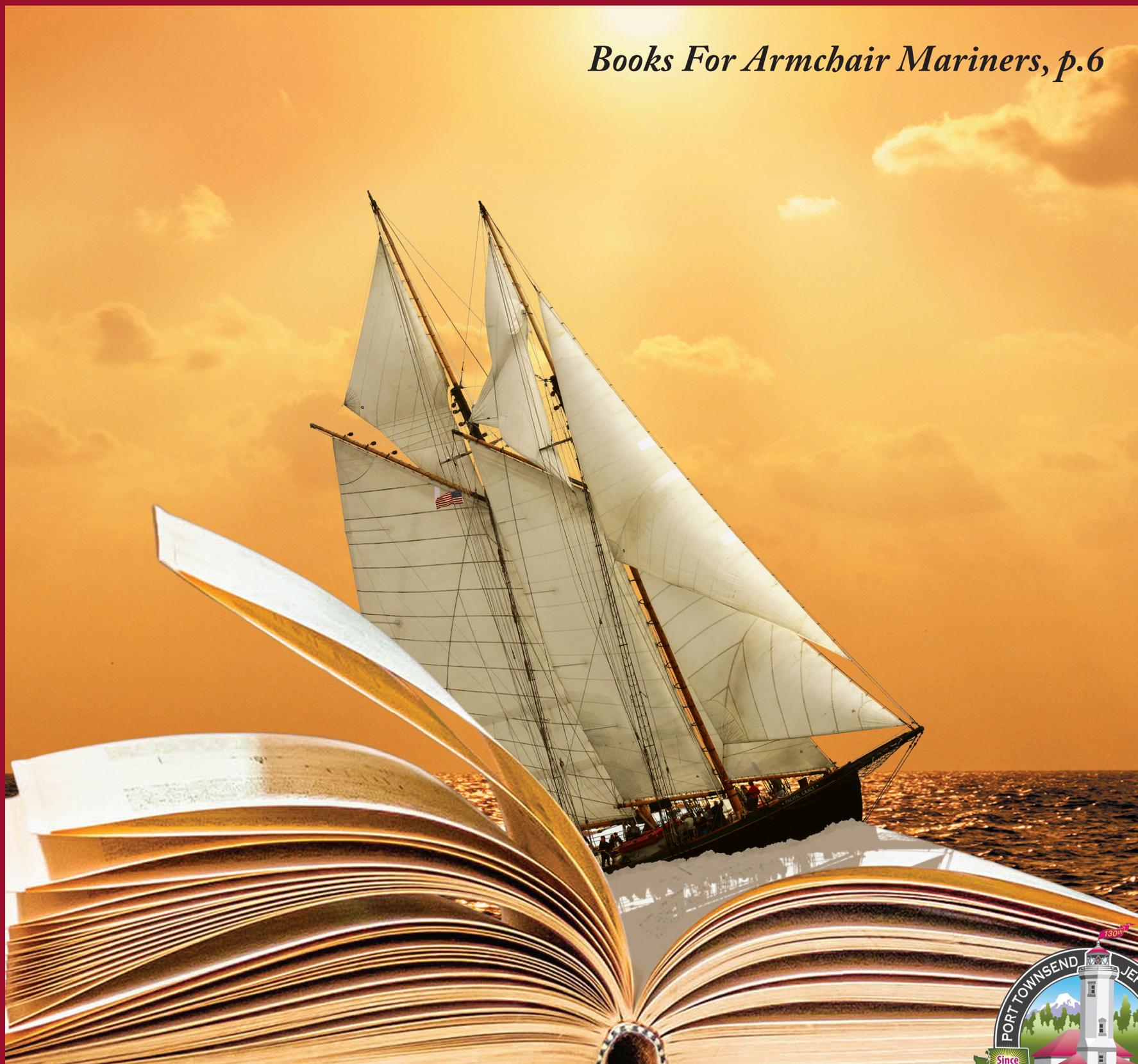


# Working Waterfront

*Port Townsend  
Washington*

*Books For Armchair Mariners, p.6*



## Winter 2020



*Supplement to the Wednesday, February 5, 2020 edition of the Port Townsend & Jefferson County Leader*

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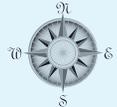
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# New commissioner highlights symbiotic relationship between marine trades and port infrastructure

Lily Haight

lhaight@ptleader.com

The boatyard feels like home for new Port Commissioner Pam Petranek.

That's because it was her home for nearly 10 years.

"I lived on my sailboat raising my children the first few years of living here," she said.

Petranek and her family lived on a sailboat on temporary moorage at first, switching back and forth between being moored at the Boat Haven marina and Point Hudson.

Now, when Petranek walks through the boatyard, she knows nearly everyone by name. When she stops at Sunrise Coffee during the mid-morning work break—when crews working on boats all over the yard stop to line up for a cup of something warm—she takes the opportunity to meet people she hasn't met yet, to catch up with those she's known for years, or just to wave hello to an old friend passing by. And when the wind blows 40 miles an hour, whistling through the masts on boats in the marina, she braves the weather to take a walk on the linear dock, just to catch an exhilarating glimpse of the waves crashing on the rocks of the breakwater and to smell the cold, salty air of the place she loves.

And now that she has had her first few weeks as the newest elected member of the Port of Port Townsend's three-person commission, Petranek still believes that her "office" is out in the yard, even though she has to spend more and more time indoors in meetings.

"I need three desks," she joked, feeling a bit like she has been drinking from a fire hose in her first few weeks. Not only is Petranek the first woman to ever sit at the port commission table in Port Townsend history, but she is also jumping in to the role amidst a mile-long "to do" list for the port.

Her first week included at least three executive sessions as the port commissioners worked to narrow down 45 port director

candidates to four, and then to one.

Now, the commission will begin working on a "comprehensive scheme of harbor improvements," to nail down how the port can preserve important infrastructure, like the 80-year-old Point Hudson jetty.

On top of that, the commission will have to decide how to use newly acquired funds from a voter-passed levy, which could acquire up to \$15 million in funding over the next 20 years.

There is an overwhelming amount of work to be done. But when it seems like it might be too much, Petranek reminds herself that she's not alone and that the port itself is to serve "We the people."

"I'll repeat that in my head sometimes," she said. "I'll say, 'We the people, we the people, we the people.'"

Remembering that she is backed up by a community of skilled craftsmen, fishermen and boaters, Petranek said she doesn't feel any different now that she is sitting at the commissioners' table.

"Becoming a commissioner is a transition that feels aligned with being a citizen advocate," she said. "I saw how the port was our public investment and community asset; how we own it and it is our responsibility to participate in the direction of how it serves 'we the people.'"

Jumping into life as a commissioner was easy, considering Petranek had already been attending port meetings for the past four years.

