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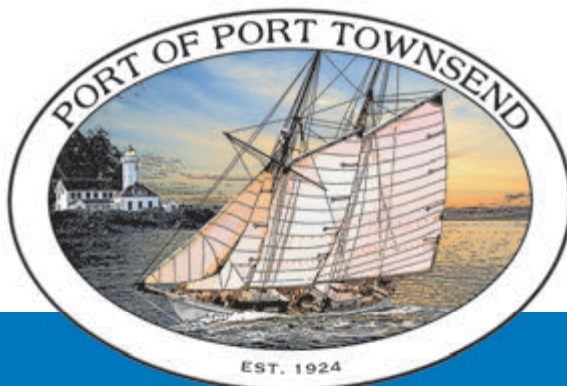
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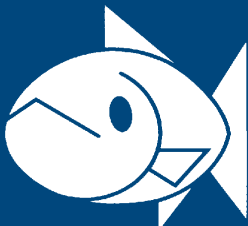
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COVER PHOTO:

Diver Jason Holden. *Photo courtesy of Moby Duck.*

BOAT-TO-TABLE

Brothers serve it up fresh at the new Moby Duck

BY KIRK BOXLEITNER

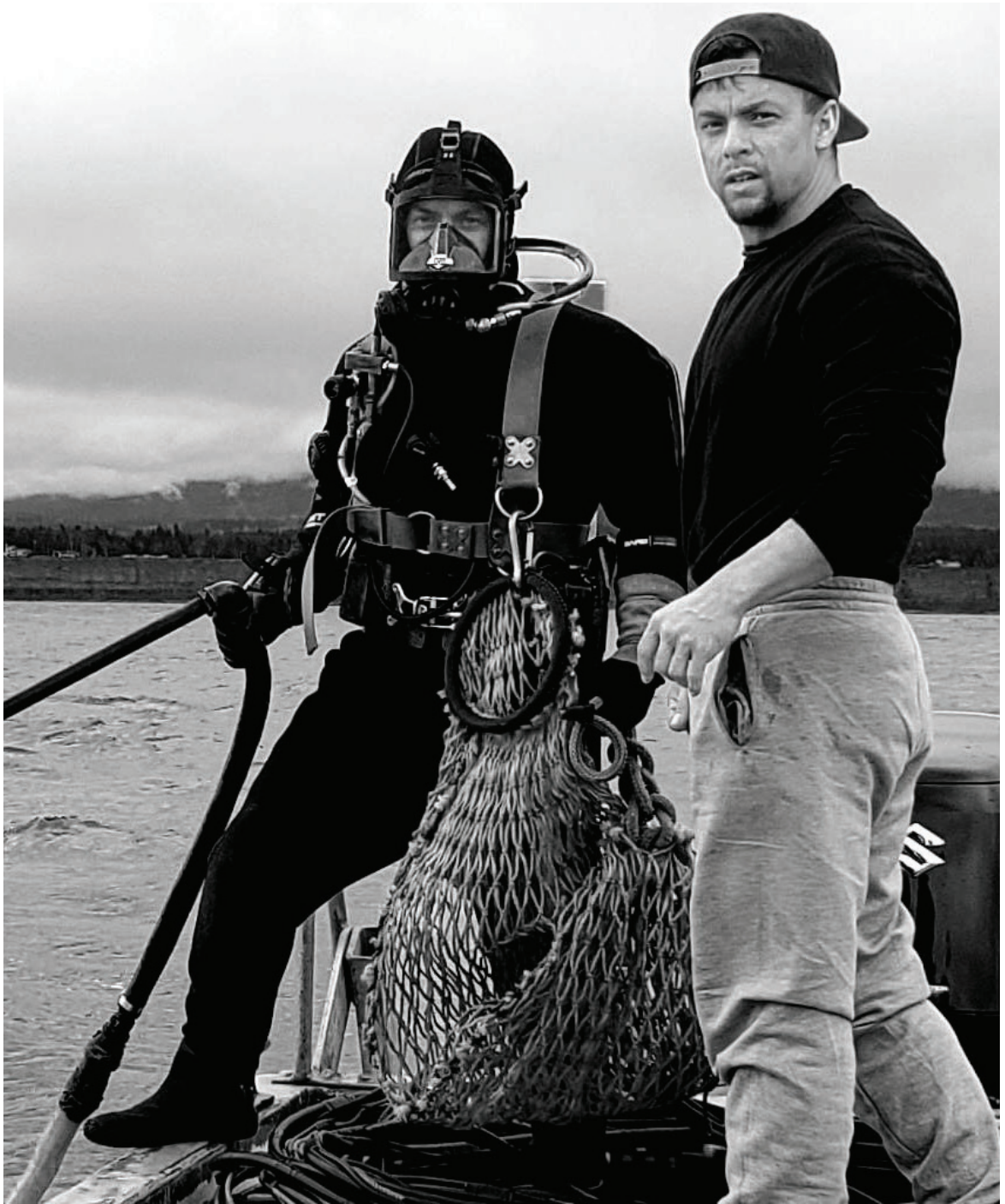
Brothers Jason and Jeremy Holden were commercial fishermen for the better part of two decades. Hearing so many people ask where they could get a good seafood meal in Port Angeles finally prompted them to make a lateral expansion in their careers, and Moby Duck Chowder and Seafood was born just a few months ago.

The Holden brothers' restaurant serves up a variety of preparations of halibut, salmon, shrimp, crab, clams and oysters, with the restaurant's title owing to its distinctive methods of serving geoduck, from fritters to the aforementioned "Moby Duck" chowder.

Jason Holden noted that the Moby Duck restaurant, in Suite 101 at 222 North Lincoln St. in Port Angeles, emphasizes the boat-to-table aspect of their cuisine, complete with screens playing videos of their catch being harvested.

