

New crab pots on display from Ocean Pots

OCEAN POTS will be displaying three or four new types of crab pots at Skipper Expo. Int. Bristol 2018, along with cuttle traps, and whelk pots produced by sister operation, Mickey Whelk Pots.

Business is booming for the company, with its pots being sold all over the UK. As well as the pots and traps, Ocean Pots will also be featuring a new stainless steel measuring tool for crabs, and eight inch and 10 inch pot scrapers for cleaning the entrance funnels of pots.

Different ropes, twines and soft-eyes will also be on display on the stand, with some stock available for visitors to purchase direct from stand no. 02.

Mickey Hill of Ocean Pots/Mickey Whelk Pots said: "We had an excellent two days at last year's Bristol expo and we are really looking forward to meeting visitors at this year's show."



STAND

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Bristol exhibitor Barrus supplies new engines for 'Scotia'

Bristol exhibitor **BARRUS** has supplied twin John Deere 6068SFM85 marine engines for a new 12.75m Pilot Vessel, 'Scotia' commissioned by Associated British Ports Ltd.

Ordered as a design-build contract, Macduff Shipyards won the competitive tender to build Scotia and contracted Macduff Ship Design to produce the vessel design and steel kit to the owner's strict requirements.

Scotia has been designed to be the primary vessel for the Port of Ayr where she will undertake the dual-purpose role of delivering full pilot duties and assisting the berthing of larger vessels in poor weather conditions.

Supplied by the Special Products Division at Barrus, the twin John Deere 6068SFM85 engines are rated 321hp at 2600 RPM and coupled with a ZF 305-3A gearbox with 2.423:1 ratio. During sea trials, the vessel performed admirably, exceeding all expectations. The trials gave an improvement on predicted speed, reaching 12.5 knots, and bollard pull, achieving 5.2 metric tons.

Barrus has been supplying John Deere marine engines to Macduff Design for over

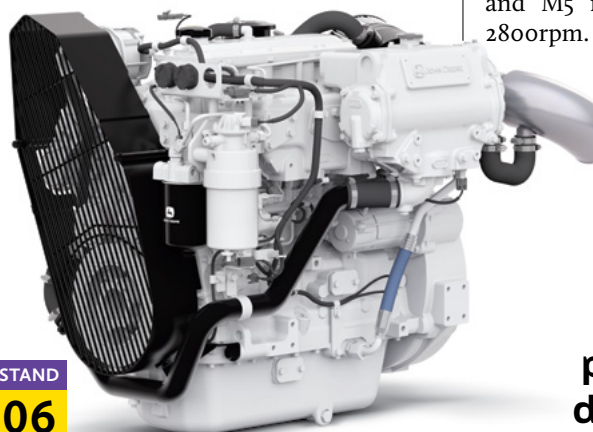
The Scotia features twin John Deere marine engines from suppliers Barrus.



5 years. Projects have included powering two workboats for Scottish Fish Farms Ltd, 'Keira May' and 'Julie Ann', and Aquaria's 15m scallop trawler, 'Guiding Star'.

The Barrus stand at Skipper Expo Int. Bristol 2018 will showcase the new John Deere PowerTech™ 4045SFM85, which offers high power to weight ratio for repowering and new boats and is ideal for planning and semi-displacement hulls.

There are two ratings for light-duty commercial vessels, high-speed governmental applications and high-speed pleasure craft, which includes an M4 rating with 205kW (275hp) at 2600rpm and M5 rating with 235kW (315hp) at 2800rpm.



STAND

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Improved water separator from MarShip

MARSHIP return to Bristol to demonstrate an improved water separator – and following extensive research and development, their Tank Separator Unit (TSU) now has a patent pending.

The "Diesel Dipper"™ is available as a stand-alone unit complete with 12v pump and 40 micronwashable filter and removes ALL water and sludge from the VERY BOTTOM of the tank, BELOW the fuel suction, whilst underway.

Often the first advice to looking after diesel is to "polish" it. However in the majority of cases polishing is rarely necessary. Fishing boats, for example, use fuel regularly so polishing is not required. To remove contaminates a suitable filter between the tank and the engine of 10 microns or less is all that's required. However, it is essential to remove the water, so often overlooked. Water is the primary reason for contaminants, the dreaded diesel bug and fuel degradation.

Water comes from many sources: the supplier, over enthusiastic deck washing, heavy seas and condensation but is easily removed by regularly draining from the bottom of the tank, if fitted. The majority of tanks in small vessels do not have a drain so water builds up over time.

This is where the "Diesel Dipper"™ can help. The "Dipper" is manually operated and will gently lift water and sludge from the very bottom of the tank.

MarShip offer DieselAid® LDB fuel additive to add lubricity, eliminate deposits and kill Diesel Bug for complete fuel management.

Many vessels do not have a drain where the Diesel Dipper® can draw from, so to facilitate this MarShip have developed a tank top "DIP TUBE". This fitting takes a 10mm pipe from the top to the very bottom of the tank to allow the Diesel Dipper® to remove water and sludge whilst the vessel is at sea.

MarShip guarantee an end to sludge related issues if you fit their Diesel Dipper® and use their DieselAid® Fuel additives.

STAND

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The "Diesel Dipper"™ is available as a stand-alone unit.

