



WOODEN BOAT FESTIVAL EDITION

43RD WOODEN BOAT FESTIVAL, PORT TOWNSEND, WA 🌐 SEPTEMBER 6-8, 2019



Leader photo by Lily Haight

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Welcome to Working Waterfront's Wooden Boat Festival Edition

The 27 huge shipping crates delivered to Pete and Cathy Langley's foundry this spring symbolize Port Townsend's wonderfully peculiar future.

So, too, do the plane tickets carrying a half-dozen of our finest shipwrights and sail-makers to Tasmania for the Australian Wooden Boat Festival.

If Jefferson County's an oyster, the maritime trades are its pearl: slow-growing, precious and the result of making irritants awesome.

The sturdy boxes at Port Townsend Foundry protect hundreds of precise models from which to cast custom brass and bronze ship hardware formerly made by Rostand Manufacturing, a crucial player in the Yankee shipbuilding community until New England's coastline cashiered that legacy in favor of hotel towers.

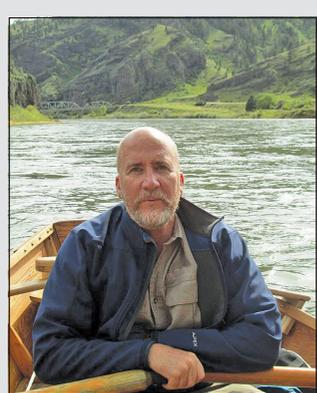
The Rostand models passed to Langley's stewardship because this is now the obvious place to send that epic collection.

If we see opportunities like this clearly, years from now Jefferson County will still be the obvious resting place for intellectual property like that.



Leader staff photos

Furnaces will still roar and ingots of bronze will be made molten and cast by well-paid foundry-workers into the blocks, boom vang and cleats by which ancient engineering



Dean Miller
EDITOR

harnesses wind to carry legendary boats across oceans.

If we do this right, sawyers, earning a living wage, will go on running rough lumber through whining, clanking, dusty saws and planers. We'll hear music in that noise and we'll celebrate, not complain because we know, like oysters that an irritating grain of sand can become something wonderful.



Shipwrights who sleep in their own homes here in town will rise to lock vast beams and planks into steam boxes and coax them into the graceful skeletons we admire as we pass the jumble of reconstructed and deconstructed dream boats resting on the hard.

Port Townsend will add value, not let it slip away, the way Port Angeles does every time another wood chip or timber carrier laden with the Peninsula's raw forest riches slinks off to China to turn great trees into disposable cement forms.

If we don't blow it, we'll still be that place where carpenters will scratch notes

on complicated blueprints and still be able to talk them over in person with four or five experienced peers.

Fitting the rails and stiles of cabinets into the curved bulkheads of a sloop's galley will be commonplace here and unheard of elsewhere.

If we take active measures to welcome and encourage it, fine woods will yet be chiseled and cajoled into fine joinery, and square bolts of canvas will be cut, stitched and hoisted into graceful sails by people who learned their craft at Carol Hasse's elbow. Spools of rope and wire cable will be turned into custom lines by expert riggers. Excellent fabrics and graceful hardware will be shaped into handsome berths and saloons, just as they are today.

This place, Port Townsend, will go on being spoken of with respect around the globe as one of maybe two places where all those crafts flourish together. That's why our best were invited to speak at one of the other great wooden boat shows, in Hobart, Tasmania.

The community of crafts-women and men give this town authentic grit. The waterfront won't be the only beneficiary of our steadfast love. This remarkable community of craftspersons gives tourists something meaningful to look at and touch and experience, like the schooners Martha and Adventuress and those yet to arrive.

Most important of all, Jefferson County will offer young strivers real opportunity.

There's no app for hauling up an anchor. To build a windlass, one must understand physics in a visceral way and want to do real, not virtual, things.

When we do this right, capitalizing on the kinds of opportunity represented by the Rostand forms or Blaise Holly's leadership of the Adventuress restoration, we in Port Townsend know the ways of doing that lead to ever-greater doings.

Young women and men who start their careers at the Northwest School of Wooden

Boat Building, mastering the materials and the complex hardware they require, will grow up to do that which we cannot now imagine. They will know the ways of simple machines: the lever, the wheel and axle, the inclined plane, the wedge, the pulley and the screw.



Great examples of wooden boat construction and reconstruction come here for the riches we are accumulating: intellectual capital, institutional memory and a cadre of hand-crafters unlike any other.

But we have to want a real port and not the Disney facsimile.

Furnaces must roar. Bronze must melt. Saws must whine and row upon row of tarp-cluttered works in progress must



define our waterfront.

Affordable housing must rise, and rise and rise. Vocational education like the growing course-list at the Northwest School of Wooden Boat Building must be offered and exalted.

Certainly the sometimes-dangerous and dirty work of shipwrights should be monitored to ensure safe practices. But we can't be silly about messes and noise the way we sometimes are about the paper mill. Sweat, steam, strong odor and occasional smudge are the evidence of this town's peculiar kinds of consequential work. Think of funk and piquant odors as the scent of family-wage jobs.



If we do this maritime industry right today, we'll have captured for tomorrow the technical, well-paid work our daughters and sons can rely on to keep this town alive.

If we do this right, those who see the water's edge only as a place for casinos and time-shares and inappropriate Microsoft mansions will have to wait. Those who lick their chops at the prospect of that big score - the one-time commission on selling off the waterfront - will find their whisperings fall on deaf ears at City Hall and in the Jefferson County Courthouse.

May they forever lick their chops, but never gorge on the carcass of the Port Townsend's maritime opportunity.

(Dean Miller is the editor of The Leader and an amateur boatwright who defends this re-run of his prior version of this piece by applying the logic of hull-numbering. This is hull#2 off the same set of forms.)

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A hand-picked list of tour stops for boat nerds

DEAN MILLER
DMILLER@PTLEADER.COM

As Pacific Northwest extravaganzas go, Port Townsend's Wooden Boat Festival is one of a very few that can honestly call itself "World Class."

It's very hard to find even a small handful of similar events, from Hobart, Tasmania across 12 time zones to here that draw this many display boats (300), exhibitors, expert speakers and 30,000 boat nerds.

That swarm of humanity is why many of Port Townsend's maritime tradespeople actually clear out of town when fans of wooden boat-building take over the waterfront.

But if you're a fan of the maritime trades and not of organized devotionals, here's a do-it-yourself saunter around key spots in this boat-building community.

1 EDENSAW WOODS, LTD. SUPPLIER OF SHIP TIMBERS AND FINISH WOODS



Leader photos by Dean Miller

Before you even get to Port Townsend, tack east off state Route 20 onto Seton Road and drive to the far end, where a former wooden boat builder named Jim (Kiwi) Ferris and Charlie Moore built Edensaw Woods.

Edensaw's tool showroom is interesting, the specialty woods warehouse behind that is a mecca for woodworkers, but for boat-building nerds, the big warehouse at the back of the operation is where you go to

re-calibrate your sense of scale.

Depending on the day, you may see three-foot-wide, 50-foot-long beams of purple heart, a South American hardwood used for structural members of everything from minesweepers to yachts. Ricks of teak stand ready to be turned into ship's decks and lengths of oak lie ready for the steambox where they'll be bent into ribs. This is where boat designers' dreams start turning into reality and Ferris has kindly said Wooden Boat Festival visitors can, during business hours, poke into the warehouse to ogle the big stuff.

During Wooden Boat Fest weekend, Edensaw is open 8-5 Friday and 9-4 Saturday.

2 PORT TOWNSEND FOUNDRY, SUPPLIER OF CUSTOM AND STANDARD MARINE HARDWARE



It's easy to forget how much metal goes into a wooden boat. Nearby Edensaw Woods, at 251 Otto Street, you can see how those parts go from ingots of raw metal to industrial art.

From lead ballast to sheave boxes, cleats, binnacles and dozens of other items, a sailboat needs the strength and durability of metals: bronze, brass and steel. Cathy and Pete Langley's foundry employs machinists, pattern makers and molders. And because of their specialization, Port Townsend Foundry is becoming a repository of the forms for sailboat parts from across the country.

On the Friday of Wooden Boat Festival weekend, from 6 a.m. to 2:30, you can step in for a look around. Start at the office and depending on what is underway,

you may be able to gaze at the thousands of hand-carved forms just arriving, or watch a pattern maker carve the precise wooden models that molders use to create the sand molds into which molten metals are poured.

3 PORT TOWNSEND SHIPWRIGHT'S CO-OP



Staring at the inert raw materials and hard pieces of a future boat is all well and good, but on the Saturday of the Wooden Boat Festival, Port Townsend Shipwrights is opening up its main building (919 Haines Place in the Boat Haven) to let you see the restoration of Western Flyer, the 77-foot sardine boat John Steinbeck made famous with his 1951 book "Log From the Sea of Cortez." From noon to 2 p.m. on Saturday, Sept. 7, Project leaders Pete Rust and Tim Lee, along with shipwrights Ryan Breckel and Lachlan Carlson will be on hand to show how they are replacing rotted pieces to make it again worthy of authorial explorations.

4 BLUE MOOSE CAFE

All that hefting of wooden beams and heaving of metal parts and cutting and fitting and painting and sanding requires sustenance. Blue moose is open 7 a.m. to 2 p.m. and sitting straight across Haines Place from the Shipwright's Co-op, you can shamle into line with various Boat Haven folk and grab a snack or a meal. Before making your way to the next stop on our tour:

5 'THE HARD'



Port Townsend's maritime tradeswomen and men do much of their work on "The Hard," 19 acres of onshore workspaces that can handle 200 boats at a time, from little pleasure sailers to big sea-going yachts. There are wooden boat builders, manufacturers of aluminum working hulls and all manner of subcontractors at work here. The Boat Haven is served by three travel lifts, the largest of which can pluck from the water a vessel up to 150 feet long with a maximum beam of 30'6", weighing up to 330 tons and then drive it to its appointed spot on the hard. You're welcome to walk around and look, although it's bad etiquette to climb any of the temporary wooden stairs rolled up against boats. You're also welcome to walk to Boat Haven docks, which offer 300 slips and 3,000 lineal feet of moorage, where you'll develop hundreds of questions in an hour or two of looking at all the ways people take to the seas.

6 DOGS OF BOAT HAVEN



Follow usual canine etiquette when you come upon the dogs of Boat Haven. They tend to roam free, keeping an eye on their owner's boat or truck and don't need you to rescue, feed or report them. If they approach

in a friendly way, by all means skritch under the chin first and discourage small children from chasing or shouting at them. They are at home.

7 ADMIRAL SHIP SUPPLY



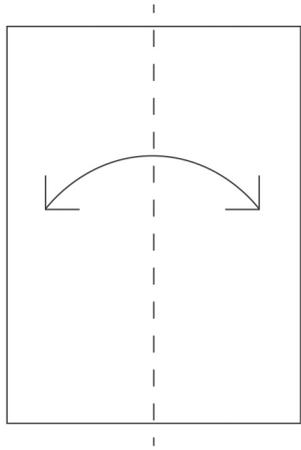
Whether you're a beginning boat builder, an experienced one or a slack-jawed admirer of craftsmanship, you'll find it easy to kill a half-hour or more just walking the aisles in this store at 305 10th St. Admiral caters to all the projects and fishing boats that surround it and we checked: they don't mind gawkers during Wooden Boat or our unofficial DIY tour. Friday from 8:30-5:30 and Saturday from 9-5, you'll find arcane items such as caulking cotton, pine tar, oakum, fenders, galvanized and stainless steel fasteners, maps, rope of any size, chains, shackles, raingear and safety gear for salts.