What matters even more to the brothers is that they have the right team assembled to serve the public. Jason Holden placed the restaurant's employee count at roughly a baker's dozen, with six cooks, three dishwashers, and six waitstaff and bartenders. Unlike most other seafood restaurants, Moby Duck's operation involves preparing the catch to be cooked, whereas other restaurants' suppliers tend to take care of most of that work.

"We do everything from shucking our own oysters to craving crabs and processing geoduck," Holden said. "At the same time, we know we have to keep our spending down, even with all of our additional costs of operation, so our pricing won't be too steep for our customers, but we'll still be able to take care of our workers."



PHOTOS COURTESY OF MOBY DUCK
Diver Jason Holden and Jeremy Holden on the vessel Moby Duck.



Indeed, once Moby Duck has what the brothers believe to be the right people in place for certain positions, they do whatever they feasibly can to hold onto those folks, to provide a more consistent food service experience for their customers. “Even after you come up with a chowder recipe that becomes a lot of diners’ favorite, it’s harder to serve it the same way if you’re rotating through too many different cooks,” Jason Holden said.

This is why the Holden brothers plan to include their employees in a profit-sharing program.

Jason also teased the return of the Moby Duck bucket to the menu, which serves two diners an assortment of clams, mussels, shrimp and Dungeness crab, plus corn, sausage and potatoes.

Holden laughed as he noted that the anticipated clatter of working in the food service industry was one part of running Moby Duck that felt just like home for him and his brother, who are accustomed to the high-stakes, fast-paced demands of commercial fishing.

“We thrive on the chaotic excitement of it,” Jason Holden said. “Every day seems to present different last-minute challenges, so we’re constantly responding to new circumstances, while also taking the time to solicit and address feedback from the community we serve.”

While customers have given Moby Duck high marks for serving seafood that’s fresh and not frozen, Holden acknowledged the need to hear out constructive criticisms as well, so the restaurant can continually improve.

“What we’ve got going for us is that people know where our food comes from, since it’s locally sourced,” Holden said. “What’s up to us to provide on top of that is a welcoming atmosphere and the best dining experience possible, because with how expensive seafood is, we want to make sure our customers are getting their money’s worth.”

TOP Jason Holden

LEFT The Moby Duck Bucket

TOP Vessel Moby Duck

JUST JONI:

She's got the finishing touch

BY MARCI PETERSON

Ask Joni Blanchard what to call her in reference to her work and she'll say, "Just Joni."

After working in the boat yard for 36 years, everyone there refers to her as Joni, a woman who has earned the reputation as one of the best brightwork finishers in the business.

Currently, she is working on the *Nevermore*, a 43-foot schooner. The boat's owner, Billy Wolf, has been keeping Joni employed for more than 20 years. The varnished hull, masts and cabin shine like glass reflecting Joni's talent.

So what does a finisher do? "Mainly what I do is painting and varnish," Joni said. "I specialize more these days on varnish work because there are a lot of painters, but not so many varnishers."

While living in Bisbee, Arizona, Joni's hands touched a sailboat for the first time. "I had gone down to San Carlos, Mexico, with a friend and we were asked to join the owner of the *Zubenubi* on his trip to the Panama Canal," she said. "That is where I first sanded on her and we set sail down the Sea of Cortez."

Being a mountain girl from the Adirondacks in Upstate New York, and having checked out the Southwestern deserts, Joni thought she'd like to be by the ocean. So in 1987, with her dog, she drove to Port Townsend.

Upon arriving, Joni looked at her dog and said, "Oh—what have I done? I brought us to a tourist town!" She saw some locals gathering for an event and joined them. Being among the hippies, kids, and dogs running around the park, witnessing their carefree lifestyle, Joni felt the area might not be so bad after all.

"Thirty-five to forty years ago we were known as one of the most affordable towns," she said. "It was really inexpensive to bring your boat here or your dream here. There were a lot of people working in the yard and everyone would help each other."

She was offered a job working on a boat project by a man at one of the DeLeo building shops.

When asked if she had worked on boats before, she said yes, knowing that she had once sanded out a helm.



ABOVE Joni Blanchard has earned a reputation as one of the best painting and varnish brightwork finishers in the business.



“Within five minutes the guy knew that I knew nothing, but patiently taught me much of what I know now as I helped him with his boat restoration for the next five to six years,” Joni said. “Point Hudson and the Boat Haven were very active scenes back then. Lots of families raising kids on boats, lots of dogs running around, lots of little boat shops and studios. I waitressed at the Landfall Restaurant in Point Hudson for years. Once a tourist came in and asked me, ‘Are you an artist?’” Joni laughed. “It was as if they came to town to see an artist!”

In 1994, Joni was working on a 45-foot Erickson. The captain advertised that for \$5,000 he would take two people as crew and teach them sailing while taking part in the Pan Pacific Yacht Race, along with five other participating countries. An Italian had signed up, but the other crew member was in Los Angeles. Since Joni was familiar with the boat, she was invited

to sail to Los Angeles and receive airfare back to Port Townsend. So she secured her dog and car and went on board with an Italian who had never sailed before.

“We went way offshore to avoid traffic because he had two inexperienced crew members,” Joni said. “The radio channels had been changed and we were caught in a storm for eleven days without communication.

I threw up every single day and so did the Italian. It was a test of my survival instinct.

I quit eating, smoking, drinking, but I kept my watch and kept the captain fed. Other than that I was throwing up. The Italian curled up in his bunk and cried. He had no survival instincts. In Los Angeles, he forgot he had a dental appointment and flew home. So the captain turns to me and says, ‘Want to sail to Japan?’ So I joined the crew.

We came in second in spite of missing the original race start a week earlier.

“I liked the solitude of spending 48 days on the ocean. You get into a rhythm. When I first saw land I got a little depressed because the reality of having to find my wallet and all the things you have to deal with living in the world again hit me. It’s amazing what little you do need.”

