



ALLAN MARSTERS ABNORMAL LOAD TRANSPORT



READY & WILLING

There was a tricky maiden voyage for new Scots trawler *Willing Lad* – before she even made it to the briney

By David Weston
PHOTOGRAPHY DAVID WESTON



The journey began on a grey December morning



The GHM crew on the slipway at Wig Bay



Overhanging trees enroute were a bit of an obstacle



Allan Marsters standing in front of the hull section after a safe trip to the coast

TRAWLERS FOR FUN
 Recreational trawlers are pleasure boats resembling fishing trawlers. They can also be called cruising trawlers or trawler yachts.



GHM DAF 95XF with the Hull section all loaded up and ready for the off

“ **Willing Lad is the second trawler built by the company (PRF) – the previous one being about half the size of this one.** ”

The UK may have lost its shipbuilding industry, and many people might think the closest this country gets to boat building is luxury yachts for the rich and famous, but small specialist boat builder, Paul Rush Fabrications (PRF), is still producing trawlers.

Earlier this year, a new prawn trawler called *Willing Lad* was moved from a farmyard next to the A75 at Dunragit, where

it had been constructed. The boat was in two pieces – a 20 tonne upper structure and 80 tonne hull – measuring 19 m long, 6.5 m wide and 5 m tall.

Willing Lad is the second trawler built by the company (PRF) – the previous one being about half the size of this one.

PRF contacted Allan Marsters Abnormal Load Transport.

Heavy haulage

In turn, Allan contacted leading heavy haulage companies in both Scotland and Ireland with a view to one of them moving the trawler. To Allan’s surprise they were unresponsive, so Paul and Allan decided to do the move themselves.

After making contact with John Makinson from the GHM Group, which specialises in buying, selling and hiring heavy haulage ➤



The two sections make their way from their assembly point to the main road



The passage is made more difficult from parked cars



ALLAN MARSTERS ABNORMAL LOAD TRANSPORT



Donnan Construction's Scania R500 with the trawler's upper section

and construction equipment, a five-axle Nootboom stepframe trailer was purchased and a DAF XF 8x4 heavy tractor unit hired in from GHM to haul the hull.

GHM also provided abnormal load escort vehicles for the move. Once the trailer was at the yard, removing the central spine and fitting two beams, one down either side of the trailer, to rejoin the neck to the rear bogie, extensively modified it. The bogie was also modified, having a trough cut into its top.

These modifications were made to permit the keel of the trawler to sit as low as possible to the ground, so reducing overall height of the hull while on the road.

Flat trailer

To transport the upper section, Allan hired in an extending flat trailer from Solway Precast and a Scania R-series tag-axle tractor unit from Donnan construction. With dawn

“ Slow but steady progress was made toward Stranraer; the greatest obstacle was a wooded area on the A75, with overhanging trees lining the road. ”

CRAWL ALONG

Large bottom trawls such as 'rock hoppers' are rigged with heavy rubber wheels, which enable the net crawl over the rocky bottom.

breaking at around 8 am on a grey Sunday morning in December, the upper section set out carefully on its journey, followed by the hull, pulled by GHM's DAF 95XF 8x4 with Allan at the helm. Slow but steady progress was made toward

Stranraer; the greatest obstacle was a wooded area on the A75 with overhanging trees lining the road.

Once in Stranraer, the trawler's progress was hindered by parked cars – their owners had clearly paid no attention to letters sent out ahead of the move warning them about the forthcoming movement of the trawler and asking them not to park cars along that stretch of road on that particular morning.

Finally, *Willing Lad* was taken to a slipway at Wig Bay and launched. This somewhat innocuous looking stretch of concrete had been home to a large number of Sunderland flying boats that flew in defence of the Atlantic convoys during World War II.

After the war, Wig Bay became the final resting place for a great many of these wonderful aircraft, with the last airworthy Sunderland having come from Wig Bay. It is currently in a museum in Florida.

Four hours after setting out on its journey, the trawler arrived at Wig Bay, where the two halves were positioned on the slipway to be craned off each trailer and joined together the following week prior to its launch into Loch Ryan. Sea trials followed, before *Willing Lad* was taken to its new home in the port of Fraserburgh. ■

STATE OF THE ART

Many people believe that, because of the decline in the fishing industry and introduction of fishing quotas, fewer trawlers are being built. However, approximately 10 new trawlers are built every year. There are many variants of trawling gear, and vary according to local traditions, bottom conditions, and how large and powerful the trawling boats are. *Willing Lad* was fitted out with all the latest state-of-the-art electronic equipment, along with two Doosan 660 v16 diesel engines to power the trawler. On completion, *Willing Lad* will have cost owner Colin Murdock over £1m.



The hull of the *Willing Lad* on the final leg of the trip