8 FINISH STRONG

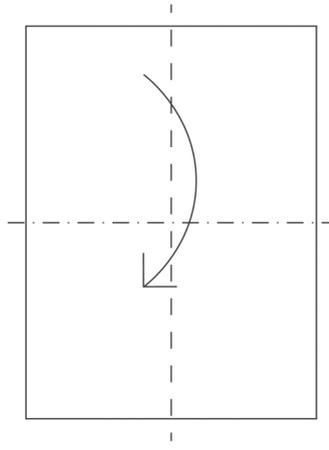
By now, you might be hungry or thirsty again. Just south of Admiral Ship Supply, on 10th St., you can grab a taco (11-4 on Friday and Saturday) at the outdoor taqueria at Key City Fish, wander over to the Boat Haven entrance gate for a muffin or coffee at Sunrise Coffee Company or a locally brewed beer at Port Townsend Brewing. If you wind up at the other end of the Boat Haven on Washington Street, keep a weather eye out for the signs for Sea J's Cafe (for fish n chips), Propolis Brewing or Pho Filling, all of which are frequented by the Carhartt's and sweatshirts-clad shipwright community.

MAKE YOUR OWN BOAT

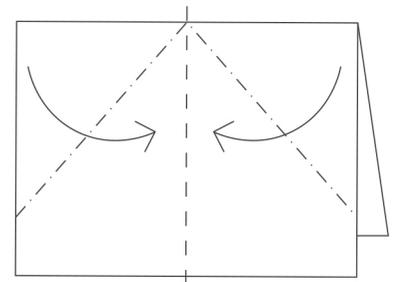
for the Wooden Boat Festival!



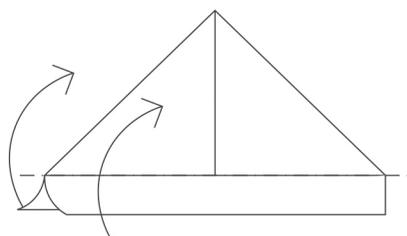
Fold in half side to side then open out flat again.



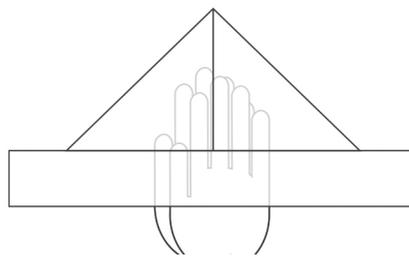
Fold in half top to bottom. Keep folded.



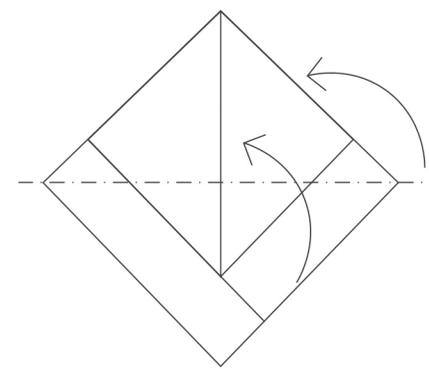
Fold in top corners to middle fold.



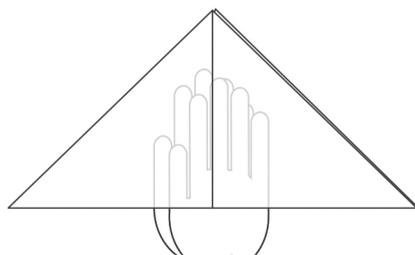
Fold bottom flaps up on both sides.



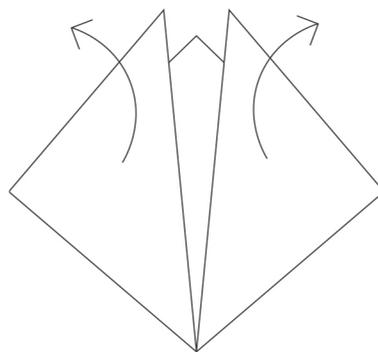
Put hands into hat shape. Pull out and flatten to make a diamond shape.



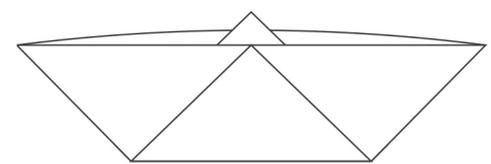
Fold bottom points to top points on both sides.



Put hands into triangle. Pull out and flatten to make diamond shape.



Pull top points of diamond sideways to create ends of boat.



Pull out sides of boat so it sits flat. Now you're ready to set sail!

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The Miss Reece started life as a 120-foot supply vessel operating out of New Orleans, serving the Gulf of Mexico oil-drilling industry. Port Townsend shipwright Dan Wiggins bought her there, brought her through the Panama Canal and up the west coast to Boat Haven in 37 days to retrofit her as a salmon tender for the Alaskan fishing industry, re-naming the ship "Currentsea." Local shipwrights Dennis Pettitt, Jeff Davis, Jenny Davis and Merrilee Hannigan worked on the transformation, which was completed in time for Currentsea to head for Alaska June 12. *Leader photo by Lily Haight.*

Gulf of Mexico to Alaska in 60 days

LILY HAIGHT
LHAIGHT@PTLEADER.COM

What does a Port Townsend boat builder and fisherman do when he needs a new salmon tender? He heads down to Louisiana, buys an old supply boat, brings it back to Port Townsend and within two months transforms her into a fishing vessel and launches up to Alaska for the season.

In New Orleans, old supply boats, used to supply goods, tools, equipment and personnel to and from offshore oil platforms, line the docks and harbors.

For a fisherman and boat restorer in Port Townsend, these boats that are sitting, unused and in disarray, are a temptation. One that Dan Wiggins, owner of Wiggins Marine, a boatbuilding and fishing company in Port Townsend, could not resist.

"They're stacked up as far as the eye can see, just rotting away," he said.

Supply boats can range from 50 to 100 meters in length, with large decks to carry heavy fuel, water

Going through Panama

- From Atlantic Entrance, enter Limón Bay, a large natural harbor. The entrance runs 5½ miles.
- A 2-mile channel forms the approach to the locks from the Atlantic side.
- The Gatun Locks, a three-stage flight of locks that are 1¼ miles long, lifts ships to the Gatun Lake level, 87 feet above sea level.
- Gatun Lake carries vessels 15 miles across the isthmus.
- From the lake, the Chagres River, a natural waterway enhanced by the damming of Gatun Lake, runs about 5¼ miles. Here the upper Chagres River feeds the high level canal stretch.
- The Culebra Cut slices 7¾ miles through the mountain ridge, crosses the continental divide and passes under the Centennial Bridge.
- The single-stage Pedro Miguel Lock, which is ¾ miles long, is the first part of the descent with a lift of 31 feet.
- The artificial Miraflores Lake is 1½ miles long and 54 feet above sea level.
- The two-stage Miraflores Locks is 1½ miles long, with a total descent of 54 feet at mid-tide.
- From the Miraflores Locks one reaches Balboa harbor. Nearby is Panama City.
- From this harbor an entrance/exit channel leads to the Pacific Ocean, 8¼ miles from the Miraflores Locks, passing under the Bridge of the Americas.

and chemicals as well as other specialty tools to offshore oil platforms.

Wiggins, who is a commercial fisherman and goes up to Alaska yearly to fish for salmon on his boat the Plansea, didn't need a supply boat. But he did need a new salmon tender.

So he went down to Louisiana and bought the Miss Reece, a 74-ton, 120-foot supply boat. Then, he and a crew of four others brought Miss Reece back to Port

Townsend, going through the Panama Canal and up around the coast of California.

For Wiggins, it was the adventure of a lifetime. He had never driven a boat as big as Miss Reece, and getting it through the Panama Canal would be a new challenge. Not only that, but the boat needed repairs to get going and would need quick fixes along the journey.

But Wiggins knew that with a team of dedicated and skilled

marine trade workers and friends, he would be able to make the 37-day journey to Port Townsend.

"There's no future in being shy," he said. "If we can imagine it, we can do it."

BEGINNING THE VOYAGE

Because of the tides, the crew left at night.

Wiggins and his group of boatbuilders and fishermen, including Dennis Pettitt, Jeff Davis, Jenny

Davis and Merrilee Hannigan and Dennis' dog, Carter, had finished making the necessary repairs to Miss Reece by March 12. They replaced the port rudder, installed autopilot, added a satellite compass, life raft and new anchor winch and anchor. Then, Miss Reece took on 28,000 gallons of diesel, 6,000 gallons of potable water. He got some groceries, some water and then headed out on the Atchafalaya River, towards the Gulf of Mexico.

Slowly they made their way through the muddy river, where an old lock and dam system controls flooding and makes navigation of a massive boat a task that commands full attention.

"It's tricky driving this in tight quarters," Wiggins said. "In some areas it was so shallow we were almost on bottom. But we were going out with the current right into the Gulf of Mexico."

They entered the Gulf of Mexico and were greeted by two days of foul weather, which they battled to get to the Atlantic side of the

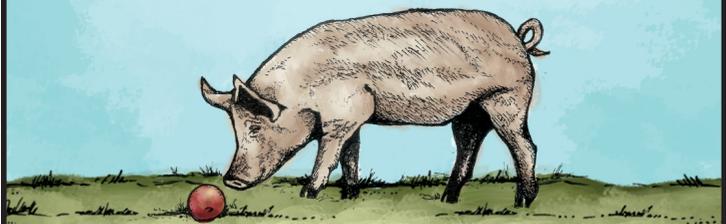
See VOYAGE, page 35 ▼



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First marine systems grads already hired

Boat school celebrates successful students

LEADER NEWS STAFF
NEWS@PTLEADER.COM

The Northwest School of Wooden Boat Building recently celebrated the graduation of its first six-month marine systems class, which introduced students to prospective employers a month before graduation to familiarize them with job opportunities.

Within weeks of graduation, all seven students had either found employment or applications for their hard-earned skills.

ANDY BLEHM

Background: 20 years in software development.

Now working at: Gold Star Marine in Port Townsend as a marine technician.

Blehm took the wooden boatbuilding class as a break from his career in software development, but the problem-solving skills it required were similar to what he enjoyed about software development.

Learning traditional wooden boatbuilding and marine systems also gave Blehm the skills and hands-on experience to become a marine electrical technician.

Because Blehm didn't want to abandon 20 years of software experience, he saw the marine systems program as an opportunity to combine his interest in wooden boats and working with marine electrical and hydraulic systems.

Blehm took two of the week-long marine systems intensives before enrolling in the six-month program, which he described as transitioning from theoretical exploration to do-it-yourself work in a controlled environment, to ensure students understand the procedures, before they go onboard boats to apply their skills in the field.

"You have a mess, and you have to figure out what to do about it," Blehm said. "That's what it will be like on the job."

MISHA BOGART

Now working at: The State of Alaska Fish and Wildlife Department, to maintain its fleet of law enforcement vessels



Shawn Meyer came from Glacier Bay, Alaska, spent 18 months at the Northwest School of Wooden Boat Building in Port Hadlock, and now works in Port Townsend as a boatbuilder and marine technician. *Courtesy photo*

and captain one of the 85-foot boats.

Bogart is not only able to rewire his own boat with the skills he picked up in the inaugural marine systems program, but he also described it as "hands down, the most educational thing I've done in my life," which he credited with making him "more competitive in the workforce."

ARCHIE CARRICO

Background: Retired.

Now working at: Still retired.

Carrico acknowledged the marine systems program would not lead to a career in the trades for him, since he has no intention of retiring from retirement, but he looks forward to maintaining his own boat and helping out other cruisers, when he and his wife go sailing, "which was my motivation in taking the course."

NATHAN EBY

Now working at: Platypus Marine, a full-service indoor shipyard near his home in Port Angeles.

Eby attended both the

wooden boatbuilding and marine systems programs, and extended his thanks to those "who let us crawl all over their boats to do corrosion surveys and practice troubleshooting and maintenance in the real world."

DAMIAN HILL

Background: Third-generation commercial fisherman from Bristol Bay, Alaska, who spent his 20s competing as an elite triathlete.

Now working at: His hometown of Naknek, Alaska, as an independent marine technician.

Hill was not only looking for a family-wage job where he could work with his hands, but as someone who worked in remote locations, he also wanted the skills to maintain and troubleshoot marine systems on his own, because "when you're fishing in the Bering Sea and something goes wrong, there's no one around to fix it."

Hill grew up in a fishing town in Bristol Bay, Alaska, so he was already aware of the need for competent marine technicians to maintain these

high-horsepower boats with bow thrusters and complex electrical systems.

The marine systems program appealed to Hill because he was able to learn about the trade from experts in the field, in person.