She and her partner Rick, who operate Cape Cleare Fishery, had made a deal one year while working on their boat: no matter how much work was to be done, at least one of them would take the time to attend each and every port meeting.

"Now that I am sitting at the table, I realize even more how vital the connection needs to be between the elected officials and the community it represents," she said. "The public 'title' is also like a ticket for more streamlined access to other electeds,



For Pam Petranek, the marina at Boat Haven feels like home. As a new port commissioner, she hopes the port will continue its symbiotic relationship with the marine trades. *Leader photo by Lily Haight*

organizations, and our community. It helps make me more approachable and helps me do the same with others."

Her game plan for the upcoming year is "approachability." The first thing she argued for as an official commissioner is for the commission to bring back a second public comment period at their regular business meetings.

In previous years, the port allowed public comment at the beginning and end of meetings. But the practice had changed recently to only allow comments at the beginning. Petranek brought up the issue with the other two commissioners, Pete Hanke and Bill Putney, in the hopes of changing that.

"A second public comment period can be an opportunity for the public to listen to a full discussion by staff and commission

See Port, page 3



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# Petranek: Community input can help solve port problems

continued from page 2

first, and then weigh in or add to something that was overlooked,” she said. “It can be an opportunity to contribute to sharing work in progress towards future actions, giving more time for consideration. I’d like the opportunity to listen to our community, before and after commission discussion or actions.”

Going forward into her first year as commissioner, Petranek is going to rely on the community around her to work together to solve many of the port’s problems, like fixing the failing infrastructure, which she says is one of her top priorities.

“The trades and the port depend on each other’s success, it is a symbiotic relationship, and the impact reaches beyond the waterfront to serve the whole community,” she said.

This relationship is obvious when you look at the port’s numbers for the past year, she said. Work at Boat Haven is booming, with a record number of haulouts this past year.

Three years ago, the haulout rate hit an all time low, with 676 total in 2017, as yard rates were being raised significantly. In 2019, there were 758 haulouts, contributing to a record

year for boat yard revenues.

The change is visible: The Port Townsend Shipwrights Co-op signed a new lease with the port this month, exchanging land to expand their footprint for working on boats. Meanwhile, Haven Boatworks has a line-up of boats in front of their shop, displaying a busy work year.

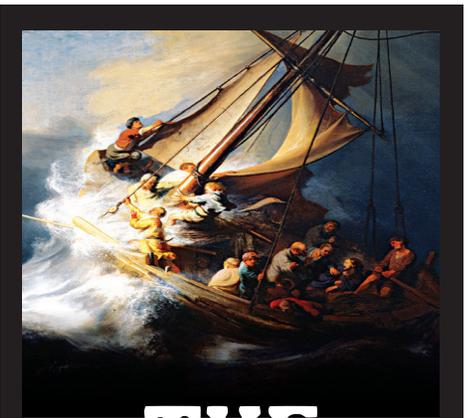
Petranek attributes this success to the port staff and commissioners working together with people in the marine trades. The interim executive director, Jim Pivarnik, has made a habit of attending meetings of the Port Townsend Marine Trades Association and another smaller working group of marine trade businesspeople. Petranek hopes the new executive director will do the same.

At a port meeting on Jan. 8, port commissioners discussed the port’s organizational structure and staff. Sketched out, it looks like a top down structure, with the executive director overseeing the rest of the port’s staff. But it doesn’t have to operate like that, deputy director Eric Toews was quick to point out.

“The most important thing is that we operate as a team,” he said at the meeting.

## Petranek’s priorities:

- Hire and direct a new executive director. The new director is expected to begin March 2020.
- Review and update the port’s Strategic Plan, to guide decisions. This document outlines the values, vision, mission, strategic goals, objectives and action items. The current document was adopted in 2010.
- Fix aging infrastructure first. The port is responsible for protecting existing assets and jobs by fixing necessary infrastructure like the Point Hudson jetty.



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# Mariners Memorial project stalled for years

By Carmen Jaramillo  
cjaramillo@ptleader.com

The beachfront sidewalk in downtown Port Townsend between the ferry dock and the Bayview Restaurant has been the home of a sign reading “future home of the Kiwanis Mariners Memorial” for six years. Today, Kiwanis’ goal to create a “permanent memorial dedicated to persons lost at sea” is barely closer to completion than it was in 2014.

That was when the local Kiwanis Club chapter announced their intention to build a memorial at the Water Street sidewalk location. Initial designs for the project, which were drawn up by local architect Kevin

“If I live long enough, it will happen. But if we keep waiting long enough, everybody is going to be dead.”

**Bernie Arthur**  
Mariners Memorial creator

Coker, were of an 18-foot by 18-foot sidewalk extension onto the beach in the shape of a ship’s prow with a flagpole and benches.

This design is what stopped the project in its tracks, when organizers began to approach

the city to start the permitting process. Melanie Bozak of the Kiwanis Club said the club worked with city on the design but it was back to the drawing board when they were informed the design would require an extensive state and possibly federal review process because of its extension onto the beach.

Judy Surber, planning manager at the City of Port Townsend, said when projects are going to be built on shoreline, things like land access and tidal inundation need to be considered. The city was willing to work with the club on the project and help, but recommended the Kiwanis consider a different location and design, she said, so they might be able to spend more of their money on the actual construction versus the review process.

She said a representative from the Washington State Department of Ecology came and reviewed the space and recommended it be moved down the beach closer to the ferry dock, but that idea was abandoned as well.

Since then, Bozak said movement has stalled as time continues to pass and the project has taken a back burner. She said now they are considering other locations in the Boat Haven or at Point Hudson, with a different design.

The project is the brainchild of local Bernie Arthur, who ran for City Council this past November. He said he thought it was strange that Port Townsend, a city with a long-time marine industry and culture, would not have

a memorial of this kind.

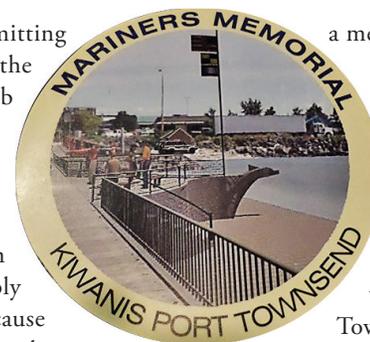
He said after coming up with the idea he began shopping around to local organizations that might be able to take on the project so he could make sure it was maintained by a group that would outlast him in Port Townsend.

