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RACE 2 ALASKA LEADER SPECIAL FOCUS



C
SECTION
Wednesday
May 29, 2019

Race Rules

- No motors
- No support
- No limit to vessel size
- No limit on number of crew
- Lots of opportunities to meet other racers and go to parties
- First place team gets \$10,000
- Second place gets a set of steak knives
- More logistics than you realized
- Teams completing Stage 1 without assistance can continue
- Any teams finishing ahead of the sweep boat are victorious
- Beware of: bears, hypothermia, driftwood, tidal whirlpools, other boats, hubris, irony, customs, everything else, and Rule 8

(Rule 8: If we decide it's necessary to consult a lawyer to figure out if you are disqualified or not, you are automatically disqualified. Play by the rules and live up to the spirit of the race. If you get cute and push the boundaries, we'll bring down the hammer.)

Ruckus is start, finish

CHRIS MCDANIEL
CMCDANIEL@PTLEADER.COM

With the end of the SEVENTY48 and the beginning of the Race to Alaska, there will be plenty to celebrate during the 2019 Ruckus, which runs from 7 a.m. to 9 p.m. June 2 at Pope Marine Park and Northwest Maritime Center.

"What I love about it is it's the combination of three distinct maritime cultures coming together all in one weekend," said Daniel Evans, R2AK Race Boss. "There's the old gaffers of the Classic Mariners' Regatta, the adventure enthusiasts and then the athletic ones doing this human-powered aspect of the race. They all have different relationships with the same body of water and it makes for some really interesting stories."

The party of the season is meant to give racers a night to remember before their long and wet sojourn to Ketchikan, Alaska. Dozen of R2AK boats and their marginally sane crews will be spread across the Ruckus for visitors to ogle.

"The boats will be all over outside on the road and lawn by the Northwest Maritime Center," Evans said. "This will be the perfect opportunity to hang out with the racers. By noon on Sunday, there will be six food vendors, the bar will be open."

From 1 p.m. to 3 p.m. the Northwest Maritime Center is teaming up with Coldly Went for an adventure speaker series at the Legion Hall. This will include speakers from R2AK and the SEVENTY48.

Clae Welch will also be offering visitors free tattoos of the R2AK logo.

"It's total mayhem," Welch said. "There's going to be the winners of the SEVENTY48 announced. At the same time, the Classic Mariners' Regatta will be happening, so there will be these big traditional wooden sailboats out on the bay at the same time."

Keeping track of the race as it happens:

On Facebook, Twitter and Instagram: RaceToAlaska

The real-time race tracker: tracker.r2ak.com



To Ketchikan if you can

LILY HAIGHT
LHAIGHT@PTLEADER.COM

Start your engines...
Oh wait. There aren't any engines in this race.

The Race to Alaska starts at 5 a.m. on June 3 with 51 teams set to cross the starting line just off the Northwest Maritime Center dock in Port Townsend, beginning a 750-mile race to Ketchikan, Alaska.

Sailors, kayakers, paddlers, and rowers of all kinds can enter the race, just as long as they follow the number one rule: no engines.

Racers will face squalls and tidal currents, freighters and orcas as they make their way up to Alaska powered by the wind and their own strength of will.

This year 44 teams have signed up for the full race, whereas seven will race in just the first stage, from Port Townsend to Victoria.

Is it bravery or foolishness that has compelled these teams to take on what the Northwest Maritime Center calls the "Iditarod on a boat?"

Whichever it is, residents of Port Townsend will gladly gather downtown to watch the racers take off bright and early on June 3, as they embark on the first stage of their adventure.

THE PROVING GROUNDS

Open water, extreme winds, unpredictable currents and heavy marine traffic through the Strait of Juan de Fuca make up the first stage of the Race to Alaska.

The 40 miles from Port



Team Sail Like A Girl won the 2018 race and returns this year with bragging rights. R2AK photo by Katrina Zoe Norbom

Townsend to Victoria is the "proving grounds." Teams must succeed in order to continue on the rest of the way to Alaska.

"The first 40 miles are some of the hardest in the entire race," said Race Boss Daniel Evans. "You have the exposure of being out in the strait to deal with. You're 10 to 15 miles from land, which is the furthest you are from land in the entire race."

These are some of the worst tidal conditions that they are going to find, Evans said, with wind conditions creating fetch and waves up to 6 feet tall, as well as a big swell rolling in from under the ocean.

"If I could give any advice it would be, 'Don't do it. Back out while you still can.'"

Race Boss Daniel Evans

"And if it's flat calm and you're rowing some big sailboat under the hot sun, you're going to be wishing you never even started," he said.

The 44 teams who have signed up for the full race must make

it to the Victoria Harbour in 36 hours in order to qualify for the rest of the race.

"Every year, two or three of the full-race teams don't complete the first stage," Evans said.

Meanwhile, the seven teams that finish their race in Victoria will be partying as soon as they reach land.

The Victoria Racer Party will be held at 7 p.m. on June 4 at the St. Andrews Presbyterian Church, with dancing, food, drinks and celebration of the first stage completed and a sendoff for the racers who will continue up to Alaska.

See R2AK PRINCIPLES, page 4 ▼

SEVENTY48 : Two dusks and two dawns

2ND ANNUAL, 2-DAY RACE OFFERS ANOTHER OPPORTUNITY TO PARTICIPATE IN R2AK

LEADER NEWS STAFF
NEWS@PTLEADER.COM

This year marks not only the fifth annual Race to Alaska, but also the second annual "SEVENTY48" race from Tacoma to Port Townsend.

Introduced in 2018 as a pre-race for the R2AK, the SEVENTY48 lives up to its name as a 70-mile, 48-hour human-powered race, in which the winners of the race receive the entry fees paid by the other participants as their prize.

Last year's SEVENTY48 included 12 teams, with each one paying \$100 to "the kitty," making the winner-take-all grand total \$1,200. This year's winnings will be split five ways, with first place taking 60% of the total, and one of the remaining four 10% prizes going to the Random Hero Award, which will be chosen from a hat, according to the SEVENTY48 website.

The race starts at 7 p.m. May 31, at the head of Tacoma's Thea Foss Waterway, near the Museum of Glass. Teams have 30 minutes to cross the start line. There are two waypoints, the first at a boat floating just off Owen Beach at Point Defiance, and the other at the Port Townsend Canal.

Because the goal is for the race to wrap up 48 hours after it starts, competing teams must ring the bell at the City Dock in Port Townsend by 7 p.m. June 2.

"The rules are simple: no motors, no support and no wind," according to the Northwest Maritime Center's website. "Pedal, paddle or row, we don't care. It's up to you."

