

# PORT REPORT



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Summer 2023 NEWSLETTER *from the* PORT OF PORT TOWNSEND



## The Port Delivers

The Port of Port Townsend is poised to complete the rebuild of the jetties protecting the Point Hudson Marina starting just after the Wooden Boat Festival in mid-September. Port Engineer Matt Klontz is shown reviewing the North Jetty work last year. The battered pilings of the South Jetty, target of this fall's work, can be seen behind him and the anchor chain. See stories, Page 4-5.

**INSIDE:** Divers move marine life: 5 • Free life jackets: 7 • Quilcene camping? 10

## From the Executive Director

# Partnerships are key to getting things done

Most of what the Port does occurs at the shoreline. With properties across east Jefferson County, that shoreline environment includes the warm waters of Quilcene Bay, protected waters in Mats Mats Bay and Discovery Bay, and the very busy waters of Port Townsend Bay. As the Port continues to use the voter-approved Industrial Development District (IDD) levy to renew aging critical infrastructure, we do so with environmental stewardship in mind.

There is also little we do at the Port without partners and collaborators. In fact, this has been one of the most rewarding elements of my job – meeting and working closely with people who share a love and appreciation of this remarkable place.

With fall rapidly approaching, three marine science projects are nearing completion. At Boat Haven, the Port is working with local artist Rebecca Welti to install her nearly eight-foot tall crab zoea sculpture. The artistic representation of a crab larvae will sit near the head of the boat launch, where much of the locally caught Dungeness Crab is brought ashore. In their zoea stage, which occurs right after hatching, the mighty Dungeness crabs are microscopic and generally float the Salish Sea's currents.

At Union Wharf, the Port collaborated with the Port Townsend Marine Science Center on the

installation of Gunther, a 42-foot gray whale skeleton for public viewing. The Gunther display is the culmination of years of work by a local couple, Dr. Stefanie Worwag and Mario Rivera.



**By Eron Berg**  
Port Executive  
Director

This is a great story and stunning display. Gunther died and washed ashore near Port Ludlow in May 2019. I encourage you to visit the PTMSC's website (ptmsc.org) and visit Union Wharf to learn more.

Point Hudson may be our most ambitious project to date. In an effort to restore planned lost habitat from the jetty reconstruction project and save marine

invertebrates, the Port recycled the crustation and microalgae-covered basalt rock from the north jetty into a new habitat feature by the south jetty. Then the Port partnered with Washington Scuba Alliance, PTMSC, the Northwest Maritime Center, WDFW, a whole team of volunteer divers and others to relocate marine invertebrates from the south jetty to the new habitat feature.

The next phase of this effort is likely to be an expansion of the habitat feature and a shift in its elevation to encourage kelp growth as well as the installation of a real-time underwater camera with live feed to share this vibrant underwater place with everyone.

Finally, on a more personal note, I appreciate the near constant collaboration with my colleagues at the City, County and PUD. John Mauro, Kevin Streett and Mark McCauley are incredible partners for me and the Port. Working with them is a fair reminder that we all win when we all work together and it is truly a joy to work with my fellow administrators.

As always, I welcome your comments, thoughts and questions about the Port. My contact information is on Page 5.

## Commissioner's Corner

# With Lahaina, we share history, culture, risks

This column was going to reflect on my last 10 years with four different directors of the Port of Port Townsend, their leadership styles and relationship to the patrons and community at large.



**By Pete Hanke**  
Commissioner  
District 3

With the news of the devastation in Lahaina, this seemed like an appropriate time to reflect on that community and its very personal tie to many in this community. For many, most, if not all of us in Jefferson County, there is a time, memory, loved one, or friend that ties us to Lahaina. Even though Port Townsend and Lahaina are not official sister cities, I cannot think of another location that not only mirrors who we are in appearance and history, but is personally connected through relationships in our respective communities.

If you download the Wikipedia for Port Townsend and Lahaina, you will find many similarities. Both sit in beautiful rural settings on shorelines with magnificent views of mountains or islands from their respective waterfronts. If you are lucky enough to go for a sail across their waterfronts you will be greeted by equally magnificent backdrops behind both communities, with the Olympics for Port Townsend and West Maui mountains for Lahaina. Both communities were cultural centers and sacred ground for first nations' populations. Both were exposed to European expansion and colonization during similar periods and saw periods of economic vitality followed by periods of economic bust.

Most importantly, and the part that truly saddens our hearts, is that Port Townsend and Lahaina shared a cultural

revival during the latter half of the twentieth century which served as the bedrock for creating very unique communities which served to protect historical structures from urban development.

