

# *Pacific Fishermen, Inc.*

Professional Ship and Yacht Repair to 300 ft. 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. Upgrades Shipyard Facilities***



Seattle's Pacific Fishermen, Inc. recent upturn in small passenger vessel, yacht and tug repair activity has prompted the following facility upgrades:

- Acquired a Cincinnati 18" radial drill with 8' diameter outreach from the Bird Johnson Propeller Division of Rolls Royce Marine, keeping the larger machine capability in the Pacific Northwest at Pacific Fishermen as they relocated their Seattle operations to Mississippi.
- Lengthened the marine railway dry dock capacity with containment for vessels to 160'.
- Upgraded the high-pressure wash water re-circulating system to filter and recycle.
- Added two Port Engineer's offices for vessel support while under repair.
- Purchased two additional 40' telescoping man-lifts to cut staging costs.
- Purchased two Victor VCM200 track burning machines for precision cutting.
- Purchased two additional Seattle Pump high pressure washers.

Pacific Fishermen was originally conceived as a fishermen's cooperative shipyard after WWII on the site of the old Ballard Marine Ways, famous for wooden halibut schooners and minesweepers later named CALYPSO by Jacques Cousteau and WILD GOOSE by John Wayne. The yard was subsequently incorporated in 1946 and has been providing shipyard services including the new construction of wooden 36' launches for U.S.C.&G. Survey (NOAA) research vessel SURVEYOR and 54' to 58' Ed Monk designed wooden seiners including NORTHERN LIGHT II (CINNAMON GIRL), CAPE FALCON, MARY D and JERILYN.

## Pacific Fishermen, Inc. Upgrades Shipyard Facilities, continued.

In the 1970's a series of 86' Ben Jensen designed steel crab vessels were built in partnership with Flohr Metal Fabricators including the F/V SEA ERN, TEMPEST, SHELLFISH, VIKING QUEEN, TEEJIN, AMATULI, DAUNTLESS, TUGIDAK, TUXEDNI, and VALIANT. A series of 92' house forward whaleback designs by Ben Jensen followed including the F/V SEAVIEW, CONFIDENCE, ENDEAVOR, RESOLUTION, ADVENTURE and DISCOVERY (ELIZABETH F). Other major accomplishments include acquisition of the assets of Rowe Machine Works in 1985 including all deck machinery plans and patterns with adjacent machine shop and lift dock.



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, piping, wood joinery 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. 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 (cell 206-718-0253) or Ship Superintendent Tom Harbin (cell 206-730-0569) to obtain a repair estimate or schedule dry-docking.