

PORT REPORT



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Spring 2024 NEWSLETTER *from the* PORT OF PORT TOWNSEND



Young sailors check out the new jetties protecting the entrance to the Point Hudson Marina. A celebration of the project is slated for April 24 at 1 p.m.

INSIDE: Bertram Levy's boats: 4-5 Airport industrial park planned: 7

Point Hudson jetties just one collaboration success

Being a Port of Port Townsend commissioner is an inestimable and humbling privilege – and far more compelling and inspiring than I could have imagined.

Especially thrilling: Point Hudson has two new jetties! Point Hudson Marina now offers safe harbor to visiting mariners, PT's high school sailing team, local rowers and kayakers, Fish and Wildlife vessels, the Northwest Maritime Center's teaching fleet, longboats, and Wooden Boat Festivals, for decades to come.

I am grateful to serve alongside my fellow commissioners whom I respect and admire, and to work with our brilliant, capable director and staff on our top priorities. Those priorities are protecting and supporting our working and recreational waterfront, marine trades, precious environment, and improving our community's resilience.

With 49 years of Port involvement as moorage tenant, working waterfront marine trades business owner, and sometimes rabble rouser at Port meetings, I humbly submit that our Port has never been healthier or happier. Credit goes to you, the public, the Port Townsend Marine Trades Association (PTMTA) for its work to "right the ship," and Jefferson County voters for passing the Industrial Development District levy



By Carol Hasse
Commissioner
District 2

(IDD), to fund sound infrastructure for the Port's present and future economic viability.

Public comment through letters or speaking (in person, by phone or Zoom) at Port workshops or the regular twice monthly meetings is welcome, important and valued.

Public comment is also welcome when we Port commissioners meet four times annually with the Intergovernmental Collaborative Group (ICG). The ICG is composed of the council members and commissioners of our city, county, Port and PUD, including their directors and key staff. In this forum, community leaders collaborate on significant issues that affect us all.

Jefferson County's ICG is among few in our nation, at a time when the need seems obvious that local "electeds" should join forces to make well-informed plans and take coordinated actions that address critical concerns including climate change, affordable housing, food security, infrastructure, and economic development that honors a "triple bottom line." (That is an accounting term that weighs social and environmental impact equally with financial profit).

All Port and ICG meeting times and dates are on the Port website.

Another opportunity for the Port to stay informed is through participating in local and

regional committees and councils. Commissioners and staff members commit annually to attend chosen or assigned meetings. These public meetings advise us of each committees' and councils' purpose and endeavors, and provide an opportunity for the Port to share its goals and project updates. They also showcase the brilliance and devotion of citizens who give their expertise and time (sometimes decades of it!) to our county's and region's well-being.

I meet with the Jefferson County's Marine Resource Committee (MRC), Climate Action Committee (CAC), and the Chamber of Commerce. Regionally, I meet with the North Olympic Development Council (NODC) whose board includes Port Executive Director Eron Berg.

This year, I joined the advisory board of Washington's Maritime Historic Trust, and I'm blessed to have a personal advisory group of local retired and active marine trades professionals who care about the future of our Port from intimate knowledge and long experience. Awe, education, gratitude and inspiration come with every meeting.

Working with these organizations, local non-profits and citizen groups bring our port opportunities for collaboration on vision, education, planning, and funding for projects such as derelict vessel removal and recycling, greenhouse gas emission reduction, boatyard expansion, preservation of

Point Hudson's historic structures, and a gray whale skeleton on Union Wharf.

It's amazing where we can go when we're all rowing in the same direction.

This is the time to celebrate Point Hudson's new, on-time, under-budget, beautiful jetties (including their sea creatures) and the Port of Port Townsend's 100th year. And to thank our community for its support!

Did You Know

Hot coffee with Director Berg

Executive Director Eron Berg of the Port of Port Townsend is inviting Port-based workers and other residents to join him for informal chats over coffee at Sunrise Coffee.

"Coffee with the Director" is scheduled for the third Monday of each month from 9 a.m. to 10 a.m. For the next few months, that means:

- Monday, April 15, 9 a.m.
- Monday, May 20, 9 a.m.
- Monday, June 17, 9 a.m.

