Around the Yards

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West

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 to 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 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.

- Michael Crowley