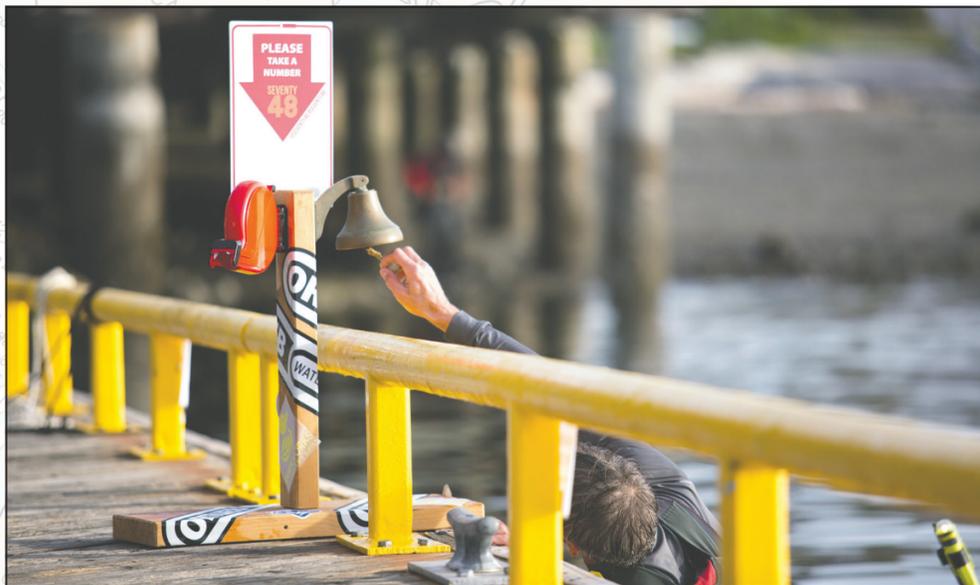
The prizes will be awarded during the Race to Alaska pre-race Ruckus on stage with the band. Celebrate the SEVENTY48 finishers, and send off the foolhardy ones headed to Ketchikan. Festivities go from noon to 8 p.m. June 2 at Pope Marine Park and the Northwest Maritime Center.

R2AK Boss Daniel Evans explained that event organizers wanted to bring in another race, to give people another opportunity to participate.

While race organizers



ABOVE: The second annual SEVENTY48 is a 70-mile, 48-hour human-powered race. Photo courtesy Josh Collins. BELOW: For those who finish the race, they get the honor of ringing the bell. Leader photo by Lloyd Mullen



appreciate an opportunity, and will present the prizes for the SEVENTY48 during the R2AK Ruckus, on stage with the band, they also believe in keeping their racers safe.

This is why the rules require participants to bring along a VHF

radio, a sound signal, navigation lights, an approved method for signaling distress at night and approved life jackets for everyone onboard.

Teams are also encouraged to bring a personal locator beacon, emergency smoke signals and dye

markers, radar reflectors, emergency shelters, sufficient water and food, clothing, adequate first aid supplies, charts and navigation equipment, anchors and rodes, and redundant systems for safety, navigation and emergencies, as well as cell phones.

Chimacum teachers become 'Educate-Oars' for SEVENTY48, with help from Community Boat Project



young people have been out boating," Orr said. "Maybe they've travelled by ferry, or floated in a lake, but other than that, this region and its waterways are so beautiful and diverse. I want them to be a part of that, and to get to know where they live."

The Finnriver fundraiser helped the "Educate-Oars" cover the costs of their boat registration and gear rental fees, but just as importantly, it was their way of saying thanks and providing some measure of recompense to the Community Boat Project in Port Hadlock, whose students built and test-sailed the roughly 30-foot-long long dory.

Just as Orr captains the "Educate-Oars," so too does Wayne Chimenti captain the Community Boat Project, whose student building crew included high schoolers from throughout Jefferson County.

Chimenti singled out the students of the Chimacum School District's Pi Program for their level of participation.

Chimenti pointed out the parallels between Orr's goals and the mission statement of the Community Boat Project, which seeks to introduce young people into the maritime industry by teaching them to sail and manufacture boats safely.

Chimenti noted that the Community Boat Project has fashioned boats for R2AK for all five years that it's run, and has used its trials and test-runs to redesign vessels more effectively each time, even as the students' build-periods have extended from one to two years per boat.

"We know these are boats that large groups of people need to be able to row and sail very fast, but they also need to be able to carry these boats up onto beaches and shores," Chimenti said. "We have thought through the implications and applications of their use."

Chimenti credited local designer Ed Louchard with devising the latest iteration of R2AK boat design for the Community Boat Project, which made it into the "Educate-Oars" vessel, but he emphasized how much it was a product of the community as a whole.

"When you can have kids building a boat alongside 80-year-old retirees and 30-year-olds who might be between other jobs, everyone gains something," Chimenti said.

"The Chimacum School District has had a bit of a rough ride lately, but they've been one of the most innovative school districts in the state, and the Pi Program is only one part of that. I think they might have forgotten how great they are."

Above: Chimacum Elementary third-grade teacher Matthew Orr shows off the map of the SEVENTY48 route that his students drew. *Leader photos by Kirk Boxleitner*

Right: Community Boat Project Captain Wayne Chimenti, builder Roz Delaney and founder Marci Van Cleef show off their vessel for the 'Educate-Oars.'



the high school teachers don't work with the middle school teachers or the grade school teachers," said Orr, who teaches third grade at Chimacum Elementary. "But we talk all the time, and by undertaking such a difficult extended project together, it could serve as a model example for our students, of what dedication and teamwork can look like."

Orr is returning to SEVENTY48 this year, taking part in the 70-mile, 48-hour human-powered race from Tacoma to Port Townsend starting May 31 with at least 10 fellow "Educate-Oars," whose admittedly limited experience on the water includes some kayaking and river rafting.

In preparation for the race, the team has kept on going through its practice runs rather than stopping at the race's designated camping spot, which Orr considers indicative of the team's spirit of "pushing on through" whatever obstacles they face.

In addition to fostering perseverance and camaraderie, Orr hopes his own crew of maritime novices will be able to demonstrate by example that just about anyone can safely navigate the water.

"I was shocked to learn how few a number of local

KIRK BOXLEITNER
KBOXLEITNER@PTLEADER.COM

After a year of preparation, a team of Chimacum School District educators have entered this year's Race to Alaska.

While the team of "Educate-Oars" were on hand at the Finnriver Farm and Cidery May 15, to help raise funds to cover their costs, team captain Matthew Orr focused on the positive example that the team of teachers will be able to provide to their students in the classroom, long after this year's R2AK is done.

Orr, his brother, and a team of their friends raced in the SEVENTY48 last year, and the event was barely ended when Orr wished he could have shared the experience of racing with his fellow teachers in the Chimacum School District.