Returning to the boat yard, Joni picked up where she left off, varnishing wood boats that included the Catalyst and Westward. She also wrote a book, “Tricks, Cheating and Chingaderos: A Collection of Knowledge and Tips for Varnishing and Painting Wooden Boats.”

She said she wrote the book for boat owners and inspiring finishers who want to “learn more about what not to do.”

Summer keeps Joni working on boats and winter is when she can wind down.

“I have five to seven regular boats I work on from April through October,” she said. “In the winter I do some boat interior work and leather work. I just finished leathering a helm wheel for a big sailboat and winch holders. I do all the stitching by hand. I also do belts, dog collars, leashes and I make rope mats.”

To anyone interested in boat work, Joni suggests working with as many people as possible.

“Learn little tricks from everybody, then throw in your two cents worth,” she said. “Get experienced and up to commercial speed before charging commercial rates. I’m glad to see so many young people getting into and learning from the age-old talent of our marine trades.”

LEFT Blanchard also does leather and interior work, and recently finished leathering the helm wheel and winch holders for a large sailboat.



A STITCH IN TIME:

Artful Sailor honors traditional handcrafting skills

BY KIRK BOXLEITNER

This coming May will mark seven years that Emiliano Marino and “Salty Sue” Alvarado have operated out of their 410 Washington St. business address, in the sail loft building, as The Artful Sailor Whole Earth Nautical Supply, Sail Services and Exchange. So they’re understandably pleased to see the Point Hudson Marina reopen this spring.

For its first five years at that address, The Artful Sailor had a much smaller workspace, until Port Townsend Sails vacated the space next door within the same building, allowing Marino and Alvarado to expand their operations as a sail loft into the now-adjoining space, two years ago this past February.

As for why Marino and Alvarado started The Artful Sailor in the first place, they cited their desire to keep traditional hand-sewing skills alive, in ways that they hope will help make sailors more self-reliant, while also bolstering the recycling of traditional sailing materials.

“If you’re interested in sailing, you don’t have to go online to buy all your supplies,” Alvarado said. “Many of them are right here.”

Indeed, one of The Artful Sailor’s offerings is Marino’s “Ditty Bag Apprenticeship” kit, which includes the instructions, all the materials, and some of the tools required to make one’s own ditty bag of equipment, for use in making and repairing sails. By assembling the ditty bag itself, one can learn all the basic sewing and marlinespike techniques needed to make and repair sails by hand. “Emiliano literally wrote the book on that,” Alvarado said.

Marino explained that he’s been “a sailmaker for most of my life, and a sailor for all of my life,” and as such, he’s invested in passing on his skills to fellow sailors, whether current or prospective, regardless of whether they pursue sailing recreationally or professionally.

PHOTOS COURTESY OF THE ARTFUL SAILOR.

LEFT Marino sews sails by the shop window. The Artful Sailor aims to keep traditional handcrafting skills alive, while bolstering the recycling of traditional sailing materials.

“Whether your ship is a cruiser, a daysailer, a dinghy or a square-rigger, it helps to know how to do certain things by hand,” Marino said.

The Artful Sailor’s spring and fall sessions of workshops cover skills ranging from sewing, both by hand and by machine, to knot-tying.

Marino and Alvarado also agreed on the need to keep sailing materials out of landfills, especially if they can be repurposed usefully, as The Artful Sailor does by converting old canvas, cloth and segments of rope into its line of “Salish Sea Bag” tote bags, which Alvarado noted are built to sit up straight, rather than slumping to one side or another.

Perhaps one of The Artful Sailor’s most beneficial programs is its sail exchange, which Alvarado credited with “taking in used sails, and finding new homes or uses for them,” while coincidentally raising scholarship funds to cover the costs for certain students to attend their workshops.

“We started getting asked about five years ago if we accepted used sails,” Alvarado said. “It only took that happening about three more times for us to realize the universe was trying to tell us something. Even if they simply wind up covering up wood piles, that’s still better than just throwing them away.”

Not only does The Artful Sailor recycle whenever possible, but it also prefers to locally source whatever supplies and materials it can.

Besides providing “guidance, goods, tools and sail services,” within what Alvarado regards as a relatively quick turnaround time, she and Marino also expressed a nostalgic fondness for the historic sights, sounds and scents that can be found in their shop, right down to the smell of pine tar and beeswax.

“It’s the smell of tradition,” Marino said. “We’ve had people come in and tell us it felt like walking into another era of quality, service and merchandise,” Alvarado said.

TOP Alvarado winding bobbins at The Artful Sailor.

BOTTOM Marino and Alvarado collaborate on a sewing project.





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FIRE AT SEA

BY TOM MULLEN

Stu Andrews looked down at the smoldering tugboat, bouncing in the icy water. When he looked up from his rescue basket, into the night sky, he expected to see the Coast Guard helicopter thumping over his head.

It wasn't there.

Just seconds before, he had been the last of his shipmates to be rescued from the boat.

The moment he climbed into the basket, he felt himself airborne, "and whoosh! Away we go," he said with a laugh.

Yes, he was still tethered to the helicopter but it was in front of him, cruising what he estimates to be 150 miles-per-hour, "or whatever those Jayhawks go.

"The pilot was near the point of no return on his chopper so he headed for the beach and I was maybe 100 feet behind him, getting reeled in. We got to the coast guard station like three in the morning," Andrews told The Leader.

The crew of seven had been heading south, tugging a 60-foot tall, 23-foot deep barge, carrying 25,000 tons of urea in about 10 to 12 foot seas.

Andrews, the tug's Chief Mate, was asleep.

"It was 10:30 at night when I got woken up by the Chief Engineer, saying that we had fire down in the bulkhead, between the galley and the engine room."

The rule of thumb, he had been taught, was that you have six minutes from discovery of an onboard fire to get it under control. Andrews and another mate were ordered to handle the fire.

