

# New Conquest for Buckie

Now owned by skippers Zander Reid and John Smith of Pitcairn Fishing Company, the 23.95m twin-rig trawler Conquest BCK 364 berthed at Buckie for the first time last week, reports **David Linkie**.

Bought as a replacement for their previous boats Conquest BCK 265 and Heather Sprig BCK 181, the new Conquest is

the former Peterhead-based pair-seiner Our Rosebloom INS 30, previously owned by Heather Fishing Company Ltd of Avoch, which recently took delivery of Rosebloom INS 353, to fish with her sistership Boy John INS 110.

Insured by Scottish Boatowners and working through Denholm Fishselling

of Buckie, Conquest was delivered by Macduff Shipyards in 2004 as the twin-rig prawn trawler Seagull II DA 9 to Michael Kirwan Sr and Jr of Clogherhead, after the steel hull was built by Richards Dry Dock & Engineering Co Ltd at Great Yarmouth.

Featuring Mitsubishi main and auxiliary engines, Seagull II returned to Scotland four years later, when the vessel was bought by brothers Sandy, Donald, Andrew and Johnny McLeman of Avoch, and renamed Rosebloom INS 353 to pair with Boy John INS 110.

As Vestværflet ApS was building the new Rosebloom, her predecessor was renamed Our Rosebloom for eight months before being sold to Buckie.

Skipper Zander Reid's previous boat, Conquest BCK 265, has moved to Portavogie and been renamed Prolific B 265 by skipper Sam Currie and Denholm Fishselling Ltd. This 22.86m wooden-hulled twin-rig trawler was built by George



Conquest berthed in Buckie for the first time. (Photograph courtesy of John Addison).

Thomson & Son of Buckie in 1984 as the dual-purpose seiner/trawler Moray Endeavour BCK 17 for local owner Charles Eckersley. Subsequently converted to twin-rig trawling, the Kelvin-engined Moray Endeavour was bought by Fraser Smith in 1997, since when the boat fished mainly from Fraserburgh after being fitted with a Caterpillar propulsion unit. Zander Reid bought Moray

Endeavour in 2009, when the trawler was renamed Conquest, thereby maintaining a well-established family tradition, as his father Dennis Reid owned five boats of the same name, four of which were built by G Thomson & Sons between 1967 and 1984, of which the registration numbers always equalled a cumulative total of 13, as is the case with the new Conquest.



Skipper Zander Reid's previous twin-rig trawler Conquest is now owned by Prolific Fishing Company and was renamed Prolific B 265 on arrival at Portavogie.

# Shetland trawler refurbished at Macduff

Skipper Gary Smith and the crew of the Shetland whitefish trawler Devotion LK 801 returned to sea last week after Macduff Shipyards completed a variety of refurbishment work on a vessel it built 23 years ago, reports **David Linkie**.

Since Devotion berthed in Macduff harbour towards the end of May, the shipyard has carried out a range of internal and external work on the 22.85m wooden-hulled vessel.

At the same time as installing a new shower and toilet room, the main accommodation cabin was reconfigured to create an extra cabin and a new store room

to house spare filters etc.

All the vessel's hydraulic pumps were completely overhauled, together with the step-up box at the fore end of the main engine.

to fitting new motors and control valves, the diameter of the winch barrels was increased, and their width was reduced.

While taking their fishing gear back aboard and spooling new wires onto the winches, skipper Gary Smith expressed his thanks to Macduff Shipyards for doing a 'superb job of work.'

Devotion was built as Endeavour II BF 515 for Whitehills skipper Peter Lovie in 1993. After being renamed Venture BF 821 by skipper Mark Lovie, the trawler was later renamed Margaret Jane A 907 and Valiant LK 337, before becoming Devotion LK 801.

“ The biggest single job saw the split trawl winches being removed and totally rebuilt ”

The biggest single job saw the split trawl winches being removed and totally rebuilt by Macduff Shipyards, working closely with Rapp Marine, who manufactured the winches when the vessel was new. In addition



Devotion taking fishing gear aboard after being refurbished at Macduff.

# Refurbishment of fire-damaged whitefish vessel



Refurbishment work in progress on the former Peterhead seiner Tranquility...

