

PORT REPORT

ECONOMIC VITALITY | COMMUNITY PARTNERSHIPS
OPENNESS & ACCOUNTABILITY | STEWARDSHIP

SPRING-SUMMER 2021 NEWSLETTER *from the* PORT OF PORT TOWNSEND



Sailmaker Lacey Capel does the final floor work on the mainsail for the 35-foot Baba. Alison HickenWood works behind her. Port Townsend Sails has become part of the Shipwright's Co-op.

INSIDE: Executive Director Berg: One year later: 2 Shipwrights Co-op merges with PT Sails: 4 Quilcene Marina planning: 6

Commissioner's Corner

Sowing the seeds of our economic future

After my first year on our Port Commission, adjusting to the health, economic and societal requirements of a world-wide pandemic, spring is starting. It reminds us of the growth we've seen from the seeds we've sown, and new life adventures!



By Pam Petranek
Commissioner,
District 1

and creating our quality of life here in Jefferson County.

We are all invited to the table, and the table must be redefined -- the table is in our community. Wherever we are, most of the action is created outside of meeting "rooms." I encourage you to participate in a variety of ways to set the table. Bring your skills, insights and expertise.

Maintenance first

Our Port's infrastructure provides the foundation for businesses to create strong, living-wage jobs. Our marine-trades sector is a proven economic engine, creating stability and resilience. It builds wealth, develops skills and leadership, and passes these on. Maintaining assets is foundational to who we are and what we have, providing economic stability, wealth creation, public access and recreation.

Double vision

This means economic and environmental health. Our environmental and physical health is foundational to our economic health. Our four governmental jurisdictions -- County, City, Port, and PUD -- have been working together this past year to respond to the immediate pandemic crisis. Our next steps include re-thinking long-term resilience and a shared county-wide direction.

Strong Towns

On Feb. 4, 2021, our Port hosted a guest presentation

Our strongest economic tool has always been to support, retain and expand our local maritime trades and small businesses. The marine trades sector represents 20 percent of the living-wage jobs in Jefferson County, generating \$12.6 million in tax revenues to our city, county and state governments. Boats have always been part of our maritime heritage and will keep us afloat as the economy and the seas rise and fall.

Throughout this year, our Port has worked creatively and effectively to promote local businesses working in the Port safely. The results have been a banner year for both the trades and the Port, even amidst this pandemic. It's been a truly symbiotic success.

My top three priorities for 2021 are:

1. An informed public
2. Maintenance first, and
3. Double vision!

An informed public

It's our Port, our shared connection, responsibility, and service -- working together to help guide Port activities. Let's be willing to educate ourselves to learn and do more, to be active participants in the ongoing work of serving



The Boat Yard at the Port is jam-packed with vessels getting ready for boating and fishing season.

for our community and the four governmental jurisdictions, "Strong Towns, A Bottom Up Revolution

to Rebuild American Prosperity," given by Charles Marohn, author, founder and president of Strong Towns.

You can access the transcript and the podcast on the Port's website.

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From the Executive Director

One year later: Busy!

March 15 marks the end of my first year at the helm with this remarkable Port of Port Townsend team.

I have thoroughly enjoyed working with the commission, Port staff, tenants, colleagues from Jefferson County, the City of Port Townsend, the Public Utility District and members of the community. Support for the success of the Port and for my success as the Port's director is felt as a strong wind in our sails and is sincerely appreciated.



By Eron Berg
Port Executive
Director

We need that wind in our sails!

The Port's list of priorities is ever growing as we seek to fulfill our mission and serve Jefferson County with economic opportunities and access to the world.

We have projects in various stages across the county. These include: Point Hudson, Boat Haven, Quilcene, Jefferson County International Airport, Gardiner and other boat ramps.

Some are fairly simple, like the new kayak racks at Point Hudson Marina, Boat Haven Marina and Quilcene Marina. (Contact the moorage office if you would like to rent a space!) Others are at the beginning stages of future, more significant projects. That includes planning for future viability and vibrancy at the Boat Yard and the Quilcene Marina and upland area. Other projects are further along and in the process of permitting and funding, like the Point Hudson jetty rebuild and significant

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Pt. Hudson breakwater rebuild advances

Mike Love, a civil engineer and the Port's Director of Capital Projects and Port Engineer, was looking at the breakwaters that protect the Point Hudson Marina one morning in early March when a westerly wind was howling.

