

BILYARA II



CHARTER

By Bilyara Holdings Pty Ltd

CONTACT

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Overview

The vessel was launched on the 29th February 1988 as the Wakashio Maru a purpose built Fisheries Training Vessel for the Japanese Govt. No expense was spared on the vessels construction or fitting out during its building. The replacement cost for a new building of the same design in Japan today is around A\$22,000,000.00.

The sea operation of the vessel for the following 12 years was very low, averaging only 1400 engine hours per year. The vessel was maintained to the highest Japanese government standards over that time with annual dry docking and meticulous survey.

In 2001 the vessel underwent a \$1,000,000 overhaul of all machinery and equipment which included the complete dismantling of the machinery. A pictorial record of this was made by the shipyard for the Govt. (This record is currently held by the company).

The vessel was purchased by Bilyara Holdings Pty Ltd in May 2001 as soon as the vessel was taken out of service. After delivery to Fremantle in August 2001 plans were drawn up for the conversion to a dedicated live crab and lobster vessel to fish the distant waters over 2500 miles west of the Australian West coast.

Conversion work to its current survey commenced in November 2001 with 22 tonnes of steel work added. Expanding the working deck areas to accommodate the fishing gear and protect the crew from the weather prevailing in the Southern Ocean. Additional equipment, which included electronics, live tank circulating pump system, refrigerated water systems, filter systems, walk in domestic freezer & chiller, 7 tonne bait freezer, conversion of the galley & mess room, rescue boat & equip etc. was installed and completed. The vessel had 12 tonnes of lead ballast added.

The Bilyara II meets or exceeds the requirements of the West Australian Dept of Transport 3A survey classification which gives the vessel unlimited international voyaging capabilities. The research voyages conducted by this company in the Southern Ocean – some of them for periods of 8 weeks in really testing conditions – proved the vessel to be extremely sea-worthy and comfortable.

The current layout of the vessel would also allow for a one week turn around to convert and install additional equipment to enable the vessel to engage in Tuna long-line fishing.

The vessel has made 3 voyages between April and September 2002. establishing the fact that the vessel has the capacity to range 2,500 miles to the fishing grounds and complete an 8 week / 5000 mile round voyage.

All new fishing systems installed on board perform as per design under operation conditions hauling long lines of 100 pots x 38kg each from 3000 metres depth.

The vessels sea keeping qualities, workability and sheer comfort in the most severe conditions is extraordinary to find in a vessel of this size.

A comment from the master who took part on the first voyage.

"Even though I have owned numerous Japanese vessels from 30 to 72 metres and know their movement and capabilities well in the most extreme Antarctic conditions, I found the Bilyara has an even finer tuned balance of weight distribution after the conversion, allowing the vessel to perform extremely well in the prevailing conditions on the first voyage. The vessel was magnificent in every aspect especially when hauling with a steep 7mtr to 11mtr sea dead beam on, being driven by winds gusting to 60knts which had not dropped below 40knts for almost 2 days. It was getting fairly angry for this size vessel of a more normal configuration and draft, but the Bilyara with its loaded draft of 4.5mtr just sat there with hardly any movement, the high bulwarks and deck enclosures proved more than adequate. Everybody onboard was impressed.

The complete insulating and soundproofing of the engine room and the rest of the vessel create an atmosphere such that when indoors you could not get any idea of what it was really like outside, this is a real bonus for the crew in respect of their rest periods and real comfort, enabling them to perform better on the job."

Charter

The "Bilyara II" is currently berthed in the Fremantle Fishing Boat Harbour ready for a "turn key" operation with full maintenance continuing, ensuring that the vessel is kept to the original condition.

The vessel will be reconfigured to accommodate the requirements of the charterer i.e. long line, trap, or general maritime survey or service work.

The vessel is available for Bare Boat Charter or fully crewed.

