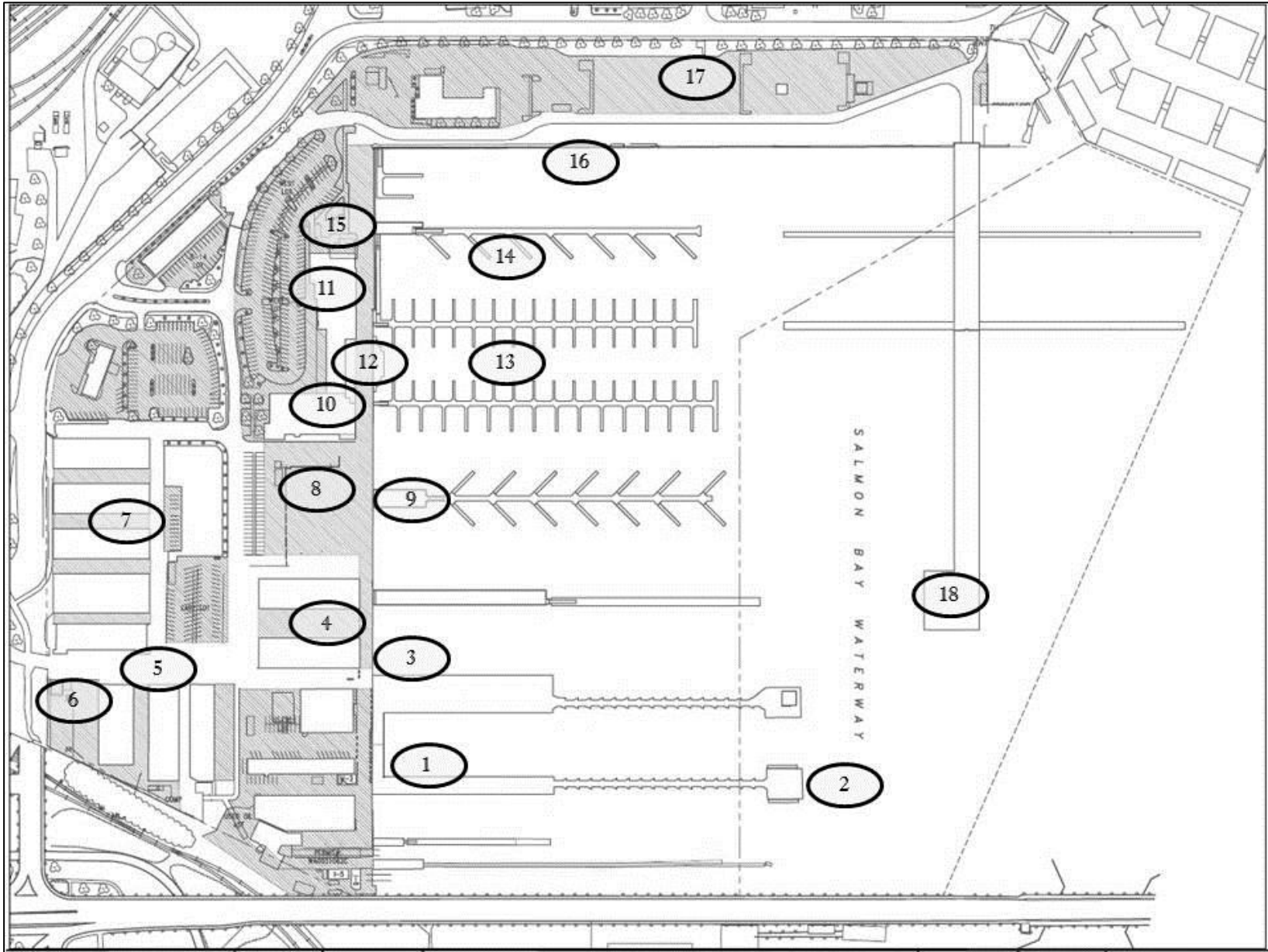


Walking Tour of Fishermen's Terminal. Seattle, Washington



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1

Dock 3- At the head of dock three is FVO (Fishing Vessel Owners). This is a full service marine ship yard that has been in business at this location since 1919. Although you should not go inside of the fence, FVO utilizes a marine way, which is similar to train tracks that run into the water to pull boats from the water to land so that work can be performed. The small cream colored building closest to the water is the winch house, which is believed to be the oldest operating building at Fishermen's Terminal. FVO also leases both sides of the concrete portion of dock 3 from the Port of Seattle so that work can be performed on boats while they remain in the water.