Sunrise Coffee is at the edge of the Boat Haven boat yard, at 308 10th St.

"I'm looking forward to casual conversations about what's happening at the Port," said Berg. "I'll be happy to answer questions, give some insights into what the Port is doing, and why, or just shoot the breeze. It also helps me understand what is going on directly from the people doing the work."

While anyone is invited, Berg said he's especially keen on hearing from those who work at or around the Port. He's set it for the morning in the hope that it's a good time for Port workers to take a break and get some locally-made Sunrise coffee.

Berg initiated the informal coffees last year, crediting them with introducing him to new people and ideas.



Connie Anderson

Anderson is Port's new finance director

Connie Anderson has joined the Port of Port Townsend as its new director of Finance and Administration. Anderson replaced long-time Finance Director Abigail Berg, who retired in February 2024. Anderson arrives at the Port familiar with the local area. Since March 2022, she was the City of Port Townsend's director of Finance and Technology Services. Prior to that, she spent 16 years with the City of Sequim in various administration and finance roles, including as the city's Finance manager. "Ports are all about economic development and providing access to land, to air, to water, and I'm interested in how all that fits together," she said.

From the Executive Director

Causes to celebrate, history to honor

A century ago, a group of men gathered at Port Townsend's Commercial Club, no doubt in a smoke-filled room, and hatched a plan to create the Port of Port Townsend. At the time, the Port was imagined to be a path to a brighter future and a way to support economic growth during challenging times. I bet they didn't imagine the Port of today.



By Eron Berg
Port Executive Director

Today its commission, with a majority of women, meets in the heart of historic Point Hudson. There's no smoke – just a beautiful meeting room called the Pavilion Building, with views of Admiralty Inlet and the Point Hudson Marina. The commission oversees a vibrant and thriving Port.

As we prepare to celebrate the Port's first 100 years, please save these dates for a few planned events:

-- **April 24, 1 p.m. to 3 p.m.**, at Point Hudson to celebrate project completion of the new breakwaters.

-- **Aug. 3, for Airport Day**, at Jefferson County International Airport.

-- **Sept. 26, for the second annual Boatyard BBQ**, with live music, food and camaraderie with the marine trades in the heart of the yard. The public is happily invited.

In other 100th-year news, Scott Wilson has completed a book, "Working Port – 100 years of the Port of Port Townsend," to tell the Port's history. Look for news about the book's release, expected in April. It is well worth the read!

For my part, as I begin my fifth year on the Port's team, I look forward to continuing to meet people in and around the port, learning more about this remarkable place and its people, and focusing my efforts on long-term sustainable initiatives that both help people today as well as their kids and grandkids in the future.

I appreciate the welcome and support shown to me as the "new director" starting in March of 2020. I am the Port's 18th director and still feel like I am the "new" one, eager to learn more. As always, I welcome your comments, thoughts and questions about the Port. Call me at (360) 316-6013, or email me at eron@portoftpt.com.



This 1953 photo shows the original Boat Haven Marina next to an old cannery building once owned by Ed Sims. Rail cars are in the background, and a vast Kah Tai Lagoon laps the edge of Sims Way. Half the lagoon was filled when the Port expanded its marina (to the left of this photo) a decade later. From the Port of Port Townsend.

Port history book coming soon

Did you know that the Boat Haven Marina is where it is in part because the powerful Ed Sims needed to sell or lease a cannery building in the early 1930s? That story and many others are told in the 100-year history of the Port expected to be released in late April.

"Working Port: 100 years of the Port of Port Townsend" was researched and written by Scott Wilson, former publisher of the Leader, for the Port.

The 200-page book is thick with photographs as it tells how and why voters formed the Port in 1924, the new Port's role in coaxing the pulp mill to Port Townsend Bay,

and the evolution of Port facilities like the Boat Haven Marina, Point Hudson, the Jefferson County International Airport and the Herb Beck (Quilcene) Marina.

The history is told through the thoughts and actions of people who often played unexpected roles in the evolution of the Port. For example, petite and dapper Arthur Garrett led the Port for only a few short years in the late 1950s, but in that time gained control of Point Hudson, the airport, and even – briefly – Fort Worden. Also, nobody was more responsible for the expansion of Port Townsend's Boat Haven Marina than Quilcene garage owner

Julian Oen. Oen served as a Port commissioner in the 1940s and 1950s, and then as Port manager in the 1960s.