"A lot of folks have this view of our district, that

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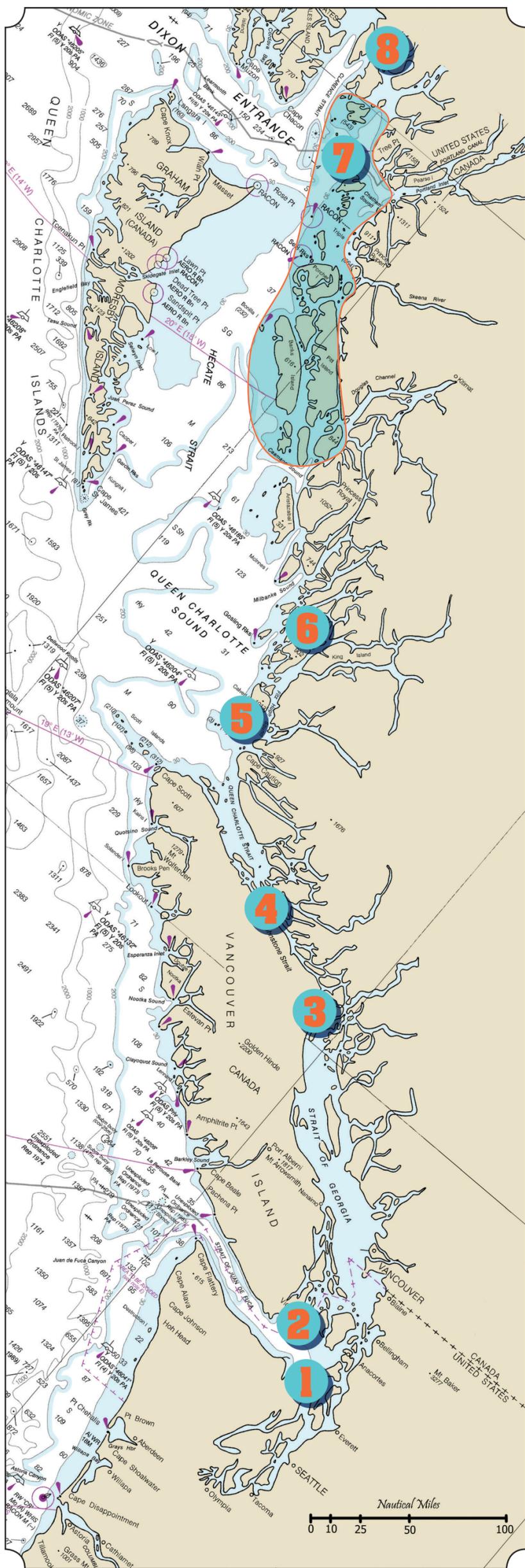
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Map courtesy of R2AK



No motors are allowed as the racers enter Victoria Harbour, which is why boats such as this are rigged with oar locks or pedals. Leader photo by Linda Hanlon

R2AK by the numbers

1) STAGE 1 START : PORT TOWNSEND, WA

The Strait of Juan de Fuca is a nasty patch of water with big winds, plenty of tides, shipping lanes, notorious fog, and an international border. If you can make it from Port Townsend to Victoria in 36 hours without assistance, you earn the right to 710 more miles of hardship.

2) STAGE 2 START : VICTORIA, BC

While the no rules ethos of the R2AK doesn't care, it's by order of the Queen that there is no sailing in Victoria's harbor. By law the last 1.5 miles of Stage One must be navigated by human power alone. Great for the guy on the paddle board, not so great for the big ass trimaran. Stage Two starts on June 6 at high noon. During the first year of the race, the roaring wind stressed and broke racers, thankfully no people. But it was the incessant calm of 2016 that tested the racer's psyche.

3) WAYPOINT 1 : SEYMOUR NARROWS

A salt water river that changes direction every six hours, Seymour Narrows is the famed tidal rapids of the Inside Passage. On a good day, tidal currents here run 16 knots, twice the speed of Deception Pass, with whirlpools 30 feet across and six feet deep—strong enough to pull under rowboats, kayaks, and especially anyone who is unlucky enough to fall off. Seymour Narrows is the first mandatory waypoint of the race and racers must pass through these gates before continuing on.

4) JOHNSTONE STRAIT

A notorious blow hole, Johnstone Strait funnels wind against the flow of the tide and seas stack up in short, steep succession. In R2AK 2015 Johnny Strait was a barrier that only 18 teams made it through, leaving broken masts, broken rudders, and broken morale as the weather raged on for over a week of gales.

5) CAPE CAUTION

In 2015 Roger Mann became the world record holder for his solo finish. His triumph was one of clenched teeth determination. There were many dramatic moments in his voyage, but nothing more so than his pitchpole (when the sea throws your boat into an involuntary cartwheel) onto a beach at Cape Caution. Roger was trapped under his upended boat in surf, by himself, in the middle of nowhere, and his drysuit was filling up with seawater because the zipper was open. "I was pulling myself and my boat up the beach. I was absolutely pinned to the ground. I finally just had to cut the legs off the drysuit. It was the only way I could get out of the water." And he's back to race again in 2017, absolute grit.

6) WAYPOINT 2 : BELLA BELLA, BC

Why Bella Bella? No idea, but it's roughly the midpoint of the race and the last bit of civilization for a couple hundred miles. We almost financed the race by setting up a store that sold nothing but trail mix, Top Ramen, and hot showers. This year our media team will be camped out at Shearwater Resort.

7) EVERYWHERE : DRIFTWOOD & DEBRIS

There is a veritable forest of wood in the water in and around the coast of British Columbia. All teams reaching Ketchikan shared stories of hitting driftwood hard, at least once, and often causing damage that forced them to make repairs. The boat speed of the top boats in this year's race is in excess of 20 knots.

8) FINISH LINE: KETCHIKAN, AK

In a town that measures rainfall in feet, tourists by cruise ship loads, and parties by how many people dance, the R2AK finish line banner says it best: "Welcome to Done." Teams have until July 4 to finish. Last year the winning team arrived in three days, 20 hours, and 13 minutes, and the final team reached the finish in 25 days. While there is no race-specific safety net, the race has a sweep boat (aka "The Grim Sweeper") that serves as a rolling disqualification line. It travels roughly 75 miles a day and if it catches you, you're out. No one got swept last year.

GET GEARED UP FOR R2AK!



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R2AK principles: Simple is harder; Harder is better

Continued from page 1

BITTER END

The second stage of the race begins at 12 p.m. June 6 on the Empress Hotel seawall at the Inner Harbor in Victoria, with a "Le Mans start."

"We line everyone up on the seawall and then at noon we ring a bell and everyone runs to their boats," Evans said. "What's hilarious to me is that this is a 750 mile race that can take people up to three weeks to complete, yet they still find it necessary to run, as if those 30 seconds is going to make a difference."

This is when the adventure

truly begins. Last year, 36 teams started the second leg of the race, but only 21 finished.

Some racers who didn't finish last year are returning with hopes to win, but they will have stiff competition since last year's winner, team Sail Like A Girl, are returning for another round.

Other key racers to keep an eye on are team Razzle Dazzle, team Pear Shaped Racing, and team Shut Up and Drive, Evans said.

Heading up to Alaska, the teams have more than just sailing to consider: Canadian customs, dodging cruise ships,

and making sure they stay ahead of the Sweep Boat, which will head north as a rolling disqualifier.

The sweep boat leaves roughly two weeks after the start of stage two, and travels from Port Townsend to Ketchikan in ten days. If a team is passed by the boat, they're out of the race.

"We've only ever swept one team," Evans said.

At the end of the race, teams will experience the hospitality of Ketchikan.

"When they show up, there's always one of us, day or night,

"Be patient, cautious, and don't lose your head."

Daniel Evans
RACE BOSS

waiting for them with a six-pack of beer and a big hug," he said. "All of Ketchikan opens its arms. It's like a rolling celebration every time a race team comes

in." Totally self-supported, the teams might encounter some of the biggest challenges they have ever faced.

But they will also encounter the wonders of the Canadian and Alaskan scenery, the open ocean and the satisfaction of a race well boated. That is... if they make it that far.

"If I could give any advice it would be, 'Don't do it,'" Evans said. "Back out while you still can."

But in all seriousness, he said, "Be patient, cautious, and don't lose your head."

Graphic journalist takes handmade approach

R2AK book chronicles race

DEAN MILLER
DMILLER@PTLEADER.COM

Port Townsend may be home to the only practicing graphic journalist in the country who uses the lampoonist's tools to record events as they happened.

