

MAY 2017

ALASKA FISHERMAN'S
Incorporating **JOURNAL**

National Fisherman

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All hail, Araho!

O'Hara Corp.'s new flagship
factory trawler is on call for cod



NOT SO BON TEMPS
Gulf Wars series charts
CCA's bayou beginnings

INVASIVE MEASURES
N.C. catfish fight stalls
on sturgeon shutdown

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O'Hara Corp. photo.



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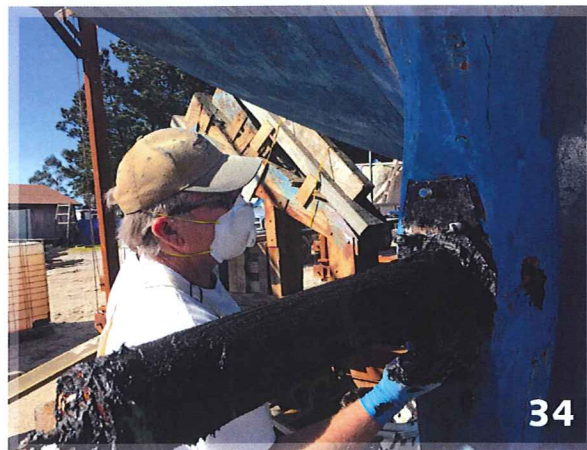
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ARAHO ARRIVES

The new Bering Sea factory trawler transits the Panama Canal between a Gulf Coast launch and a Seattle debut for a Maine company

By Bruce Buls

When Frank O'Hara Jr. was walking through his new boat the morning of its open house in Seattle in March, he was wearing a pair of paper slip-ons over his shoes. Because it was raining, he probably didn't want to track any wet debris inside.

His interest in cleanliness was understandable. In many ways, the 194-foot trawler's accommodations area looks more like a hotel than a commercial fishing boat. The windows all have curtains, the lounges have large, comfortable couches and chairs, oval-shaped coffee tables and big flat-screen TVs. The flooring has a planked, woodgrain look to it. There's framed artwork hanging on the galley bulkheads.

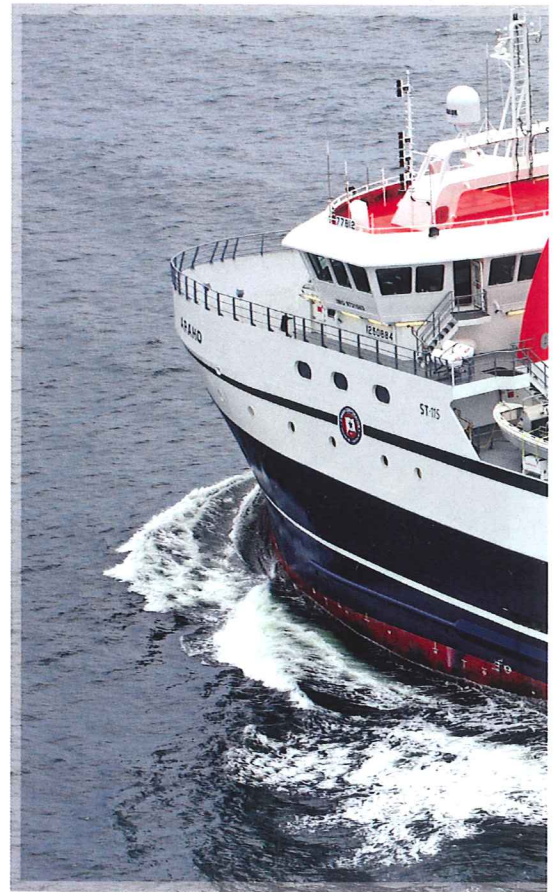
And while it wasn't apparent at the moment because the boat was tied to the dock, the accommodations are also very quiet, even when the engines are running and the gear is being hauled back. "When most boats are clanging and banging, it's like a library in here," said O'Hara.

Frank O'Hara Jr. is the vice president of O'Hara Corp. and the third generation to run the family-owned fishing and seafood company (though his father, Frank Sr., still holds the title of company president). All three of his sons also work for the company, which is headquartered in Rockland, Maine, where they own a marina and a pair of bait-herring boats. The company also has a partnership in a scalloping operation out of New Bedford, Mass. The West Coast office is in Seattle

where fourth-generation Frank III manages the sales, most of which are products from its now five-boat fleet working the North Pacific.

When the Araho (O'Hara backward) was conceived, about six years ago, the new boat was going to replace two existing factory trawlers, the Constellation and the Defender.

"We'd take two boats out of the fishery and catch all their quota with one new boat," said O'Hara. But then during



Meet the fleet



F/T Alaska Spirit



F/T Constellation



F/T Defender



The Araho is the first purpose-built H&G factory trawler launched since the Rebecca Irene in 1985.

construction of the Araho, the company purchased a bunch of quota share and another boat from the Fishing Company of Alaska. Karina Adler, the owner, had recently died, and her assets were up for grabs. Suddenly the company had more than enough quota for the Araho. They had the two older boats that were going to be retired, another company factory trawler (the Enterprise) and the Alaska Spirit, which they bought from Fishing Company of Alaska.

