

Pacific Fishermen, Inc.

Professional Ship and Yacht Repair Since 1946
Three Marine Railways and Lift Dock to 160 Ft. x 600 Tons

Tel: 206-784-2562
Fax: 206-784-1986
info@pacificfishermen.com

5351 24th Ave NW
Seattle, WA 98107
www.pacificfishermen.com

NEWS RELEASE

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Pacific Fishermen, Inc. Shipyard Repowers Tug MASTER

Pacific Fishermen, Inc. shipyard recently completed upgrades to Dahl Tug and Barge's tug MASTER including installation of two new electronic controlled Caterpillar 3512 DITA diesel engines rated 1675 hp each at 1800 RPM. New ZF model BW 750 6:1 reverse reductions gears were also installed driving 4 bladed 98 x 64 diameter propellers. New Fernstum Gridcoolers were fitted to the keel for the added heat rejection of the aftercooler circuit. Modifications were made to the structural design for the new engines and plans furnished by [Jensen Maritime Consultants](#).

Originally constructed in 1954 at Higgins Shipyard, New Orleans, LA as a 107' x 27' x 14.5' LT (Light Tug) for the U.S. Army, the ex MARINE DEVELOPER was renamed MASTER by Captain Fred Dahl of Tug Master, Inc. (206-632-7778) Total main engine horsepower has now increased to 3350 hp yielding an estimated bollard pull of 68,000 lbs.

In addition to the normal drydock maintenance at Pacific Fishermen shipyard, the vessel completed other improvements including installation of a John Deere 4041 65 kW diesel generator set and pilothouse upgrades including chart-plotting system connected to the Inmarsat communication link.

Pacific Fishermen 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 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. 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 Ship Superintendent Pat Denny to obtain a repair estimate or schedule dry-docking.

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