"You can't get that from a book," Hill said. "It's hands on."

Once Hill and his fellow students had the principles down, they applied them to actual boats, where the circumstances were more challenging.

"I can test an alternator," Hill said. "I can size a battery bank. I can install an isolation transformer. I can tell you what size hydraulic hose you need. It's so valuable to learn how all these systems are interconnected on a boat."

SHAWN MEYER

Background: Sailed to the school from Glacier Bay, Alaska.

Now working at: Port Townsend as a boatbuilder and marine technician.

Meyer spent 18 months at the school, taking the boatbuilding and marine systems classes, and now he's rewiring his boat,

the Sea Mare, which was overdue for repairs.

Attending the school gave Meyer the confidence to tackle larger projects by himself, whether the vessel is made of wood, fiberglass or metal.

"You're going to learn the foundation and the skills you need in this course to take you really far in the marine world," Meyer said.

ADAM SNIDER

Background: Research lab technician.

Now working at: Rewiring a 55-foot steel fishing vessel.

Snider went from being "somebody who hasn't even picked up a tool" to feeling like "I could do anything" in just a few months' time.

At the age of 30, Snider felt like "I didn't know how to do anything" and feared the prospect of spending the rest of his working life under fluorescent lights.

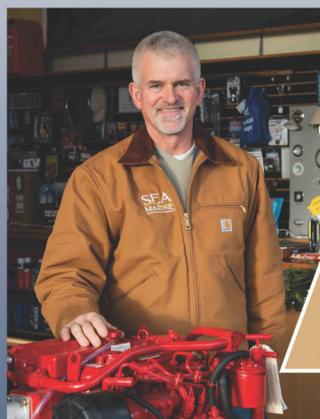
But after taking the traditional boatbuilding and marine systems programs, Snider has the satisfaction of being able to work with his hands.



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ABOVE: The Artful Sailor owners Pami-Sue Alvarado and Emiliano Marino specialize in whole Earth nautical supplies. In addition to teaching sail-sewing skills, they play music and sing songs to engage audiences and classes. **BOTTOM RIGHT:** “Salty Sue” and “Pine Tar Pete” sing sea shanties to warm their audience up during their demonstrations at the Wooden Boat Festival. *Leader photos by Lily Haight*

Salty Sue and Pine Tar Pete bring shanties to festival

LILY HAIGHT
LHAIGHT@PTLEADER.COM

Visitors to the Wooden Boat Festival will know it’s time to learn traditional hand-crafted sail making techniques when they smell the scent of pine tar and hear the plucking of ukulele strings.

“Pine Tar Pete” (a.k.a. Emiliano Marino) and “Salty Sue” (a.k.a. Pami-Sue Alvarado), owners of the Artful Sailor, will be bringing their ukuleles with them to Wooden Boat Festival again this year.

“When we first met, music was one of the things that brought us together,” said Alvarado.

The year before they started their “Whole Earth Nautical Supply” store, Alvarado and Marino started busking

together, singing sea shanties and playing ukulele.

“This is a great community for that,” Alvarado said.

They busked outside of the Food Co-op on Sundays and during the Wooden Boat Festival, sold t-shirts and copies of Marino’s sailmaking book, “The Sailmaker’s Apprentice,” while singing songs and playing instruments.

That was how their business first began. A year later, Marino and Alvarado went from busking outside to giving demonstrations inside the Northwest Maritime Center boat shop during the festival, teaching how to make grommets and how to make hand-sewn sails in the traditional methods and with recycled supplies.

This will be their third year giving demonstrations at the festival and like always, they will engage audiences with the art of song.

“It’s a way of warming things up,” Marino said. “It’s also something that we love to do. And doing something that you love to do is a good way to connect with people.”

While they sing a variety of sea shanties, Marino and Alvarado also like to include a bit of humor in their numbers by converting some other songs into sea songs (Chuck Berry’s “Maybellene” becomes “Barkentine.”)

The Artful Sailor will be giving demonstrations at the Northwest Maritime Center boat shop each day during the Wooden Boat Festival at 9 a.m., noon and 3 p.m.



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It took a village

Student-built long dory paddled by teachers in endurance race

JANE STEBBINS
SPECIAL TO THE LEADER

Team Educate-Oars didn't make it into the top 10 finishers during the Seventy-48 this spring, but they still consider themselves winners.

The group of 10 educators set out to challenge themselves in the 70-mile boat race — it begins in Tacoma and ends in Port Townsend — and to prove to their students at Chimum Schools that anything is possible if one sets their mind to it.

They set off May 31 in a 28-foot-long Dragon Heart boat built by students in the Community Boat Project and paddled, taking only one short break, to cross the finish line in 56th place. Dragon Heart's "big sister" Epic, and the historic Felicity Ann will be at the Wooden Boat Festival in Port Townsend at the end of August.

But the race?

The students bet the Educate-Oars couldn't do it. They were up against 108 other teams, of which 97 would finish. Twelve others experienced technical failures, or the lure of a warm bed was stronger than the draw of the finish line.

And Dragon Heart isn't exactly svelte, like a rowing scull. It had a load of 10 adults and the supplies needed to last them the 48 hours in which they needed to get to Port Townsend to qualify for placement in the race.

And of course, students are going to give their teachers a good ribbing.

"They were excited," said Michele Moriarty, the school's librarian, adding that students tracked the team's progress via computer.

It wasn't easy, even though the team had been training since March. Exhaustion — of the sleepy kind — was the biggest challenge for him, said Beau Young, the school's IT director.

And they had to contend with tides, the dark of night and the repetitive action of moving the boat along.

No competitor is permitted to use sails or motors in the race, nor can they have people on shore providing information or otherwise helping them.

It's all on them.

"Education kind of lends itself



Captain Matt Orr and crew member Michelle Moseley, a Chimum third-grade teacher, hail fans of Team Educate-Oars after the squad of 10 teachers rowed the dory from Tacoma to Port Townsend. *Leader photo by Dean Miller*

to this," he said Beau Young. "It gives us patience and perseverance."

What incited them is not the winning purse of more than \$12,000, but what they and their students would learn from the endeavor. The ended up ringing the bell as they crossed the finish line in the mid-50s.

"It is doable," said team captain Matt Orr, a third-grade teacher, before the race. "Though it will be a hard, arduous journey, I can't think of any other way to model the tasks I'd like my students to accomplish."

The students might have jokingly not had faith in their teachers and staff on board, but others knew the Dragon Heart would easily make the journey.

The students who built it were part of Chimum's Community Boat Project, a program that teaches maritime-based classes, including woodworking and boat-building. The Dragon Heart is rowed by eight people at a time,

is capable of sailing and is often used for multi-day ventures in the area.

"It's not ... a racing boat," said Mitch Brennan, a Team Educate-Oars crew member who teaches fifth grade. "It's a good boat, but it's not a racing boat."

The rowers sat two to a row, with two resting, and rotated out with fresh teacher-power every hour, Orr said.

"I think a lot of people think this would be incredibly physically exhausting," Young said. "We will be tired; there is the physical challenge to it. But when it's a long row, the challenge is the mental one. Staying focused, staying synchronized with your fellow rowers. You get in the zone — and stay there."

Some of them had experience rafting and kayaking, but learning how to row — particularly that in-sync part — took a bit of practice and determination. They trained out of Port Hadlock three or four hours a week and twice

each weekend — and even did a night-time row and a 28-mile jaunt that took 10 hours.

"We've come a long way," Moriarty said. "We didn't know anything about rowing, staying in sync, in the beginning."

Gearing up took crew members — others include Michelle Moseley, Gary Coyan Jr., Kevin Racine, Greg Reed and Shelly Mallett — away from family and work.

"This is a small district — there's no way 10 people from another school district would do something like this," Coyan said. "It's amazing this is happening."

Along the way, they learned camaraderie, teamwork, each other's strengths and weaknesses.

"I'd not be going out on the water of Puget Sound without the experience of our captain," Moriarty admitted. "There's a lot of challenges: navigation, tides, the weather, the mental (factor). It's not willy-nilly."

But the hard work leading up

to race day is what paid off as they went up against an array of boaters, including stand-up paddle boarders, kayakers, canoes — even a bicycle-powered pontoon boat, among others.

Maddi Webb, a fifth-grade teacher said she was confident what the team and students would learn from the event.

"It's a great team-building exercise," she said. "Staff is coming together as a model for the students. We're working as a team, demonstrating grit and not turning down challenges."

Long, the token non-teacher on the crew, graduated from Chimum Schools and dragged her daughter Layla Franson, a sixth-grader, out with the team one day. She didn't want to go, but ended up loving it, Long said.

"The educators really care about kids," she added. "And a handful of them is willing to row 70 miles to show it. That's awesome. That makes me proud to be part of the school district."

Going to the Wooden Boat Festival?



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Glory Be is about 30 feet long and in for repairs. Photos by Chris McDaniel

Well, Glory Be

It may be the slow this time of year on the waterfront as most boats are out on the water, but there are still some repairs to be made on smaller vessels. Claire Ethier and Esther Whitmore, shipwrights at Haven Boat Works, were soaking up sunshine recently as they worked on the deck of Glory Be, a 30-foot-yacht.



