

OLYMPIC PENINSULA *LIFESTYLE*

*Inside:
Local Farms
Wooden Boat Festival
Olympic Discovery Trail*



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Summer is a great time to get to know the Olympic Peninsula.

Hiking enthusiasts can find many paths and trails in which to explore throughout the Olympic Peninsula. When you do decide to go out on that hike, always remember to let someone know where you are heading. I hit the website to see if I can find the essentials you need for hiking. REI gave me a pretty good basic list: Navigation, make sure you have a map and compass or GPS unit, you can easily get turned around while you are enjoying the views and taking in the fresh air. They also suggested a headlamp, I can see where this would come in handy if you lose track of time and need to find your way out in the dark. Sun protection such as sunglasses, protective clothing, and sunscreen are also essentials to have. I would never leave home without my first aid kit which would include foot care and insect repellent, those nasty bugs seem to take to me out in the woods. Next on the list is a knife, matches, extra food, plenty of water, and extra clothes (hint dress in layers where you will be somewhat prepared for the weather). When deciding what to bring, consider factors like weather,

difficulty, duration, and distance from help. Even if you are a novice hiker the Olympic Peninsula has many options to choose from and it can be great for mental and physical health. You do not have to plan elaborate hikes, in the beginning, all it takes is one step at a time. Read our story on the Discovery Trails and you can find a hike that is best suited for you.

In this issue, you will also find information about the local farms. There is a vibrant local food economy being created in Jefferson County, with a variety of farms and producers in and around the Olympic Peninsula. On weekends you can take a trip to a farmers market and peruse the local vendors that are offering items for sale they have grown or produced locally right here on the Olympic Peninsula.

Another interesting story inside that you will find interesting is the history of that road called Egg & I. If you travel Highway 19, you can't help but see it; it's a funny name for a road. But when you know the story, it all makes sense.

We hope you enjoy this edition of Lifestyle as much as we enjoyed writing the stories, finding those perfect photos to help tell the story, and telling the stories of people who live on the Peninsula they call home.

Please get out and enjoy the Olympic Peninsula and explore all the wonders that make this peninsula such an amazing place.

I look forward to seeing you at the market or out on one of the trails.

Donna Etchey

Donna Etchey is the publisher of The Port Townsend/Jefferson County Leader. Send her your ideas on stories that can be included in the next edition of Lifestyle detchey@ptleader.com

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Top photo, photos 6 & 11 courtesy Olympic Peninsula Visitors Bureau. Photos 15 & 18 by Jessica Heron

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Larry Scott Trail

Courtesy of Olympic Peninsula Visitor Bureau

L to R on Bottom Cover:

Wooden Boat Festival
Leader staff

Farmers Market
Courtesy Olympic Peninsula Visitor Bureau

Olympic Discovery Trail
Courtesy Olympic Peninsula Visitor Bureau

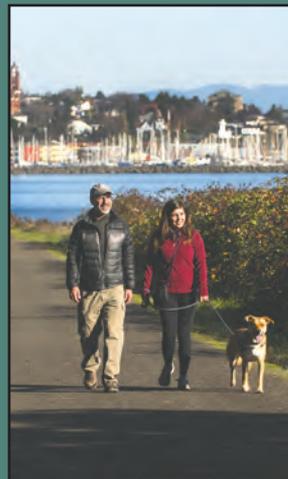




photo 23 by Nick Twietmeyer, Photo 30 & 31 Leader staff

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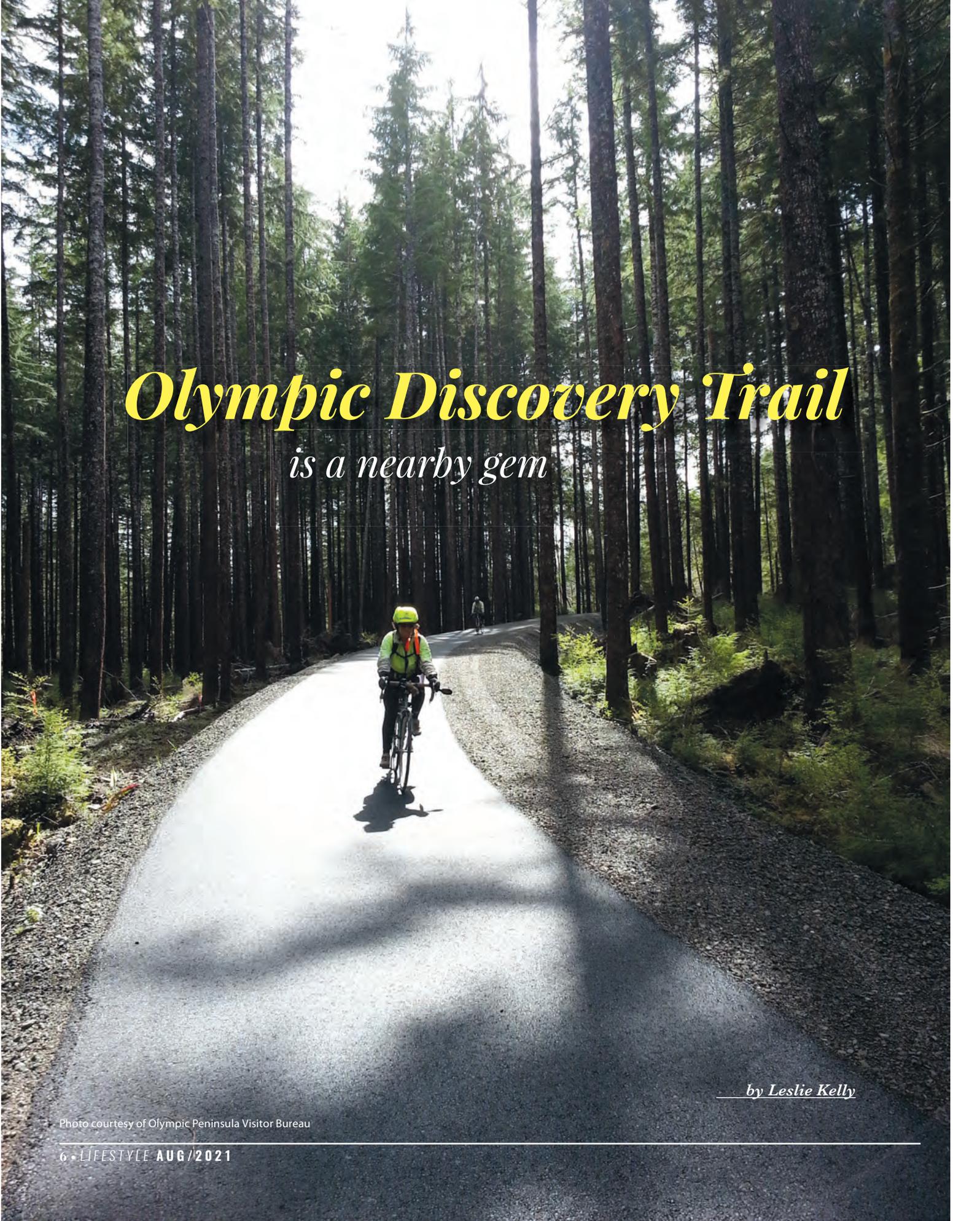
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Olympic Discovery Trail

is a nearby gem

by Leslie Kelly

Photo courtesy of Olympic Peninsula Visitor Bureau

If you like to hike, bike or ride a horse, there's a gold mine close by. It's the Olympic Discovery Trail, which stretches 130 miles from Port Townsend to the coastal waters near La Push.

And Jeff Selby is one of its biggest fans.

"There's many beautiful places along the trail," said Selby, who is a member of the board of the Olympic Discovery Trail. "My favorite is the beauty along the shore of Lake Crescent where the trail was just completed last year."

Selby grew up in the Port Angeles area and describes himself as an outdoor enthusiast. He spent his adult years in Pierce County where he hiked the Foothills Trail, but then moved back to Clallam County. "I retired back here and that was when I learned about the work on the Larry Scott Trail and got involved," he said.

The Larry Scott Trail is the eastern terminus of the Olympic Discovery Trail, which extends west all the way to the Pacific Coast. The idea grew out of discussions between three young peninsula bicyclists who were interested in creating a public access trail for non-motorized travel between Port Townsend, Port Angeles, and the Pacific Coast.

It took hold and the Olympic Discovery Trail was created. The trail was to connect the population centers of the area, from Port Townsend on Puget Sound west toward Forks, about 100 miles, utilizing as much as possible the abandoned Milwaukee Railroad corridor. This mission was later expanded to extend the trail another 30 miles to La Push on the Pacific Ocean.

History leading to the Trail

The history of the Olympic Discovery Trail (ODT) project began with the construction of the first railroad grades in Clallam County. The Port Townsend and Southern lines were built in 1887. The Seattle, Port Angeles and Western Railway lines were laid between Port Angeles and Discovery Bay in 1914 and 1915 — the year passenger rail service between Port Angeles and Port Townsend was begun, ultimately expanding westward as far as Twin Rivers.