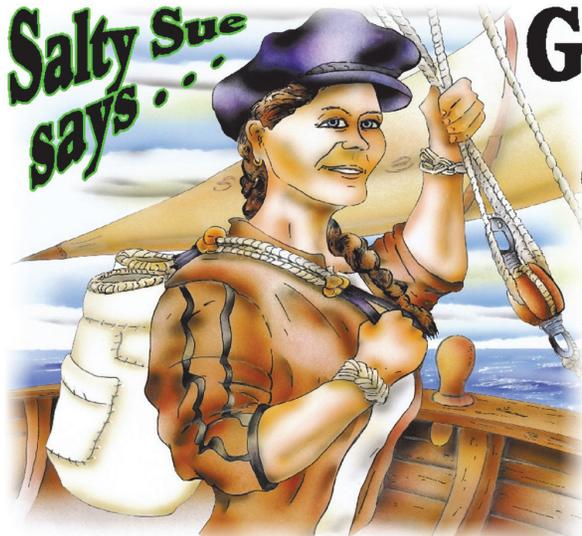
Arthur purchased the 100 feet of beachfront sidewalk space in 2008 for \$5,000 and donated it to Kiwanis for the project. The passing of the deed of trust to Kiwanis was celebrated in a Feb. 5 2014 ceremony attended by members of the Kiwanis Club, local tribal organizations and then-Port Townsend Mayor David King. Since the project has stalled, the land has been returned to Arthur, Bozak said.

Kiwanis still holds the money for the project, raised through donations and the sale of metal plaques, Bozak said. Every year when the club does its budgeting, the money raised is saved for whenever the project again picks up speed.

Arthur said he believes there is still strong support for the project and he hopes it will eventually come to fruition. He said over the years he has been concocting a number of ways to make it happen in another location or with another design or both. One idea was to include a donated sculpture from local artist Tom Jay, who has since passed away in November of last year.

“If I live long enough it will happen,” he said. “But if we keep waiting long enough, everybody is going to be dead.”





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Port  
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Watercraft

# East Jefferson Fire Rescue Guardian



Above: The Guardian is taken out of the water for yearly maintenance to clean the hull and prevent marine build up. *Leader photo by Dean Miller*

Below: The Guardian is the larger of EJFR's two marine assets. The other called 'Volunteer' is a 21-foot, aluminum Swiftsure, also manufactured by Lee Shore boats. *Leader photo by Carmen Jaramillo*



By Carmen Jaramillo  
cjaramillo@ptleader.com

Recent search and rescue operations in Jefferson County have seen multiple agencies deploy marine assets. East Jefferson Fire Rescue's Guardian is unique to other local marine units in that it has the same capabilities as a firetruck or ambulance in addition to search and rescue.

Most recently the 33-foot 'Argus' aluminum boat was manufactured by Lee Shore boats of Port Angeles in 2014.

In 2019, the Guardian responded to 21 calls for service including the body recovery operation from the End of the World on Dec. 30 and the search for the missing soldier, which was later discovered to be staged, Dec. 19.

Assistant Chief Brian Tracer said of EJFR's 47 full-time firefighters, there are eight who have completed the about 60 hours of training it requires to operate the boat.

Including Tracer, there are two others who are certified rescue divers.

- Cost \$455,000
- 33 feet long, 10 feet wide
- 9,600 lbs
- Twin Yamaha 250 HP outboard motors
- Reach speeds of 45 MPH (~40 knots)
- Firefighting system powered by a Kodiak 5.7 330 HP inboard engine
- American Turbine Jet Pump SD309
- Task Force Tips Hurricane fire monitor
- 1,250 GPM (gallons per minute) at 125 PSI or 3,000 GPM at 50 PSI
- Starboard side dive door for water rescue
- Full-sized patient casualty bench
- Forward-looking Infrared camera (FLIR)
- \$6,000 yearly operating budget for preventative maintenance and repair



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# For armchair mariners

## Books about boats and the sea, recommended by locals

Dean Miller  
dmiller@ptleader.com

Winter, when short daylight draws us to lamplight and a comfortable chair, is peak season for armchair mariners, who can finally get to the books we were drawn away from by summer's long outdoor days.

To help you make full use of reading season, we wrote to the folk of Boat Haven, Point Hudson and the nooks and crannies of the local maritime trades to ask what their favorite books are. Here's a partial list of what they recommended, with notes and comments from recommenders, when supplied.

If you want to add to the list, email us with a note about yourself, plus the title, author and your notes about your favorite maritime books.

### "Blown away" by local author Herb Payson

Recommender: Sailmaker Carol Hasse



"A brilliant jazz musician and brilliant writer. They started as complete novices and sailed all over the Pacific in an Angelman ketch."

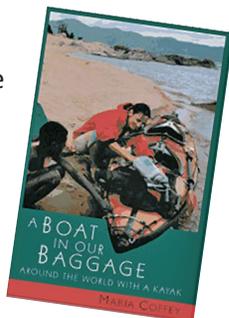
The book about Payson and his wife Nancy's six years

afloat in a 36-foot boat with their teenagers has been described as "a sort of Swiss Family Robinson by way of the Marx Brothers."

### "A Boat in our Baggage: Around the World With a Kayak" by Maria Coffey and Dag Goering

Recommender: Sailmaker Carol Hasse

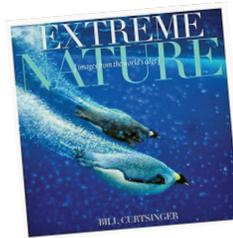
"They took a Feathercraft kayak (and) took grand adventures: Headwaters of the Ganges to the mouth, the largest lake in Africa."



### "Extreme Nature: Images from the world's edge" by Bill Curtsinger

Recommender: Boat Haven coffee purveyor Sue Ohlson

"I recommend my husband Bill Curtsinger's last book...for those curious about what lies beneath all of their hulls in every ocean around the planet."

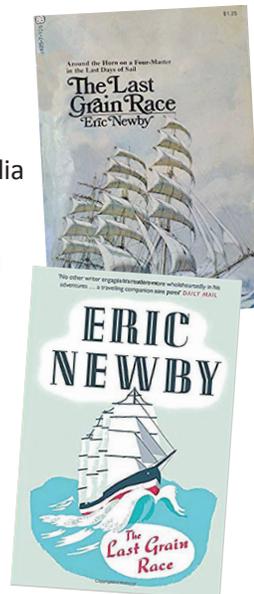


Curtsinger, a longtime National Geographic photographer selected photos from the North Pole to the South and weaves around it his ideas about nature and nature photography.

### "The Last Grain Race" by Eric Newby

Recommender: Sailmaker Leah Kefgen

It's the story of an 18-year-old apprentice on a four-masted ship sailing from Europe to Australia and back. "I have sailed in a bark and a fully rigged ship and can appreciate what those vessels were originally intended for," Kefgen says. "At the time that I sailed in these ships, I was told that the age of sail transport was dead and these types of ships were just meant for us trainees to stay active but deep down I didn't believe that and now it's wonderful to see cargo transport under sail making a comeback."