Esther Whitmore



Claire Ethier

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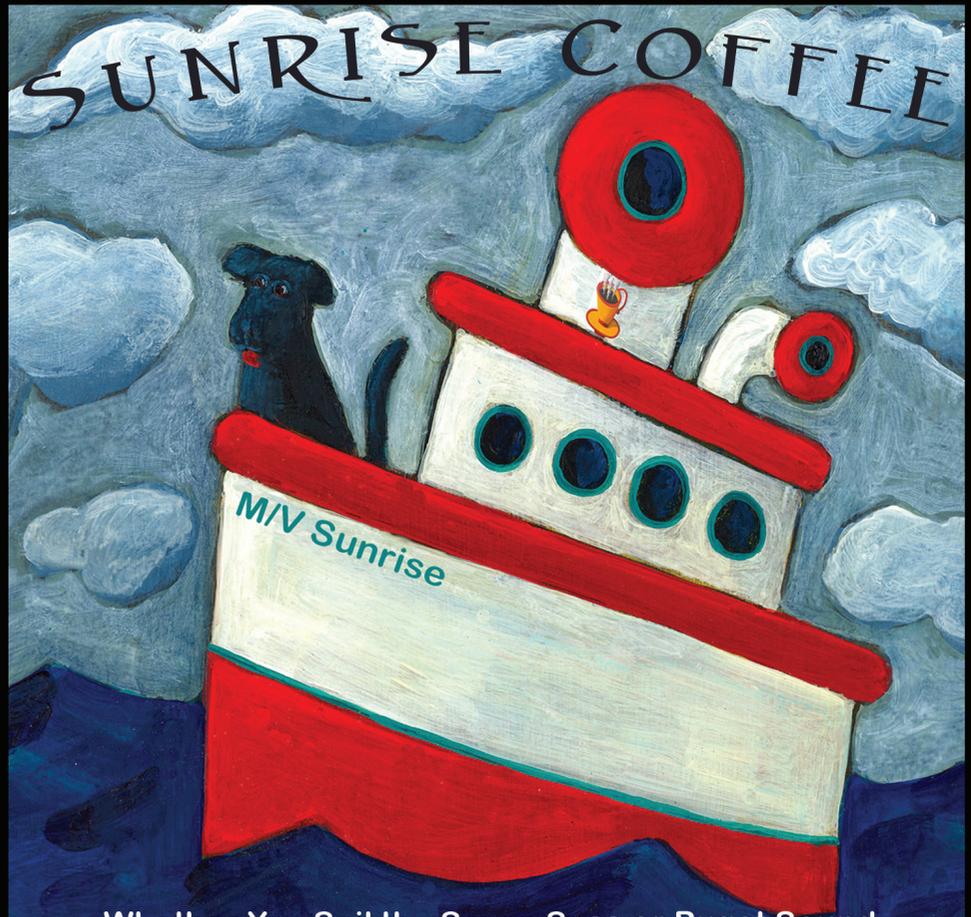
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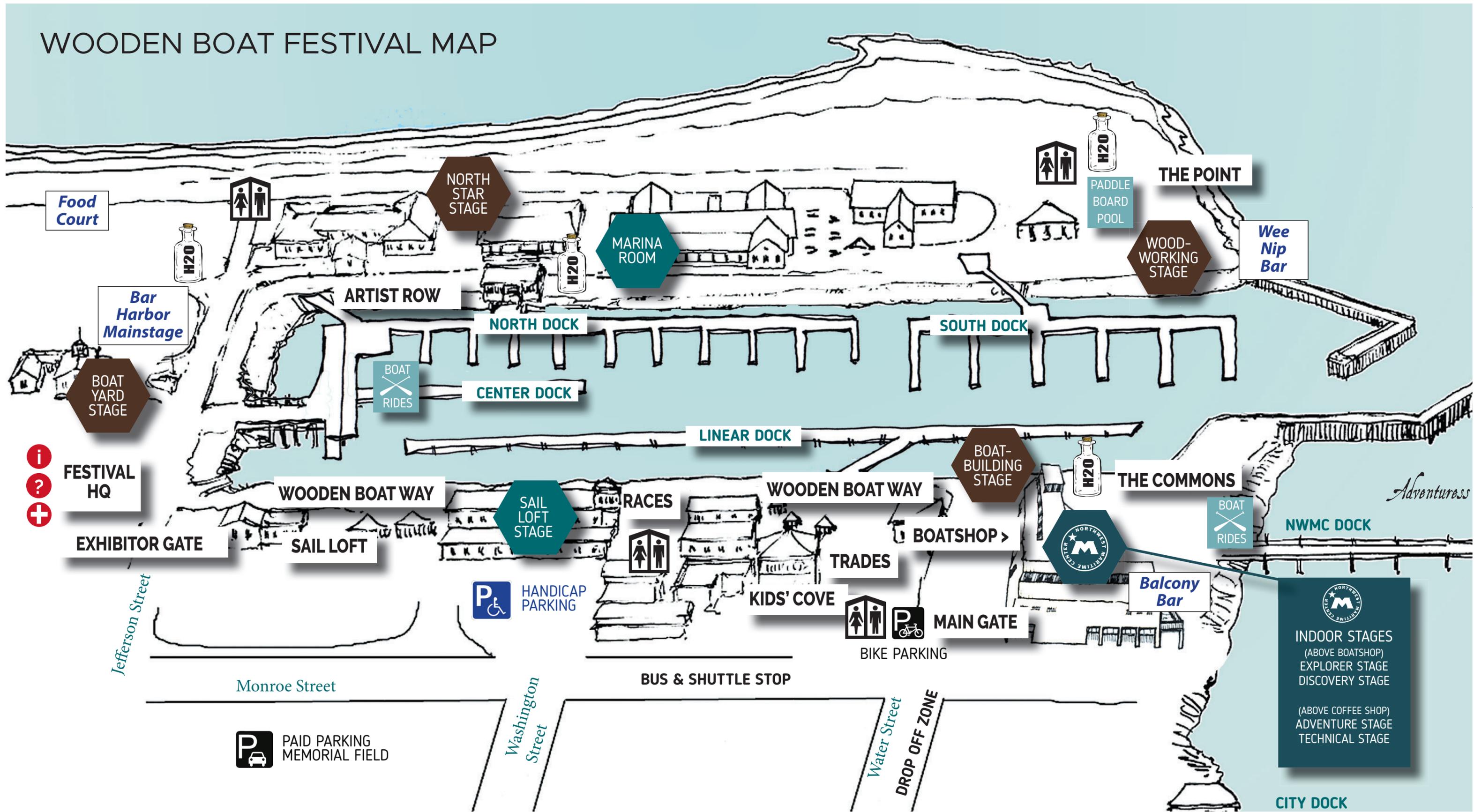
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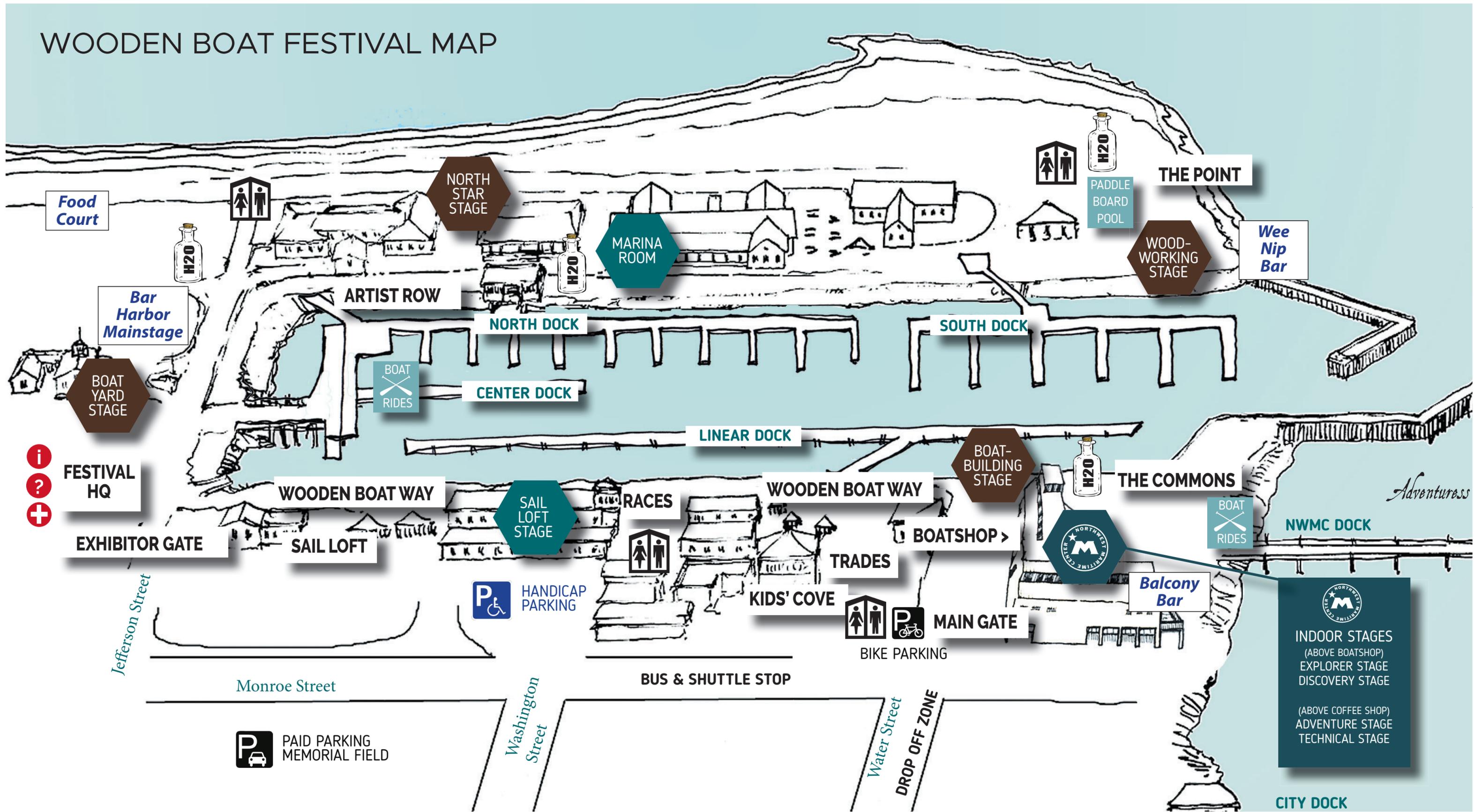
WOODEN BOAT FESTIVAL MAP



INDOOR STAGES
 (ABOVE BOATSHOP)
 EXPLORER STAGE
 DISCOVERY STAGE

 (ABOVE COFFEE SHOP)
 ADVENTURE STAGE
 TECHNICAL STAGE

WOODEN BOAT FESTIVAL MAP



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 (ABOVE COFFEE SHOP)
 ADVENTURE STAGE
 TECHNICAL STAGE

'Founding mother' of wooden boat building school recalls early days



KIRK BOXLEITNER
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As the Port Hadlock-based Northwest School of Wooden Boat Building draws just a couple of years shy of its 40th anniversary, Betsy Davis, who's been the executive director of the school for five of those years, is quick to credit those who laid the keel of the school.

Puget Sound master shipwright Bob Prothero was the school's first instructor, drawing on his family's history in the Pacific Northwest as ship captains and master boat builders, but it was Palmer and her husband, Henry Yeaton, whose fascination with wooden boats inspired them not only to move to the area from Santa Fe, New Mexico, but also to help start the school with Prothero at its original location in the Boat Haven of Port Townsend.

Palmer recalls that she and Yeaton moved to Port Townsend because of an article in *National Fisherman* magazine on the town's first Wooden Boat Festival in 1977.

Yeaton came armed with well-honed skills as a carpenter and sculptor, the latter

courtesy of the Rhode Island School of Design.

The day of their arrival — May 18, 1980 — happened to coincide with the date of Mount St. Helens' eruption, but in spite of this decidedly less-than-welcoming historic event, Palmer was struck by the beauty of the region's mountains and the water, and was impressed by the craftsmanship of the town's boat works.

"Of course, we didn't come here to start a school," said Palmer, who met Prothero through her work for the Wooden Boat Festival, arranging informational workshops for the annual event.

Prothero had been building boats for half a century by that point, and Palmer, whose extensive teaching experience with adults and children alike had made her a believer in the value of hands-on, cooperative approaches to learning, was struck by his knowledge, so much so that she and Yeaton saw the potential to capitalize upon it.

"Henry wanted to build boats, learn about lofting, use his woodworking skills and be part of the boat-building com-



Left: Henry Yeaton and Libby Palmer then.

Above: Libby Palmer now.

munity," Palmer said. "Bob was intrigued. He had the energy and the tools, and we developed the connections."

It took nearly six months for them to find a site for the school, until they settled on a storage building next to what's now Key City Fish, in time for the Northwest School of Wooden Boat Building to offer its first classes in January of 1981, with Prothero as its sole instructor, and Yeaton as his assistant.

"We had something like 14 or 16 students to start with," Palmer said. "We scouted out lumber from Forks, and our students were working on two boats from the very

beginning."

Although Palmer and Yeaton were only involved in the school for its first two years, she described it as a "thrilling" period in their lives, and she took care to praise their successors, including Davis, for the "broad, comprehensive vision" they've brought to the school.

"Betsy sees that this sort of vocational education is as important as academic education," Palmer said. "And with the addition of programs such as marine systems over the years, the school's scope has grown organically."

While Palmer and Yeaton got into boating because of their shared love of the water and sense of adventure, what she's seen, as the Northwest School of Wooden Boat Building has expanded and evolved over time, eventually relocating to its current campus in Port Hadlock in 2004, is the enrichment of the existing maritime community.

"I used to think our students would graduate and go away to work somewhere else," Palmer said. "But what we've seen in the years since is how many have stayed and found good jobs right here."



Roaming Washington Street, the Boat Haven's travel lifts shuttle boats out of the water to temporary dry dock mailboxes available to the Boat Haven's transient population of sailors and boatwrights. *Leader photos by Dean Miller*





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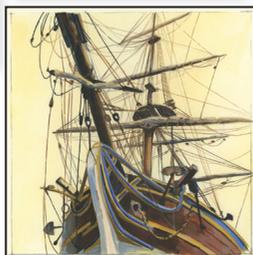
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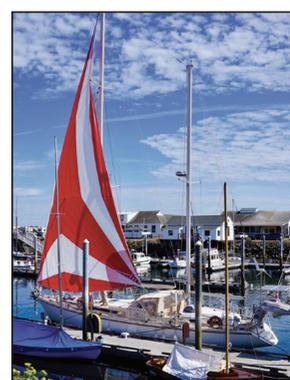


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Port Townsend is not just a place to write checks to get work done, but a maritime community that everyone can enjoy being a part of, at least for a little while."

Revival of Steinbeck's 'Western Flyer'

Watching shipwrights rebuild a literary icon

DEAN MILLER
DMILLER@PTLEADER.COM

One of America's most famous literary boats, novelist John Steinbeck's "Western Flyer" is in the midst of a major renovation at Port Townsend Shipwrights Co-op, where landlubbers and wannabe shipwrights can nerd out on the skills and materials that make Port Townsend famous during the Northwest Wooden Boat Festival.