"The Captain was already in the wheel room," Andrews said. "We couldn't get into the galley so we went into the engine room, which was full of smoke.

"I burned two C-02 extinguishers — it didn't phase it, glowed bright orange. Then we tried a hose. If you get close to the nozzle, where it's shooting water, there's actually oxygen at the mouth of it so you can breathe a little," he explained. But the fire had traveled in the overhead, laterally to a dry room filled with paper products.

"And that's when it went with gusto. At that point I said, 'It's done, let's back up.'"

The only hope now was to deprive the fire of oxygen. An open porthole in the galley was inaccessible.

“The Captain was kind of out of commission, he had bronchitis. So I got on the radio,” Andrews said. “Meanwhile a couple guys got on deck and shoved a mattress from above, down into that 18-inch porthole to cut off the oxygen.”

As the fire crawled from the galley into the overhead, it destroyed the steering and engine lines.

“We had no steering. Fortunately, the engine slowed itself to two knots and the rudder went to port, so we started doing this slow circle to port.”

The Coast Guard was flying out of Sitka, refueled and headed toward the distressed ship in the Fair Weather Grounds, 150 miles off Yakutat.

“The weather was crappy and that was an incredible pilot, looking down on us, doing these circles. It’s night. It’s winter, crappy weather.”

The Coast Guard lowered a tag line to the deck and a crew member pulled down the rescue basket.

“The Captain went first because he needed medical and the cook, who was about 350 pounds, went next. Then the rest of the gang, two ABs (Able Bodied Seaman), the other mate, and Aaron, our engineer.

“When it got down to Aaron and I, we said, ‘Hey, we’ll stay on board and wait for a boat out of Whittier to tow us in.’ The fire had sucked itself out. The boat was buttoned up. There was nothing we could do.

“But the company was talking to them on the satellite, and said, ‘No, you’re out.’ The thing was still circling when they got there, 16 hours later. But the rudder had corrected itself and was heading toward the armpit of Alaska.”

The Sea Vixen, a twin screw, older vessel had been assigned to the crew because nothing else was available.

“It was a great old boat, comfortable, with 5,000 horse power and carrying 180,000 gallons of diesel.

“The fire’s source had been a refrigerator. My room was right above, the next deck up. It got so hot in there, I had a rug with a rubber bottom that shrunk from a 5-by-8 to about a foot, and my chair was melted to the deck.”



RIGHT Stu Andrews kayaking near his home in Ocean Park.
Photo courtesy Diane Andrews



SUSTAINABLE FUTURES:

Taylor Shellfish Farms adapt for efficiency and the environment

BY KIRK BOXLEITNER

Taylor Shellfish Farms started in Mason County, and have since expanded throughout the Pacific Northwest and beyond, with one of the most essential steps in their shellfish farming process occurring in Jefferson County.

Bill Dewey, director of public affairs for Taylor Shellfish Farms, explained that the Taylor family began farming shellfish in the waters of the Puget Sound in 1890.

Five generations later, their business has expanded from the Olympia oyster in Totten Inlet to 150 farms across 14,000 acres of tideland in six counties, with hundreds of employees harvesting clams, mussels, geoduck and a variety of half-shell oysters.

“Geoducks were part of our most recent wave of expansion, starting about 30 years ago,” said Dewey, who noted their shellfish also include Mediterranean mussels, five

varieties of oysters, and Manila clams, with Oakland Bay serving as their backbone, as production there rivals any other bay in North America. “COVID was a big deal for every company, including Taylor,” he said. “They thought they had built a resilient business by diversifying the species of shellfish they raise, and the geographies in which they raise them.”

Species diversification buffers against disease or market collapse, and geographic diversification helps mitigate the losses from harvest closures due to red tide, pollution and other regional difficulties, with farming areas in the South Puget Sound, Hood Canal, Samish Bay and Willapa Bay each providing their own distinct conditions.

“A pandemic that would close all the restaurants in the country was a threat we hadn’t planned for,” Dewey said.

“Those were our primary markets. It precipitated a big shift toward retail and online business, but fortunately for us, we were already putting the infrastructure in place for those before the lockdowns hit, so customers could order our shellfish from their couches.”

Dewey boasted that, thanks to factors such as social media promotion and folks cooking from home, Taylor Shellfish ended its first year of the pandemic on par with where it was prior to COVID. He reports they have since exceeded pre-pandemic levels, as the company strives to refine its operations to be more efficient and environmentally sustainable.

Dewey touted the Taylor Shellfish Hatchery in Quilcene as a prime example of both practices.

Before Taylor’s oyster seed is moved to its floating nursery in Shelton, where it’s sorted by size and stored until it grows

large enough to be planted in a bay — after which the shellfish is harvested and passes through the Shelton processing plant — the tide-to-table process starts at the Quilcene hatchery, where oyster, geoduck and mussel seed begin.

Dewey explained that the company’s technology has continued to evolve, with its Quilcene hatchery advancing by making certain parts of its operations more compact.

“At the hatchery, the seawater tanks in which we grow our shellfish larvae, and the algae to feed them, have been made smaller,” said Dewey, who has addressed the United Nations about the acidification of ocean water caused by increased carbon dioxide levels in the atmosphere. “With smaller tanks, we expend less heat energy, conserve on fuels and contract our carbon footprint, thereby reducing our contribution to ocean acidification.”

TOP A drone photo of the Taylor Shellfish hatchery on Dabob Bay.

LEFT Nursery tanks at the Dabob Bay hatchery that are used for setting and rearing oyster, mussel and clam seed.

RIGHT Fifth generation, Brittany Taylor, Director of Hatchery & Nursery Production for Taylor Shellfish Farms inspecting seed in a nursery tank at the Dabob Bay hatchery.





ABOVE Lydia Vadopalas at the Dabob Bay hatchery inspecting microalgae being cultured to feed shellfish larvae.