"The railroad was built for the purpose of moving timber out of the region to be used to build airplanes for World War I," Selby said. "But luckily, the war ended and luckily the trees were saved."

By 1931, rail passenger service had been eclipsed by the automobile and was discontinued. The rail lines were operated then by the Chicago, Milwaukee, St. Paul and Pacific Railroad, and were utilized solely for freight and timber hauling. In 1980 the Seattle and North Coast Railroad acquired the Chicago, Milwaukee, St. Paul and Pacific Railroad lines and tried to revive passenger train service between Port Angeles and Port Townsend. This effort failed. By 1985 the train was out of service, and track removal had begun.

According to Selby, the goal was to use a recently abandoned railroad corridor, but the railroad quickly sold portions of their right of way to private property owners.

"That meant they had to negotiate with individual property owners to purchase the land for the trail," he said. "In some cases that was difficult because landowners didn't seem to want a public trail running next to their private property."

The Olympic Discovery Trail was funded through a variety of state and federal grants and the enthusiasm of several local residents and entities. The 3,000-foot section of rail corridor that spans

» *Continued on Page 8*



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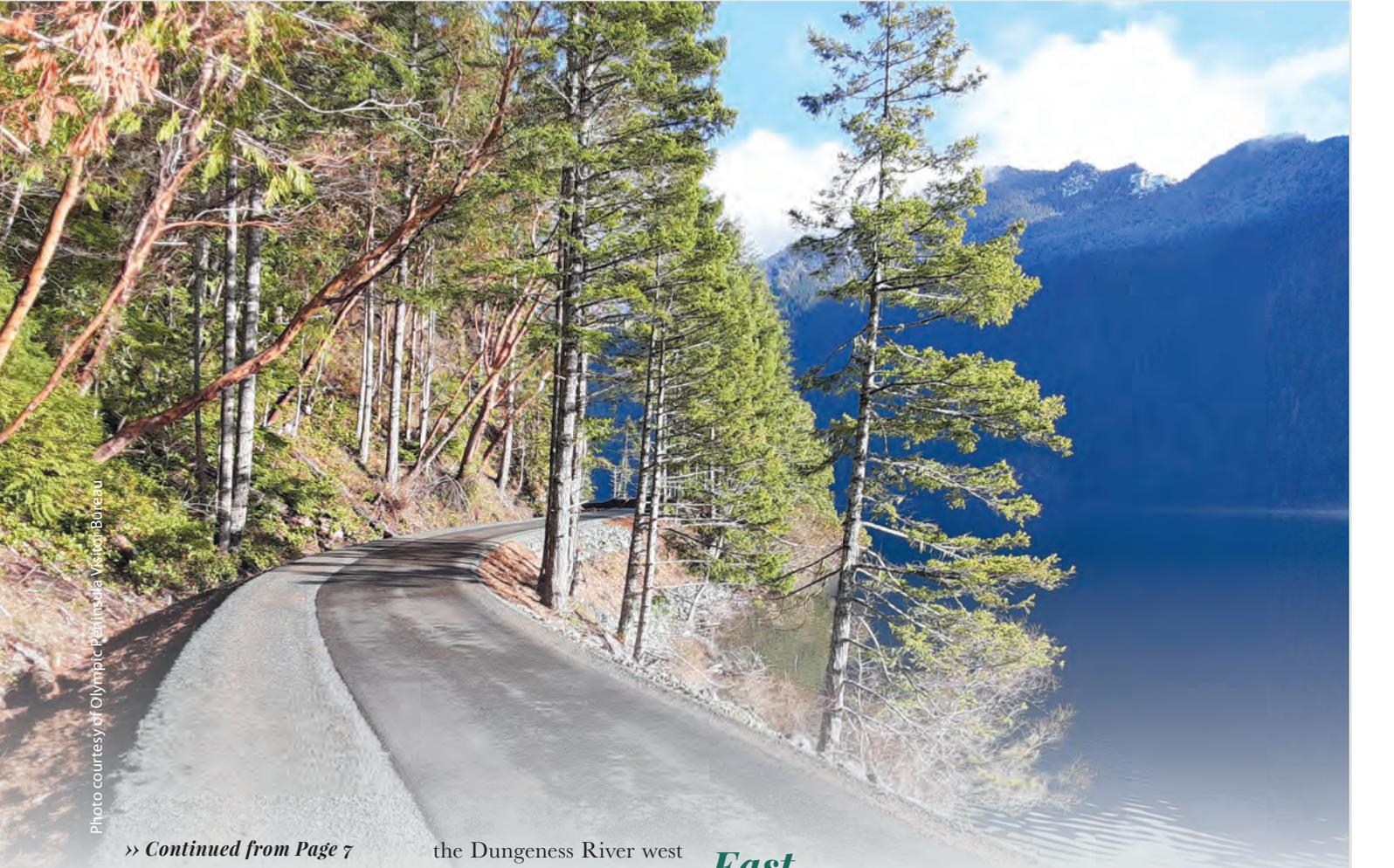


Photo courtesy of Olympic Peninsula Visitor Bureau

» *Continued from Page 7* the Dungeness River west of Sequim became the first acquired and created section of the Olympic Discovery Trail.

In 1992, the state-level Peninsula Trails Coalition coordinated efforts with several state agencies and local volunteer citizens which turned the 95-year-old, 600-foot railroad bridge and trestle into a pedestrian walkway. This section is now part of Railroad Bridge Park and the Dungeness River Audubon Center. The park is owned by the Jamestown S'Klallam Tribe and managed through a partnership with the Tribe, the Dungeness River Audubon Center, the Olympic Peninsula Audubon Society, and the National Audubon Society.

In all, there are 14 different jurisdictions – city and counties governments, parks, and Tribes – that own parts of the trail. Selby said they all compete for the federal and state grants to fund sections of the trail.

Throughout the years since 1992, sections of the trail have been built and are maintained by the jurisdiction they are in. Volunteers also maintain the packed gravel and dirt trail, which is used by bicyclers, walkers, hikers and those who ride horses. Motorized vehicles are prohibited on the trail.

According to the Olympic Discovery Trail website, the trail is commonly divided in four sections, east, east central, west central and west.

East

The eastern portal of the ODT begins at the boatyard in Port Townsend and extends approximately 27 miles from Puget Sound to the community of Blyn at the southern tip of Sequim Bay. Of this, 7.3 miles are completed pathway, and approximately 20 miles of this segment is on paved roads. There are four supported trailheads and more will be added as sections of the trail are completed

East Central

The East Central quarter of ODT connects from Blyn through Sequim to Port Angeles. It is 26.1 miles long with 24.1 miles completed and paved and two miles of temporary, on-road or gravel trail in three spots. There are nine bridges spanning creeks and rivers that flow north from the Olympic Mountains to the Strait of Juan de Fuca. Four of the bridges are large, restored railroad trestles dating to 1914-15. The trail is about 70 percent on the abandoned Chicago, Milwaukee, St Paul and Pacific railroad grade, which provides gentle slopes and easy rides. The section starts and ends near sea level. The highest elevation in this section is 250 feet.

West Central

The West Central quarter of ODT runs from Port Angeles across the Elwha River, along the coastal lowlands

and Lake Crescent, to end on Highway 101 at the top of Fairholm Hill. It is 31.7 miles long. West of Port Angeles the trail crosses the Elwha River on a spectacular suspended bridge. Long a source of hydropower and water for mills, the Elwha dams were removed in September 2011, and the largest river flowing out of the Olympics returned to breeding all five salmon species, including the giant 100-pound Chinook salmon of earlier years. Beyond the river, the route parallels the Strait of Juan de Fuca coastline with side roads to beaches and resorts. At the town of Joyce, the trail cuts south over coastal hills to Lake Crescent, a large, deep (600 feet-plus) glacial lake nestled between towering mountain ridges. The trail hugs the lake's north shore on eight miles of former railroad grade, passing through the restored McPhee & Dailey-Rankin tunnels. It then rises into a heavily forested plateau that continues through the next section.

West

The west section is 41.6 miles in length, with most of the western half along paved two-lane roadways. At the Pacific end, side trails lead to Third and Second Beaches shortly before arriving at First Beach and La Push. Alternatively, users may stay on Highway 110 instead of turning onto La Push Road, cross the Quillayute River, and go to Mora Campground and Rialto Beach in Olympic National Park. The city of Forks is the only large town west of Port Angeles. It can be reached on U.S. Highway 101. The land slopes uniformly to the west, dropping 1,100 feet in 41 miles.

