



NODOSA SHIPYARD ENTREGA EL BUQUE “ARGOS CÍES”, UN ARRASTRERO CONGELADOR DE ALTURA DE ULTIMÍSIMA GENERACIÓN QUE PESCARÁ FUNDAMENTALMENTE CALAMAR EN FALKLAND ISLANDS.



LA INGENIERÍA ES ÍNTEGRA DE NODOSA, QUIEN HA PERSONALIZADO TODOS LOS DETALLES, CONSIGUIENDO LA MÁXIMA EFICIENCIA EN PRESTACIONES, OPERATIVIDAD, RENDIMIENTO, Y RESPETO AL MEDIOAMBIENTE. TIENE 75,00 METROS DE ESLORA, 14 DE MANGA Y 1999 GT. ES DE BANDERA BRITÁNICA Y ESTÁ CLASIFICADO POR LLOYD'S REGISTER CON COTA DE HIELO.



NODOSA SHIPYARD HAS DELIVERED THE VESSEL "ARGOS CÍES", A HIGH-END FREEZER TRAWLER OF THE LATEST GENERATION THAT WILL FISH MAINLY SQUID IN FALKLAND ISLANDS. THE ENGINEERING IS INTEGRAL OF NODOSA, WHO HAS CUSTOMIZED ALL THE DETAILS, ACHIEVING MAXIMUM EFFICIENCY IN PERFORMANCE, OPERABILITY, AND RESPECT FOR THE ENVIRONMENT. IT HAS 75.00 METERS OF LENGTH, 14 OF BEAM AND 1999 GT. IT IS OF BRITISH FLAG AND IS CLASSIFIED BY LLOYD'S REGISTER WITH ICE NOTATION.

“ARGOS CÍES”



Se ha aplicado silicona en la obra viva y se ha metalizado toda la obra muerta y el parque de pesca, lo que aporta, además de mejores condiciones de conservación, una mayor vida útil. Silicone has been applied below the water line and has been metallized above it (included the fish factory floor).

SISTEMA DE PROPULSIÓN

Basado en una hélice de paso variable movida por un motor principal de 3000 Kw, dos alternadores de cola de 1600 Kw, y sistema vuelta a casa. Cuenta además con hélice de maniobra a proa de 400Kw.



MAQUINARIA DE CUBIERTA

Toda ella (amarre, fondeo y pesca) funciona eléctricamente, por medio de convertidores de frecuencia. La maquinaria de pesca incorpora el sistema Scantrol, y permite además reaprovechar la energía generada en la fase de largado.

PUENTE DE GOBIERNO

Con una visibilidad total de 360° y un diseño completamente aerodinámico, lleva en su interior la más alta tecnología para la pesca, incluyendo las sondas y transductores más punteros, pudiendo ser configurada en sistema video matrix a lo largo de la consola.

FACTORÍA

Estudiada para disponer del mejor flujo posible de trabajo a lo largo del carrusel transportador desde la recepción en el pantano hasta el congelado final en los túneles y armarios verticales.

INSTALACIÓN DE FRÍO

Por medio del amoníaco como refrigerante primario y temper de secundario, un sofisticado sistema de gestión con convertidores de frecuencia opera 3 compresores para 10 túneles de congelación y bodegas, alcanzando hasta -40°C en los primeros y -30°C en la segunda.

DISEÑO

La hidrodinámica del buque se ha estudiado y optimizado con mimo, favoreciendo enormemente su velocidad y navegabilidad.

El compendio de los datos técnicos y equipos principales podrán encontrarlo resumido en la ficha técnica adjunta en este díptico.



condiciones de deslizamiento en el primer caso, una mayor protección y durabilidad de todo del casco contra la corrosión y adherencia.
(r), which contributes for a bigger protection and durability of the entire hull against corrosion and adherence.

PROPULSION SYSTEM

Based on a controllable pitch propeller driven by a main engine of 3000 Kw, two alternators of tail of 1600 Kw, and power take home system. It also has a bow thruster of 400Kw.



DECK MACHINERY

All of it (mooring, anchoring and fishing) works electrically by frequency converters. The fishing machinery incorporates the Scantrol system, and the electrical configuration allows to reuse the energy generated during the shooting.

FACTORY

Designed to provide the best possible work flow along the conveyor carousel beginning in the fish hopper and finishing in tunnels and vertical plate freezers.

BRIDGE

With a total visibility of 360° and a aerodynamic design, it includes the highest technology for fishing, including the most advanced sounding systems, configured in a matrix video in the console.

REFRIGERATION

With ammonia as primary refrigerant and temper as secondary, a sophisticated management system with frequency converters operates 3 compressors for 10 freezing tunnels and holds, reaching up to -40°C in the first and -30°C in the second.