There's no shortage of comics tradition in journalism, but almost all of it lives on the Opinion pages and has a political point of view.

Nhattaleah Nichols took a reporter's notebook along with her sketch pad when she joined the pool of reporters covering last year's Race to Alaska. Nichols was a crew-member first on the tugboat Geraldine and later aboard the Ocean Watch. The result, "Boats, Bears, and Bad Life Choices: The Race to Alaska" is a 31-page comic book chronicling Port Townsend's most famous race.

You'll find it available for \$15 on Port Townsend's waterfront at The Chandlery in the Northwest Maritime Center (431 Water Street) and at Phosphene (1034 Water Street).

Nichols graciously granted the Leader permission to reprint elements of the book to give readers a gritty look at life on the race course.

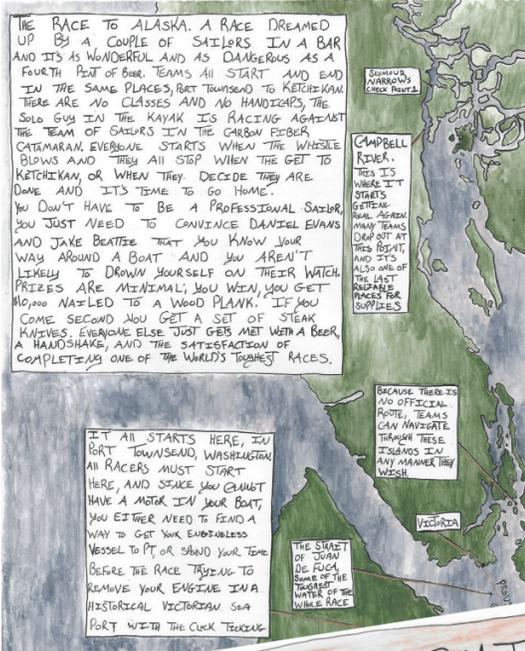
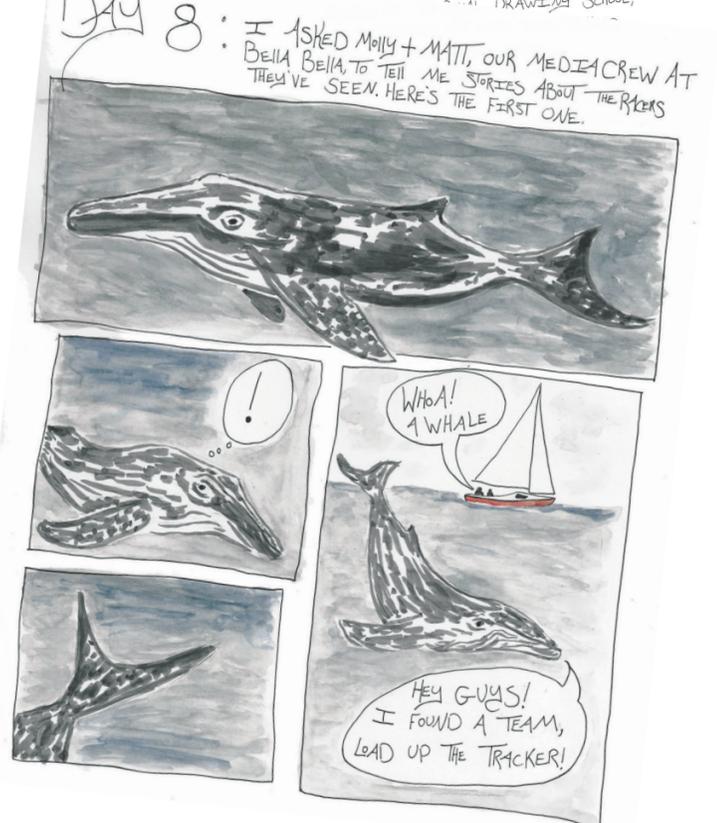


PHOTO BY JEANNEE McMACKEN

NHATT NICHOLS IS A POET, ARTIST, AND GRAPHIC JOURNALIST FROM PORT TOWNSEND, WASHINGTON. RAISED BY SURVIVALIST PARENTS IN THE OKINOGAN, AS SOON AS SHE WAS OLD ENOUGH SHE ESCAPED TO DANCE BJOHN IN SPAIN, WRITE POETRY IN FRANCE, AND EVENTUALLY SETTLE DOWN IN THE UK. IN 2011 SHE COMPLETED HER POST GRADUATE DRAWING SCHOOL.




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TEAM OARACLE RETURNS TO PADDLE R2AK

LILY HAIGHT
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Love finds a way.

Even through crashing waves, pouring rain, and 23 days and five long hours of rowing from Port Townsend to Alaska.

Yes, rowing.

Ian Graeme and Janice Mason met on the dock two days before the 2016 Race to Alaska was set to start.

Both from Victoria B.C., they had always been in the same social circles. They graduated in the same year, although from different high schools. They were in some of the same friend groups. They were both adventurers of various kinds, Mason was an Olympic rower, Graeme a sailor who now has perfect attendance in the Race to Alaska, competing all four years of its existence.

In 2016, they were both racing on sailboats. Graeme initially went over to the dock to meet Mason and check out the competition.

"Janice was on the Sistership, the first all-women's team to compete in the race," Graeme said. "I was on an identical type of boat. My skipper was a little intimidated by all their fancy gear."

When they finished the race, Graeme and Mason decided to meet up and swap stories. That's when they hatched a plan.

"Janice finished her first race and immediately thought she wanted to do the race in a rowboat," Graeme said. "She put that idea out there. So I got interested, more in her than in the idea of rowing it."

And so, in 2017, the "longest date ever" commenced.

"It took 23 days and five hours," Mason said. "We almost got swept by the death sweeper boat."

We thought that it would be a really good way of testing out how compatible we'd be."

If they could stand to row through the Strait of Juan de Fuca and up the coast to Alaska, camping on the beaches, finding shelter on small islands, cooking dehydrated food and gathering drinking water from streams for three whole weeks, then maybe they would work out as a couple.

And they did.

"I'm very patient," Mason said.

There was only one small meltdown, Graeme said, which had to do with being very wet and very cold and the amount he takes pride in his own fire-building skills when out in the wild. But for the most part, the trip drew them even closer together.

"Rowing is a great sport for developing teamwork," Graeme said. "You are synchronized, and always anticipating each other's movements."

Mason and Graeme were the first competitors to finish the race in a human-powered rowboat. They were also the last to finish the race that year.

"I was quite happy to call it a day," Mason said. "But then, when they have the get-togethers in the fall, and you see everyone again, the enthusiasm starts to build all over again."



The beauty of the coastline from Port Townsend to Alaska is one of the many reasons that Janice Mason and Ian Graeme keep coming back to compete in the Race to Alaska. This will be Graeme's fifth year competing and Mason's fourth year. *Courtesy photo*



Janice Mason sits in the front end of a kayak, one part of the Team Oaracle duo who are in their second year of kayaking in the Race to Alaska. *Courtesy photo*

For Graeme and Mason, the R2AK is a bit of an addiction. Both confident paddlers, they decided to kayak the race in 2018. Now, they've signed up to kayak again this year.