This last point is what truly shocked me - very similar to personal loss. Port Townsend and Lahaina are tied to their historical structures and landscape. That beauty and uniqueness has drawn

communities that have spent decades creating an alternate, sincere and caring lifestyle. It isn't just about escaping the urban jungle. More importantly it is about taking care of those around you. So to watch that fire sweep through in a matter of hours, and wipe out hundreds of years of history. It is also a situation that could easily be repeated in Port Townsend.

My hat is off to East Jefferson Fire & Rescue for being there, at the ready, when we do experience some form of natural disaster.

Even though Lahaina's physical landscape has been completely erased, the people are still there. They are sitting in vans, on gym floors, camped in friend's garages, wondering what is next.

Here are ways we can help: Text REDCROSS to 90999, look up Maui Strong, look up Maui Food bank and the Maui Humane Society.

I cannot begin to visualize what a Port Townsend would look like if a similar disaster swept through our community. I do know that the community that has held Lahaina together has the same spirit that we have here and I find great comfort in that.



Laura Snodgrass of the Port's Maintenance crew applies new vinyl logos to the aluminum pump-out boat now called "Neptune's Kiss."

## Boat-based pump-out service launched

Boaters tied up in local marinas or at anchor in Port Townsend Bay are welcoming the arrival of a refurbished Port of Port Townsend vessel now loaded with a pump and holding tanks to pump out a boat's sewage tanks.

The pump-out vessel means boats do not necessarily need to maneuver to the stationary pump-out stations located in both the Boat Haven Marina and the Point Hudson Marina, although those stations have also been upgraded.

The marine pump-out service is free to boaters, thanks to federal funding channeled through the Washington State Parks Department.

The grant paid for the upgrade of one of the Port's older aluminum buoy tenders, once called the "Munson," to the new pump-out boat. It's been rechristened as "Neptune's Kiss," (referring to the splash a toilet user might feel when sitting on the head.)

Neptune's Kiss was rebuilt by the Northwest School of Wooden Boatbuilding, which now teaches a wide variety of systems programs that go far beyond wooden boats. Among them are engines, marine sanitation, plumbing and



**Port Harbormaster Kristian Ferrero**

electrical systems, all of which were used to give new life to Neptune's Kiss.

The boat has a new engine, new steering, the pump out equipment, new paint and a vinyl wrap. The work was completed in August.

Neptune's Kiss is expected to be active in region's marinas, which may include the Port Hadlock Marina. It may also visit vessels

anchored in Port Townsend Bay. As of early August, the Port was still looking for a part-time operator of the service.

The marine service is only one part of the upgrade to the Port's pump-out capabilities to fulfill its commitment to keeping local waters clean. Both marinas have new stationary pump-out facilities, said Port Harbormaster Kristian Ferrero. "These are larger, more efficient machines and they are working very well," he said.

It's all part of a drive to make it easier for boaters to discharge their effluent into municipal treatment systems rather than into marine waters.

Funds for the grant came from the U.S. Fish

and Wildlife Service as part of the Clean Vessel Act, and were directed through Washington State Parks. Port Townsend boater Jeff Keley helped the Port write its grant.

The Port was awarded \$240,540 for pump-out projects. Of that, \$123,905 was earmarked for Neptune's Kiss including three years' of operation. Another \$116,635 was used to upgrade three dock-side pump-out stations in Port-operated marinas. At Point Hudson one is located on the linear dock, while in the Boat Haven one is near the fuel dock and the other is at the far end of the marina near the heavy haulout, said Ferrero.



Three powerful pump-out stations were added to the Port's marinas.

*You're invited to Boat Yard BBQ Sept. 28*

Everyone is invited to come to the Port Townsend Boat Haven's Boat Yard to enjoy food, beverages and music as a celebration of the working waterfront on Thursday, Sept. 28.

The "Boat Yard BBQ" starts at 4 p.m. and runs until 9 p.m. It is free, for all ages, and promises to bring together the county's maritime community with everyone else.

The party will include a welcome home for the return of Port Townsend's fishing fleet at about 5:30 p.m., but overall is a celebration of every part of the local working waterfront.

It is being organized by the Port of Port Townsend and supported by a number of Port-based businesses, listed below.

Music will be provided by the Unexpected Brass Band, Les Criminals, The Homewreckers and the Sweater Weather String Band.

Food services on hand include a salmon bake and fish fry, High Country Donuts, Bar Car Mobile, Java Gypsy and Barbarian Fine Cuisine. For \$15, attendees dine on the fish fry, salmon bake and Barbarian Burgers.

The event has been planned by Danny Milholland and the crew of The Production Alliance.

Biking and walking are encouraged for attendees; those bringing vehicles are asked to park in the Haines St. Park & Ride and walk from there.

Supporting businesses include Haven Boatworks, Port Townsend Sails, the Port Townsend Shipwrights Co-op, Key City Fish, Admiral Ship Supply, ACI Boats and the Production Alliance. See the poster on the back cover of this magazine.