A number of rivers find their way from the Olympics to the sea through this area: The Sol Duc, Calawah, and

Bogachiel, which join into the Quillayute River just before reaching La Push; and further south, the Hoh, Queets, and Quinault rivers. Pacific moisture rising over the Olympics creates the rain forests and feeds the rivers. The Quileute Indian Tribe has their reservation, including La Push, at the mouth of the Quillayute River. The Quileute Tribe paved the 1.3 miles of wide, paved trail ending ODT at the ocean.

One of the benefits of the trail is that it brings people from all over the country to Jefferson and Clallam counties.

"That means a real boost to the local economy," Selby said. "Whether it's a hotel room, eating out, buying gas and snacks, or getting bicycle parts at the local bike shop, all of that brings money here. It's hard to track the exact dollars, but it amounts to millions," he added.

The Olympic Discovery Trail also is part of the Great American Trail which starts in Washington, D.C. and travels west to the Pacific Ocean at La Push.

"That's just one of the ways that the word gets out about us," Selby said. "Locally, we have lots of social media and articles are written about us."

Anyone who wants to get to know the Olympic Discovery Trail, or who wants to help maintain it and see it grow, can donate time or money.

"Make a donation, or attend one of our fundraisers," Selby said. "The money we make at our auctions and when we have live bands, is used as matching funds for grants we apply for, and for printing brochures, and maps.

"And we can always use volunteers to help maintain the trail," he added: We have no paid employees so what gets done is all through volunteers."

For more information go to olympicdiscoverytrail.com.

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Larry Scott Trail Is entry to Olympic Discovery Trail

It was Larry Scott and a couple of friends who came up with the idea that abandoned railroads could be used as a trail for bicyclers and others.

Scott was an avid bike rider and wanted to see a trail from Port Townsend to Port Angeles and then all the way to the ocean. Scott was a bike enthusiast and served as advisory board chair, seeking funding for a bike trail. Around this same time Scott, his wife and some friends met every weekend to bike through the Olympic Peninsula. Unfortunately, the trail didn't materialize until after Scott's death. He died in 1991 of cancer.

But the momentum for a multi-use trail continued despite his death and became a goal for the entire community. Ultimately, it was named for Scott to honor his dedication and commitment to conservation of the outdoors. It was dedicated in 1998.

This trail starts on the waterfront in downtown Port Townsend and trends southwest from there. It makes for a great out-and-back route within the city and beyond. The trail is wide and relatively flat, so there is plenty of room to share with bicyclers and horseback riders. You can also start at the

southwest trailhead at four corners and head into Port Townsend.

Future plans include the final section of The Larry Scott Trail to be built. The Jefferson County Public Works Department hopes to receive a state grant to buy the remaining right-of-way needed and to develop the Larry Scott Trail from the Cape George Road area to the Four Corners area. The trail will be 10 feet wide, with a crushed and compacted gravel surface that will accommodate multiple uses and be accessible to people with disabilities. A 4-foot-wide horse path will parallel the trail where conditions allow. A trailhead will be built at the south end of the trail corridor.

The trailhead will include a main parking area with 10 parking stalls, a secondary parking area for equestrian parking (horse trailers and tow vehicles), and a trailhead kiosk.

They hope to accomplish this in the next few years. "It's an important link," Selby said. "Without it, trail users have to use the highway which can be not so safe."

The trail is open to the public at no cost and is a great day hike.



Photo courtesy of Olympic Peninsula Visitor Bureau



Photo courtesy of Olympic Peninsula Visitor Bureau

Living local in Jefferson County

by Alli Patton

There is a vibrant local food economy being created right here in Jefferson County — with a vast system of farms and producers in and around the Olympic Peninsula.

Shopping, eating, and enjoying local is made easy in this neck of the woods. A great number of the region's farms produce a majority of the meat, produce, dairy and grains that we consume everyday. Along with many farm stands, farmers markets, grocery stores, and numerous restaurants that all carry the bounty of this region, supporting local has never been easier.

When browsing the aisles at Aldrich's, foraging through The Food Co-op, and poking around the Chimacum Corner Farmstand, it's easy to see the community doesn't lack in local organic food suppliers. Unlike the big box stores, these grocers share a common commitment — to provide their customers with the best of the best when it comes to local products.

"We've had local at the forefront for many, many years," explained Andrea Stafford, marketing manager at Port Townsend's Food Co-op. For 49 years, this business has aimed to support local, supplying the community with over 100 hyper local vendors in Jefferson County and the surrounding countries.

"Our biggest vendors are our produce vendors," she added, noting their main producers such as Red Dog, Midori, and Dharma Ridge farms.

The co-op has strived to support the local food economy since the beginning.

You can also support local right at the source, going to the places where it all happens. Many local farms have onsite or nearby farm stores and farm stands.

Dharma Ridge Farm is open to the public and has a self-serve farm stand. Kodama Farm and Food Forest also has a farm stand where you can buy your goods.

» *Continued on Page 12*

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fresh produce throughout the season in the most convenient way. Finnriver Farm & Cidery offer their guests a pantry of market goods made by the small-scale farmers and artisans of the region.

Wilderbee Farm has a farm store, as well, offering guests a variety of U-pick opportunities throughout the seasons.

When it's market season, the Port Townsend and Chimacum farmers markets offer even more ways to support local.

The farmers markets in the area make for weekends packed with perusing colorful stalls, browsing crafted goods, and inspecting seasonal produce.

Whether you're out and about for Port Townsend Saturdays or Chimacum Sundays, when it's market season in Jefferson County, you can find plenty of homegrown fun.

Open on Saturdays, the Port Townsend Farmers Market is located in Uptown on Tyler and Lawrence streets. You can find farm, food and

They offer farm bucks which helps you get your

art vendors as far as the eye can see. Stock up on local produce, pasture-raised meat, sustainable seafood, and all that the area provides.

EAT LOCAL FIRST is on a mission to help local farmers and food producers grow and sustain sales. The organization also aims to help locally-owned food business, like the aforementioned grocery stores. They work to increase access to local and regionally sources food for low-income and rural populations, serving as the trusted community resource for finding the local goods of the region.

On Sundays, the Chimacum Farmers Market is located on Rhody Drive in Chimacum – the heart of farm country. The market has plenty to offer in the way of seasonal produce, local meats, artisanal foods, and other farmed and crafted goods. With many of the vendors and participating farms within walking distance of the market, this is about as local as it gets.

Local restaurants are also on a mission to provide their customers with the most local ingredients.

Port Townsend's Finistère provides ingredients from the source, offering items on their menus that scream local. Silverwater Cafe is another dining option that consistently dishes up local. There are several more local restaurants that proudly support local farmers, ranchers, brewers, and artisans.

There are so many ways to buy, consume, and support local in Jefferson County. Many of these resources of "where" and "how" can be found through Eat Local



Photo courtesy of Olympic Peninsula Visitor Bureau



September 18-19, 2021
Jefferson County Farm Tour
 Meet the local farmers and experience everyday life on local farms.

First of the Olympic Peninsula. Eat Local First also educates consumers, helping them better understand what is available and the ways in which to access products. The organization is a collaborative effort of people coming together and trying to get the word out about eating local first. Through highlighting, enlightening, and encouraging, it is their mission to connect you with where your food comes from. For project liaison Lisa Vaughn, the best thing about Eat Local First is the connection it provides. “The farmers, the producers, they’re a part of our community. There’s a face and a story behind each one of them and the hard work it takes, the creativity some of them have ... and *>> Continued on Page 14*



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» *Continued from Page 13* the resilience. I think just helping people understand that these are our neighbors and they're doing this awesome work to support something that's essential to life: How we nourish ourselves."

Whether it is farmer to consumer, farmer to chef, Eat Local First helps to make these connections possible.

Vaughn is helping to manage the Eat Local Month campaign coming up in September. Not only is September Eat Local First Month, but it also the month of the 19th annual Jefferson County Farm Tour.

"Farm Tour is a one of a kind opportunity for the public to gain access to the knowledge that our farming community holds not only about cultivation and agriculture, but about the history of the land that we call home here in Jefferson County," said Megan Claffin, director of development for The Production Alliance.

Taking place on Sept. 18 and Sept. 19, the farm tour celebrates locally grown produce and farm-made products.

The community is invited to learn from and engage with local farmers, to walk through the fields learning what is being grown and cultivated, to experience everyday life on the local farms, and to meet the people who make it all happen.

"The more we can understand where our food comes from and the products that we consume come from the better choices we can make as consumers," Claffin added.



Photo courtesy of Olympic Peninsula Visitor Bureau



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Commoner clothing store

focuses on creating a community

by Leslie Kelly

When Olivia Goldseth was thinking of what to name her new clothing store in downtown Port Townsend, she wanted something that embodied her mission and values. And she wanted something inviting.

She decided on “Commoner.”

“When I work with people, I find that I usually have something in common with them,” said Goldseth, co-owner of one of Port Townsend’s newest clothing boutiques. “I connect with them easily; I want them to feel like friends visiting my home.”