2

Dock 3 north- If you walk north on dock 3 past the concrete section, you will come to the wooden fixed portion of the dock. This type of moorage is commonly referred to as "Mediterranean Tie" when the stern of the boat is touching the dock and bow of the boat is secured to mooring pile. Although this wooden dock was designed in the 1950's, the current dock was rebuilt in 2005 in the same manner because it fits the needs of our moorage customers. Most boat owners on this dock appreciate that they have vehicle access directly to their vessel. The majority of the boats that moor on the wooden portion of dock 3 are longliners and some of the boats on this dock have been active fishing boats for 75 years, serving generation after generation of fisherman.

3

Dock 4- The concrete section of dock 4 is a work area for boats at the terminal. Vessels do not usually moor here for more than one month at a time while work is being performed on the boat. The wide concrete dock makes access for supply trucks and even cranes to access the boats easily to perform required work.

4

Net sheds 3 and 4, which were built in the 1940's, are the oldest of the 9 net shed buildings that we have at Fishermen's Terminal. Buildings 3 and 4 are so tall because when they were built fishing nets were made from cotton and it was necessary for the long nets to be hung from the ceiling during the off season so that they would dry out. Today most nets are made from synthetic materials and do not need to hang so the lockers have become storage areas that are rented to fishermen to store equipment and other gear needed to operate the boats.

5

Net sheds 9, 10, and 11- These net shed buildings are the newest on the Terminal and they were built in the 1990's. They all feature lightweight metal roll up doors which are still popular today. Net shed 9 is the only two story net shed building and features an electric hoist, called flying forks, that enable loads of up to 2,000 pounds to be lifted to the second floor. If you look up near the peak of the roof you can see the orange beam that the hoist is attached to.

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6

Net Pallets-At various locations throughout the Terminal, you will see large wooden pallets, often piled high with fishing net and a tarp secured to cover the net. Since the invention of synthetic nets, the easiest way to store nets is on these pallets and when the net is needed the boat and the net are brought to one of the many loading areas at the Terminal where the net can be transferred to onto or off of the boat or pallet. Nets are very heavy and Fishermen's Terminal has forklifts with up to 22,000 lb. capacities to move them. Multiple nets of often required for the same boat because of different rules about the length of net or the size of the squares in the net in different fishing areas. The majority of the boats at Fishermen's Terminal fish in Puget Sound, off the Washington coast, in Bristol Bay and in the Gulf of Alaska so many nets are required.

7

Net sheds 5, 6, 7 and 8- These net shed buildings were built in the 1960's to meet the increasing needs of the fishing fleet for locations to store nets and gear. These buildings have a newer style wooden roll up door, rather than the wooden sliding door that you see on the older net shed buildings.

8

The **Net Repair Yard** is an area of Fishermen's Terminal that is reserved for fishers to be able to spread their nets out and build or repair the thousands of knots that make up a fishing net. This area may look like an abandoned parking lot, but it is not. In the pavement, there are cups where poles can be added as needed so that a net can be hung at a comfortable height for a crew member to perform work on the net. The yard is divided into 8 lanes that can be reserved by the fishermen for 10 days at a time. Often, before laying a net out on the pavement, the crew will tape a plastic sheet to the ground over the entire lane so that the abrasive pavement will not damage the net. The net is then worked on in 100' to 200' sections, and then loaded back on the pallet or directly to the boat. Often the road between the south wall and the net yard is closed to vehicle traffic because there are nets spread out over the roadway. If you see net on the ground, please do not drive over it as you can damage the net and your car. The best time of the year to see the net repair yard busy is April and May when it not unusual to see 30-40 crewmembers working on 8 lanes of nets.

9

Dock 6 is a floating concrete dock and was one of the last docks to be completely rebuilt during a redevelopment project in 2007. Prior to this all the docks at the terminal were fixed wooden piers like docks 3 and 4. The floating docks throughout the Terminal are easier for boat owners to use as well as giving owners and deckhands access to the entire side of the vessel. The slips on this dock are all 55' and 65' long and many midsize fishing boats prefer this dock. On the concrete portion of dock 6, you can see the yellow knuckle boom crane which is used by boats to load and offload equipment and gear.