The book also describes the evolution of local boat work, focused on the Boat Haven. That includes the seminal roles played by Bernie Arthur's Skookum Marine, and Mark Burn's PT Boatworks, in laying the foundation of the modern marine trades.

"Working Port" is expected to be released at the Port's celebration of the completed jetties at Point Hudson, April 24 from 1-3 p.m., and will be available in local bookstores and other outlets, for \$12.95.

Bertram Levy: Boatbuilder. Sailor. Boater advocate.

Levy's hand-built boats have sailed local waters for 46 years

After 46 years as a moorage tenant at the Port Townsend Boat Haven, Bertram Levy has the longest tenure of any boater there. He may also be the most determined man in Port Townsend.

At the age of 15, Levy built his first wooden boat and launched it into the Atlantic off Freeport, Long Island, NY. As a young man, he moved to Georgia and North Carolina where he pursued a PhD. through Emory University and a medical degree at the Duke University School of Medicine. At the same time, he mastered southern banjo and, with Alan Jabbour, formed the Hollow Rock String Band. The band learned

and played only the music of old-time fiddlers, and today is credited with launching the traditional American fiddle music revival of the 1960s and 1970s.

Levy came west to Stanford University for a seven-year residency and fellowship in urology, continuing to develop as a musician, and followed that with a year in Dublin, Ireland to study Irish music. He turned down a job on the Stanford faculty in search of the right place to combine his three passions - music, wooden boats and small town life.

Port Townsend was the right place. When he drove down the Sims Way S-curve in 1976, he had what

he called an “optical orgasm.” He saw the boatyard, the marina, the water, the islands across the bay, and what was then still a rough-looking Victorian-era downtown. He stopped at the Bayview Restaurant, found a phone book and thumbed through it long enough to see there were no urologists in town. Perfect! Then he walked around the Boat Haven and learned slips were available. “If there was no slip, I would have just kept going,” he said. His next move was to buy an Uptown house, where he still lives, for \$29,000.

Music remains a central life passion. In 1977, he convinced Joe Wheeler, who had founded

Centrum at Fort Worden State Park three years earlier, to host the first Festival of American Fiddle Tunes, anchored around the Fourth of July. Levy recruited the faculty musicians and the students, drafted the curriculum and organized each day. It was a resounding success, and he continued in that role for some years before leaving it to others. Fiddle Tunes remains one of Centrum's most popular programs today, coming up on its 47th year in 2024.

In the late 1980s, Levy became fascinated with Argentinian tango music and especially the bandoneon, a concertina instrument central to tango. He turned his attention to it, and

starting in 2005 he moved to Argentina for several months of eight years to study and perform with the masters. Back in the Northwest, in 1999 he formed Tangoheart, a quintet now known as the region's premier tango ensemble, and a tango trio.

Building wooden boats

All through that time – through his urology practice, his mastery of musical genres and instruments, his marriage to Bobbie and the raising of their daughter Madeline - Levy has built wooden boats in the shop behind his Uptown home. He has built a total of 13 boats, most smaller, but three large ones in excess of 5.5 tons. He has been limited only by the size of his boatshop. Today, Levy is in the middle of constructing his latest one, “Stevedore,” a 20-foot, two-ton trawler design with a large cabin for what will be his first power-driven boat. All the others have been sailboats.

Levy said he spends hours each day building his boat, intermixed with what has been almost daily sailing, hours of music, family time and other interests. Now 83, Levy works eight or nine hours each day on one or all of his passions.

When Levy arrived in Port Townsend in 1976, he had in tow his 16-foot folk boat, “Fancy.” Even as he got his urology practice started and began negotiating with Centrum about Fiddle Tunes, he sailed her out of the Boat Haven almost every day.

In 1979 he started building “Able,” a 24-foot 5.5-ton Lyle Hess cutter, putting her in the water in 1984. Levy has loved all



With Levy at the helm, “Able” slices through Port Townsend Bay in 2018. Levy started building her in 1979 from a Lyle Hess design, finishing in 1984.

