The hull was split along the floor's flat areas and then pulled apart. Temporary molds were erected and the open areas were filled in.

The added beam allows the boat to carry a lot more traps and makes it more stable and a better sea boat, says Glenn Aylward, the boatshop's owner. The 45-footer also had her 400-hp Cummins Marine diesel rebuilt.

The 50-footer that's being completed has a solid fiberglass hull, which varies from 3/4- to 1-inch thick. The decks and wheelhouse, however, are not built in a mold but out of plywood that's covered with fiberglass.

The decks are made of two layers of 3/4-inch plywood that are fiberglassed over. The plywood rests on 5" x 7" deck beams with 2" x 8" beams running fore-and-aft on 16-inch centers. Instead of using bridge tiles on top of the fiberglass decks, like some Maine fishermen do, many Canadian lobstermen put down interlocking rubber mats for better footing and to eliminate wearing down the fiberglass deck.

Since this boat will be going swordfishing, she has an ice fish hold, with a capacity of about 80,000 pounds.

The engine room houses a 470-hp Cummins Marine diesel, which is in front of a Twin Disc marine gear with a 4.71:1 reduction that turns a 54" x 50" wheel.

This was the second 50-footer Aylward Fibreglass has built in the past two years, and there's another one on order for New Brunswick's scallop and lobster fisheries.

— Michael Crowley

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West

Major paint job for trawler; aluminum skiffs scaled down

Hauled out at Seattle's Todd Pacific Shipyard was the 376-foot factory trawler Alaska Ocean. She was in for shaft work, a paint job and new electronics.

The shaft was pulled and new stern-tube seals were installed. The props were reconditioned and some rudder and hub work was done.

That work wasn't so unusual. What was uncommon — at a time when many boat owners aren't putting a lot of money into their boats — was the work that went into painting the vessel.

" The owner said he wanted as close to a new-built paint job as possible. And that's somewhat unusual," says Rick Rees, the shipyard's project manager for the Alaska Ocean job.

" We fully painted her, from the top of the mast to the keel. There was a lot of preparation."

On a 376-foot boat, there's a lot of paint to knock off before you can start putting the new stuff on. In the process, you are going to create quite a mess, especially if you're using traditional grit blasting.

That's not what was done at Todd Pacific Shipyard. "We used a sponge-jet blast system. It's not new, but it is new for us," Rees says. "It uses a different blast medium that's embedded in pieces of sponge.

" When the stuff hits the surface, it entrains most of the material in the sponge, and the sponge is recycled and cleaned."

This type of paint blasting system was more pleasant to work with, Rees says, than the regular grit blasting.

The boat was painted with Sherwin-Williams paint systems. A polyurea paint was used in high-impact areas such as the trawl deck and the freeboard areas where the spare trawl doors are stored. Rees says it's the first time the yard has used it on a fishing boat.

" Initially the paint cost a lot more to apply, but it's a lot more impact resistant," he says. "They are hoping it will stay reasonable-looking for a lot longer."

While the boat was hauled, she had new Simrad electronics installed. An SH80 high-frequency, omni-direction sonar went in, as did an ES60 sounder with 18- and 70-kilohertz frequencies. The boat already had an ES60 sounder with 38- and 120-kilohertz frequencies.

Now, the four frequencies are interfaced and integrated. Thus any combination of the frequencies can be used, including all four simultaneously.

In addition, Simrad's PI32 trawl system was installed. This is a ground detection sensor that mounts on a trawl's footrope and shows if the trawl is on the bottom or just off the bottom.

The Alaska Ocean left the yard the first week in June for a hake trip along the West Coast and then was heading to Dutch Harbor. There she will probably have PI32 door-spread sensors added to her electronics collection.

Dealing with boats on a much smaller scale, in Burlington, Wash., NorthSound Marine's owner Stewart Everst is building a number of 23' x 9' aluminum skiffs for Penn Cove Shellfish in Coupville, Wash. These are scaled-down versions of a 38' x 16' skiff he built for the Alaska herring industry a number of years ago.

The beam on the skiffs is carried all the way to the bow. Thus they have a wide, full bow, or as Everst calls it, a round bow.

With a towing bar, the skiffs have been used as a small tug by shellfish farms to pull a 30' x 16' barge out to the oyster grounds.
In another project, Everst might be building a 70-foot aluminum barge for a California seafood company.

It's either that or the yard will repair the current barge, which sank.