Sure enough, whitecaps splashed up against what is left of the breakwater, rotted with age. At high tide, some portion of each wave broke over the jetty and came into the marina with its 70-plus boats.

"It was just getting hammered," said Love.

Love is now the point person on completing the process to rebuild the breakwaters, starting with the north jetty.

The Port is moving ahead on all fronts through a process complicated by a variety of government regulatory, environmental, engineering and financial challenges.

Permits are needed from local, state and federal agencies. The permit applications are well underway, but Love noted that any one of them might produce additional findings that require mitigation.

"Sometimes permit processes bring forth things you didn't think of," he said. Many mitigations and conditions are already



The project to rebuild the Point Hudson breakwater is moving ahead. Permits and financing will determine the timing.

built into the project, based on past experience, he said.

The work will be done when it will have the least impact on the marine environment. The eelgrass beds will be protected. The booming impact pile driver will be replaced with a vibratory hammer to work the new steel piles into place. A bubble curtain will reduce underwater noise for the marine environment. Work days will end at 7 p.m. in consideration of Port Townsend's noise ordinance.

Community concerns have already reshaped the replacement design.

The rebuilt jetty will look a lot like the old one, built 80 years ago. It will consist of pilings forming a crib around huge stones that will absorb what the sea throws at them.

But these will be steel pilings encasing much harder rock - granite instead of basalt - to give the marina another 30 years or more of protection from the weather.

"We are trying to capture and preserve the historic nature of the existing breakwater," he said, thanks to community engagement.

As of now, funding for the \$14.5 million project is likely a 50-50 proposition between the Port and the federal Department of Commerce's Economic Development Administration. The Port continues to seek grants and other sources for its part of the obligation, and is in contention for direct funding from the Washington State Legislature. The Port has already secured a bridge loan that is backed by all Port tax

proceeds - both regular property tax levy and the Industrial Development District bond levy.

While there are plenty of steps and negotiations to come, Love said he's holding out hope that the pieces will fall into place this year and the first phase of work will begin in early fall, with the second phase the following work season.

"This is a big job and we are currently working on the construction sequence to best understand the disruption to the marina and land access," said Love. One option shows two big barges on site for many months. In this scenario use of the marina will be limited.

The end result will be a new breakwater that will protect Point Hudson for decades to come.

Doing Business with the Port

How do I:

- **Pay a bill?** Call the Boat Haven Moorage Office at 360-385-6211.

- **Sign up for permanent boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211.

- **Sign up for transient boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211, the Point Hudson Marina Office at 360-385-2828, or the Herb Beck Marina (Quilcene) Office at 360-765-3131.

- **Get a vessel hauled out?** Call the Boat Haven Yard Office at 360-385-6211 to schedule.

- **Become a tenant?** Talk to Sue Nelson (snelson@portofpt.com) or 360-385-0410.

- **Comment on or participate in a discussion of the Port Commission?** Call Karen at 360-385-2323, or email info@portofpt.com.

- **Attend a meeting of the Port of Port Townsend Commission?** All meetings are open to the public. Regular business meetings are the second Wednesday of each month at 1 p.m. and the fourth Wednesday of each month at 5:30 p.m. Meeting agendas and supporting documents are accessed via the website, portofpt.com. Under "Governance," go to "Meeting Schedule & Documents" and find the meeting you want. Each agenda includes links and information on how to attend a live meeting via Zoom. The Port also maintains full recordings and documents of all previous meetings. Under "Governance," go to "Archived Meeting Documents and Recordings."



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The ownership group of the Shipwright's Co-op include, back row from left: Pete Rust, David Griswold, Chris Sanok, Chris Brignoli, Jeff Galey, Arren Day and Matt Henderson. Front row from left: Todd Lee, Anders Kulin, Tim Hoffmann, Tim Lee and Brad Seamans.

Shipwrights bring PT Sails to its toolbox

Legacy loves company. In this case, as of March 1, the world-renowned legacy of Carol Hasse's Port Townsend Sails has merged into the West Coast legacy of the Port Townsend Shipwrights Co-op.

It's just the latest chapter of evolution of the Shipwright's Co-op, now in its 40th year of growing and adapting to changes on the water and in Port Townsend.

