 t
2 x Netdrums	110,0 t
2 x Purse seine winches	40,0 t
1 x End-wire winch	20,7 t
2 x Purse auxiliary winches	16,0 t
2 x Mooring winches	11,0 t
2 x Anchor windlass	14,7 t
1 x Netsounder winch	
2 x Hydraulic hose reel.	
2 x Fish hose reel.	
1 x Hydraulic operated skid for fish hose reel.	

Fish pumping equipment delivered by Sea Quest of Killybegs, Ireland:

2 x Sea Quest fish pumps, 24".

Purse handling: 1 x Nethauler, Tristar Giant 40,0 t

1 x Net crane, 7,0 tonnes x 13 m.

1 x Intermediate roller

1 x Float stacker, Triplex

Deck cranes: - all supplied by Karmoy Winch:

1 x Fore deck crane, 4 tonnes x 18,0 m.

1 x Fish pump crane, forward, 4 tonnes x 13,0 m

1 x Fish pump / net crane aft, 5 tonnes x 10,0 m

HP hydraulics: Complete drives systems (2 off) winches and cranes, respectively fish pump and associated equipment:

6 x 158 kW pump-units.
3 x 110 kW pump-units.
2 x 88 kW pump units.

Trawl blocks: Brdr. Markussen, Blue Line Anchors & chains AC-14, supplied through Max Fodgaard.

MAIN DIMENSIONS:

Length overall	78,75 m
Length between PP	70,20 m
Breadth moulded	15,50 m
Depth main deck	6,50 m
Depth shelter deck	9,20 m
Scantling draught	8,00 m
Frame spacing	600 mm
Tonnage	2935 GT
RSW-tanks	2508 cum
Fuel Oil	599 cum
Fresh Water	75 cum
Forepeak	112 cum

Design: Karstensens Skibsværft A/S

Trial speeds / average;

18,2 knots diesel-mechanical.

16,6 knots diesel-mechanical / ME.

12,0 knots @ 1500 kW diesel-electric.

Hull: - built by Nauta Shipyard, Gdansk, Poland.

Class: Det norske Veritas, +1A1 Fishing Vessel, hull: Ice-C.

SWAN NET GUNDRY

Wishing every success and safe fishing to John George Buchan and the crew on the delivery of the FV Pathway from all at Swan Net Gundry Ltd.

Contact Swan Net-Gundry depots nationwide for information on products and prices available on a comprehensive range of Pelagic Trawls & Bottom Trawls, Safety Equipment & Electronics and Chandlery.

Tel: 00353-74 9731180 Email: enquiries@swannetgundry.com
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