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10

C-15 Hallway- This hallway is lined with historic pictures of Fishermen's Terminal ranging from 1914 to 1985. The hallway is also where the Fishermen's Terminal bulletin board is located where you can always see a variety of boats and fishing gear listed for sale. The Fishermen's Terminal book exchange is also located in the hallway, where customers are welcome to take a book to read free of charge or leave a book that they have read for someone else to enjoy.

11

Chinook's Restaurant is one of four restaurants that are located at Fishermen's Terminal and is decorated with action pictures of the boats and the fishermen from Fishermen's Terminal working and catching fish in the waters of Alaska.

12

Seattle Fishermen's Memorial was created to remember all of the Seattle area men and women who have lost their lives pursuing their livelihood. Names of fishers who were killed in fishing related accidents are listed by the decade on the stone slabs to the right and left of the statue. The Seattle Fishermen's Memorial is overseen by a board of 15 industry volunteers who support the Memorial mission by providing grief counseling as needed, subsidizing safety training for the fleet and providing college scholarships to the dependents of fishers who qualify to be on the Memorial. The statue itself was created by Seattle artist Ron Petty in 1985. Learn more information about the Seattle Fishermen's Memorial at seattlefishermensmemorial.org.

13

Docks 7 and 8 have 40', 45' and 50' slips and are used by commercial and recreational boats for moorage. All of the slips throughout the terminal have at least 30 and 50 amp power, which is the industry standard at every slip. The 40' slips are the smallest slips that are available at Fishermen's Terminal. Right next to the south seawall between docks 7 and 8 is a public access float which offers boaters 4 hours of free guest moorage if they would like to arrive by boat and use any of the businesses that operate from Fishermen's Terminal.

14

Dock 9- is very similar to dock 6, in that it has 55' and 65' slips on the east side and it has a yellow knuckle boom crane that boats can use to move fishing gear and equipment, but the west side has 550' of linear side tie moorage that is for commercial passenger boats to load and unload passengers. If you ever going on an organized boat ride that is departing from Fishermen's Terminal, chances are you will meet the boat at dock 9.

15

Memorial Garden- The **Qingdao Eagle**, located west of the terminal building, was erected in commemoration of the 1995 establishment of a sister-port relationship between Port of Seattle and the Port of Qingdao in China. This park like setting offers visitors the chance to sit and relax and enjoy the terminal.

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16

West Wall- The west wall of the terminal is host to a variety of activities on boats that moor at Fishermen's Terminal. In 2007, this area was made deeper and dredged to a depth of 16' ensuring that larger boats have access to the west wall. The entire length of the west wall is 700'. 240' on the south end is reserved and used for off the boat seafood sales. Any fish that is offered has to be sold by the crew and boat that caught the fish. The of the west wall is considered a work area for boats, so boats do not usually moor for extended periods of time in this area. The west wall is convenient and useful for boats because service, supply and support vehicles can drive right up next to the boat. There is also a 3 ton crane and a 3 ton electric hoist that are available for customer use on the west wall. Welding and other hot work is allowed on the west wall and other designated areas throughout the terminal with the required permits, which are procured from the Seattle Fire Department.

17

West Wall Storage- This fenced storage is used by fishing boats throughout the terminal. This area is leased out on a monthly, per square foot basis and you will see a variety of equipment from nets to on board processing equipment stored in this area.

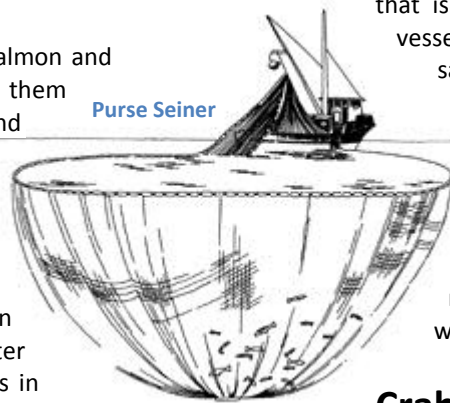
18

Northwest Dock- This is where the biggest boats that moor at Fishermen's Terminal are located. Most of boats in this area are tied to the dock "stern to" meaning that the rear of the boat is touching the dock and the sides of each boat are tied to each other. Since this is where the largest boats at the terminal are located, this is also where the largest electricity is offered with 208v or 480v available to all boats. The bulb on the east end of the northwest dock is reserved for daily moorage, so just like the west wall, boats usually do not moor here for long and only occupy this space when their work requires that they be side tied to the dock.

What Kind of Fishing Boat is That?