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OCEAN TALES

Author shares emotional connection to the seas

BY KIRK BOXLEITNER

Brad Matsen has lived in Port Townsend for the past 15 years, but he's been writing about the world's waters and their inhabitants for close to 50 years.

Sunrise Coffee Company at 308 10th St. has named him guest writer for their winter lecture series at 6 p.m. on Friday, March 15, with fellow local resident and underwater photographer Bill Curtsinger interviewing Matsen.

"As a writer, you get used to being broke, but you also get to lead an inspired life," Matsen said. "I've gone from writing fiction to nonfiction and back again, mostly because of how much time in the field researching nonfiction requires, but even the best fiction involves doing enough research to build up a backstory."

Matsen declared storytelling to be "as essential to humanity as oxygen, for its ability to build bridges between us," and as for the setting of most of his stories, he noted that he's never lived more than five miles from an ocean.

"I grew up as a military brat in Alaska," Matsen said. "I also worked as a commercial salmon fisherman in Alaska for a while, before I found a less risky way to stay connected to the water."

Matsen's aspirations of creative writing were eventually redirected toward a more practical career in journalism, which saw him serve as editor of the Alaska Fisherman's Journal from 1980 to 1984, then as the Pacific editor of National Fisherman Magazine from 1985 to 1995.

Matsen has also authored "Death and Oil: A True Story of the Piper Alpha Disaster on the North Sea," as well as "Jacques Cousteau: The Sea King" and The New York Times bestseller "Titanic's Last Secrets: The Further Adventures of Shadow Divers John Chatterton and Richie Kohler."

His book collaborations with artist Ray Troll include "Planet Ocean: A Story of Life, the Sea, and Dancing to the Fossil Record" and "Shocking Fish Tales: Fish, Romance, and Death in Pictures."

“The opening scene takes place at the Port Townsend Marine Science Center’s aquarium at Fort Worden in 1991, when Ray and I first met and decided to take a road trip to get to know each other,” Matsen said of “Shocking Fish Tales.”

Troll did his own Sunrise Coffee book-signing and author talk on Feb. 9 of this year, to promote “Spawn Till You Die: The Fin Art of Ray Troll.”

Matsen has written not only books, but also articles on marine science and the environment for magazines such as Mother Jones and Audubon, and essays for anthologies such as the Smithsonian Institution’s “Ocean Planet.” He’s sought to adjust humanity’s perspective on the seas, especially given our growing impact on the environment.

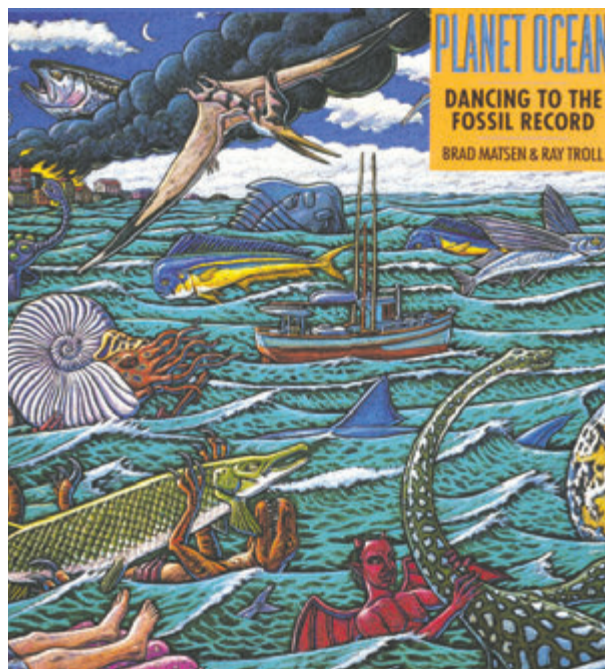
“When I was born, there were only 2 million people on the planet,” Matsen said. “There are 8 billion people now. The oceans have always been so powerful, and so seemingly infinite, that we’ve failed to recognize how much damage we can do, by extracting too much in terms of resources from those waters.”

Rather than hector prospective readers however, Matsen has sought to make people more fascinated with the oceans, including as a creative producer for “The Shape of Life,” a National Geographic TV series on evolutionary biology.

“I want to tell stories about the oceans that will enrapture audiences, and make them want to take care of that environment better,” Matsen said. “It’s like living in my neighborhood in Quimper Village. It works because we make the effort to be kind to each other.”



Author Brad Matsen seeks to inspire readers with tales of the ocean. *Photo courtesy of Barbara Manchester*



Matsen collaborated with artist Ray Troll to create the book, “Planet Ocean: A Story of Life, the Sea, and Dancing to the Fossil Record,” among other projects.

FRESH AND CLEAN:

FinRae Ice Blasting offers eco-friendly alternatives for maritime cleaning

BY KIRK BOXLEITNER

Aron Williams may be a relative newcomer to Port Townsend, but he comes from a long nautical history, and he hopes to use his recently started business to help serve the marine trades in town.

Before he moved to the area in September of 2022, to be nearer to his young daughter, Finley Rae, Williams was raised on boats in the Great Lakes region.

In addition to working in the boating industry for years, Williams also circulated through the art world of New York City for close to two decades, working as a fine art specialist in a succession of museums, galleries, and private collections.

It was through both of these vocations that Williams became acquainted with the potential of dry ice cleaning for fine art restoration, because of its ability to clean a variety of surfaces and media without damaging them. This process was developed for the U.S. Navy decades before it became public knowledge, Williams explained. “I learned about it well before working in fine art restoration,” he said.

“Many generations of my family served in the Navy and Air Force, so I was fascinated by the history of the technology behind dry ice cleaning.”

Since moving to Port Townsend, Williams has pursued no shortage of other local interests, from working as a carpenter to building custom ponds and waterfalls, to pursuing his private pilot’s license through the Jefferson County International Airport, and even becoming a member of the Port Townsend Marine Trades Association.