Macduff Shipyards is currently carrying out largescale refurbishment work on the former Peterhead seine-netter Tranquility PD 35 for new owners after the 24m steel-hulled vessel suffered extensive fire and water damage following a malicious fire while berthed in Peterhead harbour (*Fishing News*, 3 December), reports **David Linkie**.

Since Tranquility arrived at Macduff, the burnt-out galley, cabin and wheelhouse, which bore the brunt of the accelerant-fuelled fire that quickly engulfed the vessel's cruiser stern, have been stripped back to the bare hull in preparation for totally renewing the accommodation areas.

In preparation for being rigged as a versatile seiner/trawler, Macduff Shipyards, in conjunction with the vessel's

future owners, designed and fabricated a new transom stern section that is now ready to be welded into position as the vessel's refurbishment continues to progress.

At the height of the fire last November, the temperature of the steel plating above the waterline of Tranquility's cruiser stern reach 425°C, before the cooling effect of water hosed into the steering

gear compartment began to prove effective in lowering the temperature associated with the fire in the accommodation cabin.

Tranquility INS 35 was built for Lossiemouth skipper Alistair Milne by Miller (Methil) Ltd in 2000, when the vessel had the distinction of being the first automated fly-shooting seine-netter in the Scottish fleet.



... for which a new transom section is ready to place in position.



# Fraserburgh company refits Faroese stern trawlers at Peterhead

Fraserburgh marine coatings specialist PBP Services is currently midway through carrying out extensive preparation and repainting work on the second of two Faroese pair trawlers, reports

David Linkie.

The 34m stern trawler Lerkur FD 1206 arrived at Peterhead last month as planned, at the same time as work on her pair-trawling partner Rókur FD 1205 was

completed, so that the crew could immediately take their partner boat back to Faroe.

The schedules of work carried out on Lerkur and Rókur had been discussed and planned in detail by Peter Bruce and the Faroese owners, well in advance of the stern trawlers arriving in Peterhead.

Following a comprehensive combination of water and shot blasting of all internal decks, hull and topsides, all treated areas were hot metal zinc sprayed before four coats of two-pack Hempel paint were applied. Anti-slip resin coats were used on the decks of both trawlers.

All repainting work was carried out while the trawlers were berthed in the large maintenance hall adjacent to the Peterhead shiplift used to lift the vessels out of the water.

The owners are reported to be 'absolutely delighted' with the



A pristine looking Rókur ready to return to Faroe.



PBP Services start to hydro-blast Lerkur.

work, which was completed ahead of schedule, as a result of which PBP Services is now discussing similar large-scale refits for other Faroese vessels.

Rókur is the former Killybegs trawler Mark Amay SO 954, while Lerkur, which was also built by Karstensens Shipyard in Skagen,

Denmark, is the former Lochinver-based and Whitehills-owned Audacious BF 83.

PBP Services is now preparing to repaint the Killybegs and Shetland midwater trawlers Aine and Altaire in Skagen, and the Peterhead-based pair-seiners Starlight Rays and Kjelsvik at Thyboron.

## Gone are the days you can fill up your tank and forget about it – Diesel Bug is only half the story

Peter Weide, the 'Diesel Doctor' begins a series of articles on diesel, and the particular problems associated with using it at sea.

Diesel has changed, we look at why, the effects of the changes and the consequences. The sulphur has been removed to meet legislation, and plant oil and takeaway chip fat has been added, in the quest for more fuels from renewable sources. But what does this mean for you? In a series of articles each month we explain ULSD, Bio diesel, and diesel bug and how it affects you



Modern injectors can open and close 100 times a second, so fuel quality is paramount.

and your engine.

Under the microscope will be Ultra Low Sulphur Diesel (ULSD), diesel bugs, bio diesel, red or green diesel, hazy diesel, waxy diesel, and glycerine deposits found in filters. All of which have an effect on the use and storage of diesel.

Modern engine technology has pushed new boundaries with Tier 4, 5 and 6 engines to meet environmental demands, yet the quality of humble diesel has declined relative to these new engines.

