

From: [dking](#)
To: [Public Comments](#)
Cc: [Carol Hasse](#)
Subject: Increasing cruise ship visits to Port Townsend
Date: Sunday, November 9, 2025 5:23:58 PM
Attachments: [preview.png](#)

Dear Port Commissioners,

Years ago, when the old steel ferries were running, WSDOT wanted to replace them with larger boats and expand the ferry dock to the size of a football field. With fewer trips and much larger ferries, PT would have been transformed to a Peninsula version of Kingston - defined by ferry traffic jams throughout the day. The community successfully opposed that change, ultimately getting new boats for the existing dock and preserving the integrity of our downtown historic district.

Not all tourism is the same. Port Townsend excels at "deep" tourism. People come here for life-changing experiences at Centrum or the Maritime Center, or come with their boats to have them worked on. A few businesses would benefit greatly from increased visits by cruise ships, but many not at all. In fact, I'd be concerned about businesses created for, and dependent upon, cruise ship visitations displacing other businesses that are more aligned with our community's identity. That is why I previously shared with you a podcast of the effect of cruise ship tourism on Portland, Maine. (link attached)

Not all economic development is the same. Port Townsend is many things held in sometimes precarious balance. Tourism, marine trades, the arts, healthcare services, our paper mill - our economic diversity is a strength. I do not oppose visits by cruise ships altogether - we're a Port, after all. Hell, I think we should better accommodate occasional float plane visits to support marine trades. But all things in moderation.

And I'm not very familiar with the specific measure you're considering - that's what I elected you to do. But, as I understand it, staff is recommending that visits be permitted to basically double. By definition that will double the effect of their presence on our community. How can you know what that will be? One thing seems certain from the experience of other ports - it won't stop there. Having fostered businesses that depend on it, the cruising company will make further demands based on the economic "benefits" it brings. (I'm sorry to be glad they won't be fixing up the dock.) Please be wary. I don't want to become Ketchikan any more than I wanted to be Kingston.

Regards,

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Cruise-o-nomics
Outside/In · June 5, 2025

From: [Annette Huenke](#)
To: [Public Comments](#); [Pam Petranek](#); [Carol Hasse](#); [Pete Hanke](#)
Subject: public comment for 11/12 workshop meeting
Date: Tuesday, November 11, 2025 9:20:27 PM

Dear Port Persons of Authority:

I would attend tomorrow morning's workshop if I could, but I have an appointment in Sequim. I write to urge you to dedicate funds from our tax dollars to support living wage jobs for the vibrant working waterfront communities in Jefferson County — jobs that add to foundational solidity and fiscal security for those communities, as well as generating more tax dollars — that stay in the community.

My partner and I operated Ancestral Spirits Gallery in PT for 18+ years, it drew a devoted clientele from near and far. The cruise ship you're considering reinforcing the city dock for never did move the needle at our Water Street business, though we did our best to entice those customers. We made it a point to chat them up to determine the contribution to sales, and regularly heard "it's our last day." They'd already spent their allowance. We heard from the restaurateurs that they ate and drank on the boat.

The value of a couple hundred (well-fed) tourists a week in the summer and shoulder seasons does not compare with what goes on at Point Hudson and the Boat Haven year round. Please take that \$1.2 million out of your capital budget and fulfill the Port's mission — take care of your properties and the businesses that benefit the bigger picture for the residents of Jefferson County.

Annette Huenke
PT