

Shipyard news from around the coast

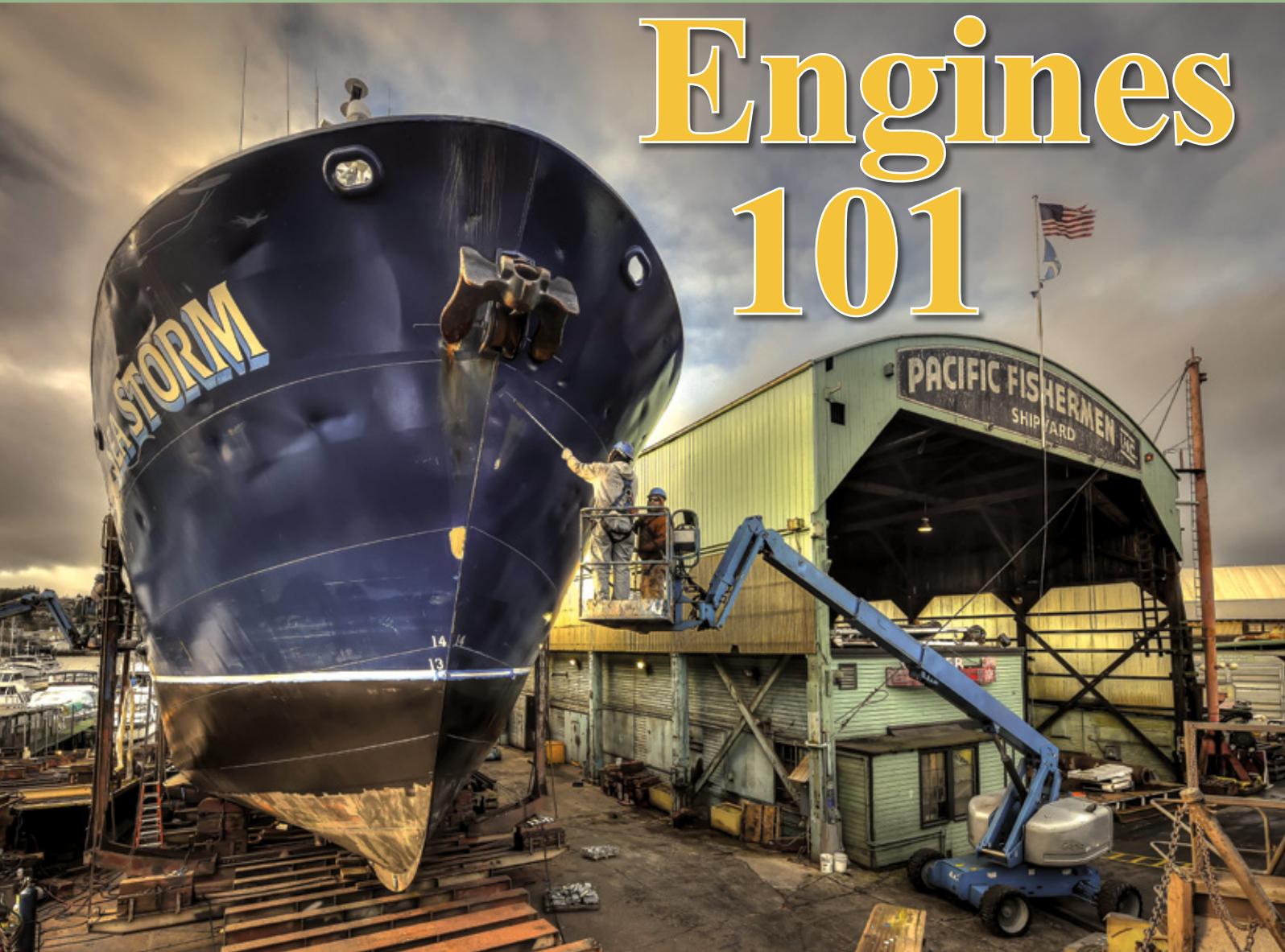


# PACIFIC FISHING

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**Around the Yards** *continued from page 17*

and crew performed routine maintenance tasks throughout the vessel.

Back in November, the 90-foot dragger Jamie Marie out of Westport, Washington, was launched using Platypus Marine's 550-ton travel lift. While out of the water, she had a quick topside touch-up and full bottom painting, new zincs, and running gear servicing.



*The wooden seiner Nafco was in the shipyard for keel repairs. Photo courtesy of Commodore's Boats*

Wooden boat specialist **Commodore's Boats** in Richmond, British Columbia, was busy over the winter with a number of commercial fishing vessels, along with steady work converting fishing vessels to yachts.

The 62-foot seiner Nafco was at Commodore's for repairs during the March herring season after it hit bottom, causing keel and keel shoe damage, said Ryan Galovich, business development manager at Commodore's.

"Some scarfed sections were knocked out, and there were some planking issues - bruised and scuffed planks on port side," Galovich said. Other problems included disturbance to copper cooling pipes, the sonar dome, and the sounder transducer.

The Adriatic Star, a 68-foot wooden fishing vessel, was in and out quickly March 10-11 for planking and patching to stop persistent leaks.

The Western Commander, a 75-foot seiner, was in for planking, outside cooling pipes, caulking, and repairs on the keel shoe.

The Princess Colleen, a 55-foot Frostad-built wooden boat, was in to repair leaks and plumbing. It also had the bow thruster rebuilt.

Commodore's Boats has recycled and repurposed an 1880s-era Rumely Co. steam tractor. With wheels removed, the tractor is being used as a steam generator to steam planks.



**Dakota Creek Industries** launched the Aleutian Spray Fisheries catcher-processor Starbound on

March 4 after adding a 60-foot midsection to her over the winter.

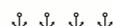
The ship, now 300 feet long, received a new main engine, reduction gear, and propeller as well as a new fishmeal plant.

The Starbound was built in the Anacortes, Washington, yard and began fishing operations in Alaska in 1989.



At **La Conner Maritime** in La Conner, Washington, Isaac Oczkewicz reported that the yard launched a 39-by-14-foot vessel in February for a customer in Kodiak. It will be used for commercial longlining.

"We are about to sign on a 39-by-14-foot coastal Dungeness crabber for a customer in Tillamook, Oregon," he added. "It will be very similar to the Shirley Rae, a coastal crabber we launched back in September that went to California."



Pensacola, Florida, shipyard **Patti Marine Enterprises** was handling the conversion of an East Coast herring and mackerel vessel, the Western Venture, into an Alaska pollock trawler.

The converted boat has been given a new name, the Defender. It will replace an aging vessel of the same name in the Global Seas LLC fleet. Global Seas is headquartered in Seattle.

Bristol Bay Economic Development Corp., an Alaska community development quota company, has an interest in the retrofit 170-foot vessel.

"A major difference on the new Defender is that fish are pumped out of the net into tanks below deck rather than hauling a net with 150 to 200 tons of pollock onto the vessel's upper deck," BBEDC said in its most recent annual report. "Pumping enhances stability due to reduced weight above decks, compared to using a stern ramp to haul the net on deck, and is quite common in Europe."

Jensen Maritime, a Seattle-based naval architecture and marine engineering company, helped with the conversion. ↓



*The newly converted Defender at launch. Photo courtesy of Patti Marine Enterprises*