But by obtaining a license to use the dry ice cleaning equipment patented by the company Cold Jet, Williams is proud to offer what he touts as an environmentally-safe cleaning service through FinRae Ice Blasting, named after his 8-year-old daughter.

Williams started FinRae in August of 2023 as a fully mobile operation, able to service boats in and out of the water, with plans in place this year for a service garage in Port Townsend, and a service area across the Olympic Peninsula and greater Seattle.

RIGHT Aron at work. Photo credit: Gunter Reimnitz and Tailspin Tommy’s



Williams believes this mobility adds to the versatility that he sees as the advantage of dry ice cleaning over other options.

Because dry ice is a food-grade medium that's FDA, USDA, and EPA approved, Williams noted that the technology has many benefits and a multitude of marine applications, from scouring boat engine bays and hulls, to cleaning equipment such as rubber parts and electrical wiring, leaving even fishing vessels with no worries about residues that could contaminate their catch.

Williams' website at finraiceblasting.com comprehensively addresses these cleaning processes and applications, in addition to providing a place for prospective customers to order services directly online.

Williams explained that the dry ice is made from recycled carbon dioxide, which breaks the bonds of any corrosion or undesirable materials, then reverts to a gas, thereby eliminating the need for water, chemicals, harsh blasting media, or any additional hazmat requirements.

"Our process generates no secondary waste or contaminated water runoff, making it ideal for a wide array of industries, including food pro-

duction, as the temperatures generated during dry ice cleaning actually impede bacterial growth," Williams said.

"We prioritize eco-friendly practices to ensure minimal impacts on the environment." Indeed, Williams cited the ability of dry ice cleaning to remove the ink from a business card, without damaging the card itself, as an example of the sensitivity to which the equipment can be adjusted.

Williams described himself as passionate about safe environmental practices, since he believes in protecting the earth and its waterways, and especially in a community like Port Townsend.

"I feel that a lot of people here share the same values, so the technology I'm bringing to them is something I hope they'll appreciate and be excited to learn about," he said.



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MARINE TRADES DIRECTORY

This quick reference guide has been assembled as a service to the marine trades throughout Jefferson County. Reference codes have been established to help identify some of the services provided by this list of fine craftsman and suppliers. These letter codes are placed next to the business name.

It is the customer's responsibility to check credentials of a particular company, such as City/State business license, insurance, etc. The Port of Port Townsend does not guarantee the services of any of these companies.

A: Boat Covers and Canvas

B: Boat/Yacht Sales

C: Charter Service

D: Machine Shop and Metal/Alum Fabrication

E: Marine Construction

F: Marine Design

G: Marine Electrical

H: Marine Repair & Maintenance

I: Marine Service & Supplies

J: Rigging

K: Sail making

L: Welding

M: Surveyors

N: Charts & Maps

O: Food Services

P: Education/Sail Training

A

A Plus Equipment Rentals, Inc. (H)

360-385-1010

AB Marine Systems (Andy Blehm) (G) *

360-395-1999 - info@abmarinesystems.com

ACI Boats (Cory Armstrong) (D,E) *

360-385-1203 - info@aciboats.com - www.aciboats.com

Admiral Ship Supply, Inc. (Bob Frank) (I) *

360-379-9921 - email@admiralshipsupply.com - admiralship-supply.com

Alan Katz (boat building, boat repair) 360-774-0542

Andersen Machine Shop (Ulfar Andersen) (D)

360-379-1031

The Artful Sailor (E. Marino & Pami-Sue Alvarado) (A,K) *

360-344-8120 Whole Earth Nautical Supply & Sail Exchange

www.theartfulsailor.com - theartfulsailor@gmail.com

B

Bambi's Boatworks and Canvas (Leah & Michael Langey)

360-643-9080 - TheNeedleAndI@outlook.com

www.TheNeedleAndI.net

Best Coast Canvas Leah Kefgen (A) *

360-774-6515 - Leah@BestCoastCanvas.com

www.bestcoastcanvas.com

Blue Moose Café (Tana Kettle) (O) 360-385-7339

Brion Toss Yacht Riggers (Ian Weedman) (J,M)

360-385-1080 - office@briontoss.com - http://briontoss.com

C

Campbell Services, Inc. (Wm Campbell) (D,E,H,L)

360-379-8747

Canvas Magic (Nora Petrich) (A)

360-301-6829 - napetrich@waypt.com

Cape Cleare Fisheries (Rick Oltman) (O) *

360-385-7486 - www.capecleare.com - rick@capecleare.com

Cape George Marine Works, Inc. (Todd Uecker) (B,E,H) *

360-385-3412 - cgmw@olympus.net - CapeGeorgeCutters.com

Captain Jack's Undersea Co. (C,I)

360-379-4033 - john@cpt-jack.com - cpt-jack.com

Carapace Canvas (Ursula Swantner) (A) *

360-643-0766 - carapacecanvas@gmail.com

Coast Seafoods 360-765-3345

Coastwise Marine Design (Antonio Salguero) (F)

360-301-6400 - coastwisemarinedesign@gmail.com

Coastwisemarinedesign.com

Commanders Beach House Bed & Breakfast

360-385-1778 - stay@commandersbeachhouse.com

www.commandersbeachhouse.com

Compass Woodwork (Erik Fahlstrom) (612) 437-2334 (E, H) *

Craftsmen United, Inc. (Dan Wiggins) (E,F)

360-379-2500 - office@craftsmenunitedinc.com

www.craftsmenunitedinc.com

D

Dave's Mobile Welding (Dave Fletcher) 360-302-0069 (D,E,H,L)

davesmobilewelding@outlook.com - dmwandmarine.com

Designkraft (Les Schnick) (E,F,H) *

360-301-3794 - lschnick@olympen.com

Dianna Denny Design (E,F)

