

AROUND THE YARDS

Cat 3406E popular in Maine; epoxy coating gains traction

“She’s running faster than a scalded hog,” says Steward Workman, owner of **SW Boatworks** in Lamoine, Maine, which finished off the Poseidon, a 38-foot Calvin Beal for Perley Fogg, a lobsterman from Bar Harbor, Maine.

NORTH

With a top speed of 30 knots, it’s not unreasonable to ask if the Poseidon will be hitting Maine’s lobster boat racing circuit, and Workman says, “she will be racing.” And why not; after all, you hardly need an 800-hp Caterpillar 3406E to haul lobster traps.

Fogg might coax some more speed out of his 38-footer, because when she was launched, the boat was “over-turning the wheel. It was running 89 to 90 percent load. He’ll probably put a full cup in the wheel,” Workman says. Between the wheel and the Caterpillar engine, Fogg is going with a Twin Disc marine gear with a 2:1 reduction and a 2 1/2-inch shaft.

Fogg’s boat is a basic lobster boat as far as outfitting goes. There’s nothing up forward but a crash bulkhead. The wheelhouse has a winter back and inside is a Hondex plotter, a Furuno chart plotter and a Furuno radar, Workman says.

The working deck is made up of three layers of fiberglass over 3/4-inch plywood that’s gel coated on the bottom and bedded in 5200 on two-by-four pressure-treated deck beams. The plywood is fastened down with stainless steel fasteners. Below the deck are storage bins for

fishing gear.

After the Poseidon was launched, SW Boatworks was waiting for a 42-foot hull from Wesmac in Surry, Maine. The 42-footer will eventually end up in North Carolina as a tuna boat.

In Friendship, Maine, Wes Lash’s shop, **Lash Boatyard**, is finishing off two fiberglass boats for Maine lobstermen, a 32-foot Holland hull for Eugene Harrington of Friendship and a 42-foot Duffy hull for Murray Thompson of Vinalhaven.

This is the second Holland hull that Harrington has had built. The first one was a 38-footer. Lash is giving the 32-footer a cored and molded house and deck. For power she will have a 315-hp Cummins Marine diesel that will be tied into a Twin Disc 5050 marine gear with a 1.5:1 reduction. She’ll swing a 22" x 19" prop.

Harrington’s boat was expected to be finished around Sept. 1. Thompson’s boat will take a few months longer, to “about the last of the year,” Lash says.

Like Perley Fogg’s Poseidon, Thompson’s 42-footer is getting an 800-hp Caterpillar 3406E for power.

This is an engine that a lot of lobstermen have been buying, and the reason is what you would expect from a lobsterman. “They like the engine’s power,” Lash says. Behind the Cat diesel will be a ZF350 marine gear with 2:1 reduction and either a 32" x 34" wheel or a 34" x 32" wheel; Lash wasn’t sure which it would be.

The solid fiberglass hull is getting a molded top and deck. The deck will be coated with Impact 2000, an epoxy non-

skid coating. Lash says Impact 2000 can be so abrasive “that you wear a pair of boots out in a week on it, if you don’t put it on right.”

If the coating is put on too smooth, it’s no good as a non-skid surface, but “you put it on too coarse, and if you slip and fall, you’ll need a transfusion,” Lash says.

Lobstermen seem to favor the epoxy coating over deck tiles because they get a non-skid surface without the added weight, although the cushioning effect of deck tiles might be a little easier on a fisherman’s legs.

From a boatbuilder’s standpoint, a ben-

efit of using Impact 2000 is that it is easy to put on. “It only takes a couple or three hours, and you can build it up to about 1/4-inch thick,” Lash says. He puts Impact 2000 on about one-third of the boats that go out of his shop.

Besides finishing off fiberglass lobster boats, Lash now and then builds a wooden lobster boat. Though none are currently being built on the shop floor, Lash does say he has been talking to someone about building a wooden boat, but at this point, neither he nor the lobsterman has committed to the project.

— Michael Crowley



BEARING THE NAME of the Greek sea god, Perley Fogg’s Poseidon should have enough power to impress most deities with an 800-hp Caterpillar engine.

SW BOATWORKS