

# *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. Converts NRC CAPE FLATTERY to Neah Bay Oil Spill Recovery Vessel***

Seattle's Pacific Fishermen, Inc. shipyard recently completed modifications to National Response Corporation's (NRC) Oilfield Service Vessel ELEANOR G for conversion to Oil Spill Response Vessel (OSRV) service. The vessel is being renamed NRC CAPE FLATTERY and is stationed at the Makah Reservation Marina in Neah Bay. NRC is the nations largest for profit Oil Spill Removal Organization, with response vessels located in 13 ports across the U.S. East, Gulf, and West Coast.

### Principal Characteristics

Length	110'
Beam	26'
Depth	11'
Gross Tonnage	98 Ton
Original Builder	Offshore Trawlers, Bayou La Batre, AL 1978
Displacement	178 LT
Engines	2 each GM 16v92 NA 600 HP each
Generators	2 each GM 3-71 35 kW each
Fire Monitor	1200 GPM GM 4-71
Fuel	22,000 gallons
Potable Water	1,600 gallons
Grade 'D' Recovered Oil	320 BBL (in hull)
Dracones	300 BBL (3 each Canflex 100 BBL)
Crane	North America Crane MCT 835 8 Ton x 35' Radius
Boom Hauler	Maritime Fabricators 60"
Outrigger Booms	NRC 8" x 36' with Aluminum Float
Containment Boom	1000' of 42" Ocean Boom - American Boom and Barrier
Skimmer	Aqua-gard RBS 40 SB
Hydraulic System	Aqua-gard 60 GPM @ 2500 psi load sensing



**Pacific Fishermen, Inc. Converts NRC CAPE FLATTERY to Neah Bay Oil Spill Recovery Vessel, continued.**



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 and 54' to 58' Ed Monk designed wooden seiners such as NORTHERN LIGHT II (CINNAMON GIRL), CAPE FALCON, MARY D and JERILYN.

In the 1960's a series of Ben Jensen designed steel crab vessels were built in partnership with Flohr Metal Fabrication including the 86' F/V SEA ERN, TEMPEST, SHELLFISH, VIKING QUEEN, TEEJIN, AMATULI, DAUNTLESS, TUGIDAK, TUXEDNI, and VALIANT. A series of whaleback house forward designs by Jensen followed including the 92' 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.

Today 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. 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.