### "Cradle of the Deep" by Joan Lowell

Recommender: Sailmaker Leah Kefgen

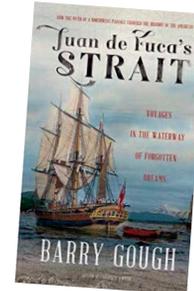
Here's how author Joan Lowell describes her story, published in 1929 by Simon & Schuster: "Cradle of the Deep" is the story of my impressions of life at sea with my father on sailing ships in the South Sea Islands and Australia "... I made up my mind not to be as dry as a log book, but to write the human side of the story, and tell the things that happened to me that don't usually happen to other little girls."



### "Juan de Fuca's Strait: Voyages in the waterway of forgotten dreams," by Barry Gough

Recommender: Sailmaker Carol Hasse

The premise of Gough's 2012 book is that the myth of a Northwest Passage between the Pacific and Atlantic Oceans changed the history of the Americas. "I love that it just kind of puts the whole history of "Discovery" in a really cohesive, comprehensive timeline," Hasse said. "He (Juan de Fuca) actually was right. He'd been there."



### "The Last of the Vikings" by Johan Boyer

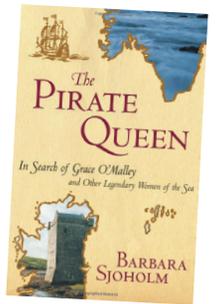
Recommender: Sailmaker Leah Kefgen

It's out of print, but copies can still be found of this man-versus-mechanization story about Norwegian sailors. "This book is centered on the end of an era," Kefgen said. "But recently I've sailed in reconstructed Viking ships and going back to that ancient technology feels relevant today."

### "The Pirate Queen, In Search of Grace O'Malley and Other Legendary Women of the Sea" by local author Barbara Sjöholm

Recommender: Sailmaker Leah Kefgen

"I can relate to how Barbara embarks on a voyage of searching for herself in searching for a sense of place," Kefgen wrote of Sjöholm's book, which begins with the Irish pirate and clan chieftain Grace O'Malley, but also tells the histories of other women sailors and captains whose stories are mostly left out of history books.



### "The Mutiny on the Bounty Trilogy" by Charles Nordhoff and James Norman Hall

Recommender: Pami-Sue Alvarado

The novels are a fictionalized account of the 1789 mutiny against Lieutenant William Bligh, commander of the ill-fated Bounty. It has been made into films three times, as well as a musical. "It's another favorite," Alvarado said. "Historical and full of realistic action at sea."

### "One Island, One Ocean: Around the Americas aboard Ocean Watch" by Herb McCormick

Recommender: Sailmaker Carol Hasse

Starting from Seattle in May of 2009, a team of sailors and scientists circumnavigated the Americas in 13 months, collecting data and photos along the way and advocating for protection of the oceans. "We got to make the sails for this beautiful 65-foot cutter," Hasse said. "Every day they took water samples for salinity, turbidity, acidity...and they stopped off with a kiosk and course curriculum so students could come visit the boat and learn about how precious and important our environment is."

## **“A Race for Real Sailors: The Bluenose And the International Fishermen’s Cup, 1920-1938” by Keith McLaren**

Recommender: Captain Robert d’Arcy, Schooner Martha

In the “yacht racing genre,” d’Arcy calls it, but this is the history of the race established by a Nova Scotia newspaper as a counterpoint to the tony America’s Cup, daring sailors to race in bad weather and hard seas in the International Fishermen’s Cup.

## **“Scudding” by George Maynard**

Recommender: Joni Blanchard

“One of our longtime local boatbuilding characters, George Maynard, wrote an excellent book about building/sailing his boat and his life onboard submarines as a young navy man. I’d highly recommend that book!” Maynard’s introduction describes how he recovered his sanity by sailing around the world.

## **“The Sea Wolf” by Jack London**

Recommender: Sailmaker Leah Kefgen

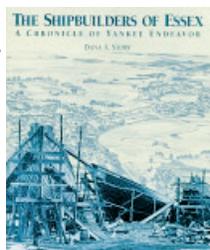
“London’s writing resonates with the West coast in me,” Kefgen said of London’s novel about the survivor of an ocean collision who is rescued by the amoral sea captain Wolf Larsen.



## **“The Shipbuilders of Essex: A Chronicle of Yankee Endeavor” by Dana Adam Story**

Recommender: Captain Robert d’Arcy of the Schooner Martha

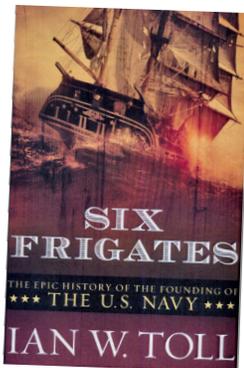
Author Dana Story’s family was among the oldest shipbuilding families in Essex, Massachusetts, a seaside town that produced more wooden fishing schooners between 1668 and the twentieth century than anywhere else in America.



## **“Six Frigates: The Epic History of the Founding of the U.S. Navy” by Ian Toll**

Recommender: Sailmaker Carol Hasse

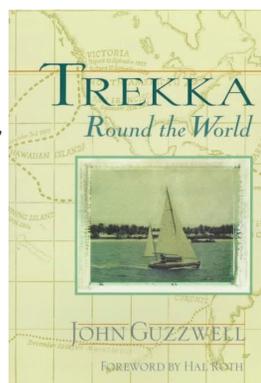
“It’s the history of building the first six ships for our nascent navy. Truly fascinating,” Hasse said of Toll’s book, which the New York Times Book Review called “A fluent, intelligent history...(that) give[s] the reader a feel for the human quirks and harsh demands of life at sea.”



## **“Trekka round the world” by John Guzzwell**

Recommender: Sailmaker Carol Hasse

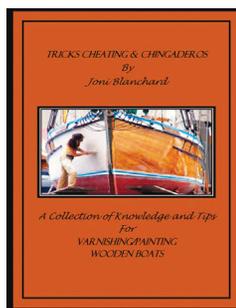
“John built a boat in Victoria and became the first Canadian to circumnavigate,” Hasse wrote of his tale, which includes his account of crewing for another captain and surviving the end-over-end capsizing while rounding Cape Horn. “John is in his 80s now. He brings his boat up and hauls out in Boat Haven every year.”



## **“Tricks, Cheating & Chingaderos: A Collection of Knowledge and Tips for Varnishing/Painting Wooden Boats” by Joni M. Blanchard**

Recommender: The author

“Well...I’m partial to MY boat book! I’ve been told that it’s a really fun read and it has many pictures of some of our local very cool boats I’ve worked on over the years.”



## **“Cruising in Seraffyn” by Lin and Larry Pardey**

Recommender: Sailmaker Carol Hasse

“They’re probably, to many of us wooden boat lovers and sailors, among our most inspiring mentors. They were at our first wooden boat fest with a boat they sailed around the world. Lynn captures the joy of voyaging and the enthusiasm for living simply and fully engaging in all the adventures at shore and at sea.”