Although many in the maritime trades flee Port Townsend's Boat Haven during the festival, Tim Lee and Pete Rust, the co-leaders of The Western Flyer project will have the doors open to tourists to walk in and see the project underway from noon to 2 p.m. on Saturday, Sept. 7.

Lee has been known to shake his head over the tiny percentage of original wood that will remain in the sardine boat Steinbeck and Ed Ricketts used in their 1940 expedition through the Gulf of California. They chronicled the trip in "The Log from the Sea of Cortez," which made the 77-footer one of the most famous literary boats in history, alongside The Pequod, The Hesperus, and Old Man Santiago's boat in Hemingway's "The Old Man and The Sea."

If you're hoping to snag a scrap torn from the frame of the famous craft, you're too late. The "Western Flyer Foundation" is gathering it all up to sell to skate board and surfboard makers and furniture builders.



Bard, standing back 20 feet and above on a scissor-lift, whales on the far end of the rib with a mallet made from most of the trunk of a tree. He's trying to drive the hot and newly-bent rib down into its slot, while, Lee, Carlson, Breckel and an unseen boatwright deep in the bowels of the boat holler directions, heaving their weight up against the oak as it cools and settles into its new shape.

After shipwrights Jordan Bard, Ryan Breckel and apprentice shipwright Lachlan Carlson hustle an oak rib out of the steam box, they wrap it around a short form to start sharp curve needed to place the rib deep into the keel. Here, with co-project leader Tim Lee directing, they maneuver it into place, then put a new bend in the rest of the rib, arcing the opposite direction, with Carlson clamping it to the existing frame to form the ribs over which planks will eventually be laid to form the water-tight hull.
Leader photos by Dean Miller

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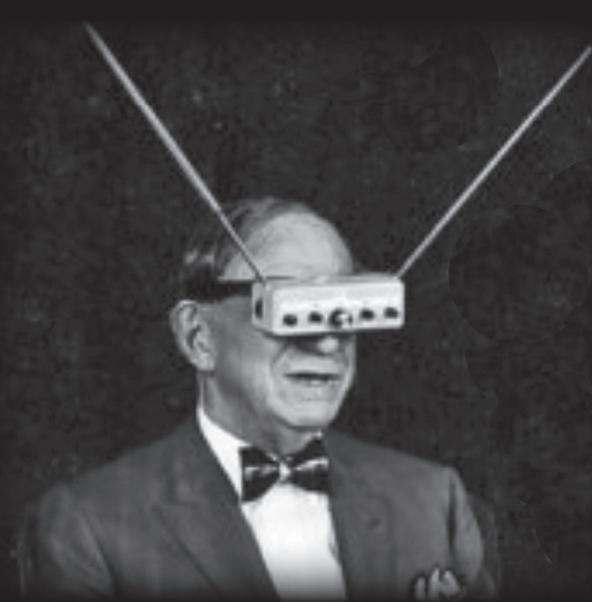
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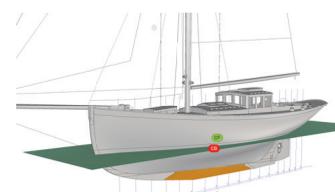


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Boats to look for at the Wooden Boat Festival



ADVENTRESS

Adventress, of Port Townsend, was built in 1913 on a design by B.B. Crowninshield. The 133-foot schooner is what photographers hope to capture in any photo of the town's Victorian waterfront.

THE COMMUNITY PROJECT BOAT

Built in 2014 at Port Hadlock by students and mentors on a design by Ed Louchard, the 28'-2" yawl emphasizes beachability, fast rowing, easy handling and fast sailing. It's home port is still Port Hadlock.



CORSAIR II

Based in Ballard, the 1926 motor yacht was built in Tacoma by Martinac to a custom design by Leigh Coolidge. It's 50 feet long and just 11'-6" wide and owned by Bob & Sally Bryan, who sill race it.

GYRFALCON

Built in 1995, this Port Orchard boat is 22'5" to an Oslo Trebatbyggeri sloop design called a Kobberklinket. Hand crafted in Norway, it

was shipped to a Norwegian Merchant Marine living in Seattle with his American wife. **MARIAN II**

Lake Union Dreamboat's 42-foot power yacht was built to an Otis Cutting design and has lived a lush life, moored in fresh water in a covered slip since 1928, when she was completed.



MISS MILE A MINUTE

Designer Ken Bassett's 15-foot mahogany and maple "Rascal" style speed boat is owned at Sequim by Peter Harrington, who hits 60 mph on the waters of Lake Crescent, racing log trucks hauling loads

from the far west end of the Olympic Peninsula.

At top speed, only a 1" wide by 2" long portion of the hull is said to be in contact with the water. Power plant is a 1961 Mercury 800 outboard, modified with a solid state ignition and a power tilt trim unit. Bassett's preferred prop is a Mercury racing screw.

MY BOAT

Designed and built by Jim Mobley, it's a 14-foot drift boat alternative with a hull structured for rowing or motoring. Mobley, who built it in 2011, uses it for flyfishing on lakes and rivers in Texas, Colorado, Montana and Wyoming.

MV BLUE PETER

Lake Union Dry Dock Company of Seattle built Blue Peter in 1928. It's a 96-foot

wooden power yacht.



NODDY

Another of the Duckworks "Scamp" sloops, Port Ludlow's Noddy is 12-feet long and a beamy 5'-6" wide. Built in 2012 to a John Welsford design, it sails under a 100-square-foot Lugsail, or is rowed.

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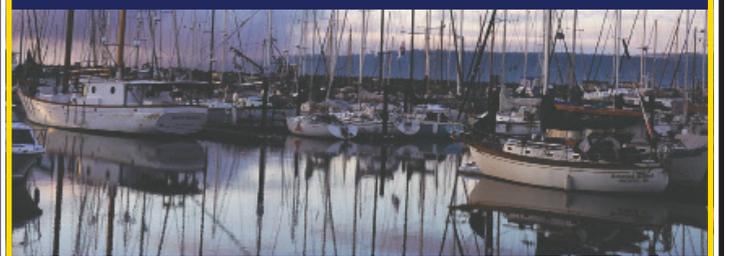


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LOCATION	MORNING	AFTERNOON	EVENING
	M Music O On the Water P Paid Preregistered Class R Presentations & Demos S Special Event		
EXPLORER STAGE	9am – NOON P Managing Power on Board: Balancing Your Energy Needs Michael Beemer Explorer Stage	1 – 4pm P Troubleshooting a Diesel Engine and Electrical Problems on Your Boat Michael Beemer Explorer Stage	

SEPTEMBER 5, THURSDAY

LOCATION	MORNING	AFTERNOON	EVENING
	M Music O On the Water P Paid Preregistered Class R Presentations & Demos S Special Event		
EXPLORER STAGE	9:30 – 1:30pm P Writing, Videos, Blogging: How to Make It Pay Lin Pardey Explorer Stage		
DISCOVERY STAGE	9am – NOON P Anchoring & Docking: Learn How to Safely Moor Your Boat Michael Beemer, Discovery Stage	1 – 4pm P Understanding Weather: Making the Go or No-Go Decision Mark Bunzel Discovery Stage	
BAR HARBOR MAIN STAGE			5:30 – 6:30pm Eagle Mountain String Band Bob Richardson
NWMC MEETING RMS			6:45 – 8:30pm M Carribe Steel Band Angie Tabor
			8:30 – 10pm M Lowire Frank DePalma
			5:30 – 7pm S Lifetime Achievement Awards NWMC