"Last year, Ian said to me, 'I think I've got the race out of my system,'" Mason said. "But he's gotta keep up that perfect record."

This year will be the fifth year Graeme has competed,

to Alaska, the boat getting lighter the further they go.

And being in a boat that's on the slower side allows the couple to take in the stunning coastline from here to Ketchikan.

"There's a special camaraderie at the back end of the fleet," Graeme said. "You're out there longer, you're exposed longer."



The beauty of the coastline from Port Townsend to Alaska is one of the many reasons that Janice Mason and Ian Graeme keep coming back to compete in the Race to Alaska. This will be Graeme's fifth year competing and Mason's fourth year. *Courtesy photo*

and the fourth year Mason has.

"It's a little like Christmas for us," Graeme said. "We get excited about it every year."

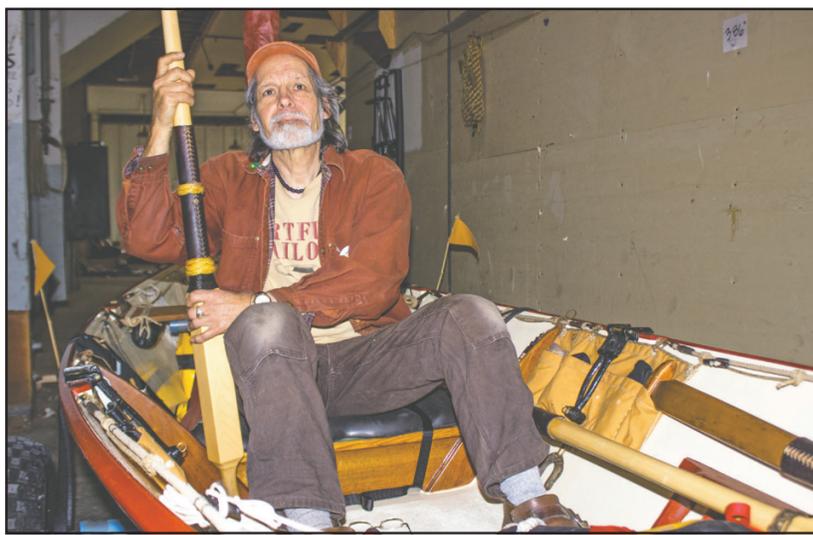
Kayaking the race is pretty straight forward, he said. They plan out their route, find the spots they're going to camp, dehydrate enough food to bring for three weeks, and prepare for weather and rough conditions.

Packing the small kayak full of food and provisions isn't easy, but they eat their way

There's the physical and mental challenge of completing the race and then there's the beauty of the coastline." Last year, the couple completed the race by kayak in 19 days and 10 hours. This year, they're hoping to finish in 16 or 17 days.

Whether or not they will keep up their good attendance and compete again next year is still up in the air.

"Stay tuned!" Mason said.



Emiliano Marino, co-owner of The Artful Sailor, has been preparing for the SEVENTY48, a human powered race. He will embark in a 15.5-foot Phil Bolger, Gloucester Gull Dory built by Aaron Day. *Leader photo by Chris McDaniel*

Long way to go and a short time to get there

CHRIS MCDANIEL
CMCDANIEL@PTLEADER.COM

Rowing it alone all the way from Tacoma to Port Townsend in a little sailboat the size of a canoe? Not a problem for Emiliano Marino, co-owner of The Artful Sailor.

"In the past my canoe journeys were usually solo," he said. "As a child I learned to sail and row in boats without motors. I prefer the quiet, reliable, pollution and war-free motorless way."

Marino has been busy of late preparing for the upcoming SEVENTY48, a human powered race.

This is the second year Team Artful Sailor has participated.

Such challenges make life worth living, Marino said.

"It definitely offers purpose, meaning and some measure of fulfillment. There's much satisfaction gained in the planning, preparation and the attempt, regardless of the outcome."

Last year, Marino finished the journey in 39 hours and 45 minutes, he said. He wants to cut down his time by about six to 10 hours, he said.

"That is time I lost last year due to navigational errors and poor timing."

This time, he is going in with a corrected vision and improved navigational tools as well as an enhanced rowing system, less weight and better weight distribution, he said.

His sailboat, "TASWENS," is a 15.5-foot Phil Bolger, Gloucester Gull Dory built by Aaron Day in 2011. The Artful Sailor acquired the boat a year ago December for the 2017 SEVENTY48 and general promotional use.

"We completely restored the boat and made several modifications to the interior," Marino said.

Salty Sue Alvarado, co-owner of The Artful Sailor, is confident Marino will be able to finish with a better time this year.

"He learned a lot from last year's race and has made numerous improvements to the boat as well as to himself," she said.

Alvarado said there is a bit of a crazy aspect to what Marino is doing.

"Having said that, we both believe that doing something a bit crazy makes you feel alive. I am very proud of his efforts and have great respect for his motivations to row this race. He has put a lot of time, effort and mental and physical preparation into both of these endeavors."

To mentally and physically prepare, Marion said he practices as much as possible.

"It's an ongoing process and one should never think they have it all figured out and then let down their guard," he said.

SAFETY ON THE WATER

Since he will have to look after himself out on the water, Marino is preparing for any potential outcome, including capsizing his boat.

He learned the best way to respond by creating a capsizing scenario.

"From the capsizing drill we learned to what degree the dory floats when completely swamped and how survivable such a situation might be," he said. "We learned how much flotation is needed and where it should be located as well as the challenge of getting back in the dory without swamping her again. The experience was at once heartening and terrifying."

Hopefully, the drill will prepare Marino for something similar out on the water, he said.

"The experience prepares us to the degree that if a capsizing should occur in open water under rough and dark conditions, we can be sure we'll be in big trouble. Learning how much flotation is needed might prevent utter calamity if we can stay afloat and warm enough 'til help arrives or we wash ashore."

TRAVELING BOTH WAYS

As if the length to travel isn't enough already, Marino plans to sail from Port Townsend to Tacoma before sailing all the way back.

"Like last year, we will row down to Tacoma then turn around and retrace our wake in the race back to Port Townsend," Marino said. "We leave on the 27th, the race starts on the 31st in Foss Water Way at the Glass Museum."

In a similar manner, he is also participating in The Salish-100, a six-day camp cruise from Olympia to Port Townsend.

Leaving Port Townsend on June 17, he will row down Hood Canal, portage by dolly the four miles between Lynch Cove and South Sound at Belfair, and then meet the rest of the group at Hope Island on June 23.

"From there we'll return with the flotilla to Port Townsend," he said. "Much of the route is the same as the SEVENTY48. The Showdown is a shakedown for the S-100. But, the S-100 it is not a race."

Marino said there is a sort of camaraderie with other participants.

"There are two other Gloucester Gulls in the SEVENTY48. It is easier to relate to them than with the crew of an eight-oared shell, or a paddler. But, all in all we are all in the same boat."

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Sail like a luddite

Racing in a 116-year-old engineless sailboat

LILY HAIGHT
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If sailing 175 miles from Port Townsend to Alaska, totally self-supported and in an engineless vessel is just not quite enough of an adventure for you, you might want to think about joining Team Ziska.

While the Northwest Maritime Center had the gall to say, "Let's make this a race!" Team Ziska said, "Let's do that race but in the largest, heaviest and oldest boat to ever compete!"