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Principal Particulars

Launched	Feb 29, 1988
Builder	Wakamatsu Shipbuilding Co Ltd Japan
Hull	Steel
Length Over All	33.78 m
Beam	6.60 m
Draft	3.80 m
Main Engine	Yanmar M-200-ST 800 Shaft hp @ 900 rpm
Aux Engine	Yanmar 6CHL- HTN @ 1200 rpm
Generator	Taiyo 100 kva 225 V Driven by Aux Eng
Generator	Taiyo 250 kva 225 V Driven by Main Eng
Refrigeration	Nisshin 2.2 kw, R22 Aft 7 Tonne Bait Freezer
Refrigeration	Bitzer 4 tonne, R22 x 2 units Forward Holds
Refrigeration	Titanium heat exchangers x 4 : H X 20TG for Live Tank System.
Desalination	90 Litres / hour Desalination unit
Capacity	Fish Hold / Live Tanks / RSW / Ice room 40 Tonnes Fuel Oil 70 m ³ 70,000 ltrs Lub Oil 2.52m ³ 2,520 ltrs Hyd Oil 2.52m ³ 2,520 ltrs Kerosene Oil 140 ltrs Waste Oil 0.52m ³ 520 ltrs Fresh Water 13.5 m ³
Speed	Trial 12.09 knts @ 900 rpm Service 11.39 knts @ 818 rpm 10.05 knts @ 715 rpm 8.34 knts @ 567 rpm 5.70 knts @ 370 rpm minimum rpm. Two Speed Gear Box, Steaming / Trawl Ratios
Complement	Current Accommodation for 25 persons
Fishing Hard ware	Main line hauler IZUI Hyd 6 tonne line pull Pot Transporter Hyd Line stacker Hyd Line Shooter Hyd

Deck Equipment Anchor Winch 2.0 Tonnes x 12 m/min (Uchida-Yuatsu)
Anchors 2 x 500kg Dreadnaught
Anchor 1 x Admiralty
Anchor Chain 2 x 22mm x 122 metres.
Capstan 0.7 Tonnes x 35 m/min (Uchida-Yuatsi)
Forward Deck Hoist 0.9 Tonne Hyd
Aft Rescue Boat Hoist 0.9 Tonne/ Hyd & Manual
Search Light 600 mm D-40 : 2000 w

Life Saving Equipment

Life Rafts 2 x 20 man
Rescue Boat Aluminum 5 x 2 mtr / 25 hp Yamaha
Outboard
Float Rings x 4 with smoke & light
Life Jackets 9 x USL Code 3A
Life Jackets 30 x Inflatable Type
Personal EPIRB JRC JQX-30A SART

Navigation Equipment

Steering System Tokyo Keiki PR-2000
Gyro Compass Tokyo Keiki ES-11A
Auto Pilot Tokyo Keiki : PR-2000TS/TL
Radar /Anti-collision/Plotter 120nm JRC :JMA-6252
-6/9
Doppler Log JRC : JLN-203
Color Plotter JRC :NWU-51
Color Plotter View sonic VG-150 Flat screen hosted
to PC
C-MAP World chart coverage installed.
Computer System Diamond Data Celeron Intel
Fish Finder Furuno : FE-1224
Fish Finder Furuno : FCV-121 3500m
Transducer interface 28khz / 50khz / 200khz
Wind Indicator Koshin vane 120 knts
Air temperature monitor 2329-K
Sea Water temperature monitor 2599-J
DPGS JRC :NWU – 800
DPGS JRC : JLR-4500
NAVTEX x 2 units JRC :NCR-300A
Radar Transponder JRC :JQX-30A
Inmarsat C JRC :JUE-75C
Inmarsat B Facsimile JRC : NBD-577A
Inmarsat JRC – NKG 800 Printers x 2 units
JRC : NDF-268 Key Board
Auto Alarm Receiver JRC : NTD-825
VHF JRC : JHS-33A Main station + 2 x hand held
sets
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VHF JRC : Radiotelephone controller : NCH-44
DSC Terminal JRC : NCT-620D
Data Terminal JRC : NQ7 -127C
Icom SSB/DSB Radiotelephone IC-M 710
MF/MHF/HF Radiotelephone Printer JRC : NKG-52
Two-way Radiotelephone JRC :NCH-449
SSB 200w JRC : JSB-200
SSB 27MHz JRC : JSB-28
DSB 27MHz JRC : NTD-1011
DSB 150MHz JRC : JHV-1151
Receiver JRC : NRD-93