American Marine in Bellingham, Wash., has just built one of Everst's 42-foot designs as a fisheries research boat for the California Department of Fish and Game.

At Port Townsend Shipwrights Co-op in Port Townsend, Wash., a number of wooden fishing boats have been in for general maintenance work. Both the Voyager and the Coral Sea, which are Southeast Alaska seiners, were in for a paint job and zincs.

A tender, Seven Seas, had her bottom painted, new guards installed and some caulking work done. The yard also did some interior work.

Prior to the arrival of the Voyager, Coral Sea and Seven Seas, the Predator had been hauled after some deadwood was knocked loose when she went aground. Planking work was done, and the shaft was realigned.

— *Michael Crowley*

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South

Scallop boats heading north; round-stern workboat built

A busy boatyard in the South right now is Eastern Shipbuilding Group of Panama City, Fla. The yard is building a pair of 95' x 28' x 14' 6" scallop boats for New England owners. One of the boats is going to Future Fisheries in New Bedford, Mass., and the other to O'Hara Corp. in Rockland, Maine.

Kenneth Munroe, Eastern Shipbuilding Group's vice president, says the two vessels are powered by 1,020-hp 3512B Caterpillar diesels, which are bolted to Reintjes WAF663 4 1/2:1 reduction gears. The scallopers are also carrying two 75-kW Caterpillar 3054 gensets.

On deck, the boats have port and starboard shucking houses. Each shucking station has stainless steel shucking boxes and stainless steel wash boxes to clean the scallop meats.

Munroe says, "We have not built many scallop boats recently, but the ones we have are going more and

more to stainless steel shucking houses because they don't rust."

Scalloping is one of the few shellfish fisheries that extract the meat on the boat. The oyster fisheries on Chesapeake Bay, the Gulf of Mexico and the inshore North Carolina scallop fishery have the meat shucked in onshore facilities. Thus the boats in these fisheries do not need on-board shucking stations.

The crew at Eastern Shipbuilding Corp. is also converting a 116-footer from a tuna seiner to a herring seiner for the O'Hara Corp.

While building new boats and converting existing boats is providing steady business for the boatyard, Munroe says that Eastern Shipbuilding Group has not had a history of building many shrimp boats, and this may be a good thing right now.

" The bottom really seems to have dropped out of that market," Munro says. "But we are staying busy and that is what's important."

Thirty years ago, Virginia boatbuilder Francis Haynie built a 28' x 8' x 2' crab skiff for a Chesapeake Bay fisherman. Last fall, a bay waterman saw the boat working crab pots in the Potomac River and had Haynie build one for him over the winter.

The skiff is ideal for crab potting or working gillnets from the sides, says Haynie. This particular skiff is being used in the spring and summer crab pot fishery and early spring and fall gillnet fishery.

The boat has 2" x 3 1/2" white oak frames, 1 1/4-inch-thick white oak stringers, 10" x 3/4" rosemary-pine wash boards, spruce-pine decking and sides, and 3/4-inch exterior plywood for the bottom.

Haynie has his own method of preserving the plywood that shapes the floor inside the boat. "I use exterior plywood and I coat it with a mixture of antifouling bottom paint and varnish," Haynie says. The varnish hardens the copper and makes for a strong coating. He paints the plywood before fastening it down.

Barnacles seem to like varnish, so Haynie warns not to "use this on the underside [of the hull] because barnacles will beat themselves to death to attach to it."

The crab skiff has a four-cylinder, 140-hp Chevrolet gasoline engine for power and a 16" x 14" Columbian bronze prop. "She will solid get up and fly," Haynie says. The boat also has a traditional bay steering stick. This is a vertical lever located at the wash rail. The boat is steered by moving the lever forward or back.

Haynie is now building a 42-foot round-stern workboat. The round stern, or chunk stern, is a traditional design that boatbuilders stopped building about 30 years ago.

Round sterns on Chesapeake workboats were preferred years ago because they are better than a square-stern boat in keeping water out of the boat.

Chop and seas break around a round stern but beat against a square-stern boat and come over the gunnels and into the boat.

Boatbuilders stopped building round-stern boats because it takes more time, money and materials than to build a square-stern boat.

Haynie, one of the last of the traditional boatbuilders left on the bay, just decided he wanted to build a round-stern boat for old-time sake. He already has several Potomac River pound-net fishermen eyeing his project. "I won't have any trouble selling this one," he says.

And knowing Haynie, he probably won't.

— Larry Chowning

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