And that is how this team of Luddite sailors formed.

Ziska, built in 1903, is a 116-year-old 38-foot gaff-rigged "Lancashire nobby" that has been passed from person to person over its lifetime, wrecked and restored, sailed thousands of miles cross-country, before it ended up in the hands of Stanford Siver, a local shipwright-by-hobby.

With the help of a crew of local marine tradespeople, Siver finished a complete restoration of Ziska just in the nick of time.

Two weeks before the race start at 5 a.m. on June 3, Siver was still at work, refining the running rigging and installing a wood stove.

"We're cutting it close because we should be sailing every day," he said. "But we have a bit more work to do."

Ziska launched at Boat Haven in April, after spending months at Siver's shop, and has been out sailing twice since then. While other teams are bringing the lightest and fastest vessel they can get their hands on, Team Ziska is bringing a piece of history to Alaska with them.



Stanford Siver

For a while, the 38-foot gaff-rigged "Lancashire Nobby" was built in the model of the fishing boats that would race to get out against the tides off the coast of England.

Then, Ziska was a family-owned yacht, used for cruising up until the second World War.

A 19-year-old English boy bought the Ziska in the late '90s and after a fix-up, sailed across the world, traversing 25,000 miles in six years.

Eventually, she made her way to the United States, where a local shipwright bought the Ziska in Chesapeake Bay and brought the boat to Port Townsend. Siver first spied her 10 years ago at the Boat Haven, and decided to take on the restoration project.

"This boat is fairly unique," said Pat Mahon, a shipwright working with Siver on the restoration. "It came with a provenance. You have to decide how much of that history you're going to retain, but still make it a usable boat."

Without an engine, Ziska's saloon is roomy enough to easily house the four salty crew members: Siver; J Galloway, a talented shipwright who was part of the restoration project from the beginning; Benjamin Geffken, who crewed on the

Adventress and sailed on the University of Massachusetts sailing team; and Odin Smith, a 15-year-old (soon to be 16) who is on the Port Townsend High School sailing team and grew up hanging around the boatyard with his dad, Sean Smith, who works for the Port of Port Townsend.

"It doesn't hurt to have Odin, the Norse god of wisdom and poetry on your side," Siver said.

If the wind is not in their favor, Team Ziska might need all the help they can get.

The rig of Ziska alone weighs more than many of the boats in the race. Solid wood spars, steel rigging and canvas sails mean that on a dead wind day, Team Ziska will be rowing with two oars. Their speed when rowing? Half a knot, Siver said. ("That's top secret," he said. Although they do have plans to install a Yuloh oar for added propulsion.)

The battle plan for the team is just to keep moving round the clock, Siver said. He is also getting prepped with survival suits, a life raft and all the gear they need to make it to Alaska.

"We're the biggest, oldest, heaviest, and least likely to win," he said. But with the good karma of a wood boat that has lived for 116 years, a gung ho team and a desire for adventure, Ziska is the boat to keep an eye on as the race takes off on June 3.

"I've never been to Alaska," Siver said. "I've been waiting to go."

Of course they're hoping to make it to Alaska. But Siver understands the task they're about to take on. When he goes to bed at night, he's thinking about Ziska. What needs to be done still, what supplies do they need?

"Some people say, 'Are you crazy?' Others say we'll never



Ziska is a 38-foot gaff-rigged Lancashire Nobby. The rig alone weighs more than many of the boats taking on the Race to Alaska. Leader photo by Lily Haight

make it," he said. "Some say they wish they could come with us."

Once they make it to Ketchikan, the team is planning on sailing back home

off shore. Having worked on the boat all year, seeing the history come back to life and take on such an adventure is more than Siver could have ever hoped for.

"This is the dream project of a lifetime," he said. "Revisiting what this boat was, what she could be and then seeing what she is again. I think she's rather lovely."



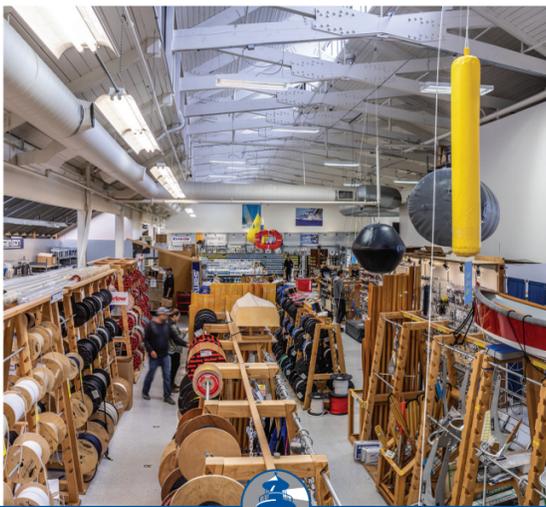
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2019 R2AK TEAMS

FIRST FEDERAL'S TEAM SAIL LIKE A GIRL

Crew: Jeanne Goussev, Aimee Fulwell, Anna Stevens, Lisa Cole, Laurie Anna (aka LA) Kaplan, Nicola Henderson
Vessel: Melges 32
Hometown: Bainbridge Island, WA

TEAM ACE

Crew: Daniel Ackermann
Vessel: TriRaid 560S
Hometown: Ridgefield, WA

TEAM ALPHAWOLF

Crew: Matt Wolf, Michael Wolf
Vessel: Corsair F-24
Hometown: Philadelphia, PA

TEAM ANGRY BEAVER SKIFF SAILING FOUNDATION

Crew: Matt Pistay, Gavin Bracket, Brent Campbell, Alan Johnson, Mats Elf, Simon Miles
Vessel: Schock 40
Hometown: Port Ludlow, WA

TEAM AUKLET - DNS

Crew: Shemaya Laurel, Janine Georgette Hamilton
Vessel: Bolger Glasshouse Chebacco
Hometown: Gouldsboro, Maine

TEAM BACKWARDS AF

Crew: Dameon Colbry, Leigh Dorsey
Vessel: Modified SAVO 650D
Hometown: Belfast, Maine

TEAM BARBAROSSA

Crew: Ben Kershner, Rob Comfort
Vessel: Melges 24
Hometown: Seattle, WA

TEAM DAZED AND CONFUSED

Crew: Kevin Boland, Barry Crist, David Gudel, Duncan Smith, Adrien Felon
Vessel: Olson 30
Hometown: Seattle, WA

TEAM DISCOVERY

Crew: Roger Mann
Vessel: PodRacer
Hometown: Taylors, South Carolina

TEAM EDUCATED GUESS

Crew: Evan Walker, Jake Newton, Max Fleischfresser, Peter Horton
Vessel: Melges 24
Hometown: Bellingham, WA

TEAM EXTREMELY INSAIN

Crew: Alex de Sain
Vessel: Airboard SUP
Hometown: Amsterdam, Noord-Holland, Netherlands

TEAM FUNKY DORY

Crew: Thor Belle, Pax Templeton
Vessel: Swampscott Dory
Hometown: Walpole, Maine

TEAM GHOST THE COAST

Crew: Alex Kozma
Vessel: Seaward Kayaks Chilco X3
Hometown: Langley, BC, Canada

TEAM GIVIN' THE HORNS

Crew: Alex Potter, Will Suto, Ian Chapman, Daniel Flanigan
Vessel: Corsair Marine F-31R
Hometown: Goleta, CA