Purse Seiner

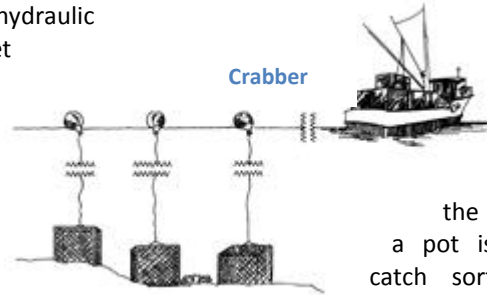
Purse seiners catch salmon and herring by encircling them with a long net and drawing (pursing) the bottom closed to capture the fish. The net is first stacked on the stern of the boat and then paid into the water while the boat travels in a large circle around the fish. The far end of the net is attached to a power skiff, which helps by holding the net while the seiner completes the circle. The top of the net stays on the surface of the water because of its "float line," which runs through thousands of colorful floats. The bottom of the net falls vertically because of its weighted "lead line." As a result, the net hangs like a curtain around the school of fish. The vessel crew then purses its bottom with a "purse line." The lines, and the net, are retrieved through a hydraulic power block (winch). Once most of the net has been retrieved, with the remainder of it lying in a "bag" alongside the vessel, the fish are dipped from the bag and into the vessel's hold. For large catches of herring, a buying vessel or "tender" comes alongside the fishing vessel and lowers the end of a fish pump into the bagged purse seine. The herring are then pumped aboard the tender and into its hold without ever going aboard the seiner. Sometimes referred to as "limit seiners," purse seiners are sleek, cabin-forward vessels that are limited by Alaska law to 58 feet. They are recognized by their long, clean decks, the boom with its power block, the net stacked on the back, and the power skiff



that is often seen riding "piggyback" aboard the vessel's stern while it is traveling. Seine-caught salmon are delivered "in-the-round" (whole) to buying stations and canneries where they end up as canned and frozen products. Herring are delivered to processing plants where they are either stripped of their roe (eggs), or packaged as bait for other commercial fisheries. Salted herring roe, called "kazunoko," is shipped to Japan where it is a high-priced delicacy.

Crabber

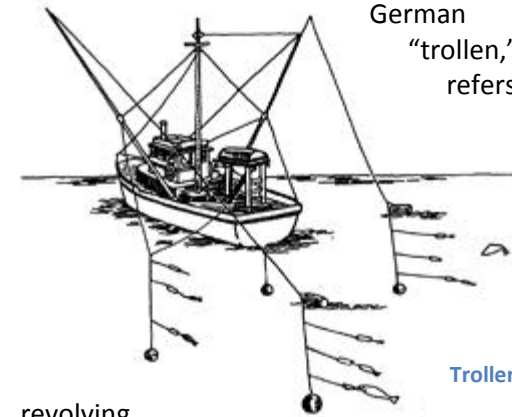
Crabbers target Dungeness, king, and Tanner crabs using twine or wire-mesh steel pots (traps). Baited with herring or other fresh bait, the pots are left to "soak" for several days. A line extends from each pot to a surface buoy that marks its location. There are several configurations for the pots, though in general, the smaller round pots are fished for Dungeness in shallow bays and estuaries, and the large, heavy, rectangular pots are fished in waters deeper than 100 feet for king and Tanner crab. A power winch is used to retrieve the pots. Once aboard, a pot is opened and the catch sorted. Females and undersized males are released (alive) over the side and legal-sized males are retained in aerated seawater tanks. Crab boats come in a variety of shapes and sizes, from aluminum skiffs with outboard motors that fish the inside waters for Dungeness, to seagoing vessels of 100 feet or more that ply the Bering Sea and the Gulf of Alaska for king crab. Unless one happens to



see a crabber with its decks stacked with pots, identification of a vessel as a crabber might be difficult for the casual observer. Crabs are delivered live to shore stations where they are cooked and then either canned or sold as a fresh or frozen product. A small number are sold live in local markets.