Commoner was ready to open in March 2020, just exactly the same time as the COVID shutdown, she said.

“We had our merchandise ready to go,” Goldseth said. “But we weren’t sure what was going to happen. We actually thought it was over. As a new business, we didn’t qualify for any emergency funding.”

They had to remain closed for four months. Once retail shops were permitted to reopen, they did so by

appointment only, limiting it to three a day and observing COVID safety protocols.

“We were very lucky,” she said. “Our landlord temporarily reduced our rent and with the customers we had we were able to make it through.”

By mid-July they were able to open to the public five days a week.

The shop has a mission of selling ethically and environmentally made clothing. She currently carries more than 30 brands.

All the clothing is made of natural fibers (cotton, hemp, linen, silk, wool) and Goldseth has researched the companies and knows that they share her social consciousness, that those making the clothing are fairly paid and that the brands are inclusive - making styles for all body types and representing a variety of ages, genders and ethnic backgrounds.

Some of the brands

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Photo by Jessica Heron

» *Continued from Page 15* she carries are First Rite, Filosofia, Carleen, Kowtow and Jungmaven. Most of her merchandise is made on the West Coast, and some locally. Kowtow is a popular New Zealand brand.

She carries clothing for mostly women and some for men. Some brands are gender neutral.

While Goldseth has a background in managing retail boutiques, she's always worked for someone else.

"I've run businesses for others," she said. "But this is literally my dream come true. This is my first experience working for myself and it's so fulfilling."

Her focus is the customer.

"Whether they stay for a short time, or spend a couple hours, they will have my attention when they are here. I want my customers to know that I hope to provide a positive

experience and I won't allow them to go home with a 'maybe.'"

Shopping, she said, is a process.

"You may try on a lot of things and not buy anything," Goldseth said. "But you can always come back and try again."

She takes notes and keep files on her customers and when she works with her brand representatives, she tries to fill the needs of those who haven't found what they wanted.

She and her partner, Casey Knopf, moved to the area about four years ago from Portland, seeking a slower pace of life. Knopf is also a partner in the business and does the books and the IT needs.

"Casey is the one who encouraged me to open my own shop," Goldseth said. "He helps with everything so I can focus on the customer experience."

Knopf also works part-time at The Recyclery, a local nonprofit community bike shop.

"When we visited Port Townsend, I knew it was a place I would like to have a business," she said. "I liked the pace. In the winter there is down time, and you can take a vacation. It's so different from the big city. There's a balance to the quality of life."

And she said, while deeply challenging, the pandemic actually had a "silver lining."

"Working with customers one-on-one with private appointments allowed me to get to know my customers really well," she said. "That wouldn't have happened if it wasn't for the pandemic. It became an opportunity to be

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Photo by Jessica Heron

there for my community”

For now, Goldseth has the store open Thursday through Monday, 11 a.m. to 6 p.m. She doesn't have employees right now because she wants to make sure each of her customers get her personal attention. She still takes appointments.

Her inventory runs from \$42 hemp and organic cotton T-shirts to one-of-a-kind items in the \$400 price range.

“My main focus is timeless wardrobe staples - things you live in and keep forever,” Goldseth said.

The item of clothing most often sought are pants.

“So many women come in saying they can never find pants that fit well,” she said. “I keep that in mind when I am buying for the shop. We try to carry clothes that work for a variety of body types and sizes.

“In fact, a customer recently came in with her 20-year-old granddaughter and they both found things they loved. Those are the moments I live for.”

The store is at 1034 Water St.; phone:360-344-8526. The website is shopcommoner.com.



Photo by Jessica Heron

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Egg and I

*a funny name
for a road*

by Leslie Kelly



Photo by Jessica Heron

If you travel Highway 19, you can't help but see it. It's a funny name for a road. But when you know the story, it all makes sense. It's named for the title of a book written by its most famous resident.



On February 3, 1981, Jefferson County Board of Commissioners officially established the name "Egg and I Road" for the portion of roadway that passes the farm site once owned by former resident Betty MacDonald (1907-1958), author of the 1945 best-selling book, "The Egg and I." Jefferson County made the name official in 1981 and the road has gradually become commonly known since public tours of the farm were first offered in the fall of 1946.

Anita Larson stands on the porch of the house Betty MacDonald lived in from 1927 to 1931, which was located on the road named for MacDonald's bestselling memoir "The Egg and I." In 1946, then-owners Anita and Alfred Larson opened the farm to visitors, who came in droves to see the farm featured in the book and subsequent movie and TV series. Photo courtesy of the Jefferson County Historical Society

Anne Lawson is someone who knows all about the fascination with Egg and I Road. She lived there from 1980 to 1992, when she was married to her first husband. "I used to live on the farm next to the Egg and I (property) where the famous Red Barn was," Lawson said.

Lawson, who was just 18 years old at the time, was raised in Port Townsend, and was more of a city girl than a farm girl. "When we moved in with my in-laws, I thought 'What is this?'" she said. "What have I done with my life?"

She'd heard of the book, "The Egg and I." But she'd never read it. And it wasn't until after she had her second child that she picked it up and began turning pages. "It gave me some ideas," she said. "I decided that my daughters and I should raise baby chicks." She bought a plastic pool and put it in the basement and filled it with chicks.

For a time, everything was great, and she loved watching her daughters snuggle with the baby chicks. "But then one morning I woke up to this 'Squawk.' And I thought, 'What is that?'" To her dismay, the baby chicks were now growing chickens, and not so cute anymore.

"We moved them to a chicken coop outside, after we cleaned it up, which was no small job because it was at least 100 years old," she said. "But at least they were out of the house." Lawson went on to tell about their dog, Zack, and how he liked to dig under the chicken coop. Soon the chickens were gone. "All that was left were five roosters," she said.

Lawson said every day something

would come up about 'The Egg and I,' and Betty MacDonald, although she'd been gone from the area since the early 1940s.

"People were always stopping and coming to the door," she said. "They ask me if I knew Betty. I'd ask them 'How old do you think I am?'" But she could point to where the MacDonald farm had been and send them down the road to see it.

Craziness just came along with living on Egg and I Road, she said. "Somebody's cows were always getting out and running up and down Egg and I (Road)," Lawson said. "And whenever I told some one my address, they always wanted to talk about the book." But she discovered a real connection between her and Betty. "I found out that Betty's real name was Anne

» *Continued on Page 20*



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» *Continued from Page 19* Elizabeth,” she said. “That’s my name – just the same as her’s.”

The current owners of the farm, known as the Egg and I Farm, are Phil Vogelzang and his wife Katy McCoy. They bought it in 2008 and split their time between their home in Seattle and their home on Egg and I Road.

“I thought ‘That’s a funny name for a road,’” Vogelzang said. “I had no idea about the history behind the name, who Betty MacDonald was or anything about the book.”

It was only after purchasing the property that Vogelzang researched its history. “The years go by and the knowledge of the book fades,” he said. “Young people haven’t read the book or heard about it and it takes another story in the newspaper or something to bring it to light again.”

Vogelzang and his wife live in the house that the Larsons built. They owned the farm after the Betty lived there, and it was the Larsons who had the original farmhouse torn down, he said.

Vogelzang compares the interest in “The Egg and I” to that of the series “Twilight.” “People flocked to Forks to see anything having to do with ‘Twilight,’” he said. “Egg and I is like that, only it was written 80 years ago.”

But he and his wife have had visitors. “A German couple knocked on our door a few years ago and asked about Betty MacDonald,” he said. “But that kind of thing hasn’t happened recently.”

While researching “The Egg and I,” Vogelzang ran across a few “rumors.”

“Supposedly, Betty’s husband (Robert Heskett) had a still deep in the woods and he was bootlegging liquor,” he said. “There were some signs out there that there was a still.” Vogelzang went on to tell that Betty’s husband died in a knife fight years after he and Betty were divorced.

“The book was fiction,” he said. “In the book he was an OK guy. But in real life he wasn’t very nice.”

Gael McNealy is another person who has lived at the corner of West Valley Road and Egg and I Road. She lived there from 1989 to 2006, when she moved to Port Townsend. During her years she had people stop and ask her about “The Egg and I.”

“I didn’t have a car so I would walk west Egg and I to Center Road to catch the bus to go into town,” McNealy said. “People would stop me and ask me ‘Where’s Betty’s farm?’” she said.

McNealy and her husband moved to Jefferson County from Oregon to get away from the heat in southern Oregon. Gael saw a woman reading “The Egg and I” and told her that there was a road named Egg and I Road.

“Well, that was it,” she said. “I had to read the book.”

From there Betty MacDonald reached down from Heaven and “began pulling my strings and she’s done that ever since.”

In fact, McNealy began collecting artifacts and memorabilia about “The Egg and I,” about Betty and the other books she wrote, including those featuring Ma and Pa Kettle, a large collection of movie posters, movie stills, sheet music from the movie, autographed first edition books, and even some drinking glasses of Betty’s.