## **“Sailing Back in Time: A Nostalgic Voyage on Canada’s West Coast” by Maria Coffey, with illustrations by Allen Farrell and photos by Dag Goering**

Recommender: Sailmaker Carol Hasse

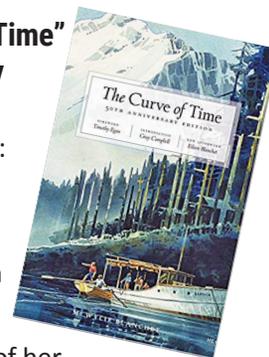
“It’s a coffee table book, but really it’s an intimate history. It just speaks to the many decades that Sharie and Allen cruised the Northwest,” Hasse said. Many talk about living on blackberries and oysters, but the Farrells actually did it. The most recent boat they built, the three-masted China Cloud, is propelled by a junk-style sail and a sculling oar.

## **“The Curve of Time” by Muriel Wiley Blanchet**

Recommenders: Sailmaker Carol Hasse and Wooden Boat School Librarian Karen Wyman

Hasse: “Stories of her adventures in a very small power boat with her children, going up Desolation Sound when hardly anyone was there. It’s quite grand.”

Wyman: “That would be impressive even now, a mother taking her five children to sea every summer, but this was the 1920s and the 1930s! ... with no modern navigational aids ... all of that is impressive; but it is her lovely prose that makes the book such a treasure.”



## **“No Ordinary Being: W. Starling Burgess” by Llewellyn Howland III**

Recommender: Captain Robert d’Arcy, Schooner Martha

D’Arcy calls this one “A new book I’m very excited about.” It’s the biography of the poet, aviation pioneer and yacht-designer who received his first patent at 19, married five times and set the high bar for living a full life.

## **“Sailing Seamanship and Yacht Design” by Uffa Fox**

Recommender: Captain Robert d’Arcy, Schooner Martha

A resurrected edition of Fox’s 1936 book, dedicated to the peace and escape sailing offers to “a man whose brain is weary and tired of the machinery which this age and future ages force and will force upon human beings.”

## **“Thomas McManus & the American Fishing Schooners: An Irish-American Success Story” by W.M.P Dunne**

Recommender: Robert d’Arcy

“The life of a prolific designer of fishing schooners from 1890-1925,” D’Arcy said of this biography. The author, himself a naval architect, traces McManus’ rise from fisherman to boat-builder and race promoter.

## **“The Venturesome Voyages of Captain Voss” by Voss John Claus**

Recommender: Sailmaker Carol Hasse

Claus was a Canadian sailor best known for sailing around the world in a modified dug-out canoe. He started in 1901 with his friend Norman Luxton and ended alone in 1904, which is only one of several adventures chronicled in the book. “Those,” Hasse wrote, “are great adventures that tell us about being good sailors.”



Leah Kefgen (left) and Carol Hasse (right) have especially added to the collection of this list.

# Sea Marine's latest gadget an investment in company's future

## New self-propelled hydraulic lift trailer gets more boats into the same amount of space

Lily Haight  
lhaight@ptleader.com

Operating a boat yard can be a bit like playing a game of Tetris.

It's a puzzle to figure out exactly how to stack up boats in the yard by shape and size, and determine how to get a boat in and out without having to move another five out of the way.

This puzzle just got solved at Sea Marine Yacht Services at Point Hudson. By making an investment of more than \$100,000 into a brand new self-propelled hydraulic lift trailer, yard workers at Sea Marine are finding their lives to be a lot easier, and full of a lot more boats.

"It allows us to put boats in the yard neater and closer together," said Chris Bakken, general manager at Sea Marine. "There are more boats in the same amount of space."

The trailer's wheels can make a full 90-degree turn, making it easy to squeeze into small spaces. In

addition to its frontal steering, backward steering, diagonal movement and lateral movement, it has hydraulic telescopic supports to lift boats up and down onto supports in the yard.

All of it is done by remote control. Instead of needing a driver, like a travel lift, all this needs is a single operator holding the controls.

"Suddenly video games make sense," joked Bakken, watching his oldest son operate the trailer with ease.

Since buying the trailer in December, Sea Marine has been able to increase the number of boats in the yard by 30%, Bakken said. In some areas of the yard, the number of boats has doubled.

Sea Marine is a full-service boatyard and marina that offers boat storage, maintenance, re-power, refits, and full restorations on any type of boat or yacht.

Bakken is hoping the investment will be worth it and allow the company to expand their business. He is also eyeing expanding the yard's size and is



hoping to work with the port to lease the property behind Sea Marine, known as the "Back 40." Currently, the property is used for parking.



Sea Marine's new self-propelled hydraulic lift trailer helps them increase their activity by about 30%, said Chris Bakken, the general manager.  
*Leader photos by Lily Haight*



The trailer is operated by remote control, and the operator can extend the size to fit different boats.

Not only does the trailer allow Sea Marine operators to put boats in the yard neater and closer, but it also allows them to get to boats quicker, without having to move other boats.

The trailer can lift up to 36 tons and has wheels that turn a full 90 degrees, allowing it to sneak into small spaces. In Sea Marine's boatyard, that means they can sometimes fit double the number of boats that they used to.

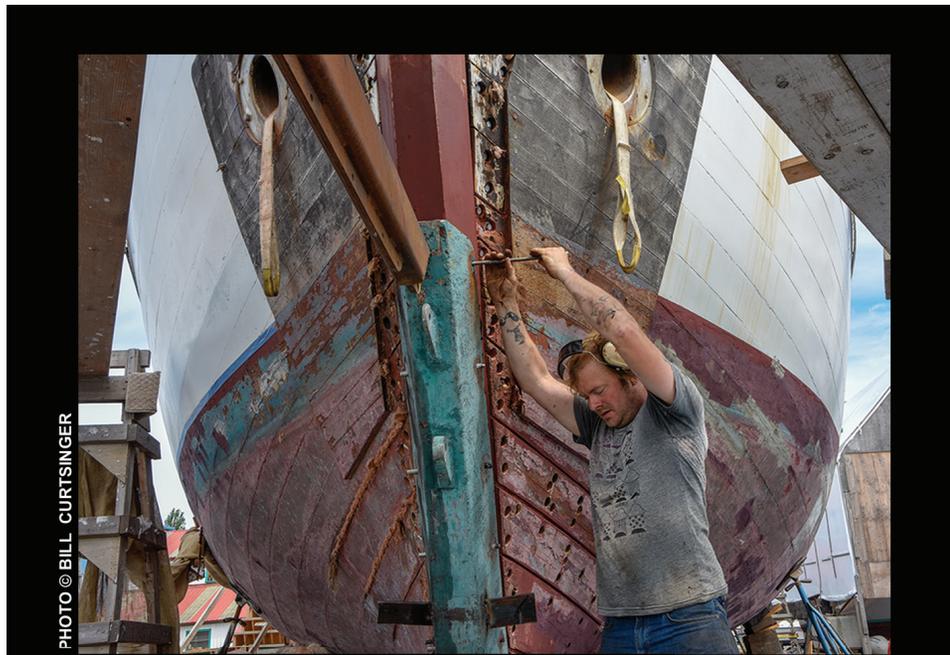


PHOTO © BILL CURTSINGER

Emil Africa working on "W. N. Ragland" @ Haven Boatworks, 2018.