# Point Hudson closing after Festival for jetty rebuild

Protecting the historic gem of a marina called Point Hudson takes two over-lapping jetties to knock down the winds and waves of winter southeasterlies. The North Jetty was rebuilt in the late winter of 2023. Work on the second one, the South Jetty, starts just after the Wooden Boat Festival waves goodbye to its last wooden boat on Sept. 11.

It is the second phase of a \$14 million project, funded by federal and state grants, and local taxpayers.

Just like last time, the Point Hudson Marina will be completely emptied of boats, except for those needing the SEA Marine Travelift. Just like last time, every rusted cable, every old creosoted piling and every worn basalt stone contained within the rotted cribbing of the old jetty will be removed during the demolition

process by Orion Marine of Tacoma. That work will leave the marina open to winter winds, explaining the boat removal.

And just like last time, the contractors and the Port expect new steel pilings and new rocks will be driven into place by Orion for a structure that looks much like the old one but is more robust, about four feet taller, and should last several new generations of boaters. The South Jetty will also receive a new 300-foot long pedestrian walkway along its top, allowing people to wander out over the water.

The in-water work is expected to be done by mid-January. All of the work, including the new walkway, should be completed by March 15, 2024, said Port Engineer Matt Klontz. All vessels with permanent moorage will again be offered

space at the Boat Haven Marina.

Port Executive Director Eron Berg credits Port Harbormaster Kristian Ferrero and crew with managing a fairly painless transition from one marina to the other last year, and expects the same this year.

Another unique feature for the second project is the volunteer effort to move most of the marine life from the old jetty to a new, nearby artificial reef constructed last year (see sidebar, Page 4).

Berg said Orion gained valuable insights with the first jetty and expects to be more efficient with the second one. An Orion barge and crane will be staged near the South Jetty before the Wooden Boat Festival so work can start immediately after. The company expects to work six 10-hour days. “They will start



Orion Marine expects to bring its barge and crane back in September 2023 to demolish the South Jetty at the entrance of Point Hudson Marina, just as they did for the North Jetty last fall.

early and work hard,” said Berg.

Orion will bring back the vibrating pile driver that did relatively quiet work last time. One of the positive findings last

year was that the bay bottom’s muck is soft, which made removing old piles and driving new ones easier than expected.

Still, nothing about the project is simple. The crews can only hope for the same lengthy period of calm fall and winter weather they enjoyed last year.

According to Klontz, Orion must always keep its crane moving. The crane does the heavy lifting on removing the piles, removing the rock, then positioning the new piles and loading up the new rocks.

For the data-minded, here is a comparison of the North Jetty (delivered) and the South Jetty (pending):

North Jetty: 270 feet in length; 178 new steel piles driven; tallest pile from the mudline up is 27 feet; 4,700 tons of rock.

South Jetty: 280 feet in length; 187 new steel piles; tallest pile is 33 feet; 6,800 tons of rock.



The difference between the new North Jetty (left foreground) and the beaten South Jetty is obvious in this image of both.

# One anenome at a time: Populating a new reef

Marine construction is almost as old as humanity. Think of rocks piled in shallow seawater to form a pier or fish trap. Tearing old projects apart to make way for newer ones is equally ancient.

What's new, however, at least at the Port of Port Townsend's South Jetty at the entrance to the Point Hudson Marina, is training a cadre of volunteer scuba divers to move, one by one, by hand, nearly 3,000 critters from the breakwater targeted for demolition, to a new dedicated marine habitat nearby.

The old breakwater is Point Hudson's South Jetty, which will be taken apart then rebuilt starting in late September 2023. That rebuild will complete the \$14 million, two-phase project that started with the North Jetty last year. Like last year, the project will begin immediately after the Wooden Boat Festival ends and will close Point Hudson Marina until completion in about March 2024.

However the area outside the South Jetty is known as a scuba diver's paradise, with a thick population of rock-attached life there. That includes sea stars, anemones, sea cucumbers, chitons, abalone, nudibranchs and snails. There are also schools of young fish.

"We heard from the diving community that there was rich and diverse sea life making its home on the jetty," said Port Executive Director Eron Berg. "There was no obligation to move them, but it seems very clearly to be the right thing to do." The expense was minimal thanks to the volunteer divers brought in by the Washington Scuba Alliance.



Volunteers from the Washington Scuba Alliance were in the water in July moving anemones and other sea life from the south jetty to a new home on an artificial reef about 20 feet away.

The planning and execution are monitored by the Port's marine environmental consultant, Jeanette Widener. The project also involves the Port Townsend Marine Science Center and the Washington Department of Fish and Wildlife. But the workforce consists of the hardy volunteer divers.