DESIGN

The hydrodynamics of the ship has been studied and optimized with care, in favour of the speed and seaworthiness.

The compendium of the technical data and main equipment will be found summarized in the attached technical sheet in this diptych.



TECHNICAL DATA / 75 M STERN FREEZER TRAWLER / CN288 "ARGOS CIES"

GENERAL DESCRIPTION

Type of Vessel	STERN TRAWLER
Classification	LR $\boxtimes$ 100A1 STERN TRAWLER, ICE CLASS 1D; *IWS $\boxtimes$ LMC, SCM, $\boxtimes$ LLOYD'S RMC
Flag	FALKLAND ISLANDS (UK)
Built to	MCA REQUIREMENTS
Length overall	75.00 M
Length Register	68.00 M
Beam Moulded	14.00 M
Depth to lowen deck	5.40 M
Depth to working deck	7.75 M
Depth to shelter deck	10.10 M
Moulded Draught Approx.	5.30 M
Gross Tonnage	1999 GT

PROPELLER-GENERATING PLANT

Main engine	WARTSILA 6L32 3000kW@750RPM
Gear Box	REINTJES LAF 4566 I-5.455:1
Propeller	Schottel , Ducted, 4 blades, 4000mm Diam.; CPP
Gen Sets	2 X GUASCOR MODEL SF360TAI2-SG OF 860KVA/400V50HZ
Emergency Harbour Gen Set	AGCO - 74DTAG -180KVA / 400V / 50HZ
Shaft Generator	2 OFF MARELLY OF 2050KVA /400V / 50HZ

DECK MACHINERY

Trawl Winches	2 OFF IBERCISA, ELECTRIC 39.2T @ 0-44.2M/MIN
Sweepline Winches	4 OFF IBERCISA, ELECTRIC 17.3T @ 0-40.3M/MIN
Gilson Winches	2 OFF IBERCISA, ELECTRIC 36.9T @ 0-45M/MIN
Cod End Winch	2 OFF IBERCISA, ELECTRIC 22.9T @ 0-30M/MIN
Outhaul Winch	1 OFF IBERCISA, ELECTRIC 3.6T @ 0-42M/MIN
Net Sounding Winch	1 OFF IBERCISA, ELECTRIC 3.4T @ 0-49.5M/MIN
Net Drum	1 OFF IBERCISA, ELECTRIC CAPACITY 16M3 27.5T @ 0-23.6M/MIN
Back Strop Winch	2 OFF IBERCISA, ELECTRIC 1.67T @ 0-36.4 M/MIN
Winches Control System	SCANTROL ISYM
Crane	1 GUERRA M230-20 A5 1 GUERRA M330-24 A5 1 GUERRA M400-24 A5
Mooring Winch	2 VERTICAL CAPSTAIN /430 DIAM. 4.9T @ 23M/MIN
Windlass	2 OFF SINGLE WINDLASSES FOR 36MM
Anchoring Equipment	2 ANCHOR SPEK 1740 Kg

PERFORMANCE

MDO Capacity	786.00 M³
Fish hold Capacity	2300 M³
Fresh Water Capacity	86.11 M³
Lube Oil Capacity	20.00 M³
Sludge tank Capacity	6.15 M³
Dirty oil tank Capacity	4.00 M³
Crew	50 + 2 PEOPLE
Freezing Capacity	90 T / DAY
Bollard Pull	55 TN
Speed	15 KNOTS

MISCELLANEOUS EQUIPMENTS

Surface Protection	INTERNATIONAL PAINT 5 YEARS SCHEDULE
Refrigerating machinery	3 COMPRESSOR UNITS MYCOM 200VLD OF 200KW
Rudder	FLAP TYPE BECKER MARINE
Bow Thruster	SCHOTTEL STT1FP / 400KW.
External Communication	GMDSS A3
Voice and data transimition	FLEET BROADBAND FB500 AND VSAT KA BAND
Interior Communication	TALKBACK, BATTERYLESS TELEPHONE SYSTEM, NETWORK WIFI; CCTV

NAVIGATION AND FISH FINDING EQUIPMENTS

- 2x - RADAR X FURUNO FAR-2127
- 1x - RADAR S FURUNO FAR-2137
- 1x - GYROCOMPASS SYMRAD GC80
- 2x - AUTOPILOT SIMRAD AP70
- 1x - ECHOSOUNDER FURUNO FCV-1900B
- 1x - ECHOSOUNDER FURUNO FCV-1900G
- 1x - NAVIGATION ECHOSOUNDER FURUNO FE-800
- 2x - GPS FURUNO GP-170
- 1x - NET MONITORING SYSTEM MARPORT M-4
- 1x - CHARTPLOTTER MAXSEA TIMEZERO PRO2