She had an antique store in Port Townsend where her collection was displayed, until a collector from California bought it when she closed her antique store in 2017.

“I so much wanted to see my collection stay in the county and be in a museum as a tribute to Betty,” McNealy said. “But there didn’t seem to be any interest.”

McNealy considers Betty a great talent. “The truth is Betty’s talent was equal to Mark Twain’s talent,” she said. “She could have written much more. But when she was

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with her second husband, she just got into a life that only showed half her talent.”

Recently, a friend and McNealy took a drive down Egg and I Road to reminisce. She recalled how when she first moved to Jefferson County, she begged her husband to find a her a house on Egg and I Road. They finally found that house on the corner of Egg and I where their mailbox faced Egg and I Road. “It used to be called Winding Road,” she said. “We really had fun that day. It was the first time in a long time that I’d taken that trip down memory lane.”

According to HistoryLink.org, “The Egg and I” was serialized in the Atlantic Monthly in the summer of 1945 and published by J.B. Lippincott on Oct. 3, 1945. An immediate overwhelming success, the book topped nonfiction bestseller lists.

It sold more than a million copies in its first year in print, generating copious publicity for its author and interest in her family and in the farm in Jefferson County’s Chimacum Valley area where MacDonald had lived with her first husband, Robert Heskett, from 1927 until 1931, roughly the years described in “The Egg and I.”

“The Egg and I,” written in the humorous and somewhat self-deprecating style for which she would become famous, told the story of MacDonald’s struggles to establish a commercial chicken ranching operation and forge a marriage at a young age on an isolated farm somewhere on the Olympic Peninsula.

She wrote the book, she later told the Seattle Post-Intelligencer, not because she had lived in the area but “because it was the last untamed frontier” (Feb. 21, 1951) and to debunk other books in which women purported to enjoy living far from civilization without plumbing or electricity.

MacDonald’s real life in the Chimacum Valley differed from that of the Betty character she described in Egg in a number of ways: distances described in Egg do not tally with actual distances between places (ferry docks, towns, etc.) in Jefferson County; Egg’s farm is located five miles from any neighbor whereas the Heskett’s Center farm had neighbors, the Albert Bishop family, less than a mile away; and whereas Egg’s Betty must move far from her Seattle home and pine longingly for her family of

origin, the actual Betty Bard was living with her mother, Elsie/Sydney Bard, brother Cleve, sisters DeDe, Alison, and sometimes Mary, and paternal grandmother only a few miles from the chicken ranch where she moved after her marriage to Robert Heskett.

According to the 1930 U.S. Federal Census, Betty’s family of origin continued to live nearby during most of her first marriage. Her mother and siblings moved to Seattle in late 1930 or early 1931. Taking their young daughters Anne and Joan, Betty left Robert Heskett shortly thereafter, moving in with her mother and siblings by July 1931. The couple’s divorce was finalized on March 8, 1935.

Nevertheless, from the time the book appeared in print a curious public descended to see the farm where the real-life Betty and Bob had lived.

At the time the book was published, Alfred and Anita Larson and their children had been living on the property for about five years.

An article about the farm in the October 1946 issue of The West Coast stated that the Larson family lived in a newer house on the property, not the hand-hewn log structure where Betty and Bob had lived, but it went on:

“... the cabin, ancient and weather-beaten, still remains. Appropriately enough, it is filled at present with chickens, cheeping and clucking away with great ambition and pride. Proud, perhaps, of their now-illustrious ancestors who, 18 years ago, inhabited MacDonald’s farm.”

The road that became Egg and I was originally established on Nov. 6, >> *Continued on Page 22*



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» *Continued from Page 21* 1886 as part of the Port Ludlow-Port Discovery Road, and designated Road No. 16. A 1964 Jefferson County Board of Commissioners Resolution calls the road “County Road 90, known variously as Bishop, Bangston, or Egg and I Road.”

On July 15, 1980, the Jefferson County Board of Commissioners appropriated \$15,000 for County Road Project 485, described as “Install street name signs -- all roads between: Port Ludlow West, Egg & I Road North, Cape George East and Port Townsend City Limits South”

The Feb. 3, 1981, Jefferson County Board of Commissioner’s Resolution that established Egg and I

Road as an official Jefferson County road name read:

“Whereas, over the years a number of dedicated public streets have been listed for construction on the Six Year and Annual Road Programs, subsequently built, and opened to traffic, and whereas many of these roads were not formally established, and whereas there is now some question as to status of roads on the county inventory of county roads, now therefore, the county roads on the attached nine page list (Exhibit A) of the Jefferson County Road Log, revised December 18, 1980, are hereby established or re-established as County Roads” (Resolution No. 14-81).



Photo by Jessica Heron

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Photo by Nick Twietmeyer

Painting with a saw

the art of marquetry

by Nick Twietmeyer

It would be impressive enough if George Seifert's creations were made using paint and canvas, but the intricate depictions of woodland creatures and natural scenes coming out of his Kala Point woodshop aren't borne from a paintbrush, but rather a saw.

The art of marquetry traces its name back to the French word *marqueter* meaning "to vary." The craft of marquetry — much like its geometrically-focused cousin, *parquetry* — makes use of many colored wood veneers, precisely cut and assembled to form a scene.

In the case of Seifert, these scenes most often evoke glimpses into the natural world.

Hanging on the wall beside Seifert's dining room table, a tiger stares outside of its frame. Each of the cat's stripes and individual whiskers were all cut by Seifert from a different colored veneer. In the case of the whiskers, the impossibly thin strips speak to the artisanship and deftness of hand required of their creator.

In another of Seifert's scenes,

» *Continued on Page 24*



Photo by Nick Twietmeyer



Photo by Nick Twietmeyer

» *Continued from Page 23*

a small bird stands atop a cluster of smooth pond stones and stares into the water. Instead of simply using a single color of veneer to convey an opaque suggestion of the water's surface, Seifert instead chose to go one step further; and then one further after that.

The submerged portions of the scene have been cut to match their above-water complementary pieces, only with a slightly different shade of veneer. The result of Seifert's careful attention to detail is an impossibly faithful rendition of clear, clean water, something simple and entirely recognizable in its representation, but intensely difficult to replicate through the medium of wood.

Despite the obvious talent and skill necessary to create his pieces, which he said can take weeks to complete, Seifert said he doesn't really consider himself an "artist" in the strictest sense.

"I don't consider myself an artist at all, just more of a technician," Seifert said. "I should take some art classes or something to get my brain going in that direction."

Explaining his process for creating one of his one-of-a-kind pieces, Seifert said he begins with a photograph of his subject.

"I'll print out a picture and trace with tracing paper along the outlines. And from there, it's just kind of guess work as to how detailed I want to go," he said.

"Do I show every feather? It can get kind of crazy going that far."

"The hardest part is turning that photograph into something that's doable, and then selecting the different woods is another big part of it," Seifert added.

Once he's decided what to make, Seifert will take his veneers — which he crafts himself by feeding thinly cut pieces of wood through a homemade drum sander — and begin making the intensely intricate cuts to form the constituent pieces which will eventually form his scene.

Of late, Seifert said he's been creating a lot of pieces that prominently feature birds. The woodworker has been constructing the pieces and donating them to the Discovery Bay Wild Bird Rescue to be auctioned for fundraising efforts.

Seifert also recently received a commission to recreate the mighty

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Photo by Nick Twietmeyer

Port Townsend schooner *Adventuress* through marquetry.

What he doesn't donate, Seifert charges a fairly modest price, given that some of his pieces can take upwards of a month to create.

"I sold [the *Adventuress* piece] for about \$250," he said. "I've been told I don't charge nearly enough. Based on some of the other work I've seen done, that is much less involved, have gone for at least double."

"I figure maybe once I get a little more well-known, I could charge some more."

That said, Seifert said he's not really looking to get into any sort of commercial production schedule for his pieces.

"I'm happy to do a few pieces here and there, a few special pieces. I don't want to set up an assembly line thing. I don't really like re-doing a piece. I make one and that's it," Seifert said. "Just doing it for the sake of making money is not that interesting to me."

Seifert encouraged anyone who was hoping to commission one of his creations to reach out via Facebook. Seifert noted though that he tends to avoid doing dogs and cats as they're particularly difficult to create in this medium.

To see some more of Seifert's work or to pitch a possible commission, go to www.facebook.com/profile.php?id=100009098536417.