360-850-3963 - ddennydesign@gmail.com

Doc's Marina Grill (Tom Aydelotte) 360-344-DOCS

The Drawing Board, Inc. (David Vane) (F)

360-385-1704 - thedrawingboardinc@gmail.com

E

Edensaw Woods, Ltd. (Buster Ferris) (I) *

360-385-7878 - info@edensaw.com - www.edensaw.com

F

Fine Yacht Interiors (Gwendolyn Tracy) (A) *

360-379-0661 or 316-9584 | gtracy@olympen.com

First Mate Marine, Inc. (Bob Dickey) (E)

360-301-5968 - fmmarine@olympen.com

www.firstmatemarine.com

First Place Propeller (Dean Bozak) 360-385-6138

The Fishin' Hole (fuel) (Eric Elliott) 360-385-7031

Friday Marine Works (Randy & Diane Nau) (H)

360-474-5505 - fridaymarineworks@gmail.com

fridaymarineworks.com (Sequim, WA)

G

Galmukoff Marine (Owen & Mike Galmukoff) (G,H)

360-531-2270 / 360-301-4871 - boatfixx@gmail.com

galmukoffmarine.com

Gold Star Marine (Cory Armstrong) (H) *

360-385-3054 - service@goldstarmarine.com

goldstarmarine.com

Greenwater Marine Design LLC (Jonathan Moore) (F) *

(907) 738-0806 - jpmarinedesign@gmail.com

H

Haven Boatworks, LLC (Steven Gale) (E,H) *
360-385-5727 - mail@havenboatworks.com
www.havenboatworks.com

Henery Hardware (I)

360-385-5900 - henery@olympen.com
heneryhardware.com/port-townsend

Holm's Heritage Painting (Keith Holm) (H) *

360-774-2040 - holmsheritagepainting@gmail.com
Hudson Point Café (Jackie Palister) 360-379-0592

J

J & D Mobile Sandblasting & Powdercoating (H) *
360-344-2411 - info@jdpaintservices.com

K

Key City Fish (John Paul Davies) (O) *
360-379-5516 - info@keycityfish.com - keycityfish.com

L

Leatherwood Finishing Co. (Joni Blanchard) (H) *
360-301-3812 - jonijobone@hotmail.com

Left Coast Charters (Capt. Erik Brown) (C)
203-215-5381 - leftcoastcharters@gmail.com
www.left-coast-charters.com

Legato Maritime, LLC (Ryan Davis) (M, P)
518-250-9891 - LegatoMaritime@gmail.com

Lower Hadlock Shipwrights (Greg Stupica) (E, H)
360-301-2111 - boatrepairpt.com

M

Patrick Mahon Marine Surveyor & Consultant (M) *
360-316-9525 - patrickmahon51@gmail.com

Marina Café (Jennifer Takaki) (O) *
360-301-2309 - Takaki0319@aol.com

Marine Surveys & Assessments (Amy Leitman) (I) *
360-385-4073 - info@msaenvironmental.com
msaenvironmental.com

Maupin Marine Survey, LLC (Jim Maupin) (M) *
360-301-1210 - JimMaupin46@gmail.com

Meridian Stainless (Tim Uecker) (D,L) *
360-379-0115 - tim@meridianstainless.com
www.meridianstainless.com

N

The Needle and I (Leah Langey) (A) *
360-643-9080 - TheNeedleAndI@outlook.com

<https://theneedleandi.net/>

New Day Fisheries (Scott Kimmel) (O) *
360-385-4600, 360-509-1846 - ndfish@cablespeed.com

New Found Metals (Richard Walcome) (I)
360-385-3315 - nfm@newfoundmetals.com
www.newfoundmetals.com

Nolan Marine Design, P.C. (Tim Nolan) (F) *
360-379-9689 - tim@TimNolanMarineDesign.com

TimNolanMarineDesign.com

Northwest Maritime Center (Jake Beattie) (C,E,O,P)
& Wooden Boat Foundation 360-385-3628

info@nwmaritime.org - nwmaritime.org

Northwest Sails & Canvas (Sean & Inger Rankins) (A,J,K) *
360-385-5416 (canvas) - 360-301-3204 (sails)

nwcanvas@olympus.net - nwsails@olympus.net
nwsailsandcanvas.com

NW School of Wooden Boatbuilding (Betsy Davis) (P) *
360-385-4948 - info@nwswb.edu - www.nwswb.edu

North Winds Welding, LLC (Peter Kopetzky) (D,E,H,J,L)
360-379-0487 - peter@northwindswelding.com
northwindswelding.com

O

Octopus Gardens Diving (Don & Diane Peterson) (P)
360-385-3483 - info@octopusgardensdiving.com

www.octopusgardensdiving.com

Olympic Crane (Gus Sebastian) 360-531-4280

On the Flye (Todd Flye) (E) *

360-390-8771 - ontheflyept@gmail.com

P

P & T Fabrications (Terry Nowell) (E) *
360-301-9976 - ptfabrications@yahoo.com

ptfabrications.com

PT Watercraft LLC (Ashlyn Brown) (B,E,F) *

360-385-2645 - info@ptwatercraft.com

PTWaterCraft.com

Pacific Northwest Timbers (Jake Jacob) (I) *

206-799-7678 - Jake@PacificNorthwestTimbers.com

PacificNorthwestTimbers.com

Pandora's Junction Box PLLC (Stephen Nuchia) (G) *

360-670-0483 - pjbpllc@gmail.com

Pegasus Aeromarine Inc. (Dan Newland) (E,H) *

360-437-9360 - dan@pegasusaeromarine.com

www.pegasusaeromarine.com/

Peter's Marine Services (Peter Chaffee) (D,E,F,L)