Now the expanded fleet has a new queen, the Araho, the newest factory trawler in Alaska. In fact, it's the first purpose-built boat of its type (head-and-gut) since the Rebecca Irene in 1985. As it happens, Eastern Shipbuilding in Panama City, Fla., built them both. And the Gulf Coast yard is currently constructing a larger new factory trawler for Seattle's Glacier Fish Co.

At 194' x 49', the Araho is compact for its class of vessels and yet is designed to



F/T Enterprise



F/T Araho

INSIDE THE F/T ARAHO

Owner: O'Hara Corp.,
Rockland, Maine

Designer: Skipsteknisk,
Ålesund, Norway

Builder: Eastern Shipbuilding
Group, Panama City, Fla.

Length: 194 feet

Beam: 49 feet

Depth (to main deck): 19' 4"

Accommodations: 54 bunks

Main engine: EMD 16-710G7 Tier 3,
4,000 hp @ 900 rpm

Gears: Lufkin VSQ4134HG-K-PTO,
7.20:1 reduction

Propeller: Four-blade, controllable
pitch, 154-inch diameter, bronze
Bow thruster: Brunvoll 350-kW
tunnel

Shaft generator: ABB 1,700-kW
at 1,200 rpm, variable speed,
constant voltage

Generators: 2 550-kW Tier 3
Caterpillar C18s

Emergency generator: 95-kW
Caterpillar C4.4 Tier 3

Fuel oil capacity: 116,000 gallons
Freshwater capacity: 10,500
gallons

Freezer hold: 38,500 cubic feet
Carton-store upper cargo hold:
5,000 cubic feet

Classification: Det Norske Veritas
+1A1, Stern Trawler, Ice 1B

“Compared to the Constellation, our largest boat (before the Alaska Spirit), we hope to produce twice the volume per day and carry two and a half times more in the cold.”

— Frank O'Hara Jr.,
O'HARA CORP.

maximize its capacity with all the equipment necessary to catch, process, freeze and store groundfish, primarily cod and three kinds of flatfish (yellowfin sole, rock sole, flathead sole). The boat is expected to catch and process up to 120 tons per day. Just as important, it can pack 850 metric tons of frozen product.

“Compared to the Constellation, our largest boat (before acquiring the Alaska Spirit), we hope to produce twice the volume per day and carry two and a half times more in the cold. So we only have to run to town every third offload, compared to the Constellation, and with only four more people,” said O’Hara.

“If this boat proves to be the most efficient and cost effective way to prosecute the fishery, then maybe we would fish less on some of the other boats.”

— Frank O’Hara Jr.,
O’HARA CORP.

It’s all about being more efficient, a high priority for the O’Hara business. “Safety is at the top, and then efficiency, comfort and cost of maintenance.”

The ergonomics of the factory, which was designed and mostly supplied by Optimar, a Norwegian company, include automated plate freezers that eliminate the human wear and tear from lifting heavy pans of fish. The cold storage features the same automation with adjustable-height conveyors. On deck, the crew can control the equipment from wireless fanny packs, and heat pipes keep working areas free from ice.

Should anyone be injured or get sick, there’s a well-stocked hospital room with an adjacent soaking tub. The hospital room can also be isolated from the rest of the vessel’s ventilation.

Efficiency is achieved in a variety of ways. First, the hull with bulbous bow is the result of tank testing its hydrodynamic lines for drag and water flow. The hull shape also incorporates a box keel with ballast, which allows for double-bottom fuel tanks. “We put 188 tons of steel at the very bottom of the boat,” says O’Hara. “It’s like a sailboat with lead in the bottom of the keel.”

The side plate steel is thicker and more heavily reinforced around the waterline to protect it from ice (the boat is ice classed) and diminishes in thickness as it ascends the sides to save weight. The wheelhouse is aluminum.

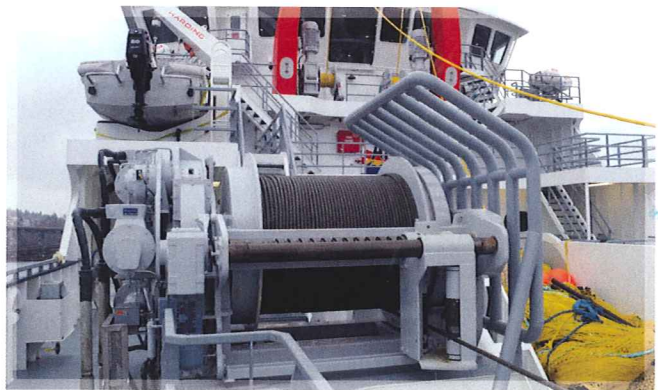
Powering this package is a single 4,000-hp EMD main engine turning a slow 900 rpm or less. O’Hara says their naval architects, Norway’s Skipsteknisk, told them that the most efficient system for a trawler is a single screw with a controllable pitch propeller and a shaft generator, so that’s what they went with.