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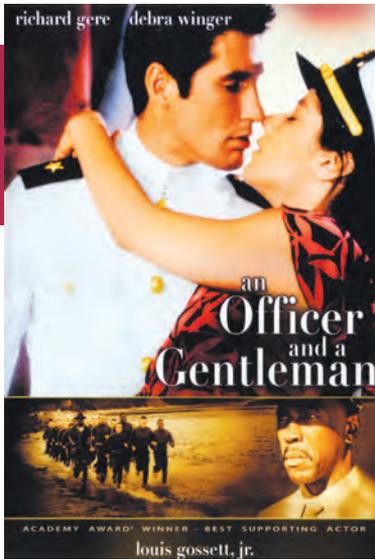
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Port Townsend and Jefferson County draw in filmmakers

by Leslie Kelly

Just mention movies filmed in Port Townsend and most likely “An Officer and a Gentleman” will be the big topic of discussion.

True. That movie was filmed in Port Townsend in the early 1980s. And it was a success at the box office grossing more than \$129 million. Local residents still talk about seeing stars the likes of Richard Gere and Debra Winger. And at the Tides Inn & Suites, there’s still a sign identifying the room used in the movie.

Debi Avery was there. She was an extra in the ballroom dance scene. “The movie crew came to town and they needed extras,” Avery said, who at the time of the filming was 32. “We had to fill out some paperwork. Pretty much half the town was there trying to get in the movie.”

It was summertime and what else was there to do? She said after filling out the paperwork, she went home and waited for the call. “They called and told us what scenes we were in and when and where to show up,” she said.

For her that was the ballroom dance scene in a large officer’s club at Fort Warden. She danced with one of the officers in a sea green dress. “We just did what they told us to do,” Avery said. “It was exciting, but it took forever. They did the same scene over and over and over until everything was just right.”

At breaks, the locals got to eat from the snack buffet that was put out every day. She remembered the band was playing “Tie a Yellow Ribbon Round the Old Oak Tree” while she was dancing. And while she doesn’t own a copy of the movie, she has watched it from time to time, recalling “her movie career.”

As for the dress, she didn’t get to keep it. “They provided all the costumes,” she said. “The crew decided what we were going to wear, and we didn’t get to keep anything as a souvenir.”

But she does have the memories of partying with the crew and some of the actors at local bars in the evenings. “We all got to know each other, and we hung out together,” she said. “The big stars like Debra Winger and Richard Gere, they didn’t go out at night. But I did meet Lou Gossett. He was very nice.”

She can’t recall how many days of work the filming took, but she did get paid. I think we got \$30 a day,” she said. “It wasn’t that much.”

Beth Johnson recalls watching the movie being filmed. “I was a mom with young kids at the time,” Johnson said. “We lived near the Fort and so we’d walked down and watch them film. They were doing the military drills on the yard.”

Her sister who worked at the drugstore waited on Debra Winger, Johnson said. “At the time, it was a requirement to take a picture of every check that came in,” she said. “So, my sister got to keep a picture of Debra Winger’s check.

Her mother came by one day after she’d been at a TV Repair place and asked her what Lou Gossett looked like.

“I told her ‘If you saw him, you’d know it,’” Johnson said. “She said ‘I think I just talked with him.’”

The lumber mill scenes, however, were filmed in Tacoma. The movie crew asked to film at the mill here, but the mill didn’t want to shut down production to let them film. So, they went to Tacoma.”

Having a movie filmed in town was a big deal, both Johnson and Avery said. Johnson said when out of town friends come to Port Townsend, they want to go see all the places where the movie was filmed. Avery said when some friends from out of town came to visit, she showed them the movie. “They kept saying, ‘Oh, we didn’t know you were a movie star,’” she said.

Another well know film that was made in Port Townsend is “Snow Falling on Cedars.”

Port Townsend Realtor Teri Nomura enjoyed being an extra in the movie “Snow Falling on Cedars,” which was filmed in town in 1999. “They put out the call for Japanese Americans and people with Asian ancestry to play extras in the film,” Nomura said. “There weren’t enough Japanese Americans in the Port Townsend area, so others of Asian descent were in the film as well. Port Townsend was a very white culture at the time.”

The movie, based on a book by David Guterson, includes the story of Japanese Americans who were sent to internment camps during World War II, following the bombing at Pearl Harbor. The scene that Nomura was in was the Japanese Americans being taken to an old ferry dock and put on a ferry to be taken to the mainland and then the camps.

They were outfitted in clothing of the time period and

given vintage-looking suitcases to carry.

Most of the film was made on Bainbridge Island, but because there wasn't an old dock on Bainbridge that could be used, Port Townsend was used for those scenes. "It was the old dock by the Northwind Art Gallery," she said. "The ferry came up and then we walked on it and it sailed off."

Port Townsend also had what was needed in the background. "The old buildings looked period to the time," Nomura said. "And the street was still cobblestone."

She and her two daughters, then ages 9 and 12, were in the scene along with about 30 others. Some of them she knew, but some she didn't. "There was no regular gathering of Asian Americans in town at that time," she said. "As an extra, you stand around a whole lot. It gave us a chance to get to know each other."

As it turned out, the scene that was selected to be in the movie, was the last take of the day. She was in it "for a millisecond."

She was paid for the full days-work but can't recall how much. "It wasn't a lot of money," Nomura said, "but it was interesting and lots of fun."

What has stayed with her about the experience is learning over the years just how many people don't know about the internment of Japanese Americans. "That

always surprises me," she said. "It wasn't talked about in history classes or put in history textbooks. So, people didn't learn about it. It became a mission of mine to make sure people knew."

There's a personal reason for that, too. Both her parents were taken from their homes and placed in internment camps at Gila River, Arizona and Manzanar, in California. Eventually they both ended up in Minnesota where they met and where Teri grew up.

There are plenty of films, full-length features and short films, that have found Jefferson County, Washington a great place to make a movie. Janette Force, executive director of the Port Townsend Film Festival, said Port Townsend is a popular place to film because "the architecture is unique, as is the scenery."

"Creative camera work can transform our town into various times in history and various locations - one feature presented Port Townsend quite realistically as Prague at the Turn of the Century," she said. "And we have local talent to fill in as actors, technicians and set builders."

Port Townsend also is welcoming. "Our citizens are delighted to accommodate with their homes, businesses and time," Force said. "Hospitality is a very big part of any location search."

Top movies filmed locally

Here's a list of the top movies filmed locally, according to IMDb, the world's most popular and authoritative source on entertainment and movies. In order of popularity determined by votes of members of IMDb, an online film society)

1. The Ring (2002) | Horror, Mystery

Director: Gore Verbinski | Stars: Naomi Watts, Martin Henderson, Brian Cox, David Dorfman

2. An Officer and a Gentleman (1982) | Drama, Romance

Director: Taylor Hackford | Stars: Richard Gere, Debra Winger, David Keith, Robert Loggia » *Continued on Page 28*

Stay in touch with everything Jefferson County



» *Continued from Page 28*

3. Enough (I) (2002) | Crime, Drama, Thriller

Director: Michael Apted | Stars: Jennifer Lopez, Billy Campbell, Tessa Allen, Juliette Lewis

4. Snow Falling on Cedars (1999) | Drama, Mystery, Romance

Director: Scott Hicks | Stars: Ethan Hawke, Max von Sydow, Yûki Kudô, Reeve Carney

5. You Can't Win | Drama | Post-production

Director: Robinson Devor | Stars: Michael Pitt, Will Patton, Hannah Marks, Jeremy Allen White

6. The Caine Mutiny Court-Martial (1988 TV Movie) | Drama, War

Director: Robert Altman | Stars: Eric Bogosian, Jeff Daniels, Brad Davis, Peter Gallagher

7. Kid Colter (1985) | Action, Adventure, Family

Director: David O'Malley | Stars: Jeremy Shamos, Jim Stafford, Hal Terrance, Greg Ward

8. Real Scary Stories (2000–2001) | Family, Horror, Mystery

Stars: Hollie Ralph, Patrick Russell, Amy, Elmer Beam

9. Farewell to Harry (2002) | Drama

Director: Garrett Bennett | Stars: Joe Flanigan, William Hall Jr., Lysette Anthony, Joseph Franklin

10. For Ed Ricketts (2018) | Documentary

Director: P.J. Palmer | Stars: James Franco, William Gilly, Amanda Glickman, Barry Glickman

11. Lumia (2008) | Documentary, Biography, History

Directors: Meredith Finkelstein, Paul Vlachos | Stars: Christopher Platt, Earl Reiback, Christopher Sidenius, Otto Piene

12. Beach Club (2017) | Comedy

Director: Leo Galen Rauf | Stars: Max Coddington, Justin Due, Scotty McKinney

13. Twelve Conversations (2018) | Comedy, Music, Romance

Director: Emanuele Valla | Stars: Laurie Getchell, Gabe Smith, Don Talmadge, Mark Hering

14. Major Nobody (2020) | Short, Drama

Director: Robin Ray | Star: Robin Ray

15. The Sundowner (2010) | Documentary, Short, Biography

Director: Steve Christolos | Stars: Jon Alan Bendz, Tim Tomchak

16. Hinterhalt (2014) | Drama

Director: Nathan Turner | Stars: Dave Shecter, Todd Glover, Will Gilmore, Ralph Smith