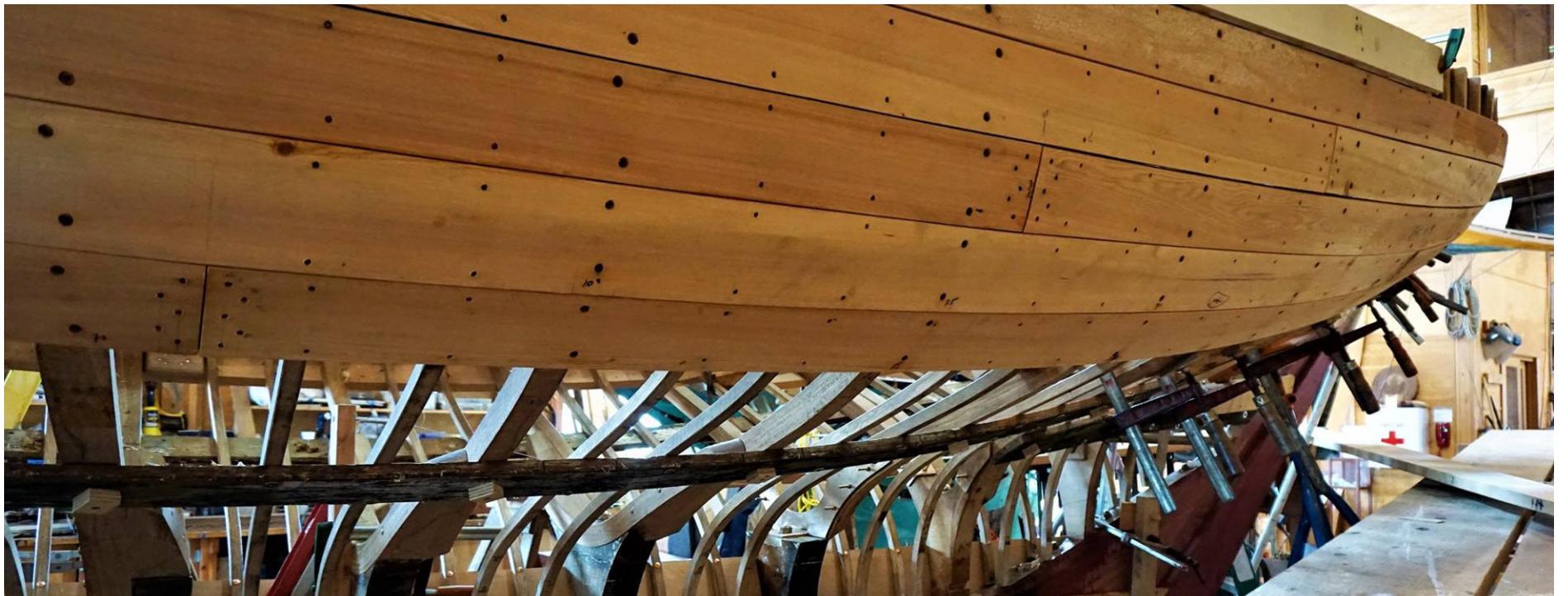
SEPTEMBER 6, FRIDAY

LOCATION	MORNING	AFTERNOON	EVENING
	M Music O On the Water P Paid Preregistered Class R Presentations & Demos S Special Event		
EXPLORER STAGE	9:30 – 10:30 am Adventures: A Decade of Restoration Complete Mark Donahue Explorer Stage	10:45 – 11:45am R Set Up Your Small Boat Electronics Daniel Joram Explorer Stage	NOON – 1pm R "We" in Sea of Cortez: Carol and John Steinbeck Susan Shillinglaw Explorer Stage
DISCOVERY STAGE	9:30 – 10:30am R Building a Box with a Sail Andrew Dahlin Discovery Stage	10:45 – 11:45am R Seafarer Collective Hali Boyd Discovery Stage	NOON – 1pm R Gust & Lulls: Helm & Trim Response David Wilkinson Discovery Stage
ADVENTURE STAGE		10:45am – 11:45am R Great Boat Photography Jeff Eichen Adventure Stage	NOON – 1pm R Building the Cormorant Boat Douglas Brooks, Masashi Kutsuwa Adventure Stage
BAR HARBOR MAIN STAGE		1 – 2pm M Micaela Kingslight Quartet	2 – 3pm M Tania Opland and Mike Freeman
TECHNICAL STAGE	9:30 – 10:30am R Solar Boats Here and Now David Borton Technical Stage	10:45 – 11:45am R Single-Handed Sailing Captain Teresa Carey, Captain Ben Eriksen Carey Technical Stage	NOON – 1pm R Yacht Designers Panel Jay Benford Technical Stage
ELECTRONICS STAGE		10:45 – 11:45am R Set Up Your Small Boat Electronics Speaker: Daniel Joram Electronics Stage	
WOODWORKING STAGE	9:30 – 10:30am R Sharpening Woodworking Stage Tim Lawson	11am – NOON R Surfacing Wood: Adze to Hand Plane Dale Brotherton Woodworking Stage	12:30 – 1:30pm R Bend Woods to Your Vision Jamie Zartler Woodworking Stage
BOATBUILDING STAGE	9:30 – 10:15am R Steambending Sean Koomen Boatbuilding Stage	10:30 – 11:15am R PT Rowing Wherry SEVENTY48 & The NWSWB Crew Speaker: Leland Gibson Boatbuilding Stage	11:30am – 12:15pm R Hollow Surfboard Construction Matt Nienow Boatbuilding Stage
SAIL LOFT		12:30 – 1:15pm R Outboard Engine Maintenance on Wooden Boats John Hill Boatbuilding Stage	1:30 – 2:15pm R Shaping Carvel Planking Jody Boyle Boatbuilding Stage
ON THE WATER EVENTS	10am – 6pm O Paddleboard Pool Paddleboard Pool on the Point	11 am – 4pm O Martha J Tours NWMC Beach	2:30 – 3:15pm R Hydraulic Steering on Wooden Boats John Hill Boatbuilding Stage
BOATYARD STAGE	11am – 4pm O Row and Sail a Longboat NE Corner of the Marina	NOON – 1pm R Care & Feeding of the Outboard Motor Stuart Pugh Boat Yard Stage	1:15 – 2:15pm R Modular Boat Hull Systems Roy Runyon Boat Yard Stage
			2:30 – 5pm O 26' and Under Race Skippers' Meeting NWMC Beach
			2:30 – 3:30pm R Composting Toilets Geoffrey Trott Boat Yard Stage
			3:30 – 4:15pm R Wooden Boat Fasteners - Make Your Own Bolts Leland Gibson Boatbuilding Stage
			4:30 – 6pm R Essentials of Sailmaking Carol Hasse Sail Loft
			7 – 10pm M Sea Shanty Circle Wayne Paulson Point Hudson Marina Room

LOCATION	MORNING	AFTERNOON	EVENING
	M Music	O On the Water	P Paid Preregistered Class
		R Presentations & Demos	S Special Event
EXPLORER STAGE	9:30 – 10:30am R Using As-Built Line and Off Set Plans Jim Waite Explorer Stage	10:45 – 11:45am R Lights, Shapes & Sounds: Rules of the Road Captain Teresa Carey, Captain Ben Eriksen Carey	NOON – 1pm R Electric Propulsion Joe Grez Explorer Stage
DISCOVERY STAGE	9:30 – 10:30am R When North Goes South: Care of your Magnetic Compass - Bill Haimes Discovery Stage	10:45 – 11:45am R Decarbonize Your Vessel and Join the Inside Passage Clean Water Community Peter Wilcox, Discovery Stage	NOON – 1pm R The Gaff Rig: The Logical Choice for Offshore Sailing Bruce Halabisky Discovery Stage
ADVENTURE STAGE	9:30 – 10:30am R Intro to Traditional Navigation with Captains Teresa Carey & Ben Eriksen Carey	10:45 – 11:45am R Wooden Boats in Wild Scenic Places Greg Hatten	NOON – 1pm R A Family Sails Around the World Pam Wall, Adventure Stage
BAR HARBOR MAIN STAGE		11am – NOON M Bertram Levy	NOON – 1pm M The Whatevery Brothers Chris Glanister
TECHNICAL STAGE	9:30 – 10:30am R Restoring the Western Flyer: Stories of Progress Chris Chase, Susan Shillinglaw Technical Stage	10:45 – 11:45am R Tips and Tricks for Extended Cruising Wendy Hinman Technical Stage	1:15 – 2:15pm R Women's Offshore Panel Nancy Erley, Lin Pardey, Captain Teresa Carey, Tiffany Loney, Wendy Hinman, Captain Ace Spragg, Technical Stage
WOODWORKING STAGE	9:30 – 10:30am R Tuning the Japanese Plane Masashi Kutsuwa Woodworking Stage	11am – NOON R How to get Micro-Thin Shavings with Hand Planes Andrew Hunter Woodworking Stage	12:30 – 1:30pm R Reading the Grain Jamie Zartler Woodworking Stage
BOATBUILDING STAGE		10:30 – 11:15am R Norse Boat Building Jay Smith Boatbuilding Stage	11:30 – 12:15pm R Charging Batteries: Shore Power vs. Solar & Wind Power NWSWB Systems Program
SAIL LOFT		12:30 – 1:15pm R Edensaw Woods: Boat Building Lumber and Tools Boatbuilding Stage	1:30 – 2:15pm R Marine Corrosion: To Bond or Not to Bond Wooden Boats , NWSWB Systems Program, Boatbuilding Stage
ON THE WATER EVENTS	9am – 4:30pm O Martha J Tours NWMC Beach	10 – 11:30am R Essentials of Sail Making , Carol Hasse, Sail Loft	1:30 – 3pm R Turn Extra Lines into Thump Mats! Dennis Armstrong, Sail Loft
BOAT YARD STAGE	9am – 4:30pm O Row and Sail a Longboat NE Corner of the Marina	10 – 11am O Rowing Race - Registration NWMC Beach	3pm – 8pm O Northwest Schooner Cup - Skippers' Meeting NWMC Beach
	10 – 6pm O Paddleboard Pool Paddleboarding Pool on the Point	NOON – 2pm S Poster Signing with Hannah Viano Hannah Viano Merchandise Tent (Near corner of Jefferson and Jackson)	5 – 6pm S International Travel Happy Hour AV Room
	10 – 12:00pm R Hands-on Stitch & Glue , Matthew Weaver Boat Yard Stage	1:15 – 2:15pm R Composting Toilets Geoffrey Trott Boat Yard Stage	7 – 10pm M Sea Shanty Circle Wayne Paulson Point Hudson Marina Room
		2 – 3pm M Pint and Dale William Pint	2:30 – 3:45pm R Varnishing Tips Joni Blanchard Boat Yard Stage
		3 – 4pm M Tania Opland	
		4 – 5pm M Pint and Dale William Pint	
		5 – 6pm Sweater Weather String Band Will Jevne	
		6 – 8pm M New Triumph Camilo Estrada	
		8:30 – 11pm M Uncle Funk and the Dope 6 Tim Halpin	
		2:30 – 3:30pm R Daughter of Lotus - A New Cruiser/Racer Trimaran for 49 North Peter Walford, Explorer Stage	3:45 – 4:45pm R Buying and Selling Your Boat: Protect Your investment Rob Sanderson, Explorer Stage
		2:30 – 3:30pm R 700-miles downwind to Alaska: How a One Summer Voyage Turned Into Three Andy Cross, Discovery Stage	3:45 – 4:45pm R Cool Products No One Knows About Pam Wall Discovery Stage
		2:30 – 3:30pm R Inside the Salish 100: Biggest Small Boat Cruise Anywhere , Marty Loken Adventure Stage	3:45 – 4:45pm R The Adventures that Shaped Our Lives Lin Pardey Adventure Stage
		7 – 9pm S Movie Showing: "One Simple Question" Captain Teresa Carey, Captain Ben Eriksen Carey	



LOCATION	MORNING	AFTERNOON			EVENING
	M Music	O On the Water	P Paid Preregistered Class	R Presentations & Demos	S Special Event
EXPLORER STAGE	9:30 – 10:30am R SAILCARGO: Building CEIBA at our Jungle Shipyard Danielle Doggett	10:45 – 11:45am R Keeping Your Relationship Afloat Wendy Hinman	NOON – 1pm R Wing And Ground Effect Technology Roy Runyon	1:15 – 2:15pm R Song Wren: Building the First One Larry Cheek	
DISCOVERY STAGE	9:30 – 10:30am R Care and Feeding of Your Sextant Bill Haimes Discovery Stage	10:45 – 11:45am R Cruising to Alaska on a 26-Foot Wooden Cutter Stuart Weibel Discovery Stage	NOON – 1pm R Relevance of Wooden Boats: Community Education at the Jungle Shipyard Danielle Doggett Discovery Stage	1:15 – 2:15pm R NO STEAM: Wood Bending, Edge Banding & Tools Making Brad Griffith Discovery Stage	
ADVENTURE STAGE	9:30 – 10:30am R The Resurrection of a Classic Yacht Phyllis Nansen Adventure Stage		NOON – 1pm R Seventy48 - Changing The Story Kip Otteson Adventure Stage	1:15 – 2:15pm R We the Voyagers, Pt. 2: Our Moana Mimi George, Captain Luke Vaikawi Adventure Stage	2:30 – 3:30pm R Polynesian Cordage Making Captain Luke Vaikawi, Mimi George, Heuionalani Wyeth Adventure Stage
BAR HARBOR MAIN STAGE		10:45am – NOON M Joe Euro	NOON – 12:30pm M Taiko Drumming Japan Creative Arts	12:45 – 1:45pm M Howly Slim	1:45p – 3:30pm M The Alternators George Radebaugh
TECHNICAL STAGE	9:30 – 10:30am R Wooden Boat Dreams Lyndia Leonard, Lance Leonard Technical Stage	10:45 – 11:45am R Outfitting for Blue Water Cruising Pam Wall Technical Stage	NOON – 1pm R Create an Unstoppable Boat Lin Pardey Technical Stage		1:15 – 2:15pm R Preserving Japanese Crafts & The Gifu Academy Masashi Kutsuwa Technical Stage
WOODWORKING STAGE	9:30 – 10:30am R Sharpening Tim Lawson Woodworking Stage	11 – NOON R Fiberglassing Over Wood John Harris Woodworking Stage	12:30 – 1:30pm R Bend Woods to Your Vision Jamie Zartler Woodworking Stage		2 – 3pm R Dovetails John McCormack Woodworking Stage
BOATBUILDING STAGE	9:30 – 10:15am R Lofting A Hull: Intro to Lines Sean Koomen Boatbuilding Stage	10:30 – 11:15am R Japanese Boat Building Techniques Douglas Brooks Boatbuilding Stage	11:30 – 12:15pm R Setting Up Boring Bars Leland Gibson Boatbuilding Stage	12:30 – 1:15pm R Diesel Engine Maintenance & Troubleshooting NWSWB Systems Program Boatbuilding Stage	
ON THE WATER EVENTS		10am – 2:pm O Martha J Tours NWMC Beach		12:30 – 1:00pm S Shinto Boat Launching Ceremony Across from Festival HQ at the Boat Launch	1 – 1:30pm S Edensaw Boatbuilding Launch Across from Festival HQ at the Boat Launch
		10 am – NOON O Paddleboard Paddleboard Pool Pool on the Point			3 – 4pm S The Sail By NWMC Beach
		10 am – 4:30pm O Row and Sail a Longboat NE Corner of the Marina			
BOAT YARD STAGE	10am – NOON R Hands-On Fiberglass Epoxy Mathew Weaver Boat Yard Stage		NOON – 1pm R Care and Feeding of Your Outboard Stuart Pugh Boat Yard Stage		1:15 – 2:15pm R Adventure Sketching Maria Coryell-Martin Boat Yard Stage





The Murrelet, the 19-foot wooden boat built by Bertram Levy of Port Townsend, awaits being launched into the Point Hudson Marina on June 21. Over 100 people gathered to watch the launching ceremony of Levy's 15th wooden boat, which took him nine years to build. *Photo by Brennan LaBrie*

The Murrelet takes flight

BRENNAN LABRIE
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More than 100 people gathered at the Point Hudson Marina on Friday, June 21 to watch local shipwright and musician Bertram Levy launch his newest handmade wooden boat, his 15th overall, into the water.

In a casual speech to the gathered crowd, Levy, hands tucked into the pockets of his overalls, explained the history of this special boat, named the Murrelet.

When Levy built his family boat, Abel, in 1984, he bought wood instead of insurance.

"I thought, what the hell do I need money for?" Levy said. "If I lose the boat I just want wood to build another one."