Navigation Equip cont :-

EPIRB 406 Painswessex : Cat 1 & 2
EPIRB
VMS Vessel Monitoring System CAPSAT TT-3022D
(hosted to PC)
Vessel PA System JRC NVA 1205B
Weather Fax JRC : JAX
NEC Mini 7 PC
JRC : NAH 281 Power Amp
Whin Lab Data Line (DO) Oxygen Meter

Galley

The galley is fitted with a stainless steel LPG 5 burner La Germania commercial stove & oven.

A S/S Sanwa cooking & eating utensil dryer is installed in addition to a domestic refrigerator , domestic freezer , large deep double sink with stainless steel bench tops and surrounds .The galley is open to the mess room but separated partially by a servery . A (PI) drinking water purifier & converter system is installed .

The mess room has seating for 8 persons in one sitting at one dinning table , a 53cm DVD & TV combined unit and Stereo Disc all new 2002.is installed.

The companionway is fitted with a Mitsubishi WP-52AD1 water cooler fountain.

A spare 50cm television Fumi VT-P20A is stored onboard.

Engine Room

The engine room is fitted with a sound proof air conditioned engineers control room . All tools required to service and maintain the machinery , a work bench ,3ph welder / oxy & acet , spare parts store room containing an inventory of new spar parts currently estimated at A\$80.000

The Live Tanks are fed by 1 x 32m³ per hr and 1 x 37m³ per hr pumps . The water can be either be directed through the overflow system or be re-circulated , filtered and refrigerated to programmable temperatures.

Deck Layout

The forward working deck has the main line winch situated on the starboard side with the line being taken off the winch in to the Line Tube which leads aft by the Line Stacker unit situated at the stern of the vessel below the Pot Deck.

The Line Stacker lays the line in 3 bins comprising the whole of the aft 3 metres across the stern of the vessel at the main deck level . The 3 bins have a capacity to hold 66,000 metres of 18mm rope.

The live holds are entered through two hatches in the centerline of the deck

The aft Pot Deck has the capacity to carry 20 tonnes of pots

Laundry

The laundry is fitted with a NEC Dual Wash Washing Machine and a Hitachi 5kg Dryer.

Bath Room

A large bath of 70cm x 150cm x 90cm deep fed by hot sea water and 2 freshwater showers are fitted.

The adjacent wash room has facilities for 2 persons simultaneously .

Toilet

Facilities are 2 x toilets, 2 x standing urinals & hand basin .

Accommodation

Behind the Bridge is the Skippers cabin with a single bunk. Desk, settee, sink & wardrobe.

The Radio Room on the main deck level has a single bunk.

The Engineers Cabin on the main deck has a single bunk , desk, wardrobe & electric oil heater unit.

The 3rd cabin on the main deck contains 2 bunks , desk , settee & wardrobe .

On the lower accommodation level are one single cabin with a settee, desk & wardrobe .