13 boats he's built, but perhaps "Able" above the others. Madeline, born in 1993, more or less grew up on "Able." Sailing the west coast of Vancouver Island with Madeline and Bobbie became a family tradition. "Able" was the family," said Levy. "We were a family team. We sailed as a team, we traveled as a team. It was the center of our lives for 40 years." In 1986, Bertram and Bobbie sailed "Able" to Hawaii and back. (Madeline, 30, is today completing her PhD at Harvard University.) "I asked my daughter, 'Do you miss home?' She said, 'No, I miss Able,'" Levy recalled.

Levy's next hand-built sailboat, "Murrelet," was a 19-foot, 1.5-ton double-ender. Levy couldn't find the exact Aage Nielsen design, but from one picture in a magazine and the line drawings created by boatbuilder Peter Christiansen of Shaw Island, he built it over a decade, finishing in 2019. Murrelet, he said, "is like a little sailing Porsche. She's fast and agile." His design adjustments and the help of Kit Africa increased the sail area displacement to racing proportions. "Murrelet" often wins races over bigger boats, Levy said. He also knows that "Murrelet," as a smaller sailboat, will be perfect for Madeline, to whom it will go when she's ready.

For 40 years, Levy cruised "Able" to distant bays during the summers and day-sailed "Murrelet" in Port Townsend Bay. "I would go for a sail every day after work, the way some people jump in a swimming pool," he said. With an eye on his age, but with great reluctance, he put "Able" on the market. To his satisfaction, he found that rare buyer who loves the boat almost as much as he has - the skipper of the regionally famous, 139-foot schooner "Pacific Grace," home-



"Stevedore" will be the first power boat Levy has built. He expects to finish the 20-foot trawler in 2026, when he turns 85.

ported in Victoria, B.C. and often worked on by Port Townsend shipwrights.

In 2022, Levy started building "Stevedore." Levy said that when it is completed in 2026, he will be 85 years old. He's plenty spry and capable, but concern for the safety of his family or crew now leads him to his first power boat.

Preserving the boat culture

Bertram Levy's immersion in the world of boats in Port Townsend has brought an added benefit to boaters and would-be boaters in this community. He has been and is determined to do all he can to protect and preserve the boating culture in Port Townsend. "The marina is more than just a place to park boats," he said. "Along with the marine trades and Boat Haven businesses, it is a vibrant living culture that is unique to this community. But like all living cultures it is vulnerable to gentrification and that comes in the form of affordability."

Already if you look at the huge waiting list for slips, 60 percent of the larger ones are composed of people from out of town. The majority of those waiting for the more affordable smaller slips are from Jefferson County.



Levy expects to leave his 19-foot day sailer "Murrelet" to his daughter Madeline in the future. He compared "Murrelet" to a Porsche. He finished building her in 2019.

To that end, just one more Levy endeavor was the founding of the Moorage Tenants Union in 2000, and his continued leadership of it, with fellow boater Jeff Keley. Through the union, Levy and Keley are well-known to Port officials and boaters as advocates of keeping moorage rates constant with the mean family income of Port Townsend. More importantly, the union has been able to bring, with a single voice, concerns and opinions on Port policy to the administration and commission. "If the marina doesn't stay local, it loses its meaning," Levy said.

Levy challenged the perception that "boat owners are wealthy people with rich-man toys." Many models of boats are older, more affordable boats that often cost less than the average travel trailer, or eastern Washington cabin. A number of boats in the Boat Haven are owner-built or restored and, being vulnerable to the elements, require vigilant maintenance by the owners. As a result, boaters contribute significantly to the local economy by buying parts and

supplies here and hiring workers from the local marine trades. Unless the moorage rates remain within reach, Levy said, that won't happen.

Speaking of his own family, he said "we don't have a waterfront home. We don't have a water view. Instead we have a slip. As my wife says, we don't have a view. We *are* the view," when people watch Levy's sailboat cut across the bay.

He also sees the prevalence of wooden boats in the Port as unique on the West Coast. Port Townsend has more wooden boats than any other marina on the Salish Sea and beyond - nearly one out of four. "Wooden boats are the life blood of this community's identity," he said.

