

Pacific Fishermen, Inc.

Professional Ship and Yacht Repair Since 1946
260 ft. Moorage Dock with 100 ft. and 160 ft. Marine Railways to 600 tons
145 ft. x 600 ton Covered Dry Dock and Sidetrack for Climate Controlled Work

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Pacific Fishermen, Inc. Shipyard Upgrades YTB Tug OCEAN EAGLE

Pacific Fishermen, Inc. shipyard recently completed upgrades to Dahl Tug and Barge's latest tug OCEAN EAGLE including new tow winch and accommodations. Deep framing was added and tanks converted to water ballast for tonnage reduction to 147/100 gross/net U.S. Regulatory and 240/72 gross/net International Convention Tonnage. Modifications were made to the structural design and tonnage plans furnished by [Jensen Maritime Consultants](#). U.S. Regulatory and International Convention Tonnage Admeasurement was by Cecil Caudill with U.S. certificates issued by [Phil Essex](#) of GL (Germanischer Lloyd) for ocean and coastwise towing.



Originally constructed in 1970 at Marinette, WI as a 108' YTB (Yard Tug Boat) for the U.S. Army, the ex-SAUGUS was renamed OCEAN EAGLE by Captain Fred Dahl of D & V Boat Co (206-632-7778). Main engine is a Fairbanks Morse diesel rated 2000 BHP with a 144" diameter fixed pitch propeller yielding an estimated bollard pull of 34 tons. In addition to the normal drydock maintenance, the vessel underwent a complete painting from keel to mast and other improvements including the addition of a Wesmar DPC 150 bow thruster, re-pitching of the propeller by [Sound Propeller](#), pilothouse upgrades and exhaust renewal.

Pacific Fishermen, Inc. shipyard was founded in 1946 on the site of the old Ballard Marine Ways, famous for wooden halibut schooners, and Navy minesweepers later named CALYPSO by Jacques Cousteau and WILD GOOSE by John Wayne. The shipyard consists of three haul out facilities and docks on the freshwater side of the ship canal locks. A 100' x 200 ton marine railway, 160' x 600 ton marine railway and the original Rowe 145' x 600 ton screw lift dock with 140' end track rails provide for extended out of the water repairs on dry land. All three facilities are equipped for hull cleaning, high pressure washing and sandblasting with full environmental containment and on-site shipyard run-off wastewater reprocessing.

Extensive heavy steel fabrication, sandblasting, piping, wood joinery, oakum caulking and full service machine shop give the vessel owner access to a one-stop repair and maintenance facility. Machine shop facilities include (11) horizontal and (1) vertical turret lathes, (2) horizontal and (2) vertical line boring mills, (3) radial drills, fixed and portable key seaters and a shaper. Shipyard Competent Persons are available for the rapid start of off-site work using a City of Seattle roving pre-approved fire permit for onboard welding and hot work. Contact General Manager Doug Dixon or Ship Superintendent Tom Harbin to obtain a repair estimate or schedule dry-docking.

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