movement and the effect on the speed of the vessel resulting in slow speed. The calculation of the value of L/B gillnet vessel in FLB Karangsong has a value with a range between 2.97-4.03 value is small because it closes the minimum value of operating methods in Indonesia. The distribution of L/B values can be seen in Figure 2.

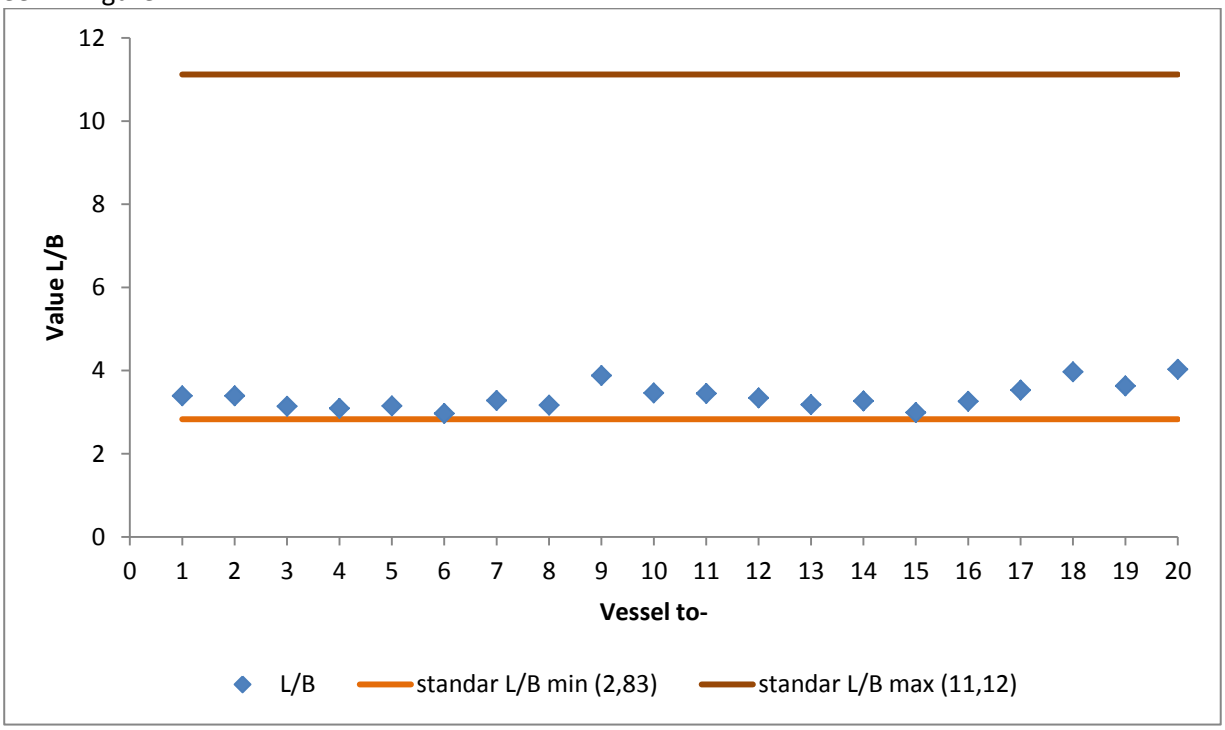

Figure 2. Ratio of L / B Ratio of Gillnet Vessel In FLB Karangsong

Figure 2 shows that the distribution of L/B ratio of gallant vessels in FLB Karangsong, this value is in accordance with the needs of the vessel in FLB Karangsong because in FLB Karangsong prefer the body of a fat Vessel like the letter U, this is because fishermen in FLB Karangsong prefer the magnitude hatch space on the vessel body compared with the speed of a vessel, so that the results obtained more than the slim vessel body like the letter V with high speed, this is causing the vessel in FLB Karangsong more slowly.

Value L/D

(Palembang 2013; Guritno 2016) states that the value of L/D is the value of the elongated strength of a vessel, the greater the L/D value will result in the strength of the vessel's weakening. The calculation of the L/D values of gillnet vessels in FLB Karangsong has varied values approaching the minimum operating method in Indonesia, and the calculation results of the vessel's main dimensions are included in the range of the value of the method of catching operations in Indonesia. The distribution of L / D ratio of gillnet vessels can be seen in Figure 3.