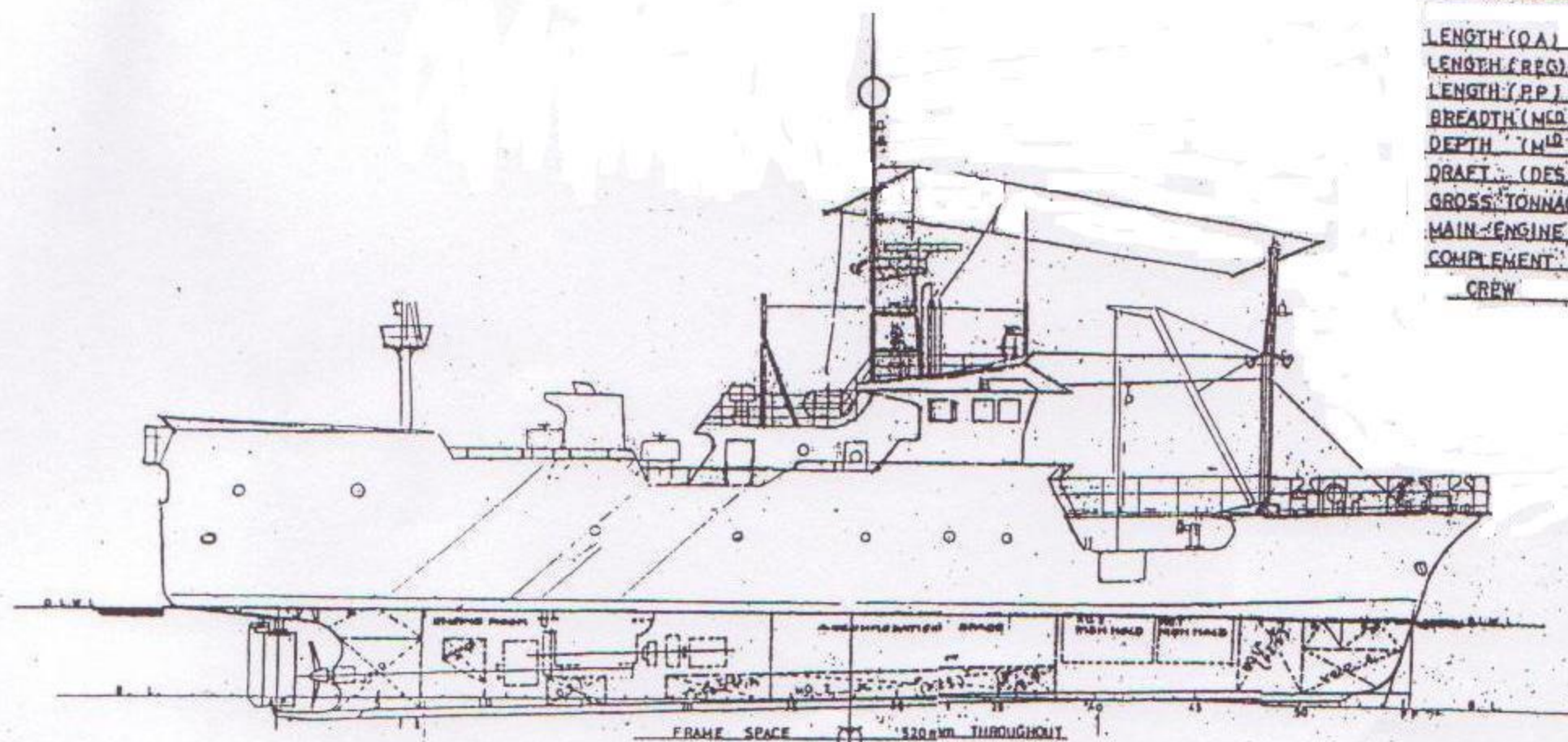
One 3 berth cabin and two 8 berth cabins

All of the internal accommodation areas and bridge are serviced with Reverse Cycle Air Conditioning

GENERAL ARRANGEMENT

PRINCIPAL PARTICULARS

LENGTH (O.A.)	33.78 m
LENGTH (REG.)	29.00 m
LENGTH (PP)	28.70 m
BREADTH (MED)	6.60 m
DEPTH (MID)	2.80 m
DRAFT (DES. MD)	2.40 m
GROSS TONNAGE	116 tons
MAIN ENGINE	800 ps
COMPLEMENT (TOTAL)	
CREW	



WHEEL HOUSE