Troller

Troll vessels catch salmon, principally chinook, coho, and pink salmon, by "trolling" bait or lures through feeding concentrations of fish. The word "troll" comes from a medieval German word, "trollen," and refers to the revolving motion of the bait or lures used in this type of fishing. Typically, four to six main wire lines are fished, each of which has a large (40lb), lead or iron sinker ("cannon ball") on its terminal end, and 8 to 12 nylon leaders spaced out along its length, each of which ends in either a lure or baited hook. To retrieve hooked fish, the main lines are wound about small, onboard spools via hand crank (hand trollers) or with hydraulic power (power trollers), and the fish are gaffed when alongside the vessel. The leaders are



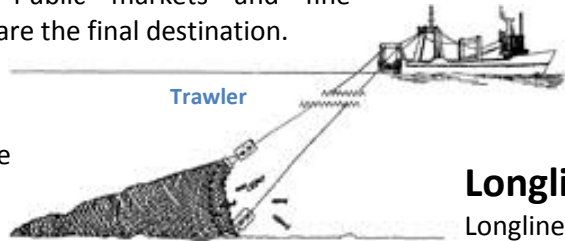
What Kind of Fishing Boat is That?

then rebaited and let back down. Troll vessels come in a variety of sizes and configurations, ranging from small hand troll skiffs to large, ocean-going power trollers of 50 feet or more in length. Troll salmon fishermen operate throughout Southeast Alaska producing a low-volume, high-quality product. Troll-caught salmon are dressed at sea and sold either fresh or frozen. Public markets and fine restaurants are the final destination.

Trawler

Trawlers are sometimes confused

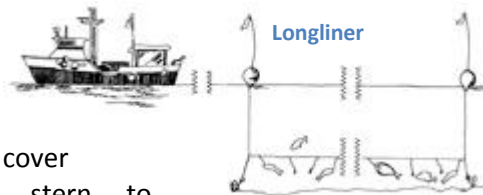
with trollers due to their similar sounding names, but there are few similarities. Trawlers typically catch large quantities of midwater species, such as pollock or pink shrimp, and bottomfish, such as flounder, by towing a large, cone-shaped net. Most trawl nets have “doors” on either side of the net’s opening to help hold it open, and some have a heavy chain strung along the bottom of the opening to hold it close to the sea floor. The net is retrieved using huge winches and a power drum upon which the net is rolled as it is brought aboard. The end of the net, the “bag” or “cod end,” holds the fish and is usually pulled right up into the back of the vessel on a slanting stern ramp. Trawlers are generally large vessels; the largest in the ocean pollock fishery are factory trawlers that possess onboard processing facilities. These can be up to 600 feet in length. Catches are often enormous, yielding up to 100 tons or



more, depending on the fishery, the size of the vessel, and the concentration of fish in the area. The trawl fishery may process its catches into fillets, as in the case of flounder destined for the fresh and frozen market, or minced fish called “surimi,” which is manufactured into fish sticks and similar products such as artificial king crab. Shrimp fishermen sort their catches by size and species and sell the product as either a whole, frozen product, or as a headed, frozen product.

Longliner

Longliners catch bottomfish (primarily halibut, blackcod, lingcod, and rockfish) via a long line that is laid on the bottom. Attached are leaders (called gangions) with baited hooks. Each longline can be up to a mile in length and have thousands of baited hooks. The lines are anchored at each end of each “set.” Lines at the ends run to the surface and are marked with a buoy and flag. A longline vessel typically sets several lines for a 24-hour “soak.” The lines are retrieved over a side roller with a power winch, and the fish caught, bled or dressed, and then packed in ice in the vessel’s hold. Longliners are typically large, 50 feet to 100 feet in length, with a weather cover on the stern to protect the crew. Longlines are coiled and stacked on deck in tubs. Most vessels in this



fishery can pack 20 to 40 tons, or more, of iced product. Longliners are identified by their weather cover and, when not fishing, by the numerous orange buoys and flags that are tied along their rails. This fishery delivers its catch whole and bled (rockfish), or whole and gutted (halibut), or headed and gutted (blackcod and lingcod) for sale to fresh and frozen markets.

Gillnetter

Gillnetters catch salmon, primarily sockeye, chum, and coho, by setting curtain-like nets perpendicular to the direction the fish are traveling as they migrate along the coast. The net has a float line on the top and a weighted lead line on the bottom. Some fishermen attach an orange buoy ball between the net and the boat, making it easier for traveling boats to see. The end of the lead line is attached to a hose ring or engine belt. The ring is generally garden hose and has lead line in it. This prevents the end of the lead line from tangling in the mesh and tearing holes in the net. The mesh is designed to be just large enough to allow the male fish to get their heads stuck (gilled) in the mesh. Larger fish and the smaller females are not so readily gilled. Gillnets work best in silty water, which makes them difficult for the fish to see.