He bought enough wood to fill a shed, and used it to build boats for himself and others, most of them row boats and dinghies.

He dreamed of building an even bigger boat in the future, perhaps after retiring from his profession as a urologist.

Nine years ago, Levy took his stock of now-endangered Honduran mahogany and locust wood from a neighbor's fallen tree and began construction on his dream boat, but now with

the goal of building a smaller one after being smitten by a design by the Danish designer K. Aage Nielsen he had seen in a book.

"I spent about a year looking for the right design, and this design really spoke to me," he said in an interview after the ceremony. "But the guy that designed it, when he died, he didn't want anybody building it without his supervision.

"He was afraid an amateur would do it," Levy joked to the gathered crowd.

He had two pictures to construct the boat from, one from *Wooden Boat Magazine* and another in the biography of Nielsen.

He had a friend draw the lines of the boat and blow them up.

He used these drawings to build his boat. There were no plans.

"The fact that I had to construct from my own imagination was one of the great pleasures of the project as it became my own creative process," he said.

It had taken him five years to build Abel, a large sailboat weighing 5.5 tons.

This time, he took it slow, savoring the process for nine years.

He balanced its construction

with his love of music, touring the U.S. and England with his daughter Madeleine, her on fiddle and him on the banjo and accordion.

Another reason he took so long on the boat was the challenges he faced making it.

"This is the most complicated boat that I've built," he said.

At almost every step of the process, Levy said, he turned to friends for tasks such as milling work, bronze work and advice on design, among other things.

"Even though I feel proud that I did the work myself I feel like it's a reflection of the greatness of this maritime community," he said. "There's very few towns where you can do something like this. The thing that makes this town special is that it still has that funky aesthetic that turns out products of excellence."

During the ceremony, Bobbie Butler, Levy's wife, explained naming the boat "Murrelet."

After toying with many names, they decided on a seabird found in the Pacific Northwest which, despite being "sharp and squat with stubby wings," can fly up to 98 miles an hour.

"The bird, the boat, and the materials within are all endangered species," she said.

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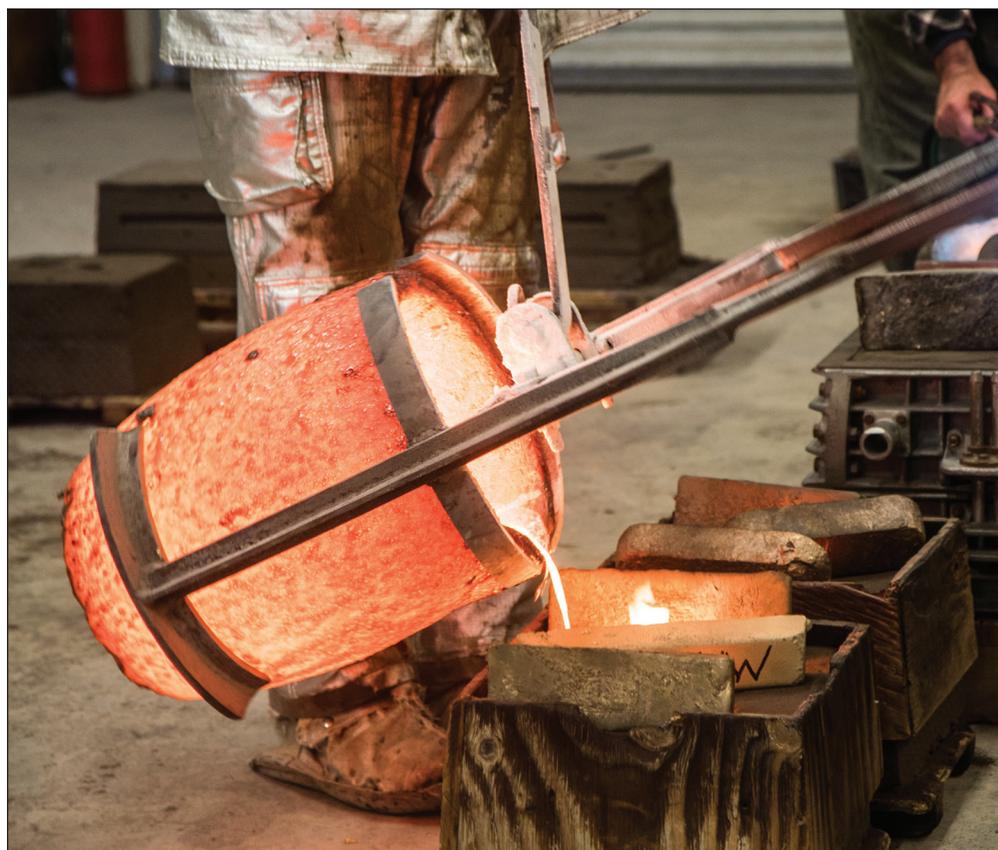
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27 crates of history

Port Townsend now custodian of Rostand shipwright patterns from 1902



Jesse Thomas and Daniel Burgess heat up metal alloys to pour into molds and create marine parts at the Port Townsend Foundry. *Leader photos by Lily Haight*



The patterns in the Rostand collection can be used to make molds, which the Foundry can then use to create parts for boat owners.

LILY HAIGHT

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Things are heating up at the Port Townsend Foundry.

And it's not just the metal alloys that are melted and poured into molds that are worth getting excited about. Look past the men in fire protection suits to the large crates lining the Foundry's warehouse.

Cathy and Pete Langley, owners of the Port Townsend Foundry, have a treasure trove in those crates. They've recently been made custodian of 27 crates that contain hundreds of thousands of Rostand Manufacturing Co. patterns and master production plates dating back to 1902.

"I'd been searching for this collection for a long time," Pete Langley said. "Now it's being donated to an art school through which we have been made custodians of the collection."

Rostand Manufacturing Co. from Milford, CT has since the 1900s been designing and producing metal parts for boats and ships, including marine hardware and supplies, lighting, building materials, iron and steel products, furniture and furnishings, hardware, hand tools and specialty brass and bronze materials.

The historic collection of patterns includes everything that was designed by Rostand from 1902 to 1933. It includes more than just marine hardware; anything from flag pole toppers to decorative furniture pieces.

The patterns are hand-carved from wood to precise measurements. Patternmakers for Rostand would go through apprenticeships to learn the trade of carving precise pieces, using shrink rulers to calculate how the metals would form into complete pieces.

With this collection at his fingertips, Langley will be able to create custom specialty metal pieces and marine hardware for boats.

This kind of specialty metalwork is something the Foundry is already

accustomed to doing.

"We're not a warehouse," Langley said. "We manufacture a specific product for a specific use."

The collection of antique Rostand patterns only adds to his ability to create specialized bronze marine hardware for boats that will last for generations.

"There are people very close by that still don't know what we're holding onto here," he said. "We're building antiquity parts. By the time they wear out, the boat will be an antique."

The massive collection will take an immense amount of work to catalog and categorize.

"I'm hoping I can engage a younger generation to see the value in the industry and keep it going," Langley said.

He is looking toward Washington state university programs to hire interns to help catalog the collection, which he has only just begun to rifle through in its crates.

In a period of years, after working with the art school that the collection was donated to, Langley will be full owner of the patterns.

Bringing historic parts back to life is part of what Langley has made his mission, ever since he re-established the Port Townsend Foundry in 1983. The original Foundry in Port Townsend began in 1883 and at its height employed around 250 people, creating many of the castings that are still seen on building facades downtown.

Preserving the tradition of casting bronze with the level of detail and personalization that can't be found in mass-produced items is what Langley hopes to pass on to younger generations. He thinks it is the way Port Townsend marine trades will stay alive.

"For every one manufacturing job, it creates three other jobs in the community," he said. "There's value in this industry, in keeping it going. It's been a legacy for this city and this county for years."

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The Leader's Roving Lens admires tools of the trade

Kids, don't try this at home...But adults interested in the maritime trades can learn a lot by walking the streets and alleys of Port Townsend's Boat Haven, the 19-acre native habitat of shipwrights, carpenters, sail makers, painters, upholsters, diesel mechanics and knockabouts who have built the community that has evolved here to turn trees into boats. **Above:** A heap of steel cable stripped from the rigging of a working vessel hauled out for repairs and retrofitting. **Below left:** A bandsaw of this magnitude is used to rip planking, cut curves and reduce dimensional lumber into specific pieces and parts. **Below right:** When fine finish is needed, lumber takes a spin through a planer to shave a smooth face and take the wood down to a precise depth. *Leader photos by Dean Miller*



Ghost of orcas lost will light up Wooden Boat Festival



With his ghost whale sculptures, Kristian Brevik marries his love for art and science. He hopes to create a connection between human impact and the plight of the Southern Resident Orca Whales. Photo courtesy Kristian Brevik

LILY HAIGHT
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This summer, at least three Southern Resident orca whales and eight North Atlantic right whales have died.

These two species of whales live in opposite bodies of water, separated by North America. They eat different food, have different habits and travel in different waterways, but the cause of their death is the same: human impact.

For artist Kristian Brevik, the way to comprehend the loss of whales is through creating art.

Brevik's work "Whalefall," which includes light sculptures of whales and other animals will be featured in an exhibit at the Northwind Arts Center from Sept. 5-29. He will also be displaying his lit-up whales after dark during the Wooden Boat Festival, at the Northwest Maritime Center dock on Sept. 6 and 7.

"It's really difficult to come to terms with our impact and with what's happening with the orcas," Brevik said. "There are multiple issues that are causing them to die. Some are specific issues, like entanglement or over-fishing, but mostly it's all of us who are responsible. Anyone doing any kind of activity around the Salish Sea is having an impact on this species."

Brevik grew up in Port Townsend, where the Southern Resident orcas

and grey whales are a common sight for whale watchers in the summer. He graduated from Port Townsend High School in 2006 and went on to study both art and science at Hampshire College in Massachusetts, where he learned about the right whales, which face a similar plight to our orcas.

Studying ecology, but also learning the art of sculpture, Brevik decided to marry his appreciation for both by creating ghost whale lanterns.

From afar, the lanterns are glowing shapes in a dark room. But walk closer and the shape of a whale is revealed. Inside, the dark shadow of the whale's skeleton can be seen creating a ghost-like image of a dead whale. Upon further inspection, the whales can be seen with what caused them to die: in most cases, they are wrapped in wire, entangled as they would be in the wild in debris left by humans.

For Brevik, the lanterns serve several missions: to raise awareness for the plight of the whales and inspire change while also grieving the loss of the whales that have already died.

"A lot of times, the scientific aspect is full of important information, but it doesn't necessarily connect with folks," Brevik said. "I've been going back and forth between art and science, trying to blend them together. Art is a way we can explore another species and more fully understand our environmental impacts and connect

with what's happening."

The eerie ghosts hang from the ceiling, swim through the air on poles, or can even be worn as hats.

To make the whales, Brevik uses boat-building skills he learned from his father, who taught at the Northwest School of Wooden Boatbuilding. He first creates a miniature sculpture of the whale which he then cuts in half, scans and enlarges. From there, he creates a whale sculpture out of wood, as if it were a boat with a keel and hull. Later, he covers the wood with paper-mâché, giving it a somewhat translucent exterior that lets the light shine through.

"What I think is cool about it is at first you see the glow, you're drawn into the light," he said. "Then you see the skeletons and then the entanglement."

With his work, Brevik hopes people will be drawn in to the issues, to explore the interactions and relationships between humans and other species, and recognize the harmful impacts we have. But the purpose of the light inside each animal is to show hope. He wants to inspire change, without overwhelming people with the despair of a dying species.

At the Wooden Boat Festival, Brevik will show off his whales, including sculptures of orca whales, grey whales, right whales, as well as salmon and seals. He will also have some sculptures that can be worn as hats.

WHALES, SHIPS AND SKIES

Brevik's exhibit will be part of Northwind Arts Center's September exhibition, titled, "Whales, Ships and Skies."

"Often in September we try to coordinate with the Wooden Boat Festival Weekend," said Michael D'Alessandro, director of the Northwind Arts Center. "What's interesting about this exhibit is that the works are all sculptural. Both of the artists also have had boat building experience."