TEAM HIGH SEA DRIFTERS

Crew: Dean (Steve) Hocking, Shad Lemke, Aaron Hocking, Amber Hocking, Mark Bostrom, Samuel Keefer, Matt Kertesz
Vessel: Olson
Hometown: San Rafael, CA

TEAM HOBIE-1-KENOBIE

Crew: Nigel Davies
Vessel: Hobie Adventure Island
Hometown: Anacortes, WA

TEAM HOLOPUNI

Crew: Chris Fagan, Marty Fagan, Danny Geiger
Vessel: Hawaiian outrigger sailing canoe
Hometown: North Bend, WA

TEAM KETCHIKAN YACHT CLUB

Crew: Mackenzie Dahl, Mike Firari, Brian Lieb
Vessel: Santa Cruz 27
Hometown: Ketchikan, Alaska

TEAM LAQUELO

Crew: Randall Aldern
Vessel: ONE SUP
Hometown: Port Townsend, WA

TEAM MBR (MCGUFFIN BROTHERS RACING)

Crew: Cianan McGuffin, Finn McGuffin, Callum McGuffin, Duncan Macdonald
Vessel: J24
Hometown: Salt Spring Island, BC

TEAM NARWHAL

Crew: William Quigley, Joel Smith, Mark Dix, Li Sung
Vessel: Farrier 32
Hometown: Seattle, WA

TEAM NORTH2ALASKA

Crew: Henry Veitenhans, Joseph Veitenhans, Greg Veitenhans, Erik Pokorny, Tommy Gray, Malachi Church
Vessel: Maryland Fishing Sharpie
Hometown: Port Townsend, WA

TEAM OARACLE

Crew: Ian Graeme, Janice Mason
Vessel: Seaward Passat G3 Tandem kayak
Hometown: Victoria, BC, Canada

TEAM OLD FART IN A WINDSTORM

Crew: Ken Holmes
Vessel: Self designed w/ Hobie parts
Hometown: Surrey, BC, Canada

TEAM PEAR SHAPED RACING

Crew: Guy Rittger, Tom Kassberg, Duncan Gladman
Vessel: Chris Cochran 10.6m custom trimaran
Hometowns: Sausalito, CA / Victoria, BC, Canada

TEAM PERSEVERANCE

Crew: Doug Shoup
Vessel: Sailing Angus Row Cruiser
Hometown: Sedro Woolley, WA

TEAM PITORAQ

Crew: Graham Heath, Serjei Moukminov, JT Hammill
Vessel: Windward 30
Hometown: Victoria, BC, Canada

TEAM QUILBILIANS

Crew: Todd Miller, Lillian Kuehl, Paul Miller
Vessel: Miller 27
Hometown: Quilcene, WA

TEAM R2ACHE

Crew: Lionel Jensen, Randy Jensen
Vessel: MacGregor 26
Hometown: Chilliwack, BC, Canada

TEAM RAZZLE DAZZLE

Crew: Katy Stewart, Drew Smith, Rebecca Rankin
Vessel: F27
Hometown: Gig Harbor, WA

TEAM RIPPLE

Crew: Majory Stewart, Christophe Credico, Chris Watt, Bruce Cutting, Paul Kolesnikoff
Vessel: Santa Cruz 27
Hometown: Whitefish Bay, WI

TEAM SEAFORTH EXPEDITIONS

Crew: Tom McPherson, Xander Oldaker, Mathew Janeway, Mike Ford, Ethan Hafey, Josh Franck, Greig Gjdallen
Vessel: Custom Rower/Sailer
Hometown: Sechelt, BC, Canada

TEAM SHUT UP AND DRIVE

Crew: Nathalie Criou, Satchel Douglas, Neil Roberts, Tanguy De Lamottem Justin van Emmerik, Robert Dieterich, Jeremiah Edwards, Brett Boval
Vessel: Beneteau Figaro 2
Hometown: San Francisco, CA

TEAM SMOKIN' HAUTE ROWER BUOYS

Crew: Hart Williams, Baird White, Jon Galloway
Vessel: Half Jersey Skiff, half Melonseed Skiff
Hometown: Bainbridge Island, WA

TEAM SOGGYKRU

Crew: Shawn Dunand
Vessel: Malcom Tennant Streaker
Hometown: Victoria, BC, Canada

TEAM SOLVEIG

Crew: George Booth, Stina Booth
Vessel: Norwegian faering rowboat
Hometown: Boise, Idaho

TEAM TEXADA

Crew: Paul Nilsen
Vessel: Young 6m
Hometown: Van Andra, BC, Canada

TEAM THREE LEGGED CAT

Crew: Stuart Sugden
Vessel: Triraid 560 s
Hometown: Bella Bella, BC, Canada

TEAM TRICKSTER

Crew: Greg Rohner, Rafe Beswick, Eric Egge, Scott Schoch
Vessel: Ian Farrier Corsair F-28R Trimaran
Hometown: Olympia, WA

TEAM TRY BABYTRI

Crew: Christian Patrick
Vessel: US18
Hometown: Woodside, NY

TEAM WEE FREE MEN

Crew: Andrew Akehurst, Trevor Bennet
Vessel: Chesapeake Light Craft Faering 22.5 Cruiser
Hometown: Victoria, BC, Canada



R2Ak Photo by Katrina Zoe Norboma

2019 SEVENTY48 TEAMS

TEAM 80ars

Members: Ann Wiltshire, Barb Hager, Mari Friend, Sue Ohlson, Sally Giesler
From: Port Townsend, WA
Vessel: Tech Odyssey
Propulsion: Oars

TEAM AFTERMATH

Members: Dot Hall
From: Seattle, WA
Vessel: Epic V8 kayak
Propulsion: Paddles

TEAM ARM & LEG

Members: Andrew Biel
From: Port Townsend, WA
Vessel: Evo II surf ski
Propulsion: Paddles

TEAM AROMA FROM TACOMA

Members: Chris Boitano, Kurt Jensen, Chris Sorci
From: Tacoma, WA
Vessel: NW Kayaks 23 foot triple
Propulsion: Oars

TEAM ARTFUL SAILOR

Members: Emiliano Marino
From: Port Townsend, WA
Vessel: Gloucester Gull Dory
Propulsion: Oars

TEAM BADGER

Members: Kevin Flick
From: Seattle, WA
Vessel: Dave Gentry offshore single sculling shell
Propulsion: Oars

TEAM BASURA

Members: Ken Campbell
From: Tacoma, WA
Vessel: Touring Sea Kayak
Propulsion: Paddles

TEAM BEARDED BOAT BROS

Members: Forrest Wells, Connor Insee
From: Port Gamble, WA
Vessel: Seaward Passat kayak
Propulsion: Paddles

TEAM BELLINGHAM MAMA

Members: Elizabeth Vidana
From: Bellingham, WA
Vessel: Current Designs Caribou
Propulsion: Paddles

TEAM BIG LAMPOWSKI

Members: Alan Lamp
From: Seattle, WA
Vessel: Good Story Paddle Hunter SUP
Propulsion: Paddle

TEAM BLISTER IN THE MOON

Members: Ole Mikkelsen, Adrian Storb, Terran Senffleben, William Simonson
From: Tacoma, WA
Vessel: Open water quadruple scull
Propulsion: Oars