After a briefing on how to move various species, the divers worked for three days in July moving marine animals from the old jetty to the new reef. More dives are scheduled to follow.

Last year, the Port asked Orion Marine Construction, the lead contractor on the jetty project, to use the rocks of the North Jetty to build a new reef suitable for marine life habitat about 20 feet south of the South Jetty.



This schematic shows the location of the new, artificial reef, circled in white, just outside the Point Hudson South Jetty. The jetties are shown in grey; water depth is shown in color with red as the most shallow and blue as the deepest.

The human-made reef has been in the water now for several months, and is already growing plant life. It is home to at least three giant Pacific octopus dens, wolf eels and, following their relocation, four sunflower sea stars.

Betsy Carlson, Citizen Science Coordinator for the Port Townsend Marine Science Center, noted that snails were a big part of the move. "It was like picking grapes for the divers," said Carlson.

"We can't move everything but we're trying to move as much as we can," Carlson said.

The new reef is 60 feet deep at its deepest point and 30 at its most shallow. The shallows could be raised 15 feet more to make it suitable for a kelp bed. It's possible, said Berg, that some of the fill rocks being lifted from the south jetty will be used to extend the reef.



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# Port selects Seattle firm for flood protection, v

It sounds simple, but it is anything but.

In July the Port of Port Townsend selected KPFF Consulting Engineers, a national firm with a Seattle office, as engineering lead for the “Sea Level Rise Project.”

This could, one day, lead to flood protection all the way along the coastline that surrounds the Boat Haven Marina, from the vicinity of the

ferry to the bluff at the Boat Haven entrance to the Larry Scott Trail.

The project is, as KPFF Project Manager Andy Bennett wrote the Port, “a unique opportunity to improve public waterfront access while simultaneously protecting critical businesses from flooding that is expected to become more frequent and damaging with continuing sea level rise.”

On Dec. 27, 2022, the combination of a king tide with tidal surges flooded the Boat Haven’s waterside roadway and some businesses, such as ACI Boats. More frequent flooding is projected in future years from global climate change and sea



Dave Nakagawara



Matt Klontz

level rise. Strategies that protect not just the Boat Haven area but also the lowlands and non-Port commercial operations along Sims Way will become necessary.

Flood protection measures will vary along the alignment from structural protection to soft shore protection to increasing the

elevation of existing features like the Larry Scott Trail. Including the long-planned Port Townsend Water Walk as part of this project will significantly increase public access to the waterfront, said Dave Nakagawara, the Port engineer in charge of the process. Nakagawara recently came to the Port from the City of Port Townsend.

It promises to be a massive task and extremely expensive. Port Facilities Director Matt Klontz, also an engineer, said that while it’s early in the process, a current projection has a \$67 million price tag. Of that, the Port is applying for a federal grant, part of the Building Resilient Infrastructure in Communities (BRIC) program, for \$50 million. At least some of the gap would need to be filled by local dollars.

And that’s only to cover that portion of the Port Townsend waterfront from the vicinity of the ferry landing toward the PT Paper Mill. Left unresolved for now is what to do to protect Port Townsend’s low-lying, historic downtown.

“One important question is what is an appropriate elevation for a design to be protective of sea level rise,” Klontz said. Any such effort should be designed to hold the sea at bay for 50 or 100 years, he said. Research will also look into the extent to which the coastal land itself should be raised.

For example, engineered fill has already raised the Port’s Boat Yard a few feet higher than the surrounding commercial land. In the event of flooding, that would mean the Boat Yard would become an island surrounded by water



This schematic shows the outlines of the Sea Level Rise project, including the possible route of flood protection (green line) and the preliminary boundary of the low-lying Flats District (pink line). The flood protection would reach from two geographical high points.

# water walk design



On Dec. 27, 2022, the combination of king tide, tidal surge and rising sea levels brought the waters of Port Townsend Bay over the Boat Haven Marina bulkhead into businesses like ACI Boats. That accelerated the Port's search for engineers who will plan for rising seas and implement the long desired waterwalk.



Flooding at the Northwest Maritime Center in downtown Port Townsend was narrowly averted on Dec. 27, 2022, but continued sea level rise is likely.

covering, among many other things, Sims Way.

The first step of KPFF's work will be conceptual, so both the Port and the community come to understand "the benefit of the project, the cost of it, and how it will impact adjacent properties," said Klontz.

Engaging the community with information and discussion is among the tasks now assigned to

KPFF. The company, founded in 1960, told the Port it is experienced in keeping the public informed and involved.

It has built hundreds of coastal projects across the state, including wharves, piers, floating bridges and mooring dolphins. One notable recent project was the upgrade to the Mukilteo Ferry Terminal; another was the coastal expansion of an industrial harbor in Everett.