Levy often floats ideas to the Port on ways to make wooden boat ownership more affordable. For example he thinks it's justifiable to offer some price break for wooden boats haul outs to encourage much needed annual paint maintenance as opposed to

fiberglass boats that can wait every three years. Also, if a wooden boat is sold, he urges the Port to make the slip available to the new owner so long as the buyer keeps that wooden boat.

Just as the wooden boats age, so do their owners. Levy believes it is important for the Port leadership to find ways to bring a younger generation of wooden boat owners to the marina. The Port, he says, happily recognizes this. Levy hopes that the Port can address this while finding a way to balance it with a need to generate its own operating income. He's accustomed to a healthy debate on the tension between those forces.

"The community is beginning to understand that wooden boats are vital to our identity and economy," he said. The sign at the entrance to town, instead of saying "Victorian Seaport," should say "Wooden Boat Capital of the West Coast," he said. Will Levy pull off that change? If determination is a factor, probably.

Jetties: On time, under budget

Point Hudson gains new life in \$12m project

The Point Hudson jetties that form the breakwater for the Port of Port Townsend's beautiful, historic marina are complete. After two winters of work by Orion Marine Group, the second (south) jetty was completed in February. Boats were invited back to their slips on March 1.

All boaters - visitors and permanent customers - will now enjoy decades of protection from easterly and southerly winds, along with an addition of about six feet of above-water protection against rising sea levels.

That is something to celebrate - and the Port plans to do so, with a dedication ceremony at Point Hudson on April 24 from 1 p.m. to 3 p.m.

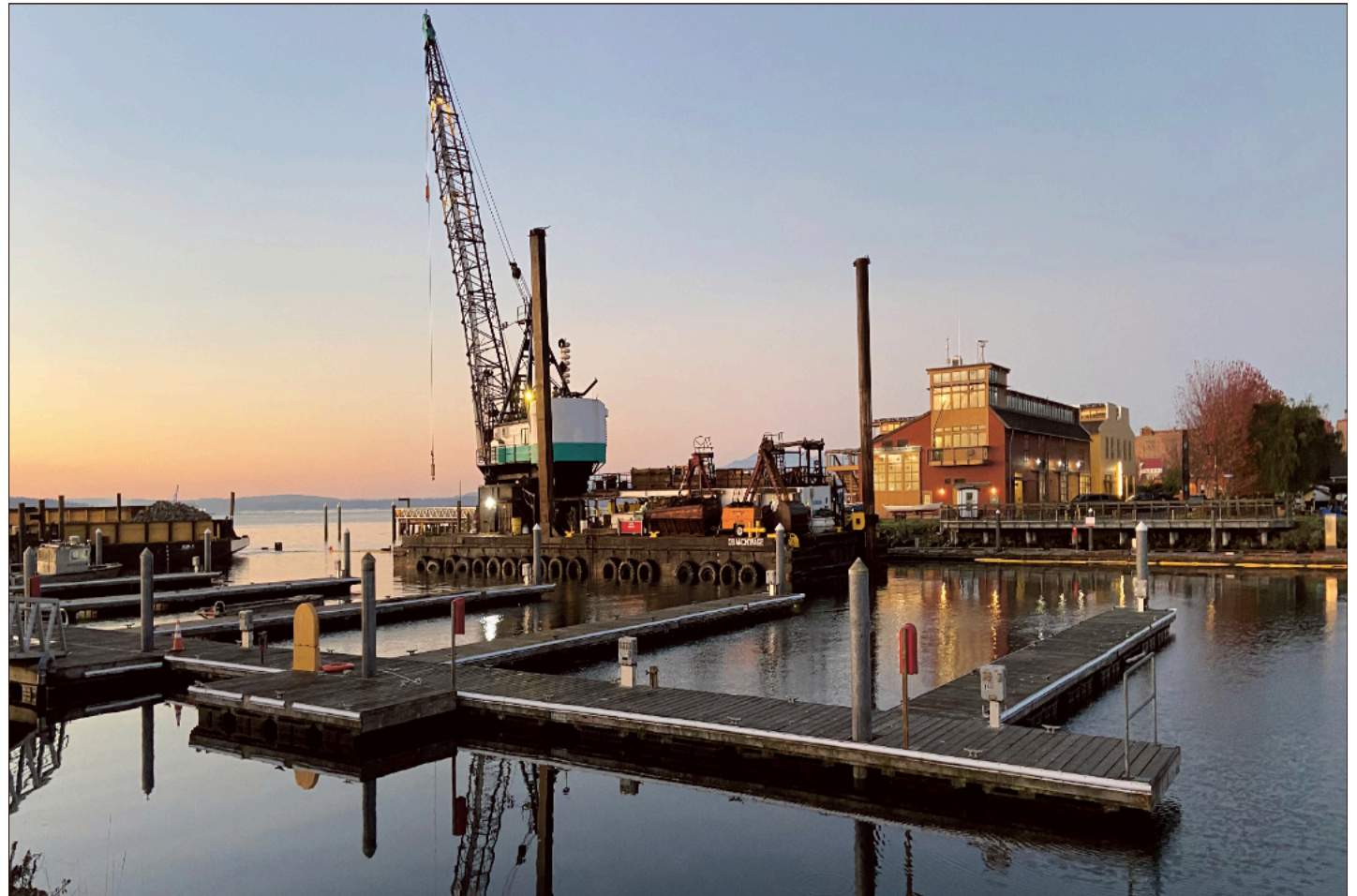
Both phases of the two-year project had to be managed within a narrow window between the end of the annual Wooden Boat Festival in early September, and protection of fish species that come through local waters in late February. Orion got the in-water portion done, which included working 24 hours a day, six days a week, through January and early February.