Hasse and her sailmakers earned a global reputation since she opened shop at Point Hudson in 1978 in the Sail Loft Building. PT Sails was at risk of disappearing with Hasse's decision to retire after 42 years.

For two years she looked for a qualified buyer – not a matter of cash, but a matter of diligence in building what are acknowledged

as the world's best sails for blue water sailors.

By late 2020, she'd come up empty-handed. Closure was on the horizon.

In stepped the Shipwright's Co-op. Hasse found the quality-driven new owner she wanted. The Co-op got busy making room for the five Hasse-trained sailmakers who, in the fall, will move into spacious, well-lit, renovated space inside a Co-op building at the Boat Haven.

The merger made perfect sense to the Co-op, said Dave Griswold, one of 12 Co-op owner-members and the current president of the unique collective.

"Her clients have been our clients," he said, with boaters going to Hasse's shop for sails and the Co-op for everything else. "This is a business that belongs in Port

Townsend. The more we looked at it, the more we realized this goes hand-in-hand with our business model of being a full-service boat yard."

Busy waterfront

Bringing sailmakers onboard is just one of the many projects underway at the Co-op. The Co-op and the other marine trades have been extremely busy, despite – or perhaps because of – the pandemic.

That's nothing new, said Griswold.

"Every time there's been stress in the economy and nation, the boating industry comes alive," he said. Boats are "peoples' escape portals. They want to get out." Large boats of all makes and models fill the Co-op's buildings and yard space, and the "phones are really ringing," he said.

Talking in early March, he stated the Co-op is booked out to June. Some clients are booking in August.

Commercial fishing boats and other workboats, historically the Co-op's bread and butter, have tapered a bit. That's a reflection of consolidation in the Alaska fishing industry and low fish prices that has affected canneries, fishing boats and tenders. The trade war with Chinese competitors has also contributed.

As the boating fleet has diversified, so has the Co-op.

"We work on fiberglass, on steel, on mechanical systems, on electronics and electrical, on drivelines, on refrigeration," said Griswold. The Co-op does machining, fabrication, upholstery,



Sailmaker Carol Hasse

interiors, paint, varnish and other finish work. They work on a healthy mix of recreational and commercial boats, averaging a 50-50 split.

For the most part, these are not new customers, said Co-op shipwright and co-owner Jeff Galey. Some 80 percent of the Co-op's business is return customers, and much of the rest of it is skippers who hear about the Co-op's work from other boat owners.

Member-owners and employees

The Co-op has a unique ownership and management structure, one of the reasons for its 40-year reputation for quality. In 1981, a group of shipwrights got together to buy a ship saw. They then built a shop over the big

saw and formalized a working co-op in which the workers owned the business.

Today's 12 Co-op members found their way to the business through various doors.

For example, Griswold came out of a casino job in Nevada inspired by a copy of Wooden Boat Magazine. In 1993, he attended the Northwest School of Wooden Boatbuilding, now based in Port Hadlock. He was then a tailgater at Boat Haven, taught himself rigging, and in 2000 joined what were then only five other shipwrights, then active as co-owners of the Co-op.

Galey came out of Kansas City where he studied anthropology and art, before he built a skiff. He also came to the Northwest for the boat-building school in 2006. He started working for the Co-op as an employee. Three years later, in 2010, the other co-owners voted him into membership. While at the Co-op he also worked remotely on projects in Alaska and Hawaii.



The Shipwright's Co-op includes the four buildings in the center of the photo and outdoor yard space. A new array of rooftop solar panels provides 100kWh of power.

Besides the 12 Co-op member-owners, there are another 38 employees including the additional five from PT Sails.

Co-op membership has evolved.

In the early days, a good shipwright came on and membership came with it. Later, good

employees were rewarded with membership by a vote of the other owners.

Today, said Galey, the Co-op co-owners will talk about specific skill sets needed to help the business grow. "We'll seek out new members based on what the business needs," he said. They

are very selective.