Consider that refiners now extract twice the amount of fuel from a barrel of crude oil than they did in the 1980s, and the barrels are now from oilfields that were classed uneconomical and of poor quality in the 1990s. There have been phenomenal technical changes in refinery techniques. So-called 'Sweet Crude', that contained less sulphur and harmful compounds, is getting

scarce and is substituted by 'Sour Crude'. This high-toxicity, high-sulphur crude is now the more common type found, and requires complicated refining techniques. It is little wonder that finished diesel is now more unstable.

Fuel producers make fuel to be burnt, not stored; they dose the fuel with additives in an attempt to maintain quality up to a maximum of 4-6 months under ideal conditions. Marine use is very far from ideal, and given that the fuel you bunker can already be up to three months old as it passes through the supply chain, then clearly it is in the early stages of degradation. This degradation shows as discoloration (not obvious in red or green dyed diesel), odour, suspended contaminants, water, diesel bug and, ultimately, lacquering and gummying on fuel system components, leading to increased fuel consumption and engine breakdowns. In the coming

months we will address these problems and what can be done about them.

An engine running at 2000rpm can have fuel injectors opening and closing 100 times A SECOND, to meet environmental emission demands. The needle valves inside the injector are so light you would not even know you were holding them in your hand, and are made with piezo electric actuators (think BBQ fire lighter in reverse) because electricity is too slow!

So, as engine technology leaps forward, the humble diesel has been getting worse. Next month, we explore the most common problem, Diesel Bug. Its origins, appearance, why it is on the increase and what you can do about it.

We would welcome any comments or questions from readers, and we will answer them on this page and share experiences. Email your queries to: [fishingnews.ed@kelsey.co.uk](mailto:fishingnews.ed@kelsey.co.uk)



Peter Weide, Managing Director, MarShip UK, begins his series on diesel.

Peter Weide, an ex-Chief Engineer was marine lubricants manager, ship repair director and latterly head of sales for Wärtsilä UK. He is currently managing director at MarShip UK, a company specialising in maintaining the vital elements of your engine – Air, Fuel and Oil. MarShip can be contacted through Fishing News or on + (44) 1666 818 791, [sales@marship.eu](mailto:sales@marship.eu). [www.marship.eu](http://www.marship.eu)

## New Boy Andrew launched for Wick owners

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The seine net ropes will be shot and hauled from two large capacity power reels mounted on top of the shelterdeck abaft the wheelhouse. Driven by two-speed motors delivering a core pull of 20t, the power reels will accommodate 20 coils of 40mm seine net rope.

Three seine nets will be carried ready to shoot on 2 x 12t split net drums. Two of the net drums will be positioned towards the transom, with the third mounted further forward on the vessel's centreline. Hydraulically operated towing blocks will be fitted across the aft gantry to deliver optimum leads when hauling back the seine net ropes. The deck machinery, together with the codend winch, has been manufactured by Thyborøn Skibs and Motor A/S.

The vessel's power block and landing cranes will be supplied by Thistle Marine of Peterhead.

The new Boy Andrew's centreline propulsion package will feature a Caterpillar 3508C Tier II-compliant main engine (577kW @ 1200rpm), Mekanord 450HS 6.47:1 reduction gearbox and a matching Korsor 2500mm-diameter CP propeller and nozzle. The main hydraulic systems will be generated by two PTOs on the main engine, driving Rexroth load-sensing pumps.

Two Volvo Penta D7AT auxiliary engines driving 116KVA Newage Stamford generators will also be housed in the aft engine room.

The new boat is designed to carry around 1,100 boxes in the step-free fishroom, 31,000 litres of fuel and 26,000 litres of freshwater

for domestic and ice-making requirements.

Boy Andrew will replace Caithness skipper Andrew Bremner's current seiner of the same name, a Campbelltown 87 built in 1988.

Skipper Andrew Bremner said that together with healthy whitefish stocks, two of the main reasons for building the new Boy Andrew are the fact that four of the present Boy Andrew's crew, including his son Andrew, are under 26 years old, and that all of Boy Andrew's crew are from Caithness, which will continue to be the home of the new vessel, thereby hopefully helping to ensure the continuation of a long and proud fishing tradition in Caithness and to sustain the shore-based industry in the remote North of Scotland.



A large floating crane towers over Boy Andrew as the new whitefish vessel is lifted into the water.