

Boat Haven Marina

**Jefferson County's Unique Maritime Culture
& the Port's marinas**

Port Commission Retreat February 29, 2024

UNIQUE MARITIME CULTURE

Maritime culture is woven into the fabric of our community, including in the schools, with the T-Birds and in PT Bay most afternoons.

Port Townsend is home to 100 wooden boats & the Wooden Boat Festival.



BOAT HAVEN MARINA OCCUPANCY - 2018

SLIP SIZE	TOTAL SLIPS	NON-COUNTY/ TOTAL	PERCENTAGE NON-COUNTY	PERCENTAGE IN COUNTY
25	27	5/27	19%	81%
27	11	0/11	0%	100%
30	30	3/30	10%	90%
34-35	71	15/71	21%	79%
40-42	53	15/53	28%	72%
45	14	1/14	7%	93%
50	32	6/32	19%	81%

*Data courtesy of Bertram Levy

BOAT HAVEN MARINA OCCUPANCY - 2023

SLIP SIZE	TOTAL SLIPS	NON-COUNTY/ TOTAL	PERCENTAGE NON-COUNTY	PERCENTAGE IN COUNTY
25	27	5/27	19%	81%
27	11	2/11	18%	82%
30	30	5/30	17%	83%
34-35	77	10/77	13%	87%
40-42	49	14/49	29%	71%
45	13	2/13	15%	85%
50	30	9/30	30%	70%

*Data courtesy of Bertram Levy

BOAT HAVEN WAITING LIST - 2023

SLIP SIZE	TOTAL SLIPS	OUT OF COUNTY	NON-COUNTY/ TOTAL	PERCENTAGE NON-COUNTY
25-27	40	14	14/40	35%
30-34	55	20	20/55	36%
35	35	19	19/35	54%
40-42	79	44	44/79	55%
45	39	27	27/39	69%
50	43	31	31/43	72%

*Data courtesy of Bertram Levy

BOAT HAVEN MARINA USE TRENDS

Concern first raised in the early 1960s and periodically since... that out of area demand will crowd out or price out local boaters who are most likely to be most engaged in Jefferson County's maritime culture.

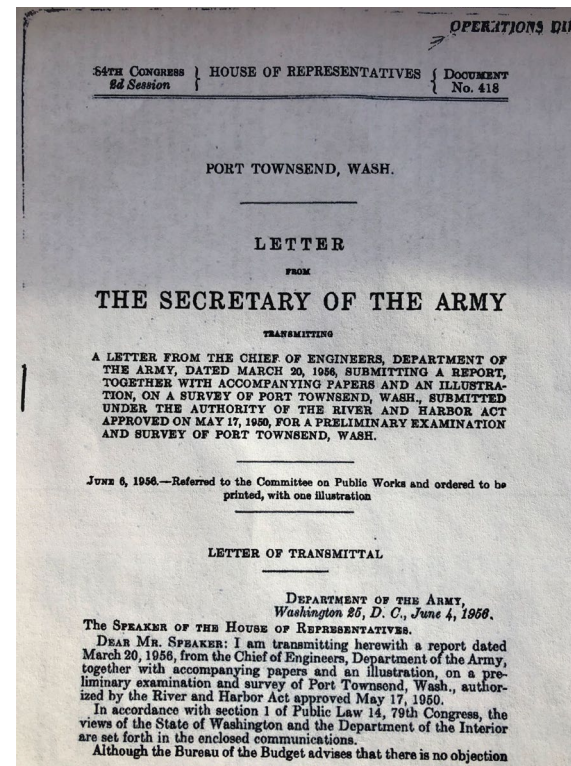
Majority of waitlisters are out of county.

Past Port practice prioritized in county residents on the waitlist, but that practice was discontinued just prior to the last USACE dredge

2018 PERCENTAGE OUT OF COUNTY	2023 PERCENTAGE OUT OF COUNTY	2023 WAITLIST PERCENTAGE OUT OF COUNTY
18.9%	19.8%	53.4%

PL 85-500 (1958)

- **PL 85-500** adopted by Congress on July 3, 1958, adopted "Document No. 418" from the Secretary of the Army
- **Document 418**, June 4, 1956, transmitted a March 20, 1956 report, from the Chief of Engineers, Department of the Army and established the Boat Haven Marina project and required local assurances including:
"construct as needed, maintain, and operate adequate pier and float facilities, utilities, and a public landing with suitable service and supply facilities *open to all on equal terms.*"



24 PORT TOWNSEND, WASH.

value by reason of the fill, which increase would be an incidental local benefit attributable to the project.

69. *Summary of benefits.*—The benefits described in preceding paragraphs are summarized and distributed in the following tabulation in accordance with their public or local nature.

Estimated annual benefits

Benefits	Total	General	Local
Prevention of fishboat damages and precautionary expenses...	\$750	\$750	
Net value of increased commercial fish catch.....	10,610		10,610
Prevention of pleasure craft damages and precautionary expenses.....	4,000	2,000	\$2,000
Recreational benefits to local pleasure craft.....	5,500	2,000	3,500
Recreational benefits to new and transient pleasure craft.....	2,500	1,400	1,100
Benefits to commercial craft.....	6,000	4,000	
Miscellaneous benefits.....	1,000	1,000	
Increased land rental.....	3,000		3,000
Total.....	34,400	25,200	9,200
Percent.....	100	72.9	27.1

70. *Comparison of benefits and costs.*—The annual benefits and costs of the proposed improvement are compared as follows:

(a) Annual benefits.....	\$34,600
(b) Annual costs.....	26,026
(c) Ratio, benefits to costs.....	1.33

71. *Proposed local cooperation.*—As shown in this report, the improvements would benefit the local community as well as the public at large. It is therefore proposed as an essential feature of Federal participation in accomplishing the improvements that local interests be required to furnish assurances that they will, without cost to the United States, (a) furnish all lands, easements, disposal areas, and rights-of-way for initial work and subsequent maintenance of the improvement when and as required; (b) hold and save the United States free from damages that may result from construction and maintenance of the project works; (c) construct as needed, maintain, and operate adequate pier and float facilities, utilities, and a public landing with suitable service and supply facilities open to all on equal terms; (d) accomplish and maintain alterations in the existing ferry landing facilities as required and in accordance with plans approved by the Chief of Engineers; (e) maintain the earth-filled section of the breakwater to project dimensions and the moorage area of the basin to project depth; and (f) contribute in cash, or equivalent work, 15.4 percent of the cost of dredging the mooring basin and constructing the breakwater, presently estimated at \$67,600. The Port Commission of Port Townsend, local sponsor for the project, has indicated willing-

PORT ACTIONS SINCE 2020

- Rate stability: no market rate adjustments (CPI or less since 2020)
- Marine Trades Liveaboard Policy
- T-Bird row exception to slip transfer limits
- Mast-up, hand launch & kayak areas created at Boat Haven
- Kayak and row shell storage expanded at Point Hudson
- “Buoy test” implemented in early 2024
- Port Report stories about boats and boaters
- Stable support for WBF with NWMC
- Launched Neptune’s Kiss & established lifejacket loaner program
- On the dock presence with high school students and the NWMC
- New moorage office at Boat Haven & soon new at Point Hudson to better serve staff and tenants





IDEAS & DISCUSSION

What actions would the Commission like to investigate to best support our maritime culture?