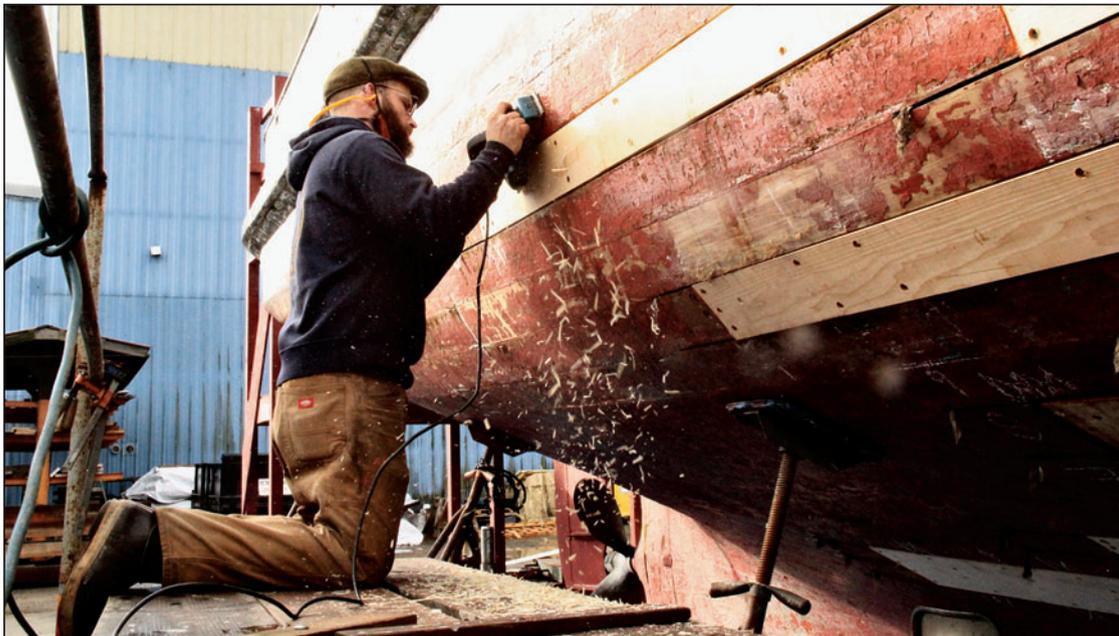
In addition, the co-owners divvy up administrative duties according to aptitude or experience. Those duties include human relations, marketing and safety.

Griswold now serves as the Co-op president, a position that rotates among the others. Galey handles the marketing and has done H.R.

Co-op members gain some benefit if the business has a great year, but on the other hand they bear the risk if it's a bad year. When they leave, there's no big payout.

"You walk in with your tools, and on your last day you leave with your tools," said Griswold. "Hopefully you put some money aside."

When Co-op members leave with their tools, they do so knowing they've done years of quality work with other craftsmen, and that the legacy continues.



Paul Stoffer of the Shipwright's Co-op power planes the wooden hull of the Defiance, a 58-foot seiner built in Tacoma in 1947.

Did you know?

- The Port is going social! Mostly with postings and photos from Executive Director Eron Berg, the new Port Facebook page keeps up with the comings and going at the marinas and at the Jefferson County International Airport. Look for "facebook.com/Port-of-Port-Townsend."
- The Gardiner Boat Ramp is slated for a considerable facelift. The Port is partnering with the Washington State Recreation and Conservation Office (RCO) to invest over \$800,000 in improvements, of which almost 85 percent would come from RCO. The improvements will include a new ramp, a handling float and additional access features.
- KPTZ is doing a monthly radio interview of Port Executive Director Eron Berg and Commissioner Pam Petranek as part of its "Our Working Waterfront" series. These programs are archived as podcasts and are available anytime at the KPTZ podcast page: kptz.org.



Quil facility work advised by S. County residents

Residents of South County will be guiding and advising the Port of Port Townsend Commission as it designs improvements and plans for the Herb Beck Marina of Quilcene and the Port's upland Quilcene property.

The Port Commission has directed staff to listen closely to the desires of facility users and the public before making recommendations about capital improvements for the marina.

The marina, named for long-time Port Commissioner Herb Beck, offers 50 slips for permanent and transient vessels. It has a pump-out, showers and restrooms. On land adjacent to the port property is one of the county's most popular warm swimming beaches and a picnic area. Quilcene Bay is one of the world's most productive oyster-growing waterways.

Based on the importance of the property and the need to understand local concerns and pri-



The Herb Beck Marina and upland area in Quilcene are subjects of a public process that will involve current users and local residents. Upgrade plans may be included in the 2022 capital budget.

orities, the watchwords of this effort, said Deputy Director Eric Toews, are "proceeding deliberately." The Port intends to "redouble our efforts to plan for the repair and maintenance of the facility in 2021," according to Toews, who leads the Quilcene planning effort.