TEAM CAPE DECISION LIGHT-HOUSE

Members: Dave Peterson
From: Tacoma, WA
Vessel: Maas Aero
Propulsion: Oars

TEAM CAPTAIN WETSOCKS

Members: Alex Schacht
From: Bainbridge Island, WA
Vessel: Eddyline Samba sea kayak
Propulsion: Paddles

TEAM CLEAR PASSAGE

Members: Chris Dorée
From: Port Townsend, WA
Vessel: Bark D2 SUP
Propulsion: Paddle

TEAM CLUMSY TURTLES

Members: Alexander Iverson, Evan Finley
From: Wyoming, MN
Vessel: Racer X-2
Propulsion: Oars

TEAM COMMODORES

Members: Elizabeth Prout, Denny Vaughan
From: Seattle, WA
Vessel: NW Seascope Point 5 kayak
Propulsion: Paddles

TEAM D. STRAUSS

Members: Dan Strauss
From: Seattle, WA
Vessel: Northwest Water Sports

kayak

Propulsion: Paddles

TEAM DAMN QUIXOTE

Members: Mike Loriz
From: Port Townsend, WA
Vessel: Guillemot SK kayak
Propulsion: Paddles

TEAM DATE NIGHT

Members: Peter ODonoghue, Marcia ODonoghue
From: Renton, WA
Vessel: Angus Rower
Propulsion: Oars

TEAM DON'T DUET

Members: Linda Ward, Frank Ward
From: Port Townsend, WA
Vessel: George Pocock Racing Shells double wherry
Propulsion: Oars

TEAM DON'T TELL MY DAD

Members: Lillian Kuehl, Dave Linger
From: Seattle, WA
Vessel: Sliding seat open water rowboat
Propulsion: Oars

TEAM DONOVAN AT DUMAS BAY

Members: Thomas Donovan, Tyler Shillito
From: Tacoma, WA
Vessel: Northwest Kayaks Explorer Double
Propulsion: Paddles

TEAM EDUCATE-OARS

Members: Matt Orr, Michele Moriarty, Michelle Moseley, Mitch Brennan, Gary Coyan, Shelly Mallet, Haidden Roulist, Gregory Reed, Amy Long
From: Port Ludlow, WA
Vessel: Longdory
Propulsion: Oars

TEAM EITHER OAR

Members: Trish Berry, Sandra Wanstall, Peggy Myre, Jana Filli, Nichola Russell
From: Port Townsend, WA
Vessel: Pocock Coxed 4
Propulsion: Oars

TEAM EXACTLY48

Members: Christian Sarason, Mike Schiller
From: Seattle, WA
Vessel: Seaward Passat kayak
Propulsion: Paddles

TEAM EXCELLENT ADVENTURE

Members: Bill Gifford
From: Conwallis, OR
Vessel: Angus Rowboats' Oxford Wherry
Propulsion: Oars

TEAM FAT TUG

Members: Patrick Doyle
From: Mission, BC, Canada
Vessel: NC Kayak Quest
Propulsion: Paddles

TEAM FROGLEGS

Members: Zachary Eaton
From: Kenmore, WA
Vessel: CLC Annapolis Wherry
Propulsion: Oars

TEAM FUN WHILE LOST

Members: Andy Jacobs
From: Pullman, WA
Vessel: Gary Dierking Tamanu
Propulsion: Pedals

TEAM FURIOUS GEORGE

Members: George Costakis
From: Edgewood, WA
Vessel: Chase Small Craft - Drake 19 rowboat
Propulsion: Oars

TEAM GEMINI

Members: Mike Lemberg
From: Seattle, WA
Vessel: Starboard AllStar SUP
Propulsion: Paddle

TEAM GOOD NEWS: I SAW A SEAL!

Members: Lara Koger
From: Tacoma, WA
Vessel: Quest kayak
Propulsion: Paddles

TEAM GROUP W RACING

Members: Michael Bateman
From: Kingston, WA
Vessel: Angus Expedition Rowboat
Propulsion: Oars

TEAM HEART OF GOLD

Members: Karl Kruger
From: Deer Harbor, WA
Vessel: Joe BARK custom SUP
Propulsion: Paddle

TEAM HMGS NORTHWATER

Members: Maggie Drinkwater, Guy Northcote
From: Vancouver, BC, Canada
Vessel: Voyager canoe
Propulsion: Paddles

TEAM HMS SWIFTSURE

Members: Steve Kauffman, Jeff Kauffman, James Kauffman, Allyson Kauffman
From: Seattle, WA
Vessel: Grumman Canoe with cataraft outriggers
Propulsion: Paddles

TEAM HOPE FLOATS

Members: Shelly Glaspey, Julie Vonesh
From: Bailey, CO
Vessel: Seascope 2 Tandem Kayak
Propulsion: Paddles

TEAM HOT DIGGITY

Members: Russell Wilson
From: Paso Robles, CA
Vessel: Gulfstream 2000 kayak
Propulsion: Paddles

TEAM HUDSON TO POINT HUDSON

Members: Ben Hudson
From: Shoreline, WA
Vessel: Bay 24 open water rowing shell
Propulsion: Oars

TEAM IDEA

Members: Blake Hansen, Jo Markham
From: Tacoma, WA
Vessel: Tandem pedal powered catamaran
Propulsion: Pedals

TEAM IF AT FIRST

Members: Timothy Ahern, Morgan Shank
From: Medical Lake, WA
Vessel: Seaward Passat Kayak
Propulsion: Paddles

TEAM IMUA

Members: Greg Spooner, Thiago Silva
From: San Diego, CA
Vessel: Maas 2x
Propulsion: Oars

TEAM IT SOUNDED GOOD AFTER TWO BEERS

Members: Eric Rasmussen, David Thacker
From: Seattle, WA
Vessel: Whitehall-style rowboat
Propulsion: Oars

TEAM JACK WHISNER

Members: Jack Whisner
From: Seattle, WA
Vessel: Gloucester gull (Bolger)
Propulsion: Oars

TEAM JENN

Members: Jennifer Donogh
From: Carnation, WA
Vessel: Storm SUP
Propulsion: Paddle

TEAM JERSEY STRONG

Members: Liza Sheehan
From: Seattle, WA
Vessel: RS SUP
Propulsion: Paddles

TEAM KAYAKPHD

Members: Jacob Selander
From: Federal Way, WA
Vessel: Hybrid surfski/ downwind racing sea kayak
Propulsion: Paddles

TEAM KEEPING UP WITH THE KIDS

Members: Ken Legg, Barb Legg
From: North Vancouver, BC, Canada

Vessel: Necky Nootka Plus kayak
Propulsion: Paddles

TEAM KIDNEY DONOR

Members: Harry Oesterreicher
From: Seattle, WA
Vessel: Riviera RP SUP
Propulsion: Paddle

TEAM KIKAHA O KE KAI - TAMATOA

Members: Ken Kroeger, Tanja Reiners, Drea Park, Jason Park, Fergus Kanaiaupune Hyke, Brian Martin
From: Seattle, WA
Vessel: Matahina outrigger canoe
Propulsion: Paddles

TEAM LAST AMERICAN MAN

Members: Joseph Segault
From: Eastsound, WA
Vessel: Coleman Canoe
Propulsion: Paddles

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