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# The cost of derelict vessels falls on the state

DNR offers “turn in program” for owners who can’t care for their boats

**Lily Haight**  
lhaight@ptleader.com

Last November, the port operations director pointed out at a sailboat anchored in Port Townsend Bay and said: “You get southerly winds blowing a boat that isn’t anchored well, and it will either end up on the beach or on the breakwater.”

Terry Khile, who oversees the operations of the marina and yard at Boat Haven can’t see into the future. But his prediction was right.

Several months later, during a windstorm and a king tide, that sailboat lay on its side the morning of Jan. 12, washed up on the sand of the beach at Boat Haven.

The saying goes, “A boat is a hole in the water you throw money into.” But when the boat’s owner stops throwing money into it, the cost lies on the state to prevent derelict vessels from harming the delicate ecosystem that is the Puget Sound.

According to the state’s Department of Natural Resources, abandoned boats put public safety and the health of marine and fresh waters at risk.

DNR runs a Derelict Vessel Removal Program in order to address the issue. Since the program started in 2002, more than 580 abandoned boats have been removed from Washington waterways, according to the program website.

For the 2017 to 2019 biennium, the Derelict Vessel Removal Program had \$2.5 million, which comes from recreational and commercial vessel fees and revenue from state-owned aquatic leases. The money for this budget essentially comes from other boaters, who must pay a fee when they register their recreational or commercial vessels.

DNR keeps an inventory of “vessels of concern,” which include boats such as the sailboat that washed ashore and the famed Ninaa Otakii, which regularly washes

ashore in various locations in and around Port Townsend, last year spending six months on the beach at Beckett Point.

The boats on the list are ranked by priority. High priority are vessels that are in danger of sinking, breaking up or blocking navigation channels, or boats that present environmental risks such as leaking fuel or other hazardous substances.

The first thing DNR will do is try to contact the boat’s owner. But if they are not responsive or fail to take action to remove the boat or fix it up, DNR will work with the port to remove the boat. Under the Derelict Vessel Act, once a vessel has been declared derelict, an owner must take action or it will be seized by the port. Once custody is obtained, the port can remove and demolish the boat. DNR will reimburse the port for the costs associated with demolishing a vessel using money from the Derelict Vessel Removal Program’s fund.

As of October 2019, DNR has 192 vessels listed on its “vessels of concern” inventory. Ninaa Otakii is one of them.

According to Troy Wood, the former owner of the Ninaa Otakii, which has washed ashore three times in the past three years, sold the vessel.

“We gave the new owner a Vessel Turn-In Program application in the hopes she will turn it in,” Wood said.

The Vessel Turn-In Program allows DNR to work with boat owners to prevent their boats from becoming derelict or abandoned in the future. Boats that are 45 feet or less can be turned in to DNR, which covers the cost of boat disposal.

The Ninaa Otakii is longer than 45 feet, but DNR is willing to make an exception to work with the boat owner and prevent the boat from sinking or washing ashore again, by removing and demolishing it.

“If we don’t hear from (the new owner) by Tuesday (Jan. 21) we will prepare a vessel posting to take it into custody,” Wood said.

This sailboat washed up on the beach after a windstorm on Jan. 10. According to port operations manager Terry Khile, a derelict vessel will wash up at least once a year, sometimes crashing onto the breakwater and damaging it. *Leader photo by Lily Haight*

The Ninaa Otakii, below, was on the beach at Beckett Point for nearly six months before it was refloated. Now, the Department of Natural Resources is working with the boat’s owners to prevent that from happening again. But during recent windstorms, residents of Discovery Bay have reported the boat dragging anchor and are worried it could wash up on shore again. *Leader photo by Linda Hanlon*





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# Wooden Boat Building School grads get jobs with PNW Cruises

**Kirk Boxleitner**  
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Shawn Meyer came from Glacier Bay, Alaska, spent 18 months at the Northwest School of Wooden Boat Building in Port Hadlock, and now works in Port Townsend as a boatbuilder and marine technician.

Ever the mariner, Meyer sailed to the school from Glacier Bay, and enrolled in the school's contemporary boatbuilding and marine systems classes.

On a personal level, this led Meyer to begin rewiring his boat, the Sea Mare, which was overdue for repairs.

"My ultimate goal is to sail her around the world, but I'm a ways out from being able to do that," Meyer laughed.

Professionally, this paved the way for his current job as chief engineer of Pacific Northwest Cruises, which has refitted a former whale-watching vessel, the "Island Caper," to serve as a roaming bar and restaurant, but whose crew determined they needed some "local expertise," which is how both Meyer and his classmate from the school, Damian Hill, were tapped.

"As I was graduating, I was told they were looking to hire folks," Meyer said. "I graduated on a Friday and started work for them the following Monday. Two weeks

later, Damian came onboard."

Hill was a third-generation commercial fisherman from Bristol Bay, Alaska, who spent his 20s competing as an elite triathlete, but who was looking for a family-wage job where he could work with his hands.

Just as Hill attended the Northwest School of Wooden Boat Building because he wanted the skills to maintain and troubleshoot marine systems on his own, so too did attending the school give Meyer the confidence to tackle larger projects by himself, regardless if the vessel is made of wood, fiberglass or metal.

Meyer acknowledged that entering into commercial boat-building ratcheted up the hoops that he and Hill had to jump through, since what were merely guidelines in school were laws for building a commercial boat, but their schooling had not only armed them with an awareness of standards that aren't necessarily public knowledge, but had also equipped them with the skills to acquire more information on the applicable rules and best practices for any given nautical project.

"When no one else knew what to do, we could draw deep from our schooling," said Meyer, who acknowledged that this even included being able to consult with Kevin Ritz, lead systems instructor for the school, and Walt Trisdale, the school's diesel

maintenance instructor.

Indeed, the marine systems program appealed to Hill because he was able to learn about the trade from experts in the field, in person.

"You can't get that from a book," Hill said. "It's hands-on."

Once Hill and Meyer had the principles down, their classes applied them to actual boats.

At Pacific Northwest Cruises, Meyer freely acknowledged they faced "a lot of puzzles," but he was also proud of the "breakthroughs" in understanding they'd had.