On the table are issues such as possible camping and RV facilities and improvements to the marina.

Community input will come in various forms. That includes a written questionnaire, phone calls and public meetings, which

would be held in accordance with pandemic health protocols.

Information regarding how to get involved will be posted on the Port's website, www.portofpt.com in April.

Toews told commissioners

they could expect a report on the community's desires in the late summer.

Based on the commission's response, plans may be included in the 2022 capital and operating budgets, he said.

Petranek

>> Continued from page 2

Marohn discussed business and economic concepts on what makes places fragile and financially insolvent, what makes places resilient and financially strong, and steps to create action. He recommended three things Jefferson County can be doing to build wealth in our community.

1. Get a complex, adaptive framework in place. Our Port and marine trades are the perfect metaphor, from the variety of interconnected businesses to the variety of boats. These businesses design, build, repair, train, fish and charter. They innovate high-tech race boats. They renovate 100-year-old sailing schooners. They build and maintain day sailors, world-

wide cruisers and commercial fishing boats.

They attract customers from outside our region, nationally and internationally. These businesses have been built incrementally over time, independent yet interrelated.

2. Lower the bar of entry. Our Port and marine trades are the perfect example of creating wealth in our community. You can start a business in the trades with a box of tools, a willing attitude and work ethic.

The Port provides incubator space for people to get started at low risk, and the opportunity for "graduates" to fill up core industry and business areas to keep feeding our community. Skills can be learned through on-the-job apprenticeships, as

well as through Port Townsend School District Maritime Academy, Northwest School of Wooden Boats and the Northwest Maritime Center.

3. Change the way we do public investments. Our obsession needs to change from building more to how to make better use and take care of what we already have. Small, incremental, bottom-up investment needs to replace our current process of "build-build-build" the next big shiny project that risks jeopardizing our community's future.

Our Port is currently planning how to better utilize the space and productivity of several properties, i.e. Boat Haven, Point Hudson and Quilcene. Fixing infrastructure based on financial productivity is a top investment priority. This is why our Port proposed the Industrial Development

District (IDD) levy and why our public supported it.

Building on the strengths of our community, moving forward together, we can plant more seeds. Connect with your Port commissioners. Our contact information is on page 3 of this report and on the Port website: www.portofpt.com.

Let's talk about how we are doing, and let's learn and work together as stewards of our county resources and well-being of our community. We can create a table that serves resilience, self-sufficiency and stability throughout our county. Thank you!

...

Contact Pam Petranick
pam@portofpt.com
 360-385-0656, ext. 6

New billing system launches

“Molo” has launched!

It’s not a boat. Instead it’s the new billing and reservation system on which Port personnel have been training for the last two months. It is slated to go public with an online reservation system soon.

Molo is a cloud-based platform that allows all Port customers to get invoices and pay their bills online. That includes customers from all marinas and facilities: Boat Haven, Point Hudson, the airport and

Quilcene.

The system allows customers to receive billing details via email without the need to query the already busy Port staff. It includes a secure and easy-to-use platform for making credit card payments online.

In addition, for the Point Hudson Marina, it will soon allow those seeking transient moorage or RV spaces to make their reservations online. Online reservations for transient moorage at Boat Haven are still handled

directly by staff.

The transition to Molo has been led by Port Finance Director Abigail Berg. Port staff has already transitioned customers to the new platform, which she said has gone well.

A firm date for online reservation access has not been set, as staff learns the ropes and works out the bugs. Updates will be posted on the Port website at www.portofpt.com, where a Molo FAQ page already exists.



Kelsey Seiler is the new customer service representative at the front desk of the Moorage Office at the Boat Haven.

Seiler is new face of the Port

When boaters step up to the window of the Port’s Moorage Office in Boat Haven, chances are they’ll meet Kelsey Seiler.

Seiler, who started work in early March, works with customers on moorage and haulouts, and answers a myriad of questions. As a boater herself, it’s easy for her to put herself into the shoes of the customer.

“My husband is a shipwright,” she said. “We’ve spent a lot of time at the marina and on our boat.” She already knows both

boaters and Port staff.