"The amount of work to be completed was daunting," said Port Facilities Director Matt Klontz, "but Orion Marine hammered away and kept their nose to the grindstone to meet the deadline."

Port Executive Director Eron Berg credited not just Orion, but also the Port Townsend neighbors of the project who put up with the intense construction schedule.

"I've been a part of a number of larger scale public works projects over the years, and this project stands alone with the strong support from the community," said Port Executive Director Eron Berg.

Klontz agreed. "The community's interest illustrated a recognition that the Point Hudson breakwater construction was not only generational but unique," he said. "No other breakwater on the Salish Sea is like the Point Hudson, which uses closely-spaced piles to



The barge and crane from Orion Marine were anchored at the mouth of the Point Hudson Marina for two consecutive six-month construction seasons over two winters.

form a crib to allow the stacking of rock while keeping the footprint at the base of the breakwater narrow." The narrow footprint avoided adjacent eel grass beds while still providing a good navigation channel.

When the north jetty was taken apart and rebuilt in the winter of 2022-2023, much of the old rip rap was used to create an artificial reef near Point Hudson. Thousands of sea creatures were moved by volunteer divers from the south jetty to the new reef before the south jetty was removed.

The Port expected the job to cost \$14.1 million. Instead, Klontz estimated the final bill will come in \$2 million less. Of that, \$7

million came from a federal Economic Development Administration (EDA) grant. Another \$2.5 million came from Washington State's capital budget, with additional funds from the Jefferson County Public Infrastructure Fund (PIF) and the Port's voter-approved Industrial Development District levy.

Repair or replacement of the jetties has been at the top of the Port's capital projects agenda for two decades. The jetties were first built in the mid-1930s, and repaired over the years. But by 2020, the creosoted pilings were rotting, the cable ties were frayed or missing, and the soft basalt rock held inside was tumbling to the sea floor. Winter storms at

high tide surged through the entire marina, threatening its boats and the use of the marina altogether.

Taking the north and south jetties together, a total of 365 steel piles were driven and 12,000 tons of new rock were placed inside the piles' cribbing. Some work remains, including restoration of pavers that lead to the new walkway built on top of the south breakwater, all slated for completion in early April.

Sustaining Point Hudson as a functioning marina preserves the estimated 150 employees of Point Hudson businesses, including the 50 boater slips and the estimated 5,000 vessels that visit each year.

Light Industrial Park proposed for near JCIA

It has been talked about for years, even decades. But by this time next year, it might start to become reality.

The Port of Port Townsend is moving ahead with its plan to create a light industrial park on 24 acres just south of the runway at the Jefferson County International Airport (JCIA).

Once built out, the Port expects its new industrial park to create at least 120 jobs as it is built out over 10 years, and to salvage another 20 jobs that otherwise might move to another county.