Along with Brevik's light sculptures, the exhibit will feature local woodworker Bill Wessinger.

Wessinger is a Portland-based boat builder and furniture-maker, but at Northwind, he will show his wooden sculptures of whales.

"I had the desire to create a more intimate experience for people to see these animals close up, that they might not be able to do in real life," Wessinger said.

Wessinger was inspired by his grandparents, who lived a life of outdoorsmanship and conservation and his grandfather who was a woodworker.

The sculptures show off Wessinger's detail-oriented boat building techniques. He creates the 5-foot long sculptures of whales from lessons he learned from skin on frame boat building as well as various western boat building techniques and applied

them to a new context: animals.

"The second boat I built was a skin-on-frame kayak," he said. "You build this 17 and a half foot frame where there's no metal and very little glue used. I was taken aback by the sculptural form of it, but the last step is covering it with fabric. I remember thinking as we were covering it, 'God this is such a shame.'"

Recreating the sculptural form he saw when making the kayak, Wessinger steam bends Oregon white oak sourced locally from the Pacific Northwest, and creates animal sculptures without metal or glue. The clean wood creates a skeletal appearance, but with the soft curves of the sea mammals.

Like Brevik's whale sculptures, Wessinger's can be displayed suspended from the ceiling, giving the appearance of swimming through the air.

Wessinger will also be showing the boat he built at the Wooden Boat Festival. He designed and built the wooden rowboat for the Seventy 48 race from Tacoma to Port Townsend and competed in last year's race.

He has been attending the Wooden Boat Festival for 10 years, after growing up learning to sail in Port Townsend on the Schooner Adventress, Wessinger will be returning not only to show off his artwork, but also to show off the wooden boat he built in the festival.

Wooden boat building school, Fish and Wildlife team up for hands-on lessons



From left, Jake McFadden, John Bradford and Christopher Perkins, students at the Northwest School of Wooden Boat Building, measure the voltage of a Department of Fish and Wildlife vessel in the Point Hudson Marina Aug. 8. *Leader photo by Kirk Boxleitner*

Students from across country study boat corrosion

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While the rest of the Point Hudson Marina was relatively sedate, an aluminum catamaran owned by the state Department of Fish and Wildlife was swarming with students from the Northwest School of Wooden Boat Building Aug. 8. Kevin Ritz, the lead marine systems instructor for the Northwest School of Wooden Boat Building, supervised students from across the country as they tested the vessel captained by Korie Griffith, of the Department of Fish and Wildlife. While the Port Hadlock-based school offers six-month courses such as its new marine systems programs, it also provides more concentrated lessons, on specific subjects such as boat corrosion, through its five-day intensive courses.

On Aug. 8, Ritz's students included folks from as near as Naval Magazine Indian Island and as far as the Coast Guard boatyard in Baltimore, with those in between including an employee of Schooner Creek Boat Works in Portland, Oregon, and a marine surveyor from Texas. "Our fellow from Baltimore is

actually a master chief petty officer in charge of corrosion for the Coast Guard," Ritz said. "He's in charge of what the Coast Guard classifies as small boats, but they're much bigger than what we civilians would consider 'small boats.'"

For the corrosion intensive class, the students were tasked with measuring a ship's potential for corrosion in the water, while also taking steps to protect against it.

"They start out by testing their voltage-measuring equipment, to get a reading of the voltage of the ship's hull," Ritz said. "All metals in water have a naturally occurring voltage, and their corrosion is all about that voltage."

Ritz explained that cathodic protection against corrosion is achieved by applying negative alloys to the hull underwater, to serve as sacrificial anodes. He noted that zinc plating sustains much of the corrosion which would otherwise affect the rest of the metal in the water.

"And when you plug your boat into the electrical systems at the marina, you're creating a galvanic cell with every other boat in the marina, and without protection, that causes corrosion, too," Ritz said.

Ritz touted the intensive classes' combination of classroom experiments and field experience.

"Hands-on is how a lot of students learn best," Ritz said.

While Griffith shies away from the title of "captain" of her vessel, she acknowledged that she serves as its primary operator and maintainer, which is one reason why she appreciates having the students of the Northwest School of Wooden Boat Building testing her hull corrosion. A former crew member of the Schooner *Adventuress*, Griffith knew Ritz and Betsy Davis, executive director of the Northwest School of Wooden Boat Building, even before they partnered on the corrosion intensive class.

"This ship was built in Port Angeles by Armstrong Marine in 2014, and I've tried to take care of it locally as much as I can," Griffith said, crediting Westside Marine, ACI Boats and Sea Marine in Port Townsend with contributing to its maintenance.

Because of her background in education, Griffith appreciates opportunities to engage the surrounding community and raise its awareness of both the maritime industry and the work done by the Department of Fish and Wildlife.

"I've worked with high school interns who went on to study marine biology in college and work with fish in places like Alaska," Griffith said. "This vessel's work ranges from recording shellfish and fish populations to dealing with derelict crab harvesting gear, conducting plankton tows and measuring ocean acidification."

Salty Sue says...

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How a diving and salvage team raises a sunk yacht

JANE STEBBINS
SPECIAL TO THE LEADER

The salvage of the 65-foot yacht Silver Lining the last week of July didn't quite go as planned, making it more "typical" of a sunken-boat removal, in that, if things can go wrong, they will. "The problem is, there is no 'usual,'" said Katy Stewart, who, with her team from Global Diving and

Salvage of Seattle, brought the yacht up after it struck rocks south of Hood Canal Bridge July 23, sunk and had to be raised and then towed to Port Townsend to be hauled out on the hard for more salvage work and insurance appraisals.

Here's a from-shore observer's timeline of how salvage teams do their work, with expert commentary from Stewart. (All photos special to The Leader from Jane Stebbins.)



1. Ideally, divers first go down to evaluate the incident – the rate the boat is sinking, the depth at which it rests, water and weather conditions, tides – and how the vessel is reacting to those changing variables. Repair work begins with divers sealing holes with neoprene, wooden corks and epoxy – a job that can take hours.



2. Above them, booms are placed around the vessel to prevent any contaminants – fuel or oil – from escaping the area.



3. Once the vessel is sealed, crews pump water from the interior. As the water is removed, the boat begins to rise – they hope. But the Silver Lining started listing, threatening to topple over. Time for a change in plans. Again, divers went down to determine the problem – and craft a new course of action.



4. They decided to use giant neoprene bags they fill with air to stabilize and help lift the boat up. Once the boat is righted and floating, they pump the fuel from its tanks and transport it to land, another hours-long process.



5. And then – in theory – the situation is declared safe enough to start towing the vessel to the nearest harbor that can get it out of the water – in this case, Port Townsend.



6. They were doing fine until, upon arrival at the marina, the Silver Lining's momentum and an incoming tide pushed it against a salvage boat, puncturing an airbag. The boat started to sink – fast. Crews quickly jostled it into the travel lift – heavy-duty machinery that cradles vessels in giant slings – and lifted it slowly up and onto land, all the while pumping water from the yacht. "Every situation is different," Stewart said.



Hauled out at Port Townsend's Boat Haven, Miss Reece was transformed from an oil-industry supply shuttle to a salmon tender for the Alaska fisheries. Fuel tanks were yanked out and replaced with deep wells for storing and icing the catch. Oil service cranes came off to be replaced with fishing fleet gear and the renamed "Currentsea" was offshore in Alaska just two months after leaving the Gulf of Mexico. *Leader photo by Lily Haight*

Voyage: Wiggins Marine embarks on adventure

▼Continued from page 8

Panama Canal by March 20.

There, they stopped for a safety inspection and to wait to pass through the canal.

"It's one of the busiest places," Wiggins said. "There were boats littered along the Atlantic side, just waiting to go through, or abandoned."

It took five days of waiting to get on schedule to go through the canal. Wiggins described going through the canal as nerve wracking, but amazing at the same time.

"There are no pumps, it's all gravity fed," he said. "There are other boats that are almost 1,000 feet long going through. And we had no line handlers. We had to do it all on our own."

The canal consists of artificial lakes, several improved and artificial channels, and three sets of locks that lift boats 85 feet above sea level, before dropping them back down again.

"I was nervous," Wiggins said. "As the captain of the boat, everyone's depending on you."

But they made it through the 51-mile canal without issue.

In Panama City, Miss Reece and her crew decided to catch their breath before beginning the second part of their journey.

They stopped at a yacht club,

bringing the Miss Reece in her unrefurbished state into the marina, where she stuck out like a sore thumb amongst the shiny million-dollar yachts and pressed khakis of the club.

"I thought for sure they were going to turn us away," Wiggins said.

But the Port Townsend maritime charm works wonders even in the yuppiest of yacht clubs.

"They were all dressed to the nines," he said. "I rolled out, going, 'Oh, there goes the neighborhood!' They laughed, and let us stay there."

CABO TO PORT TOWNSEND

After resting up, the crew immediately hit nine days of storms from Cabo to San Francisco. Not only that, but they were putting out fires along the way.

"Systematically, when things went down we were able to fix them," Wiggins said. "At one point we lost the satellite compass, lost AIS (Automatic Identification System that helps maritime authorities track ship traffic) and everything."

Miss Reece was capable of making the trip, but that didn't mean she didn't need a little help along the way. The crew would take rotating shifts day and night,

switching positions to make sure everyone got a little sleep.

During storms, or when something broke, it was often all hands on deck. There were more than a few sleepless days and nights, Wiggins said.

"But when something goes down, you cuss a little bit, but then you focus and go through the processes you need to do to get it back up again," he said.

To avoid dealing with customs, Miss Reece and the crew steered clear of going ashore in other countries. And despite having to makeshift a few fixes during the nine days of storms, they made it from the Panama Canal to San Francisco in one piece.

Even the dog, Carter, didn't mind being at sea for that long, because of the spectacular views they saw along the way.

"We saw flying fish, dolphins, manta rays, turtles, whales," Wiggins said. "There would be massive tuna jumping all around us and passing us. Marlins, sailfish, some fish I've never seen before."

Carter the dog was on fish watch on deck.

"They'd crash up on the boat and get on the deck," Wiggins said. "You'd go out there and shovel them every few hours."

Finally, after more than a

month at sea, Miss Reece and her bedraggled crew made it to Port Townsend's very own Boat Haven.

But the 37-day trip at sea was just the beginning of the adventure.

RESTORING MISS REECE

An oil supply ship does not make for a good salmon tender without a major overhaul first.

For Wiggins, this meant getting the best and brightest of the Boat Haven's maritime trade workers and hitting the ground running as soon as Miss Reece entered the Boat Haven marina on April 17.

Being so large, it was a struggle to get her out onto the yard, but the 75-ton lift did the trick. Then, Wiggins and his son, Dan Wiggins Jr., got to work on the boat, with the plan of heading up to Alaska in just six weeks time for the fishing season.

"We gutted two ballast tanks, potable water and fuel tanks and converted them into four fish holds with approximately 300 kilograms of salmon capacity," Wiggins said.

They also removed over 10 tons of steel, removed an old crane and replaced it with two knuckle cranes midship. They installed a 200 kilowatt generator, a 50 ton RSW system, pumps and a new fuel and potable water system, as well as an additional hydraulic system. For fishing, they installed aluminum

combings, hatches, a sorting table, weight box and transvac system.

That was just a fraction of the work done to have the Miss Reece transformed and ready to head north.

The last thing to do before heading up north was painting the new name on the bright blue boat: Currentsea, a play off of the name of Wiggins' other boat, Plansea (pronounced "Plan C").

Wiggins headed out to Bristol Bay to start the fishing season, while his son finished up the Currentsea. Then on June 12, Wiggins Jr. and his crew took Currentsea up north for the first time.

For Wiggins, having his family involved in his work is what makes all of the adventures and the struggles worth it.

"I have two sons and a daughter, as well as another couple of inherited daughters," he said. "They all work with me in some capacity."

Wiggins goes up to Bristol Bay with his family every year to fish. Now, with the Currentsea, he has more capacity to fish. And as he gets older, his son and daughter-in-law are becoming more involved in the family business.

"I'm a real lucky guy because my kids are awesome people," he said. "And they're not afraid of hard work."



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