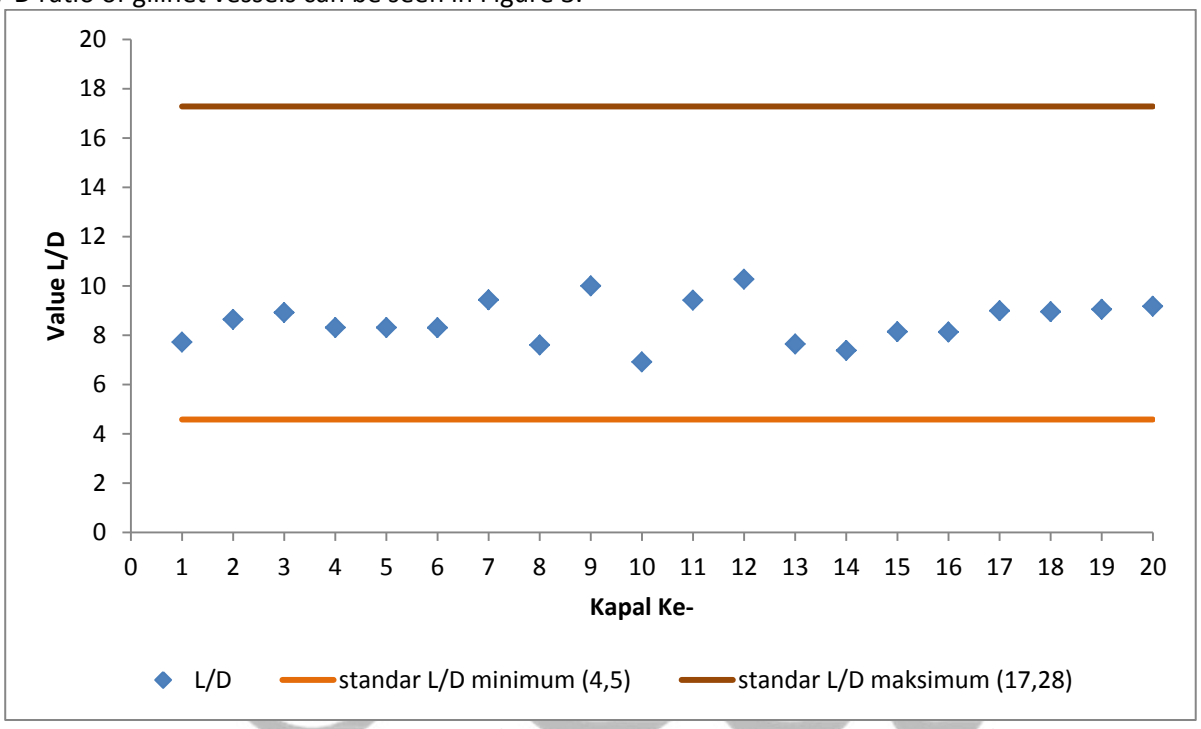

Figure 3. Gillnet Vessel L / D Ratio Value In FLB KarangsongNilai B/D

Figure 3 shows that the distribution of L/D value in FLB Karangsong is relatively small, close to a minimum value of comparison of vessel ratio value in Indonesia with static gear method. The calculation of L/D values of gillnet vessels in FLB Karangsong has a small L/D value with a range between 6.91-10.27 which results in gillnet vessels having strong elongated strength. (Pangalila, 2010) suggests that long and large vessels have an influence on the strength of the vessel's length, so the vessel is not easily broken when it comes to the forces from the outside that work to affect the elongated strength of the vessel.

Value B/D

The ratio value B/D is the value used to analyze the stability and movement of the vessel. (Novita, 2014) states the greater the value of the ratio of B/D, the stability of the vessel and the movement of the vessel is getting better. The calculation result of the B/D value of gillnet vessel in FLB Karangsong has a value with a range between 2,00-2,79. The value is classified as average when compared with the value of vessel ratio in Indonesia with static gear method.