Dock boxes full of life jackets can be found at Port marinas at the Boat Haven, Point Hudson and Quilcene. If you need a life jacket, take one!

## Kids (and some adults) don't float

At any Port-owned marina in Jefferson County, you'll see them:

Dock boxes invite you to open them up and grab any life jacket you see for your use on the water.

Some are for kids, because they don't float. Some are for adults, even the XXL types. Adults may not float all that well either.

But all have been provided by the Port of Port Townsend, through a grant from the Sea Tow Foundation's Life Jacket Loaner Program, which provides free life jackets for anyone who might otherwise not have one.

"They're accessible at any time through the day or night, said Port Harbormaster Kristian Ferrero, who spearheaded the

program. "We ask people to grab one, to use it, and to put it back where you found it. We want them to be safe on the water."

In the three Port-owned marinas - Boat Haven, Point Hudson and Quilcene - there are about 50 life jackets altogether, said Ferrero. In addition some boaters have been dropping off additional life jackets at the moorage offices which, once they are checked for quality by moorage staff, can get added to the collection.

Boxes of life jackets are near the moorage offices, said Ferrero.

He's been gratified to see that they are being used, coming and going.

"They're for everybody's use," he said.

## Doing Business with the Port

How do I:

- **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, or the Herb Beck Marina (Quilcene) office at 360-765-3131. For boats or RVs at Point Hudson, visit [www.pointhudsonmarina.com](http://www.pointhudsonmarina.com).

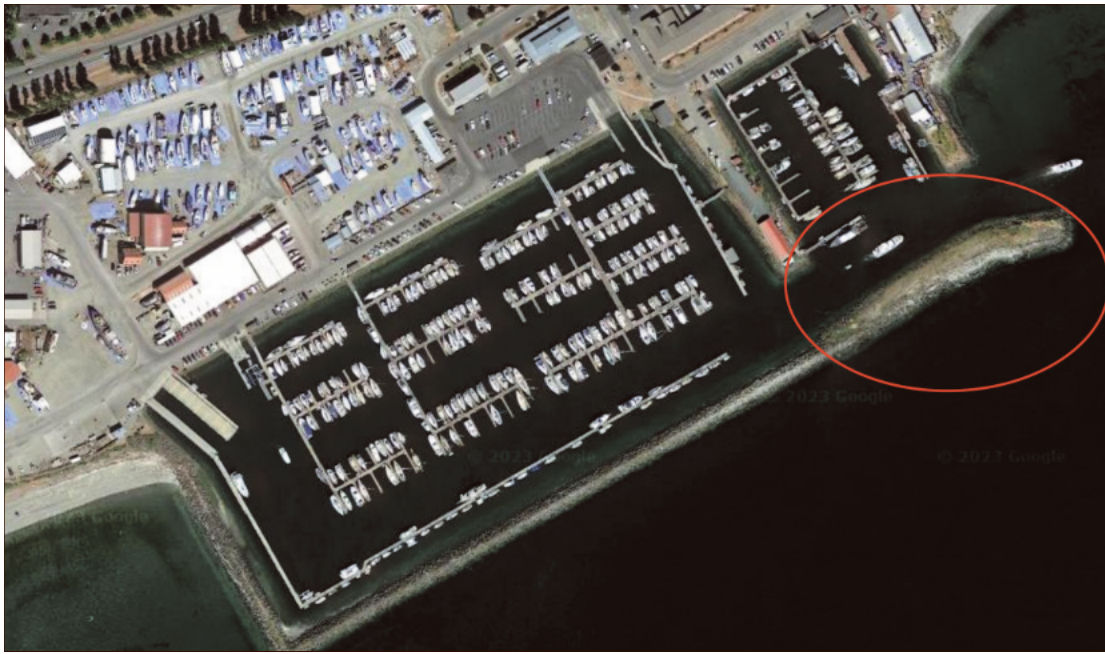
- **Get a vessel hauled out?** Call the Boat Haven Yard Office at 360-385-6211 to schedule.

- **Become a tenant?** Talk to Lease & Contracts Administrator Sue Nelson at 360-385-0410. ([snelson@portofpt.com](mailto:snelson@portofpt.com)).

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

- **Comment on or participate in a discussion of the Port Commission?** Call Joanna Sanders at 360-385-2323, or email [publiccomments@portofpt.com](mailto:publiccomments@portofpt.com).

- **Attend a meeting of the Port of Port Townsend Commission?** All meetings are open to the public. Regular meetings are the second Wednesday of each month at 1 p.m. and the fourth Wednesday of each month at 5:30 p.m. Workshops are held 2nd Wednesdays at 9:30 a.m. Meeting agendas and supporting documents are accessed via the website, [portofpt.com](http://portofpt.com). Click on "Commission Meetings" and find the meeting you want. Each agenda includes links and information on how to attend a live meeting or attend via Zoom. The Port also maintains full recordings and documents of all previous meetings.