“They also said we needed an engine that turns slower and a bigger wheel. With a 7.2:1 reduction gear, the shaft turns our 154-inch wheel at 102 revolutions per minute while steaming,” he said. It also works like that when towing, but during times of reduced demand, like processing only, the engine is slowed down to conserve fuel.



BRUCE BULLS PHOTOS

The trawl deck features two net reels and heated areas to prevent ice accumulation for crew safety.



Electric trawl winches from Rapp Marine are more efficient than hydraulically powered winches.

At speed, the shaft generator cranks out 1,700 kW, which is enough for routine operations throughout the boat, including the electric trawl winches from Rapp Marine, the galley, the refrigeration compressors and the lights. But if the demand for power suddenly increases, the first of two 550-kW Cat C-18 gensets kicks in. The two combined generators are sufficient to power the boat and finish a trip if the shaft generator fails.

Another form of efficiency on the Araho is the use of the heat from the main engine. It’s collected in the Pyro boiler, where water pipes pick up the heat and distribute to the staterooms



The Araho's single main engine is a 4,000-hp EMD that turns 900 rpm.



The compact factory features plate freezers that don't need to be defrosted frequently.



The large pilothouse includes wraparound windows and a bank of monitors.

and other interior spaces, as well as areas of the trawl deck. It also powers the watermaker. If the engine isn't running, a diesel-burning boiler or electric heaters can also heat the water.

Crew comfort is another high priority on the Araho. Most of the warm and quiet staterooms have two bunks, but since one of the occupants will be almost always be working while the other is resting or sleeping (crew shifts are 16 hours on and eight hours off), it's almost like a single.

Keeping the accommodations clean and dry is also assisted by having all crew members, both deck and factory, change out of

their work clothes in a locker room outfitted with a quartet of large electric dryers for sweatshirts, rain gear, etc. Each locker also has a built-in warmer for boots and gloves. Only flip-flops or slippers may be worn inside the house.

"If you can make this a comfortable platform to live on," said O'Hara, "I think you'll find they're pretty happy with that."

Another innovation on the Araho is the "metalized" hull. O'Hara said they discovered this process in Norway. They saw boats that were 10 years old but looked brand new because they had been "metalized," which adds a coating of zinc and aluminum.

"It preserves the steel," he added. "It's like a powder coating, it's sprayed on after sandblasting. There's a cost to that, but it fills up the pores so it can't rust. If you just paint over sandblasted steel, there's always some moisture in there that will start rusting." The zinc-aluminum is covered with a clear sealer and then paint, which is ice-resistant on the Araho.

The metalized hull is one of many innovations that reflect the Norwegian influence on the new boat. O'Hara chose the Norwegian firm Skipsteknisk after meeting them at trade shows in Europe and then visiting them in Ålesund, where they are headquartered. In business since 1976, the firm specializes in offshore workboats and fishing vessels.

"They had so many new ideas and so much new technology, and we weren't getting any of that in the United States," said O'Hara. "They also convinced us that DNV would be helpful and convenient. So the pieces just fell into place."

Skipsteknisk is a prominent designer for new American fishing boats right now. The company also designed the Blue North, the innovative longliner recently built at Dakota Creek Industries in Anacortes, Wash., for Blue North Fisheries. Dakota Creek is also working on a new 263-foot stern trawler designed by Skipsteknisk for Fishermen's Finest. And Eastern Shipbuilding, where the Araho was built, is currently building a larger factory trawler designed by Skipsteknisk for Seattle-based Glacier Fishing Co.

Brian D'Isernia, president of Eastern Shipbuilding in Panama City, said his yard is accustomed to working with international partners, particularly from Norway. "There's a lot of Norwegian equipment on these platform supply vessels and subsea construction vessels that we're building." He said much of the Araho's design was converted from metric to Imperial for construction, but that the new Glacier Fish boat is "all metric."

The Araho is the sixth fishing boat built for O'Hara by Eastern and the second to carry that name. The first was a wooden 110-footer built in South Bristol, Maine, in 1963.

The new Araho was launched last summer and officially delivered in January. After transiting the Panama Canal in February, the boat arrived in Seattle in March to pick up its trawl gear from NET Systems and get its final tune-up before heading north to the grounds off Alaska.

"We're expecting some baby pains," said O'Hara, "but if this boat proves to be the most efficient and cost effective way to prosecute the fishery, then maybe we would fish less on some of the other boats."

Or build another.

NF

Bruce Buls is the former technical editor for WorkBoat magazine.