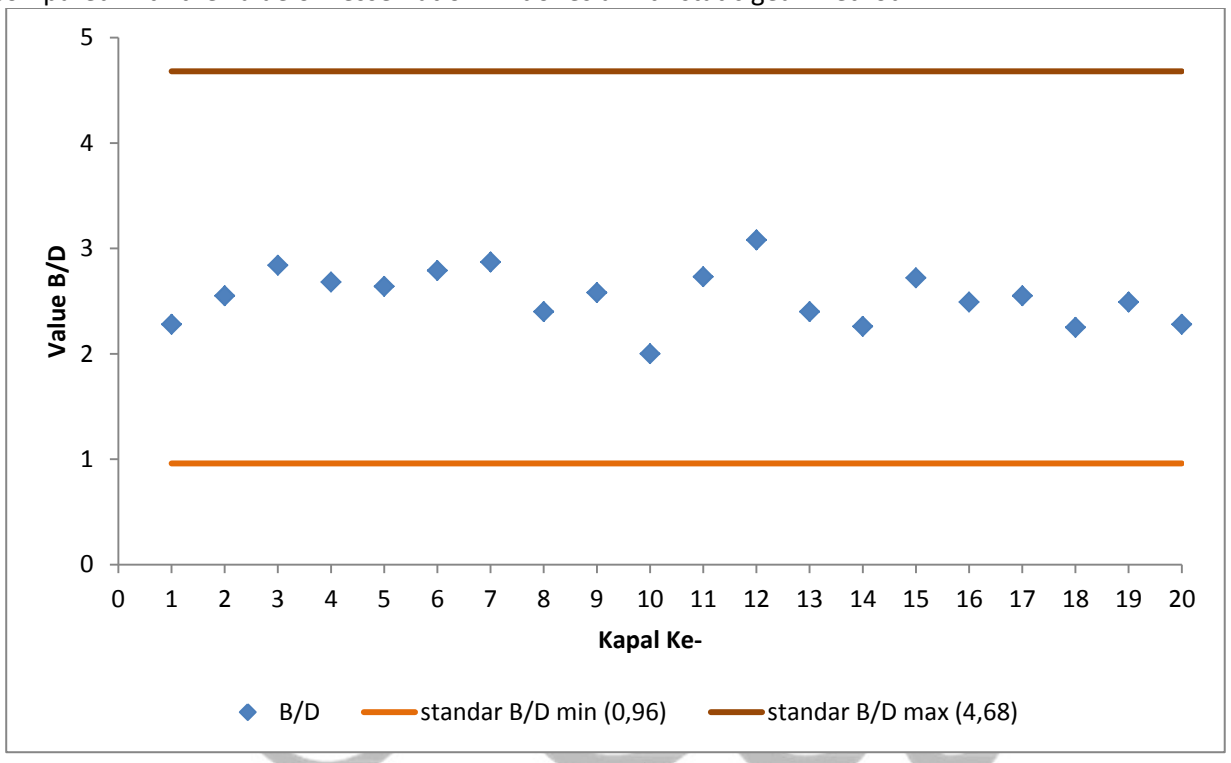

Figure 4. Gillnet Vessel Ratio B / D Value in FLB Karangsong

Figure 4 shows that the value is classified as being in the middle of the minimum and maximum B/D ratio that exists in Indonesia with static gear operating method. Thus, it can be interpreted that the gillnet vessel in FLB Karangsong has good stability and good vessel movement. (Mulyanto 2010) states that the vessel requires high stability due to the way the operation of the net is on one side of the stomach which leads to the load on the spot and when the net is lifted onto the vessel will be sloped.

CONCLUSION

Based on the results of research on the characteristics of the main dimension of the vessel in FLB Karangsong Indramayu Regency can be concluded that the vessels studied have the value of the main dimensions of the vessel ratio ranging from 2.97-4.03 for L/B, while for L/D 6.91 -10.27, and for B/D from 2.00 to 2.79. Can be interpreted vessel in FLB Karangsong has strong vessel strength, have stability and the ability to push a good vessel. This value has met the standard criteria of the vessel's main dimension ratio by static gear operating method in Indonesia.

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