The Port is pursuing county, state and federal grants to have the industrial park designed, to build infrastructure including a loop road, and to construct the first 10,000 square foot building, of what might become a total of 11 buildings.

One local business - Sebastian Eggert's Rain Shadow Woodworks - is already interested and might become an early tenant. Rain Shadow, which builds custom architectural millwork for many specialty applications, may need to move from its Glen Cove site. A sister business, Pacific Northwest Timbers, also seeks a new home.

But Port Executive Director Eron Berg expects the industrial park to attract new businesses to the county as well, with a focus on those that provide family-wage jobs. He expects the industrial park to focus on sustainable businesses that use renewable wood products and to tie into marine-related manufacturing. "Tenants (are) expected principally from the construction and light manufacturing/fabrication sectors," said a Port

background paper, but could include a foundry, production and other businesses not yet imagined.

The park would develop from a master plan that ensures a consistent quality and look, utilities that can accommodate growth, and pad-ready building sites to encourage the arrival of new businesses. New buildings would be limited to 10,000 square feet.

As a first step, the Port applied for and won a Jefferson County Public Infrastructure Fund grant (PIF) of \$350,000 that, with the Port's contribution of \$100,000, would go toward design, engineering and permitting.

"We will be seeking grant funding to build the project," said Port Deputy Director Eric Toews. "We expect to build 11 pad-ready sites with all basic infrastructure." If the Port obtains additional grant funding to build the project, Toews said, it would seek to pre-lease sites to businesses, or could "build-to-suit" the structures for lessees.

In its long-range plan, the Port expects the total cost of a built-out industrial park to be over \$7 million. Beyond the first building, which the Port proposes to build, other structures could be constructed by incoming tenants.

The 24 acres was acquired by then-Port Manager Larry Crockett in 2002. Crockett had proposed it for



This 24-acre zone (shown in yellow) just south of the Jefferson County International Airport (JCIA) runway has been considered for a light industrial park guided by the Port.

a light industrial park at the time, but without success. Zoning changes and intergovernmental agreements have clarified that the 24 acres are available for non-aviation uses. In 2011, the Port's plan concept won the support of a U.S. Department of Commerce's Economic Development Administration feasibility study. If additional grant funds come through, the Port expects to have designs in hand by late 2024 and could seek construction funding in the spring of 2025.



An artist's conception shows how one building in the proposed industrial park might look. Design standards would govern all buildings, including those constructed by tenants.



**District 1
Commission Chair**

*Pam
Petranek*

Skipper, Commercial Fisher
Email: pam@portofpt.com
360-385-0656, ext. 6



**District 2
Commissioner**

*Carol
Hasse*

Sailmaker, Sailor
Email: carol@portofpt.com
360-385-0656, ext. 6



**District 3
Commissioner**

*Pete
Hanke*

Owns PS Express, Pilot.
Email: phanke@portofpt.com
360-385-0656, ext. 6

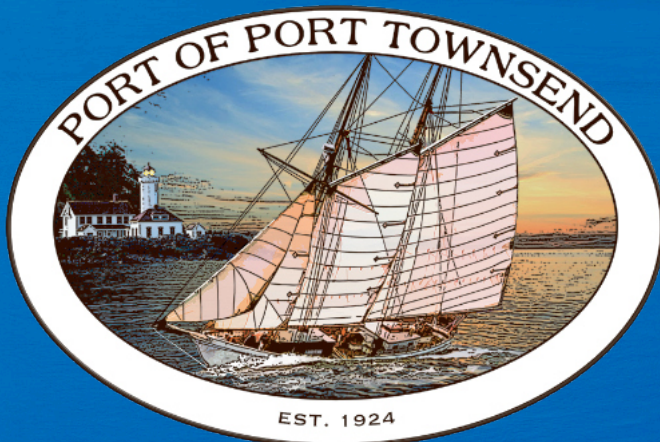


**Executive
Director**

*Eron
Berg*

Email: eron@portofpt.com
360-316-6013

We couldn't have
done it without you...



Point Hudson Breakwater Celebration

April **24th**, **1:00-3:00** pm at the Point (North Jetty)

Live Music & Refreshments ✱ Ribbon Cutting at **1:15** pm