

# *Pacific Fishermen, Inc.*

Professional Ship and Yacht Repair Since 1946  
260 ft. Moorage Dock with 90 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 Shipyard Gets the Lead Out !!***

Seattle's Pacific Fishermen shipyard recently completed modifications to a fourth fishing vessel to upgrade the propulsion shaft bearings. The introduction of the roller bearings requiring only periodic grease intervals has helped to solve the bearing maintenance problems that have plagued the industry. Pacific Fishermen has installed the split roller bearings from two prominent manufacturers, [Cooper](#) of Norfolk, England on the F/V STARFISH and F/V MARGUN and [Craft](#) from Virginia on the F/V ADVENTURE and F/V POSEIDON.

The F/V ADVENTURE was originally built by Pacific Fishermen, Inc. in 1970 with traditional poured lead babbitt propulsion line shaft bearings. Excessive wear and eventual separation of the babbitt sleeve has been a continuing problem in the industry. Various attempts at lubrication, from auto pumping grease guns to continuous drip oil reservoirs have eventually failed causing down time, high lubricating oil bills and oil over the side. Roller bearings have solved all these problems.



**Failed Lead Babbitt Shaft Bearing**



**Craft Split Roller Shaft Bearing**

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 90' x 150 ton marine railway, 160' x 600 ton marine railway and the original Rowe 145' x 600 ton screw lift dock with enclosure and 140' end track rails provide for extended out of the water repairs on dry land under cover. 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. The capability is 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 Shipyard Superintendent Tom Harbin to obtain a repair estimate or schedule dry-docking.

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