The oldest section of the breakwater that protects the Boat Haven Marina from storms is at its mouth (circled in red). The Port is working on reconstructing it.

## Boat Haven Marina's breakwater repair being planned by the Port

Until the mid-1960s, the entire Boat Haven Marina for the Port of Port Townsend was the smaller marina now called the "Commercial Basin" bracketed by New Day Fisheries on one side and the U.S. Coast Guard's occupation of Benedict Spit on the other. The original breakwater for the smaller marina was built of a wood frame filled with rock and sand in the mid-1930s by a local contractor, the Olympic Pile Driving Co.

In the early 1960s, the Boat Haven Marina was expanded to the west and its current outline. That expansion and its longer breakwater were authorized by Congress and built by the U.S. Army Corps of Engineers according to upgraded design and construction standards.

The Corps' breakwater has stood the test of time. But the original breakwater - now the mouth that serves the entire marina - is failing.

"It's basically a wooden cofferdam and the wood is rotting away," said Port Deputy Director Eric Toews. "It's filled with sand. When it is over-topped with storm surges and waves, it's slumping. Sink holes are opening up. The rock is migrating. It's losing its ability to attenuate wave action. It's slumping on the channel side, which could result in a partial blockage of the navigation channel," serving the entire marina, the Port's largest. So far, the Port has tried to keep up with damage by refilling the interior of the breakwater, "rebuilding it from the inside-out," said Toews. Much better would be a redesigned rebuild that matched the quality of the other breakwater.

Reconstruction of the mouth of the breakwater is a huge project that could cost upwards of \$8 million, Toews said.

In search of both financial help and marine engineering expertise, Toews said the Port hopes to

partner with the U.S. Army Corps on the upgrade work. There are several avenues for this, all of which the Port is pursuing, but the outcome is yet unknown. Toews thanked the Congressional delegation, and especially U.S. Rep. Derek Kilmer and U.S. Sen. Patty Murray, for their help in promoting the Port's case in Washington, D.C.

Once the finances are worked out, Port Engineer Matt Klontz said the breakwater reconstruction is straightforward from an engineering perspective, but is complicated from a staging perspective. Because the breakwater in question is at the mouth of the marina, locating a barge and other equipment must be done in a way that keeps the mouth open for traffic. "We can't close the marina," he said. "We have to sequence the work to keep the marina open."

# More space for boats equals more jobs at Boat Yard

Thanks to the unique state laws that govern port districts, job creation is one of the top priorities of the Port of Port Townsend.

That's also why expanding the Boat Yard adjacent to the Boat Haven Marina is a priority. Every boat hauled onto dry land generates income for the community in many ways. Many hauled out boats require the professional services of the 450 marine trades workers centered at the Boat Yard.

Even for do-it-yourself projects, supplies and equipment from chandleries and hardware stores generate jobs, as does secondary spending at restaurants, retail stores and hotels. The Port also generates its own income through the use of Travelifts and yard storage space rentals.

The Port has two projects on the drawing boards to expand the Boat Yard to make room for more boats, and thus more marine trades jobs.

One of them is the North expansion which would widen the Boat Yard 25 feet along Sims Way. This is a joint project between the Port, the City of Port Townsend and the Jefferson County Public Utility District (PUD), which is worried about the impact of Lombardy poplars on the high-voltage transmission lines on that side of Sims Way. The project would include removing the poplars, burying the transmission lines, new pedestrian facilities, new landscaping and an expanded boat yard.

Port Executive Director Eron Berg said the City of Port Townsend is poised to adopt an update to its Comprehensive Plan related to what's called the Gateway Development Plan, which addresses the issue of electrical safety between transmission powerlines and poplar trees on Sims Way, boatyard expansion, and a landscaping and planting plan for the Flats District between the Kah Tai Lagoon and the boatyard. The amendment will enact changes suggested during a public outreach project.

Port Engineer Matt Klontz said the Port would continue to share information with the community as the process moves along. Key, he said, would be landscape design.

Berg said the earliest any actual Boat Yard expansion would take place is in 2024.

Through this North expansion, Berg said the Boat Yard should gain about an acre of total space, which could translate to about 20 new jobs at the Boat Haven.

A second Boat Yard expansion project, called the West expansion, could add even more space for even more jobs. It would add space at the end of the Boat Yard that is now home to the Maintenance Shop and toward the bluff.

The Port has been working with consulting engineers from Reid Middleton and a stakeholder group, said Deputy Director Eric Toews. Toews said this is a longer-term process.