Seiler, a resident of this county for six years, comes out of an office job, but not with the variety offered at the Port. At any moment, she may be called on to walk the docks of the Boat Haven to check on a vessel or a skipper. “You never know what’s going to come,” she said.

Family life includes husband Wyatt, who works for the Shipwright’s Co-op, and three basset hounds who keep the couple on their toes.

Port introduces ‘Strong Towns’ perspective to county

One sign of the Port of Port Townsend’s expanded role in county-wide economic development discussions was the introduction of the Strong Towns initiative to most Jefferson County government officials in February.

The Port hosted Charles Marohn, the Minnesota civil engineer who founded Strong Towns, to a Feb. 4 meeting of city and county officials in the Intergovernmental Collaborative Group (ICG). ICG consists of elected and appointed leadership of Jefferson County, the Port, City of Port Townsend and the Public Utility District.

Each government entity gets to introduce a discussion topic and speaker, and Marohn was the choice of the Port. He was invited by Port Commissioner Pam Petranek, who chaired the

Feb. 4 meeting.

Marohn’s presentation on the principles behind the Strong Towns movement have generated discussion in all of these government bodies. Port Executive Director Eron Berg said the Port is interested in playing a larger role in economic development.

Strong Towns encourages business and residential growth patterns that expand a community’s prosperity, rather than drain it. The primary source of the drain, according to Marohn, is allowing spread out development that requires expensive, tax-supported infrastructure investments.

For example, the Strong Towns vision calls for new businesses to be in-filled in existing commercial

and industrial zones so they are served by current infrastructure such as roads, fire protection and utilities. Likewise, it calls for residential expansion by in-filling already built-up areas.

Marohn’s term for this is “thickening up.” Government officials should allow empty lots to be built on, and lots with one building but room for another to add on. He opposes dramatic change to any neighborhood, but endorses filling in without a lot of government rules and intervention.

He called on government work on small, tangible steps by identifying where people are struggling, doing “the next small thing” that can reduce the struggle, then move on to the next small thing.

From the Executive Director

>> Continued from page 2
improvements to the Gardiner boat ramp.

As the Port team works to advance projects, we focus on the Commission’s priorities. The Commission seeks to maintain those areas that are the most critical elements of the Port’s operation, like the Boat Yard. It operates as an economic engine for the entire county. We also prioritize projects based upon the condition of infrastructure and available funding.

Our approach is to faithfully execute the vision outlined in

the approved comprehensive scheme of harbor improvements (the Port’s plan), but in order of opportunity. Funding and permitting do not always align with need.

Our Port works best when we are all working together. Please join the commission for meetings on the second and fourth Wednesdays of each month – find information on Page 3, “Doing Business with the Port.” Sign up for email updates on our website and follow us on Facebook to stay engaged and involved.

What the Port manages



Point Hudson Marina

An intimate marina surrounded by historic buildings, with 50 slips and 800 feet of linear dock. Also an RV park with 48 spots. Home of the annual Wooden Boat Festival, a haul out, marine trades, biologists, several restaurants, and a foot-passenger ferry to the San Juans.

Boat Haven

Center of the marine trades in Port Townsend and the region's largest marina, home to 475 vessels. Fuel, showers, restroom, pumpout. Over 400 skilled marine trades workers employed by 60 businesses. Acres of upland storage used both by the pros and do-it-yourselfers. Three lifts carry boats up to 300 tons. Dual boat ramps.

Port Administration

Port staff can help with billing questions, and with public engagement in the public decision-making by the elected Port of Port Townsend Commission.
www.portoftpt.com

Jefferson Co. International Airport

The new 3,000-foot runway is open, together with on-call Customs, full aircraft services, fuel, the renowned PT Aero Museum, and the Spruce Goose Cafe. Some 80 aircraft are home-based here.

Boat Launches

The Port operates four rural boat launches. They are at Discovery Bay (Gardiner Beach Road), Port Hadlock (Lower Hadlock Road), Mats Mats Bay near Port Ludlow (Verner Avenue) and Quilcene (Linger Longer Road). There are also dual launches at the Port Townsend Boat Haven.

Quilcene Marina

The Herb Beck Marina in Quilcene offers 50 slips, accommodates liveaboards and offers services such as pump out, showers and restrooms. Dry storage is available. Nearby is Coast Seafoods, operating on Port land.

Look for the Summer-Fall Newsletter in July 2021

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