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Tel: 206-784-2562

Fax: 206-784-1986

dougd@pacificfishermen.com

5351 24th Ave NW

Seattle, WA 98107

www.pacificfishermen.com

PacFish Shipyard Scores Big at MARCO Shipyard Auction



Pacific Fishermen's PacFish Shipyard personnel attended the MARCO Shipyard auction on the Lake Washington Ship Canal, near the Hiram Chittenden Government Locks, coming away big winners, with a goldmine in shipyard marine equipment for pennies on the dollar. Primary on the list of 'must haves' from the closed down shipyard was the Wheelabrator sandblast cabinet with 6-foot rotary table, equipped with dust collector and re-useable shotblast for zero discharge to the environment.

Big Bertha, MARCO's classic 150-ton Denison hydraulic steel press, was one item that generated bidding action from a shipyard in Anacortes. Shipyard General Manager Doug Dixon was determined to keep Big Bertha on the ship canal to maintain the heavy ship repair capability in Seattle's maritime business community. Counseled by PacFish Shareholder Stan Simonsen, the bidding continued, with a quickly raised hand and a stern glance to the competition, until they all dropped out.

MARCO's heavy roller for angle and pipe bending was another piece of shipyard antiquity gleaned by PacFish that will remain in the still-strong cluster of Seattle maritime businesses. Other equipment won at auction included large vessel sandblast equipment, 150 hp Quincy screw compressor and 6 portable shelters for protecting vessels under repair from Seattle's liquid sunshine. Local Naval Architects will also still have use of the shipyard's steel incline weights and pendulum, which will be made available for all to use for vessel stability tests, both at the PacFish shipyard and dockside, throughout the Seattle maritime community.

Past regular customers of MARCO, who now call on PacFish for their dry-docking, such as Kris Poulsen's BERING SEA and Kris Knutsen's ALEUTIAN SPRAY, provided their large open crab boat decks to haul the machinery northwest across the ship canal to the PacFish shipyard. Longtime port engineer John Brender and crab fishermen John 'the Swede' and Tim 'TY' Young, pitched in to move the loads, coordinated by ex-MARCO employees Al Brands and Tom Harbin, who is now a repair manager at the PacFish shipyard. In addition to purchasing all of MARCO's hard to find oakum, square galvanized ship's nails and all their zinc anodes, PacFish has hired 20 former MARCO employees to provide continued quality fish boat, tug and yacht conversions and repairs in Seattle.

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.