This old Coast Guard building has been completely refurbished by Port staff and now becomes the new expanded moorage office at the Boat Haven Marina.

# Max recycling: Old Coast Guard building becomes new Boat Haven moorage office

Talk about recycling and re-use.

A linear building that once held Army soldiers at Fort Worden, then became the headquarters for the U.S. Coast Guard at the Boat Haven Marina, will soon become the new moorage office at the busy marina.

The white building with its distinctive red roof is slated to be moved in August to its new foundation adjacent to the Boat Haven restrooms. There, it will serve as the new Boat Haven moorage and boat yard office with enough room to allow customers to stand in a lobby rather than speak through a sliding window, for the first time since COVID.

“This new one is significantly larger,” said Port Harbormaster Kristian Ferrero. It will also be able to house numerous Port functions and staff who are now crowded in, or left out, of the tiny moorage office at the top of the C Dock ramp.

Not only will customers be able to come inside, but the moorage and yard staff will now have its own break room. Another addition is a mud room for the Yard Crew, finally able to get out of the sun or the nasty weather for their breaks, meetings and lunches.

In addition, Environmental Officer Kimberlie Webber will have her office there, putting her in the ideal position to work

with incoming boaters or haulout customers to educate them on environmental practices designed to keep both the water and upland Boat Yard clean of pollution.

“She’ll be more active day in and day out with the Yard and moorage customers,” said Ferrero. “It will be a really good fit, allowing for a lot more communication.”

Both staff and customers will enjoy being inside to talk, although the building also features a broad veranda on its outside.

Almost all of the renovation work on the building has been done by the Port’s maintenance

staff, led by Manager Chris Sparks. The building is being moved by Monroe House Moving of Quilcene.

Ferrero didn’t know exactly what date the building would welcome its first customers, given that some repairs and hookups will still be needed once it is moved. The old, smaller building will be moved in turn, he said, and re-purposed. The space it occupies at the top of the C Dock ramp will be used for boat repair.

The building has had multiple uses and moves. It was originally at Fort Worden, built as long ago as 1902. After the Army left Fort Worden in 1953, the Fort was briefly owned by

the Port of Port Townsend as a placeholder for the State of Washington, which purchased it from the Port in 1957. During that time, the Port allowed several Fort buildings to be moved for other uses, which included satisfying the request of the U.S. Coast Guard for an office for its cutter at Benedict Spit in the Boat Haven Marina.

The Coast Guard decided to build its own new building in the last decade. Rather than see the old building torn down, the Port moved it next to the maintenance shop at the southeast end of the Boat Haven property. The Port crew soon realized they had the perfect use to give the building its third life as a moorage office.

# Quilcene marina upgrades coming

In 2021, Quilcene-area residents were invited to give Port of Port Townsend officials their thoughts on what improvements were needed at the Herb Beck Marina and other Port-owned facilities on Quilcene Bay.



**Eric Toews**

One message in this listening tour came through loud and clear, said Port Deputy Director Eric Toews. Quilcene residents wanted the current marina's facilities cleaned up and fixed up before any major new initiatives were put in motion.

Thanks to a grant from the Washington State Recreation and Conservation Office (RCO), it looks like the Port will be able to come through. The Boating Facilities Program granted \$1 million in state funds, to be matched by about the same amount from the Port, to make many upgrades and improvements around the marina.

That will include, said Toews, replacement of the existing trailer boat ramp with a new one that includes an adjacent handling float to make it easier to get boats in and out of the water. It also includes renovations and upgrades to the restrooms, paving, landscaping and other improvements to the parking lot, stormwater catch basins, and upgrades to signage, benches, drinking fountains, and picnic tables.

All of the improvements, including the handling float, will be ADA-accessible, said Toews.

The Port has hired an engineer and design team expected to present a design in 2024. The work on the ground will probably

happen in the spring of 2025, said Toews.

“The community wants a good faith effort on the part of the Port to fix and maintain what is, before significant changes are contemplated,” said Toews. “This should help us do that.”

The Port, for its side of the equation, is still interested in ways to make the Quilcene facilities financially sustainable over the long term, said Toews.

