



From left, Justin Johnson, co-captain; Mike Storey, former captain; and Chris Loper, co-captain, with the F/V Pegasus. Photos courtesy of the Port of Toledo

Flying high

The trawler Pegasus gets a major makeover at the Port of Toledo

This summer saw the completion of the biggest project Oregon's **Port of Toledo** has done in its eight years of shipyard management – the sponsoring and renovation of the 96-foot F/V Pegasus.

The trawl vessel went into the yard – which the port revived after Wahl Marine Construction closed it – at 28 feet wide, and was expanded to 42 feet.

A variety of upgrades and architectural changes accompanied the sponsoring in what port manager Bud Shoemake described as “a community effort.”

A team of 20 local and regional vendors, including project leader Yaquina Boat Equipment, provided the welding, refrigeration, fabrication, and electrical work that has redefined the vessel.

“That was the exciting thing – it really was a big, collaborative effort,” said Justin Johnson, the vessel's co-captain.

Originally built in 1975 as a Gulf shrimper, the boat's old sponsors were cut off to prep for the new widening. With that work, the vessel's hold capacity increased from 300,000 pounds to 500,000 pounds.

A new gantry was built and the vessel's refrigeration system was moved out of the engine room, which was expanded. Shelter decks on both sides of the boat were lengthened, and extensive electrical work was done.

The \$3 million-plus project took 10 months to finish, but its planning took longer.

“We were working on this project for two and a half years before we ever pulled into the yard,” Johnson said. “This boat, in its life, had been lengthened, widened, the main decks had been raised, and a different bow and wheelhouse had been added, so there was



Sponsoring widened the F/V Pegasus by 14 feet.

a lot of work in figuring out what to save and what to incorporate.”

Dealing with the old hull proved to be a challenge.

“What we found inside was a deviation from what we thought was there, so there was a lot of reworking of where we thought we were going,” Johnson said.

The project marks what Johnson said is “the final stage in what I would consider to be a very modern vessel now.”

North Sea Inc. is the owner of the vessel. The boat’s captains and crew – a team of six – “worked tirelessly” to assist the work, Johnson said.

Johnson and Chris Loper, the boat’s second skipper, have been best friends since junior high school. They’ve been members of the Pegasus team for 12 years, working their way up to the wheelhouse.

“Our dream, growing up, was to get a boat like this to run and be captains of,” Johnson said.

At press time, the Pegasus was poised to trawl for whiting on the West Coast, and will work Alaska’s pollock and cod fisheries this winter.

Another major project was finished at the Port of Toledo this summer – the rebuilding of the 93-foot F/V Predator following its 2017 grounding at Akutan, Alaska.

Predator owner Mark Cooper said all of the trawl vessel’s framing, about 60 feet of the keel, and everything that was in the engine room – the mains, hydraulic system, and refrigeration – have been replaced.

A new 1,300-horsepower Cummins main and two 240-kilowatt Cummins gensets are among the replaced gear.

Upgrades unrelated to the grounding include installation of a bulbous bow. Reconstruction of the wheelhouse was being done in August at Kevin Hill Marine Services in Newport.

Cooper’s team is planning on resuming Bering Sea cod and pollock fishing in January. The vessel also trawls for whiting off the Oregon and Washington coasts.



As of mid-August, the albacore season was picking up and work was tapering down at Charleston, Oregon-based **Giddings Boatworks**. But Wayne Garcia, the yard’s general manager, said the first part of summer saw a steady flow of projects.

The F/V Shenanigan, a 49-by-22-foot local vessel, had a new front bulb installed.

The 71-foot F/V Coho, another local boat, had its genset replaced.

“We had to cut a hole in the side of the vessel, pull it all out, repipe it, put the new one in, and patch her back up,” Garcia said.

At around the same time, the genset blew out on the 75-foot F/V Western Seas, and “I had to wrangle that sucker out of the hatch and install a new one,” he said.

The vessel’s steering system was repaired, and a new hatch was installed on its starboard main deck.

The San Diego, California-based F/V Coyote, a former shrimping boat now used for tuna, had bottom hull and bow inserts installed and was repainted.

At the end of July, hull work and propeller tuning, barnacle removal, and painting was done on the 60-foot F/V Ocean Faith, a local slime eel vessel.

“A slime eel is just what you’d think it is – it kind of looks like a big, long slug, and from what I understand the market’s in Korea,” Garcia said, adding that slime eel hides are used to make everything from wallets to boots, and its meat is considered a delicacy.

Other projects at Giddings included a rebuilding of the 70-foot F/V Zorabelle’s outrigger.

New sliding windows were installed on the Brookings, Oregon-based F/V Prolific’s pilothouse. And the 56-foot F/V Castaway from Petersburg, Alaska, was towed in after its main failed, and Giddings assisted with a replacement.



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LISTINGS WANTED



The F/V Pegasus will trawl for whiting on the West Coast, and also will work Alaska's pollock and cod fisheries.



At **La Conner Maritime Service** in La Conner, Washington, two vessel construction projects are underway.

One is a 32-foot Bristol Bay jetboat that will be driven with a 550-horsepower John Deere 6090 keel-cooled main coupled to a

NAMJet TJ 431HH thruster. The new vessel is scheduled for delivery this winter, and will fish the following Bristol Bay gillnet season.

"This is the second Maritime hull to be fitted with this style jet," said Isaac Oczkewicz, La Conner's general manager, adding, "We are making modifications to the hull to improve jet performance."

Also under construction, for a Crescent City, California, customer, is a 48-by-18-foot Dungeness crabber. This one is due for delivery in the spring of 2020, and Oczkewicz said it will be fitted with a 575-horsepower John Deere 6135 keel-cooled, dry-exhaust engine.



Seattle's **Pacific Fishermen Shipyard** was the scene of an early August burglary and attempted vessel theft as an apparently homeless woman snuck into the pilothouse of the 123-foot F/V North Sea.

According to a statement of probable cause from the King County prosecutor's office, the woman, who was reportedly "high or intoxicated," accessed the vessel after walking through the shipyard's machine shop wearing a hardhat.

An employee of the yard then heard the sound of the North Sea's

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The F/V Predator was rebuilt following its 2017 grounding at Akutan, Alaska.

engine turning over and rushed to the wheelhouse. The woman was at the controls, pushing buttons and attempting to use the radio.

Upon encountering the employee, she left the wheelhouse and the vessel with various items she'd found, including a Maglite flashlight.

The woman was located by police officers near the shipyard and charged with burglary and theft. ↴