"If you do this job right, you're always learning something new," Meyer said. "We've discovered flaws that were ignored by people who worked on this boat before Pacific Northwest Cruises, and so many of them came down to a failure of curiosity."

Xander Eustler, co-founder of Pacific Northwest Cruises, sang the praises of Meyer and Hill.

"This has been a bit of a do-it-yourself project all along, and they've really led the charge," Eustler said. "Honestly, there were a lot of things on our must-do list that we just couldn't have done without them. This has been a vast undertaking, and we've needed them to help us complete it."



Shawn Meyer graduated from the Northwest School of Wooden Boat Building on a Friday and was hired by Pacific Northwest Cruises as the chief engineer for the "Island Caper" on the following Monday. *Leader photo by Kirk Boxleitner*

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## Night moods

Passing the Boat Haven at night, it's easy for the untrained eye to think this complicated top-mast carries the rig of a traditional sailing ship. Walk closer and you'll see it's the U.S. Coast Guard Cutter Osprey, an 87-footer.

Built in Lockport, Louisiana, it was the first of the bigger class of cutters to arrive in the Northwest, commissioned at Union Wharf Pier in Port Townsend on June 19, 1999.

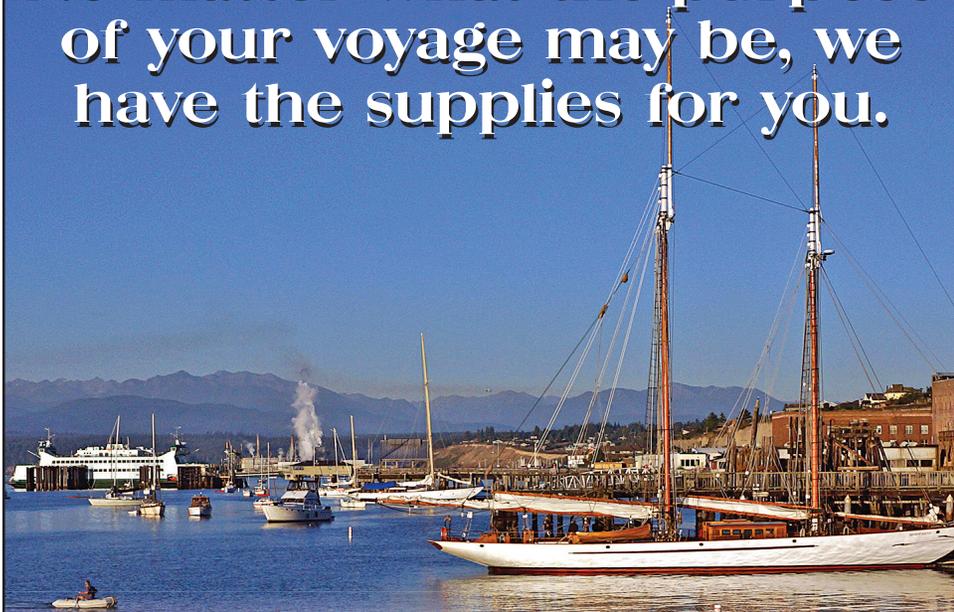
The aluminum superstructure and steel hull were designed to handle 8-foot seas. Below-decks, it was designed to handle the increasingly mixed-gender crews of the Coast Guard. Osprey accommodates a 10-person crew and features a stern launch and recovery system for a diesel-powered jet boat for use in rescue and other operations.

The pilothouse, which the Coast Guard describes as "vastly larger" than the 82-footers it replaced, includes an electronic chart system, which links up with the Coast Guard's surface search radar. Osprey has been involved in a number of operations, perhaps most notably the seizure in 2000 of 2.5 tons of cocaine from the motor vessel Western Wind.



Leader Photo by Dean Miller

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# Haven Boatworks hits a Geary fantail trifecta

JANE STEBBINS

NEWS@PTLEADER.COM

Blaise Holly smiles when he looks at the view out his Haven Boatworks office window these days.

Below, crews scurry up and about two historically renowned yachts — the Blue Peter and the Thea Foss — undergoing maintenance.

“It’s absolutely an honor,” the lead shipwright said regarding the vessels’ owners opting to have the work done with the Port Townsend company. “Even the yards that built the boats never had all three of them in their yards.”

The three to which he refers are the pair in the yard and the Malibu, a trio of fantail yachts designed by naval architect Ted Geary. The Thea Foss is a sleek vessel reminiscent of a paddlewheel boat — without the paddlewheel — with elegant trim, hand-buffed brass and sharp paint. She retains the good looks of a grand dame that’s seen many a decade and looks none the worse for it.

This is the first year the Thea Foss has been dry-docked in Port Townsend, where a crew of 10 will lay about 1,900 linear feet of teak on the foredeck and work on the state room, pilot house, cabinetry and the shaft.

Holly declined to say how much the work would cost, but noted that owners who take good care of a beloved old boat like this can often spend \$2 million in a heavy maintenance year. The Thea Foss cost \$56,000 in 1935.

Haven Boatworks landed the prestige job when the owner of the Malibu brought that vessel in for work. It, too, will be worked on in the shop later this year.

“The Malibu was the first fantail to take a chance on the shop,” Holly said. “The owners knew each other, and just on the basis of a kind word over lunch, this fantail showed up.”

He paused when asked why the local shop was selected, before modestly admitting it “does enjoy a reputation for being amongst the best,” he said. “You need both monied owners and a skilled workforce to keep something like this around.”

Crews will rebuild the deck with fine wood from Myanmar, which won’t have to



Shipwright Jim Wilcox sands the hull of the 120-foot Thea Foss as part of an extensive maintenance project on the renowned yacht based in South Lake Union on Puget Sound. The shipwrights say it’s an honor to work on the majestic vessels because the owners take such pride in keeping them precisely as they were decades ago. *Leader photos by Jane Stubbins*

be replaced again for decades, and they’ll pull a few circa 1930-era cedar beams that have rotted over the years.

“They don’t owe anybody anything,” Holly said of how long those have lasted.

That so many parts are original amazes Holly.

“It’s indicative of the level of care and ownership, that something like this has been maintained, rather than recycled,” Holly said. “The right owners cherish them. You need dedicated craftsmen and women and people who care.”

The hardest part of their job is the tight timeline under which the crew is working. The company hired three extra employees when they landed the contract — and it all has to be done by mid-February.

“The amount of planning that goes in ...” Holly said. “To make sure you have enough real estate and bodies to get the work done is a trick. And doing it in January weather at 48-degrees north is also a trick.”



