

JANUARY 2011

ALASKA FISHERMAN'S
Incorporating **JOURNAL**

National Fisherman

INFORMED FISHERMEN • PROFITABLE FISHERIES • SUSTAINABLE FISH

2011 CREW SHOTS

Full-share high-five!
Tyler Brown (right) and Pete
Bagely on the Eulah McGrath
of Portsmouth, N.H.

Northern Lights
The born-again
bu

PO191
MARISSA HERNANDEZ
PCI TECHNOLOGIES
462 BORREGO CRT
STE D
SAN DIMAS CA 91773-2939

#8XNBQVH ***CAR-RT LOT**C-009
NF900457 SAMPLE CMP
**

Best of Boats & Gear
Part II: Life on pollock



Short Takes



WESTECH'S vacuum-infusion enabler, **INFUZENE**, holds layers of dry materials in a mold while the mold is being vacuumed bagged. InfuZene cross-links with the resin for better interlaminar shear strength, up to 30 percent stronger, according to Westech. The adhesive has low levels of volatile organic compounds to reduce air pollution. Contact Westech Aerosol Corp., 5405 Constance Drive S.W., Port Orchard, WA 98367; tel. (877) 674-2051; www.infuzene.com.



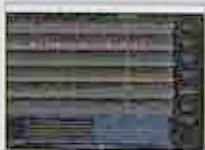
ACR ELECTRONICS introduced an EPIRB with an internal GPS that delivers your coordinates within two minutes. The **GLOBALFIX PRO** has a high-intensity LED strobe light that consumes less energy than most strobes. The EPIRB tests its circuitry, battery voltage and GPS acquisition. It has Category I or Category II brackets. Category I costs \$1,360 and Category II \$1,160. Contact ACR Electronics, 5757 Ravenswood Road, Fort Lauderdale, FL 33312; tel. (800) 432-0227; www.acrelectronics.com.

SEA-FIRE MARINE introduced a product designed to extinguish galley fires. The **NOBLE K-5** galley wet-chemical fire-suppression system is designed to put out cooking oil and grease fires and prevent



reignition. Heat detectors monitor the galley stove and activate alarms when conditions are right for a fire; the system turns off power to the stove and releases fire suppressant. Prices start at \$1,495. Contact Sea-Fire Marine, 9331-A Philadelphia Road, Baltimore, MD 21237; tel. (800) 445-7680; www.sea-fire.com.

KRILL SYSTEMS' monitoring program spots trends in equipment operating conditions. The



SOFTDISPLAY GEN 3 records data from sensors and stores up to six months of information. Trends for six sensors are shown on one screen or multiple displays. Pull down a detailed graph for any one sensor. With an Internet connection, data can be shown at a remote location. Contact Krill Systems, 175 Parfitt Way S.W., Suite N280, Bainbridge Island, WA 98110; tel. (206) 780-2901; www.krillsystems.com.

RCI's line of magnetic fuel-decontamination filters, **BIO-MAG**, gets rid of colonies of microbiological growth in your fuel. The in-line magnetic devices break

microbiological growth down to its original size, allowing the bacteria to pass through fuel filters and be consumed in the engine's combustion cycle. Contact RCI Technologies, 462 Borrego Court, Suite D, San Dimas, CA 91773; tel. (800) 868-2088; www.rcitechnologies.com.



CENTEK INDUSTRIES' pollution-control



technology for generators filters hydrocarbons from the exhaust water before they can be discharged overboard. The **COMPACT GEN-KLEEN** captures the hydrocarbons, thus eliminating oil sheens on the water and soot on the hull. Contact Centek Industries, 116 Plantation Oak Drive, Thomasville, GA 31792; tel. (800) 950-7653; www.centekindustries.com.

of Norway. The idea for putting closed-cell flotation in a pair of Regatta's bibbed trousers was the result of a survey asking 300 Norwegian fishermen what they wanted in the perfect foul-weather gear.

Safety was high on the fishermen's wish list, says Michael Brockmann with Global Marine Safety in Edmonds, Wash., the North American distributor of Regatta products.

Regatta also built closed-cell flotation panels in the back and front of the bib trousers. There are two panels in the front and two in the back to help them conform to the wearer's body.

The foam is fixed in place and provides some protection from bumps or falls. Brockmann says he has seen a 275-pound man upright in the water while wearing the Regatta oilskins.

PFDs and oilskins with built-in flota-

tion are what you need when you go overboard. But sometimes "air" is the thing that's needed, like when a boat goes over so quickly that guys are trapped in the wheelhouse or the fo'c'sle and are drowned.

What Ted Harrington found in *Wired* magazine might make this very bad situation survivable. It's called Spare Air, and it provides you with emergency air to swim out of the boat and reach the surface.

Spare Air is a handheld pressurized aluminum canister (either 13.4 or 8.75 inches long). Its original intent was "to bring a scuba diver from depth to the surface in an emergency," says Vincent Michael with Submersible Systems, the manufacturer of Spare Air for 30 years.

Spare Air consists of the aluminum cylinder, a regulator, mouthpiece and purge

button. When you are under water, press the purge button to clear water from the mouthpiece, put the mouthpiece in your mouth and breathe slowly as you work your way to the surface.

Depending on how cold the water is and how calm you are, you'll have one to two minutes of air.

A good question to ask is how to avoid being in an upside-down boat in the first place. A collision with another boat, such as a freighter or containership, will do that to your boat. But if you know where these vessels are, your chances of avoiding that situation are increased.

An AIS receiver does just that. The problem for most fishermen is that they are expensive; some cost \$1,000 or more. But Standard Horizon has an affordable — \$400 — alternative that's matched

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