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17. Where the Fuck Am I? (2018 TV Movie) | Comedy
Directors: Holden Boyles, Cody Paul Updegrave | Star: Cody Paul Updegrave
18. Assassimators: Into the Night (2021) | Short, Thriller
Director: Amrik Pabla | Stars: Dallas Chang, Jon Chase, Carl L. Covington Jr., Amy DiLorenzo
19. Talking Heads (I) (2009) | Short
Director: Gabe Van Lelyveld
20. Devon Dawson Show (2011 Video) | Western
Director: Jerry Osborne | Stars: Chuckwagon-Chuck, Devon Dawson, Todd Fisher, Amelia Kinney
21. My Glass Odyssey (2011)
Director: John E. Waterman | Stars: John E. Waterman, Frito
22. For Patrick (2012) | Short, Drama
Director: Jessica Erin Martin | Stars: Aaron Blakely, Jessica Erin Martin
23. David and July in the Month of May (2010) | Short, Adventure, Comedy
Director: Sam Kuhn | Stars: Erik Jensen, Taylor Allen, Katy Wolf, Lars Ballard
24. Dead Letters (2007) | Drama
Director: Charley Pavlosky | Stars: Micha Rice, Della Moher, Kyla Flatley
25. New Year's End (2012) | Short, Fantasy
Director: Jared Potter | Stars: Caleb Roth, Grant Potter, Kasey Ball, David Maultsby
26. Alexandra Savior: The Archer (2019 Video) | Short, Music
Director: Nina Ljeti | Star: Alexandra Savior
27. A Clear Day and No Memories (2002) | Short
Director: Robert Campbell | Stars: Alice de Muizon, Holly Hadfield, Kristin Hapke, Jessica Jobaris
28. Haunted History (1998–) Episode: Haunted History: Northwest (2000) History, Sci-Fi
Director: Joshua Alper | Star: Jefferson Davis
29. Pandemic Playhouse (2021–) Episode: May the Force Fields Be With You - The Importance of Boundaries (2021)
Directors: Ibba Armanacas, Sarah Lew | Stars: Ibba Armanacas, Bayley Ellenburg, Alisha Gaddis, Lin Gallagher
30. Pandemic Playhouse (2021–) Episode: Muffin Compares 2 U - How to Make Banana Muffins (2021)
Director: Ibba Armanacas | Stars: Ibba Armanacas, Nathan Barnett, Darrel Haynes, Cindy Madsen
31. Real Scary Stories (2000–2001) Episode: The Myrtle Plantation/Manresa Castle (2001)TV-G | Family, Horror, Mystery. Director: Don Wells | Stars: Hollie Ralph, Patrick Russell



From left: Sumiko Vandenberg, Midori Bowen, Teri Nomura, Kenji Crosland. umiko and Midori are Teri Nomura's daughters who also were in the film, Snow Falling on Cedars. Nomura's neighbor, Kenji Crosland stood with them as they waited to begin filming.



The dock where the ferry arrived, was loaded and left from, in downtown Port Townsend.



Port Townsend Film Festival set for September

by Leslie Kelly

Last year's Port Townsend Film Festival taught organizers an important lesson: Going virtual isn't such a bad thing. In fact, PTFE Executive Director Janette Force said they're going to do it again this year. "We're really grateful that we get to do it again," Force said.

"We learned last year that by offering the festival virtually, we can make it possible for people who can't travel or stand in line, or who live way far away, to be able to get a taste of what we are before they decide to come in person."

And, because the pandemic has lessened, Force said the film festival will include some in-person showings and events. This year, the festival plans to host the Rakers antique car club's Friday parade, down Washington Street, as has been the tradition. "It's a way of lifting up the filmmakers," she said. "They ride in the cars and we treat them like rock stars."

Saturday evening will bring a showing of the film, "Legally Blonde," which has ties to the area. One of the writers is Kristian "Kiwi" Smith, a Chimacum High School graduate. "We're hoping she can be here, and we plan for her to speak about her work at the high school as part of the events on Saturday," Force said.

Hundreds of shorts and films were entered in the festival, Force said. As in years past, there will be four categories: Feature Documentary, Feature Narrative, Short Documentary and Short Narrative.

The films are judged by a panel of three who are film professionals, and some are winners in the category they judge. The shorts were watched by 30 reviewers. Shorts are grouped in themes and showed together in three blocks. Feature films are shown signally.

"We are very excited," Force said. "We have some great things in store." Among them is the film "East of the Mountains" by David Guterson. He is known for his work, "Snow Falling on Cedars." This new 96-minute film stars Tom Skerritt and is the story of an older man who is coming to grips with his mortality who decides to take a trip with his dog to eastern Washington. "And, again, if all the film gods are with us, Tom will be our special guest," she said.

Tickets for the festival are expected to be \$120 and gives unlimited viewing for 10 days. Once a film is activated, the ticket holder has 48 hours to watch it. "That gives them the flexibility to watch on their own schedule," Force said. "If they need to stop to eat dinner or do something, they can continue watching anytime with that 48 hours."

Single-film tickets are also available. Force said film festival organizers realize that there is usually more than one person in the household of the individual holding the festival ticket. In that case, Force hopes that they will consider purchasing a household pass instead.

While she knows that the virtual film festival isn't sustainable forever, partly because it isn't as financially successful, she likes the model. "We wouldn't do it forever," she said. "It has been popular and quite successful. But at some point, we will return to the original festival model with films shown at eight venues, followed by discussions of the films with directors and others who attend in person."

According to the Port Townsend Film Festival website, this is the 22nd year for the festival. In 1999, four film buff friends — who met annually at the Telluride Film Festival — decided they could create a festival closer to home, right in the heart of the National Historic District on Port Townsend's waterfront. Rocky Friedman, Linda Yakush, Jim Ewing, and Jim Westall hatched their idea for a hometown film festival with one goal in mind: It should have something for everyone.

Launching with the motto "A film lover's block party celebrating great films and filmmakers," the first Port Townsend Film Festival launched Sept. 22, 2000.

By 2019, more than 100 films were screened in eight venues. PTFE attracts film historians, critics, screenwriters, producers, directors and industry specialists.

Festival revenues are used to hold special events and take filmmakers to local schools throughout the year. A Filmmaker in Residence program provides local housing (and time) for filmmakers to complete their work. The Women & Film Festival is hosted each April and First Tuesday Salons at sponsored at the Rose Theatre monthly.

In normal years, more than 300 volunteers donate time, money, materials, housing and frequent flier miles to keep filmmakers and their films coming. That's something that Force has missed.

"With the virtual festival, we can do most everything electronically and manage things right from the office," she said. "We don't have theaters to staff or need ticket-takers. I really miss having all those volunteers here. Hopefully someday we will go back to that."

To find out more, or buy tickets, go to ptfilmfest.com. A list of the films to be shown at this year's festival is expected to be posted soon.



Wooden Boat Festival

returns to Port Townsend *for 45th annual festival*

article and photos by Leader staff

Known far and wide as the “wooden boat capital of the West Coast,” Port Townsend is prime territory for ogling beautiful boats.

The Wooden Boat Festival, now in its 45th year, draws thousands for exhibitions, presentations and more than 300 boats on display. This year’s festival is Sept. 10-12, 2021.

From its beginning, Port Townsend has been a town beloved by those whose hearts are drawn to the sea. That love grew in 1977, an era rich with a social free-spiritedness carried over from the late 1960s, and during which young people yearned for a simpler life: Back to the land, and back to the sea. Port Townsend was then a mill town — not a tourist town — with a population of about 5,000. The marine trades were a tradition in Washington state’s oldest waterfront settlement, and they were growing new roots with boat shops at the Port of Port Townsend and near Cape George.

“The craft of learning how to do boatwork is so complex, a skilled carpenter would take a year to get a sense of boatbuilding,” said Tim Snider, a technical

writer in Connecticut who began wooden boatbuilding as a child, immersed in an artistic family of old-world craftsmanship. In 1974, he helped John Wilson, a former sailing friend, start *Wooden Boat Magazine*. The magazine’s goal was to provide step-by-step photos and instructions on boatwork. It would prove to be a vital source in the growth of the Wooden Boat Festival here.

Interest quickly built in people who wanted more than lessons on paper; they sought something for their hands. Snider, the magazine’s promotions manager, came up with the idea for a new type of gathering; something more than a boat show where people could look, but not touch.

In 1975 and 1976, he scouted East Coast locations, before turning his attention to the West Coast.

On a trip to check out Anacortes in the spring of 1977, Snider received a pitch from Sam Conner about Port Townsend’s possibilities.