## THEA FOSS

### PREVIOUS NAMES:

Infanta, Amber, Polaris

**YEAR:** 1930

**LENGTH:** 120 feet

**BREADTH:** 21.5 feet

**BUILDER:** Craig Shipbuilding Co.

**BUILT:** Long Beach, CA

**DESIGNER:** Ted Geary

**FLEET:** Pacific Northwest

**HOME PORT:** Lake Union, WA

### THE THEA FOSS

Thea and her husband Andrew founded Foss Maritime in 1889 after refurbishing one, then many, rowboats and advancing in skills to build an empire. By 1904, the company boasted 10 launches, a shipyard, a 60-passenger boat and a small rescue craft.

Geary designed and built his first 24-foot boat in 1899 at the age of 14, going on to build racing sloops, many of which would never be defeated on the water. His talents caught the eyes of several Seattle businessmen who financed his education as a naval architect at the Massachusetts Institute of Technology.

The 120-foot Thea Foss was launched in March 1930 for John Barrymore — grandfather of actress Drew Barrymore — as a gift to his wife, and dubbed Infanta in honor of their daughter. But yachting wasn’t Barrymore’s thing; after running into

financial difficulties, he mortgaged the boat to creditors. It was purchased by the Lowe family and renamed Polaris, then by the U.S. Navy in 1942 and renamed Amber.

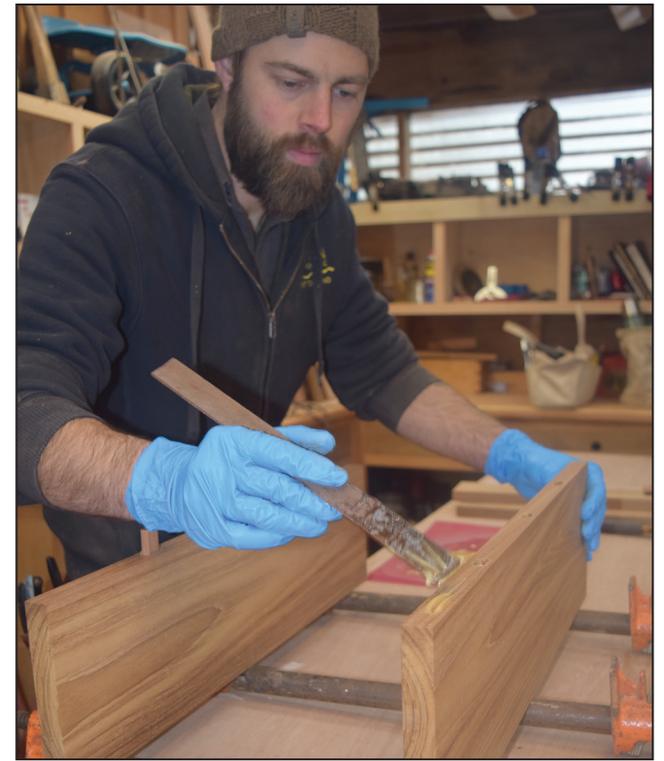
The Fosses purchased the boat in 1950 from scientists conducting surveys along the coast of Southern California and converted it into the distinctive yacht that bears the bright white paint and green stripe — and the name of the family matriarch — that represent Foss Maritime tug boats to this day.

Saltchuk Resources purchased it in 1987 for use for corporate events and summer cruises in Puget Sound.

“We enjoy this view so much,” Holly said, peering out the window on a snowy January day. “Having so many Geary fantails stacked in front of the shop is great to see.”



The Thea Foss is one of three fantail yachts designed by maritime designer Ted Geary that will be worked on this winter and spring at Haven Boatworks in Port Townsend. The Thea Foss has hosted kings, ambassadors and many more in the 90 years since she was first launched. *Leader photos by Jane Stubbins*



Shipwright Daniel Hawkins applies a thick layer of a special glue to two teak boards to make new shelving for the Thea Foss. That vessel and two other historic fantail yachts will grace the port this spring for renovations, which will include replacing 1,900 linear feet of teak decking and work in the state room and pilot house.



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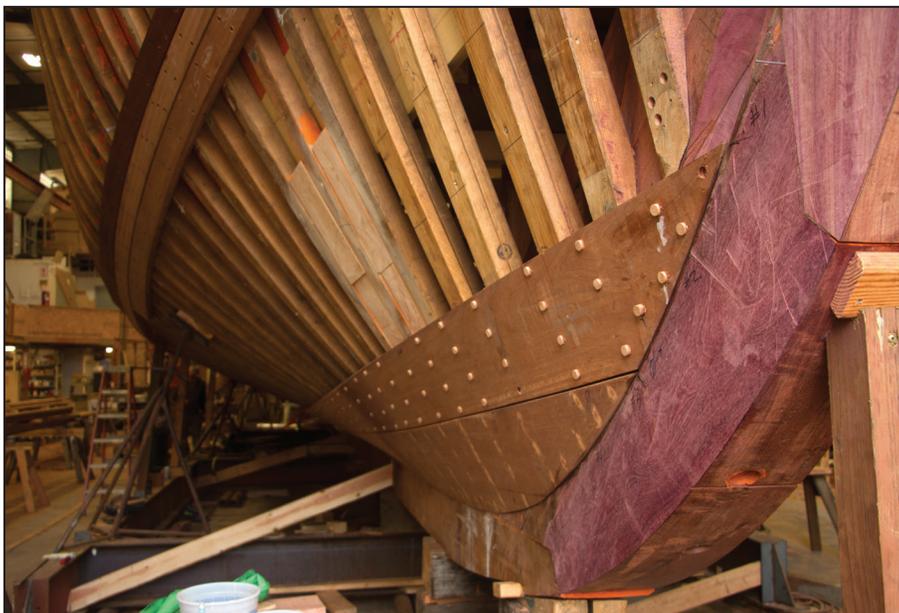
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# Western Flyer shape re-emerging at PT Shipwrights Coop



With ribs in place, the beamy cross section of the hull can be visualized by visitors who get under and look down the length of the keel. *Leader photos by Dean Miller*



The graceful lines of the Western Flyer are on display in this view of the port flank. Ribs have been bent into place, ready for planking to be laid up, sealing the new hull of the 1937 purse seiner built in Tacoma for the Monterey, California, sardine fleet.

Detail shot shows new keel and ribs over which planks will be laid.



Shipwright Ryan Bard clamps a first plank in place where it cools into the complex shape of the hull from stem to stern.

Peeking out the doors of Port Townsend Shipwrights Coop, the prow of Western Flyer towers over the huge steamboxes in which planking is heated before it is bent into shape and laid over the new ribbing. Lead shipwright Tim Lee says only about 7 pieces of the original hull of the Western Flyer remain. It sank in 2012 and was towed to Port Townsend in 2013. In 2015, marine geologist John Gregg bought the Flyer and commenced the rehab of the boat John Steinbeck and marine biologist Ed Ricketts used in the sea of Cortez to write a seminal book about ecology and marine conservation. The boat is now owned by a foundation that plans to use it for education programs.





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