

# BOATS & GEAR

**HARVEST:** The new Harvest steaming home for its christening ceremony. Pic: Åsmund Møgster



## New pelagic capacity joins Norwegian fleet

**Ole Erik Klokeide, Torhild Måkestad Martinussen, and Quentin Bates**

The new *Østerbris* was delivered in July by the Cemre yard in Turkey to Norwegian pelagic operator Østerfjord, based in Norway's pelagic heartland in Austevoll south of Bergen, and owned by Olav H Østervold and his family, with a twelve-day delivery trip to Torangsvåg in western Norway.

Designed by Wärtsilä Ship Design, *Østerbris* is a 74.20m overall pelagic trawler/purse seiner with beam of 15.20m and a depth of 9.20m.

As well as the 500 cubic metre fuel capacity and 70t fresh water

tanks, it has a 2400 cubic metre RSW capacity, with a 1400kW Optiflux RSW plant from MMC Kulde. MMC Tendos catch handling systems, including the separator and vacuum pump system.

The deck machinery is from Karmøy Winch, with a pair of 80t trawl winches with a computer control system, plus a 110t net drum. There are twin 35t purse winches, as well as a 40t hauler for the purse seine.

There is a 3t net sounder mounted on the stern gantry, and Karmøy Winch also supplied an 11t end wire winch and pairs of 3t and 5t auxiliary winches.

Wärtsilä also delivered *Østerbris*'s power and propulsion package, including the 9L32,

4500kW main engine, two-step gearbox with variable frequency control and 3800mm diameter propeller.

*Østerbris* also has a 2500kW shaft generator and twin 750kW Yanmar generators.

*Østerbris* has a top speed of 16.70 knots, can achieve 15.50 knots fully loaded and has an economic speed of 13.50 knots, with the design of both the hull shape and the propulsion system optimised for a 65% load.

Scana Volda supplied the 900kW bow thruster and the 960kW stern thruster.

Accommodation on board *Østerbris* is a crew of up to fourteen, with two officer cabins, ten single berth cabins and one double cabin, each of which is

fitted with a separate bathroom.

The construction price is reported to be NOK170 million (€20 million), representing a saving of NOK35 million (€4 million) compared to building the new *Østerbris* at a Norwegian yard and Olav Østervold commented that the choice of the yard was down to price.

"At the time the savings were significant," he said.

"Today there is stiffer competition with Skagen on price and delivery, and I couldn't say if the price difference is as great today."

He added that the equipment on board is much the same as if the ship had been built at a Norwegian yard.

The new *Østerbris* is a step up from the old boat, which

### FACT FILE

■ *Østerbris* was constructed for a reported NOK170 million. (€20 million)

■ *Østerbris* has a top speed of 16.70 knots, can achieve 15.50 knots fully loaded and has an economic speed of 13.50 knots.

■ *Østerbris* 900kW bow thruster and 960kW stern thruster were supplied by Scana Volda

the company is keeping and renamed *Østerbris II*, with better working conditions and more space, as well as a higher carrying capacity than the old vessel's 1600 cubic metres.

While *Østerbris* was slightly delayed by a few weeks, another Wärtsilä-designed pelagic vessel for Norwegian owners, *Harvest*, joined the fleet after a longer and more painful delay.



80t

Østerbris contains a pair of 80t trawl winches, a 110t net drum as well as a 40t hauler for the purse seine.

500

Østerbris' fuel capacity in cubic metres. It also has 70t fresh water tanks.

The new purser/trawler *Harvest*, designed by Wärtsilä Ship Design Norway and completed by Fitjar Mekaniske Verksted, has been delivered to the Møgster family's company Hardhaus AS and has started its fishing career with skipper Nils Ingolf Haugland taking it south for the end of the North Sea herring season, landing its first trips to Egersund in Norway and Skagen in Denmark.

A 100t landing in Egersund and the 300t landing in Skagen were all that *Harvest* was able to take so far of its 1800t quota before steaming home for its christening, but he hoped to be able to take the rest of the quota in the Norwegian zone.

"We are very happy with the boat although there are always a few minor problems with a new vessel," he said.

"But if it's as good as the previous *Harvest*, then it will be good."

*Harvest* got off to a promising start, completing several trips before heading home for its christening ceremony, after having been extensively delayed during construction.

The christening at Bekkjarvik should have taken place almost a

year ago, but problems with the construction of the hull, during which the original contractor dropped out and another yard in Poland had to be found to complete the job.

Fitjar Mekaniske Verksted has taken the significant financial blow of taking on the cost and fines involved in the ten-month delay, but the yard's Hugo Strand said that they are still proud of the work they have done in completing *Harvest*, in spite of the problems.

"This hasn't been a good project for us, but that's the way it goes in this game," the yard's Hugo Strand said.

"But having said that, we're very proud of the boat. It's a fantastic fishing vessel," he said, commenting that co-operation with owner Heine Møgster has been good despite the difficulties.

"They have been good to deal with and we have done what we can to minimise their losses.

"The delay is our responsibility, even though it was the yard in Poland that let us down, and once the hull and the equipment were here, we were able to make progress very quickly."



ØSTERBRIS: Delivered from Cemre in Turkey

The 67m overall length by 14.80m beam *Harvest* is built as a combined purser-trawler with an 1,830 cubic metre RSW tank capacity.

Winches are supplied by Rapp Hydema, with a pair of 80t trawl winches an 80t net drum, twin 35t purse winches and a 30t hauler.

*Harvest* has been designed with the vessel's operational profile used as a basis for developing an optimised, energy-efficient design,

It has also been fitted with a Wärtsilä propulsion system that incorporates a 4000kW 8L32 main engine and a two-step SCV-90 gear box to drive a

3800mm diameter propeller, as part of a package that provides fuel economy while also reducing emissions of greenhouse gases and providing minimal propeller noise.

*Harvest* also has a 2500kW shaft generator and Brunvoll bow and stern thrusters.

# FleXicut

## AUTOMATIC BONE DETECTION & REMOVAL

Automatic bone detection and removal for whitefish is now a reality.

- Less pinbone material - higher yield
- Improved product handling
- Reduced labor
- New products: skin-on loin, skin-on smart fillet

Experience hands-on demonstrations at Nor-Fishing at Trondheim Spektrum, Norway. Stand F-554.