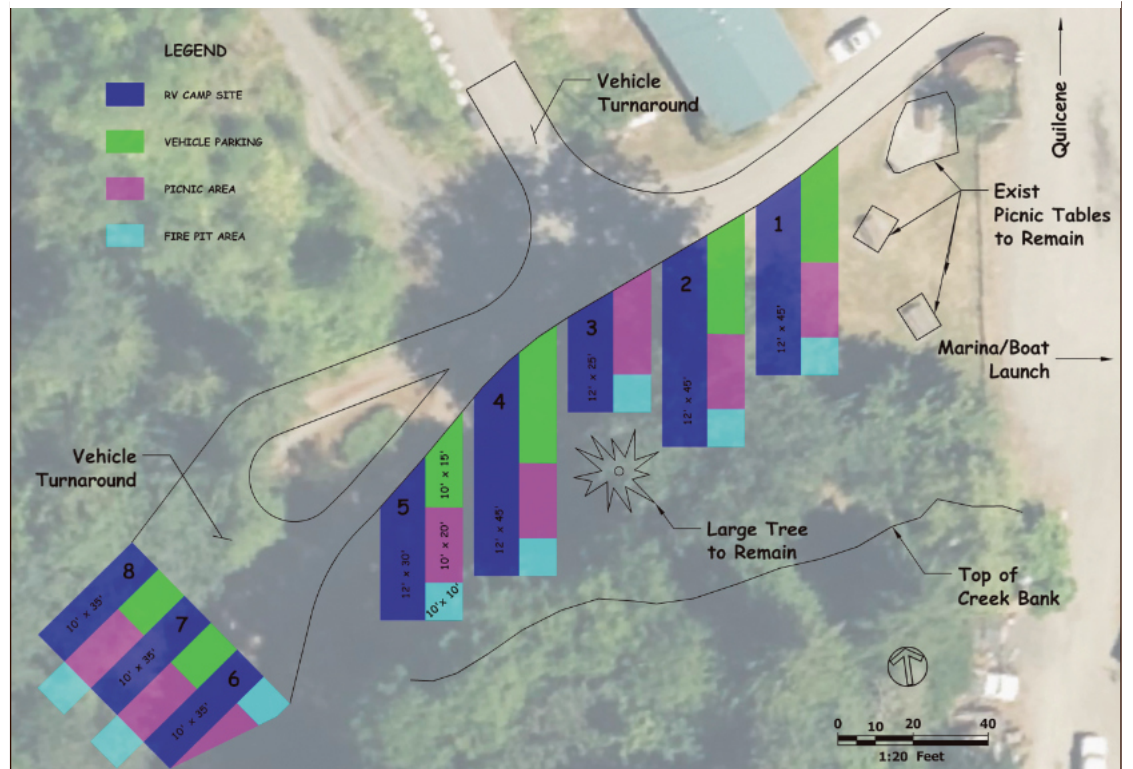
Matt Klontz, Port engineer, said while the RCO grant covers many upland improvements and the boat ramp, it does not include improvements to the floating docks, the dock ramps or possible dredging of the mouth of the Herb Beck Marina. The Port knows that the mouth is partly silted in and that vessels with deep keels might need to wait for high tide, he said.

The dredging project, for now, waits until other sources of funds might be found, he said.

The Port is also pursuing a possible partnership with Jefferson PUD to reinstall the RV campground at Herb Beck Marina in the near term to support the PUD's south county fiber project and, in the long term, allow for RV camping again. “Reinstallation of the RV campground with a camp host is something we heard the community wanted. This possible partnership could make that upgrade happen sooner rather than later, while also supporting the massive fiber project for south county,” said Port Executive Director Eron Berg.



Quilcene's marina, called the Herb Beck Marina, will see many improvements in the next two years thanks to the Port's pursuit of a state grant, with matching Port funds. The upgrades include a new ramp to launch trailered boats with an adjacent handling float.



A plan to reinstall the RV park and picnic areas at the Herb Beck Marina in Quilcene, sought by many local residents, has gotten a boost from a fiber optic partnership between the Port and the Jefferson County PUD.

# 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.

## *Boat Haven*

Center of the marine trades in Port Townsend and the region's largest marina, home to 475 vessels. Fuel, showers, restroom, pump-out. 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.portofpt.com](http://www.portofpt.com)

## *Jefferson Co. International Airport*

Featuring a 3,000-foot runway, together with on-call Customs, full aircraft services, fuel, the renowned PT Aero Museum, and the Spruce Goose Cafe. More than 140 aircraft are home-based here.

## *Shont's Family Farm*

Planning for the future of the 253 acre farm begins this winter – more details at [portofpt.com](http://portofpt.com).

## *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, and offers services such as pump out, showers and restrooms. Nearby is Coast Seafoods, operating mostly on Port land.

### **Look for the Next Newsletter in October 2023**

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SEPTEMBER 28TH  
PORT OF PORT TOWNSEND  
8th Street, near Larry Scott Trail entry  
4PM - 9PM

## CELEBRATING OUR WORKING WATERFRONT

### FOOD & BEVERAGE

High Country Donuts • Bar Car Mobile  
Salmon Bake and Fish Fry  
Java Gypsy • Barbarian Fine Cuisine

### MUSIC

Unexpected Brass Band  
LesCriminals • The Homewreckers  
Sweater Weather String Band

Biking and walking encouraged. Event parking at the Park and Ride.

