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Pacific Fishermen, Inc. Shipyard Restores Steamer VIRGINIA V



Pacific Fishermen Shipyard is undertaking a major restoration of the steamer VIRGINIA V, replacing over 1200 feet of local fir planking with the South American hardwood Angelique. A white fungus had infected the fir planking, some of which was rumored to be "Blow-Down" from Mount St. Helens. The fungus had also spread to the frames, requiring replacement of close to 60 futtocks, the curved frame sections at the turn of the bilge. The shipyard is providing the experienced old time shipwrights, caulkers and a supply of oakum and pitch, required to seal the planks and render the vessel watertight. For her previous refits, Pacific Fishermen was also instrumental in arranging the donation of the solid brass windows for the main cargo deck from Cruise West, which were found in the shipyard's loft from the refurbished SPIRIT OF 98.

The Steamer VIRGINIA V is a 125-foot, steam-powered, passenger vessel, built in 1921 at Maplewood, Pierce County, Washington, homeport Lisabuela, and was launched on March 9, 1922. She originally provided passenger and freight service between Seattle and Tacoma for small communities along Colvos Passage, as did many other privately owned vessels of Puget Sound's "Mosquito Fleet", the precursor to the Washington State Ferry system

VIRGINIA V is the sole steam-powered survivor of the "Mosquito Fleet", and is one of only two operating steam-powered, wooden-hull passenger ships surviving in the United States today. VIRGINIA V was recognized as a National Historic Landmark on October 5, 1992.

Pacific Fishermen's shipyard was founded in 1946 by 400 Norwegian heritage fishermen as a co-operative style shipyard on the site of the 1890's Ballard Marine Railway, where Seattle founding father Joshua Green had his sternwheeler BAILEY GATZERT built, and famous for wooden halibut schooners and Navy minesweepers later named CALYPSO by Jacques Cousteau and WILD GOOSE by John Wayne.

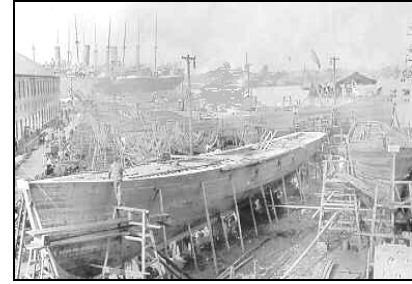
The yard was subsequently incorporated in 1946 and has been providing shipyard services, including the new construction of wooden 36' launches for U.S.C.&G. Survey (NOAA) research vessel SURVEYOR and 54' to 58' Ed Monk designed wooden seiners, including NORTHERN LIGHT II (CINNAMON GIRL), CAPE FALCON, MARY D and JERILYN.



**Joshua Green's Sternwheeler
BAILEY GATZERT 1890**



**World's Largest Diesel Tug
120' MAHOE 1925**



**Subchasers and Minesweepers
WW II**

In the 1960's a series of 86' Ben Jensen designed steel crab vessels were built in partnership with Flohr Metal Fabrication 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 assets of Lunde Electric Company were purchased in 2003 with relocation to the shipyard facilities as PFI Marine Electric.



56' CAPE FALCON



92' SEAVIEW



86' VIKING QUEEN

Pacific Fishermen's shipyard maintains the experienced shipwrights, machinists and boilermakers at their ship canal facility. The experienced caulkers on staff in their oakum loft are a diminishing resource in the wooden boat trades. Today the shipyard specializes in repair and consists of three haul out facilities and docks on the freshwater side of the ship canal locks. A 100' x 200 ton marine railway, 160' x 600 ton marine railway and the original Rowe 145' x 600 ton screw lift dock with 140' covered 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. The shipyard is equipped for the rapid start of off-site work using a City of Seattle roving pre-approved fire permit for onboard welding and hot work. Vessel owners will appreciate the port engineer's offices overlooking the slipways, available for company representatives and owners' subcontractors, with warehouse space for staging materials and freight forwarding.

For further information, contact General Manager Doug Dixon, Shipyard Superintendents Chris Johnson and Tom Harbin, Chief Shipwright Jim Leonard or Ship's Chandlery Store Manager Bill Coffey.