“The Steel Electric ferry docked by the Town Tavern and Port Townsend looked like Nantucket on a hill when you came up,” Snider

» *Continued on Page 32*



» *Continued from Page 31* said. “I saw Point Hudson and thought, ‘This is the place.’” Conner readily admitted he pushed for a boat festival in Port Townsend.

“I would love to say it was to save the trades, but really it was just because I was passionate,” he said. “And I needed to make money.”

First Festival

Conner was determined to organize local craftspeople, and with his partner, Marybelle Kern, reached out to them. With nothing more than a rented electric typewriter and a phone, he wrote a curriculum and invited national experts to this new event.

“Nobody had ever heard of Port Townsend,” Snider said. “Once everyone heard of what the festival was going to be, that it wasn’t just another boat show, there was a lot of interest. Serious boatbuilders got involved when they saw the caliber of (faculty) coming.”

It was an instant must-attend event.

Mike Neubauer, who had taken classes in Seattle from the already legendary Earl Wakefield, organized a security team. Ralph Belcher III, then building boats in Seattle, organized a kids’ boatbuilding area, a tradition that continues to this day. Bruce Tipton used his own initiative to produce T-shirts.

The ‘Back Forty’

Festival activities were centered under tents on the “Back Forty,” now a parking lot. Seminars were held in the building today occupied by Shanghai restaurant on Hudson Street. Point Hudson’s old docks sagged under the



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weight of people checking out boats.

“The first two festivals were pretty much a whole different kind of thing,” said Richard Walcome, who operates a porthole manufacturing company and is a vendor at every festival. “Those first two years were more orientated toward building and actual crafts of building, down to plumbing, engines, electrical.”

The Wooden Boat Festival was held in conjunction with the Wooden Boat Symposium and staged in buildings at Fort Worden State Park.

“It was the first event in history that offered hands-on demonstrations from famous people doing traditional boatbuilding things everyone wondered about,” Snider said. People not only came to the festival, but often returned.

One was Jim Blaiklock, who was building boats in Del Mar, California. He eventually moved here and became a festival volunteer and the Wooden Boat Foundation’s first paid boat shop manager. That first year, Blaiklock remembers, there was music all weekend, a square dance on Saturday night, no gates and few vendors.

Attendance snowballed.

“We expected 800 people, and 3,000 showed up,” Snider said. “The next year, we expected 3,000 and 9,000 came.”

The symposium aspect did not immediately catch hold, but the event, with publicity in the Wooden Boat magazine, lured 200 boatbuilders to Port Townsend in the next two years. The Festival’s official sponsoring entity, the Wooden Boat Foundation, was created in 1978. The Northwest School of Wooden Boatbuilding was founded in 1979, and continues courses in Port Hadlock and has expanded to Boat Haven in Port Townsend.

The Wooden Boat Foundation evolved into the Northwest Maritime Center, which opened in 2010 as a cornerstone for maritime education for schoolchildren and adults, history buffs and recreationalists.

“We envisioned back then it would be a year-round thing,” Carol

Hasse said in a Leader article years ago. “It’s a magical thing, a gift we’ve been able to give our region, instead of a place that is condominiumized with gates and key locks.”

Boaters agree that the overall talent in marine trades here is now unparalleled on the West Coast.

This year there are 7 stages and 3 days packed with everything from learning how to make your own Grommet, The Particulars of Synthetic Standing Rigging, Green Boat Building and much more. There will be demonstrations, education, music, food vendors and kids activities.

But, you do not have to wait until the festival to wander and explore around Port Hudson and Boat Haven Marinas to feast your eyes on boats of all sizes, shapes and materials year round in Port Townsend. In spring, summer and fall, local sailors race on Port Townsend Bay most Wednesday and Friday evenings. Public piers along the downtown waterfront are the perfect place to take in the sights, as the beautiful vessels skim the sparking bay and set their colorful spinnakers.

You can take a stroll along the docks at historic Point Hudson, where the 1907 schooner Martha is berthed. Built in 1907 for San Francisco Yacht Club Commodore J. R. Hanify, and named after his wife, Martha Fitzmaurice Hanify, Martha is a B.B. Crowninshield design built at W. F. Stone Boat Yard in San

» *Continued on Page 34*



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ShIPLEY Center
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NOTE: For everyone's safety, our volunteers wear masks and are vaccinated. If you're unable to wear a mask or are unvaccinated, call 360-452-3221 to have a SHIBA volunteer call you back.



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Fransisco. Originally gaff rigged and now staysail rigged, she is 68' on deck; 84' sparred, 16' beam, 8' draft. Her planking is fir and silver bali on oak frames, and her interior is Honduran mahogany, graced with leaded glass cabinetry below decks. Martha is now owned and operated by The Schooner Martha Foundation whose sole purpose is to maintain and restore Martha and to use Martha to operate sail training programs. Martha has been under their care since 1996. The vessel is still considered one of the fastest schooners around. She takes both youths and adults on sail training adventures in and around the San Juan Islands and Canadian waters. The boat is the oldest working sailboat here in the state of Washington.

**Excerpts from this article were taken from a Leader article published in the 2016 Port Townsend 40th anniversary Wooden Boat Festival Program.*



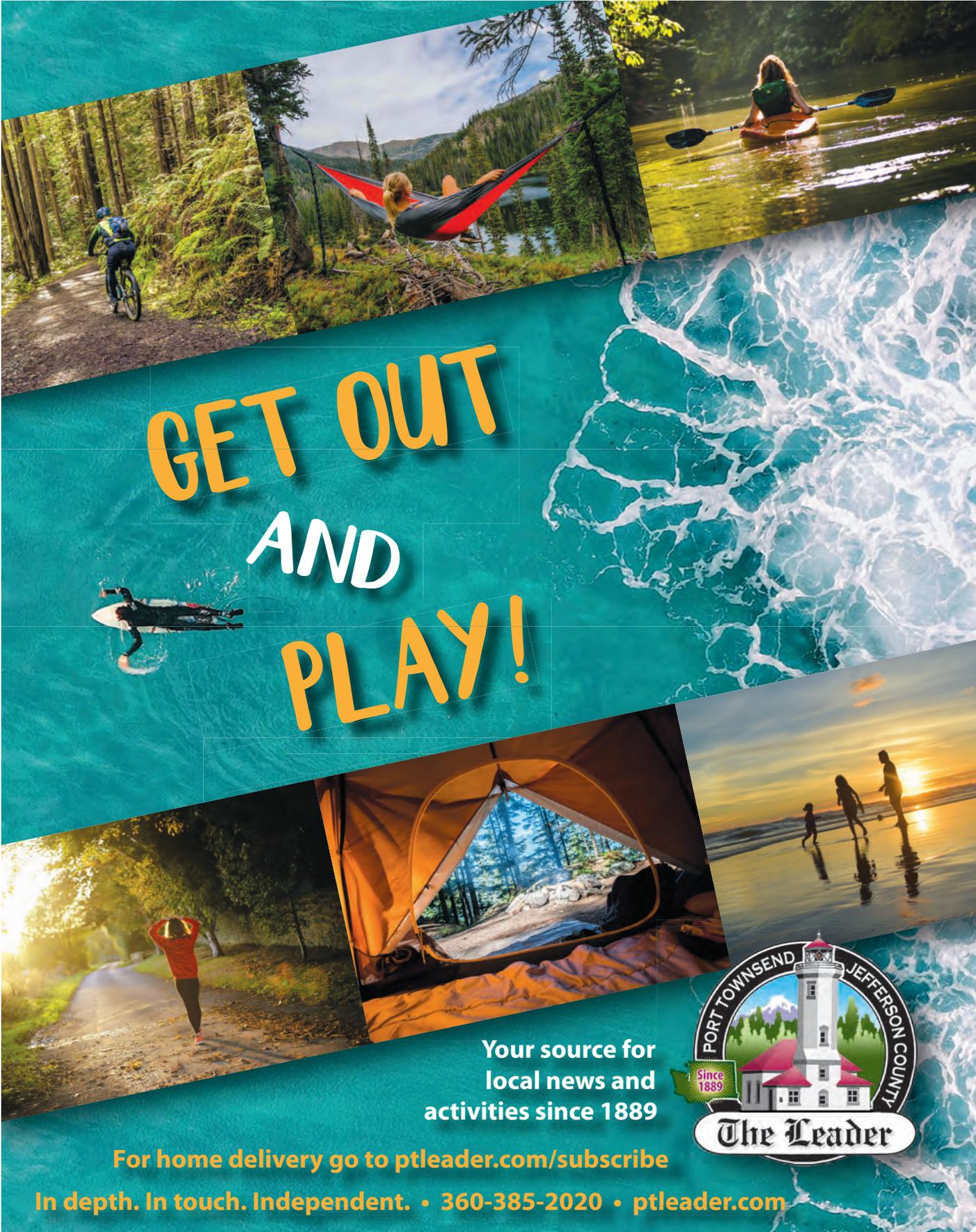
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