360-379-1291

Peter Stein Shipwright (Pete Stein) (E, H) *

(314) 650-1569 or 360-302-292 - Steinp314@gmail.com

Point Hudson Boat Shop, LLC (Steve Chapin) (E,F,H) *

360-774-2375 - steve27chapin@gmail.com

Point Hudson Marina & RV Park, Port Townsend

360-385-2828 - pointhudson@portoftpt.com

<https://portoftpt.com/point-hudson-marina-rv-park/>
Port Ludlow Marina

360-437-0513 - portludlowresort.com/marina/

Port of Port Townsend (Eron Berg, Executive Director)
Admin: 360-385-0656

Boat Haven Moorage: (360) 385-6211

info@portoftpt.com - <https://portoftpt.com>

Port Townsend Boat Company (Rob Sanderson) (B) *

360-316-9370 - ptboatco@gmail.com

www.porttownsendboatco.com

Port Townsend Brewing Co (Guy & Kim Sands) (O)

360-385-9967 - ptbrewingco@gmail.com

www.PortTownsendBrewing.com

Port Townsend Canvas Co. (Daniele & Jeff Johnson) (A)

360-385-1712 - ptcanvas@gmail.com

Port Townsend Foundry (Pete & Cathy Langley) (D,F,I,J,L) *

360-385-6425 - ptf@olympen.com

www.PortTownsendFoundry.com

Port Townsend Furniture Clinic (Tom Powell) 360-385-6585

Port Townsend Marine Trades Association *

www.ptmta.org - ptmarinetrades@gmail.com

Port Townsend Rigging Service, Inc. (Lisa Vizzini) (J) *

360-385-6330 - Sarah@porttownsendrigging.com

porttownsendrigging.com

Port Townsend Sailing Association

info@ptsail.org - www.ptsail.org

Port Townsend Sails (K) *

360-385-1640 - ptsails@olympus.net - porttownsendsails.com

Port Townsend Shipwrights Co-op (D,E,F,G,H,J,L) *

360-385-6138 - contact@ptshipwrights.com - ptshipwrights.com

Port Townsend Yacht Club - info@ptyc.net - ptyc.net

Precision Boat Care Joe Garcia (H)
360-270-0700 - yachtmenjoe@gmail.com
Puget Sound Express (Pete & Sherri Hanke) (C)
360-385-5288 - info@pugetsoundexpress.com
www.pugetsoundexpress.com
Pygmy Boats, Inc. (John Lockwood) (B)
360-385-6143 - info@pygmyboats.com
www.pygmyboats.com/

Q
Quilcene Boat Haven - Herb Beck Marina
360-765-3131 - quilcene@portofpt.com - portofpt.com/quilcene
Quilcene Harbor Yacht Club 360-765-4417
1511 Linger Longer Rd, Quilcene, WA 98376

R
Rain Shadow Woodworks (Seb Eggert) (E, H) *
360-385-6789 - maizefield@olympus.net
RD Marine Services & Kay Sails (Holly Kays) (A, K) *
360-385-2150 - hollykays@hotmail.com
Revision Marine (C. Brignoli & M. Mortenson) (E, H)
360-344-4234 - matt@revisionmarine.com
www.revisionmarine.com
Reynold Grey Machining & Services, Inc. (D,H,L)
Greg & Marcy Mika - rgmachineshop@olypen.com
360-385-1167
Ronin Marine (Riley McMath) (E,H) *
360-316-6513 - mcmath.ronin@gmail.com
Roth Dive Services (Mike Roth) 360-774-2284
Rubicon Yachts (Joe Lecato)
(703) 965-5237 - joe@rubiconyachts.com - www.rubiconyachts.com

S
Sail Port Townsend 360-797-9105 (C)
Diane Salguero Marine Finishes (H, P)
360-774-1023 - dianes@olypen.com - Salgueromarine.com
Salish Repair & Design (Lacy Capel)
360-531-2735 - salish.repairanddesign@gmail.com
Schooner Martha (Robert D'Arcy) (C) *
206-310-8573 - sailmartha1907@gmail.com
www.schoonermartha.org
Scow Bay Boats (Mark Stout) (E,H)
907-299-9663 - scowbayboats@gmail.com
scowbayboats.com
Sea J's Café (O) 360-385-6312
SEA Marine Canvas Shop & Yacht Brokerage (Chris Bakken)
(A,B,G,H,I,J,O) *
360-385-4000 - info@seamarineco.com - seamarineco.com
Sea Grant
206-616-8929
Seaport Photography (Elizabeth Becker)
360-379-3429 - www.seaportphotography.com
Sea Wulff Sailing Charters (Jim Peacock) (C) *
360-821-9366 - CaptainJimPeacock@gmail.com
www.seawulffsailingcharter.com
Shanghai Chinese Restaurant
360-385-4810 - www.ptshanghai.info
Sound Experience (Susan Brittain) (P) *
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Sound Maintenance (Cody Patterson) (G,H)
360-437-7945 or 620-2630 - smi@olypen.com
Stabile Marine (Bill Stabile) (G) *

360-531-2047 - stabile@cablespeed.com
Starboard Services (Brad Clayton) (H)
360-957-3737 - starboard-services@outlook.com
Stephens Marine (Barry Stephens) (D,E,H,L) *
360-531-0627 - barrystephensmarine@gmail.com
Sunrise Coffee Co. (Sue Ohlson & Bill Curtsinger) (O) *
360-385-4117 - sunrisecoffeecompany.com

T
TowBoatUS of Port Hadlock (Roger Slade) 360-531-4837
Townsend Electric (Colin Anderson) 360-385-3780 (G)
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360-643-2050 - CaulkerDave@gmail.com
Traditional Boat Works (Doug Jones) (E, H) *
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Tucker Yacht Design & Boatbuilding (T. Tucker) (E,F,H)
360-385-7346 - lyra@olympus.net
Turnpoint Design (Brandon Davis) (E,H) *
360-385-9637 - info@turnpointdesign.com
Tyler Machining & Woodworking (Ben Tyler)
360-301-6428 - bh Tyler@hotmail.com

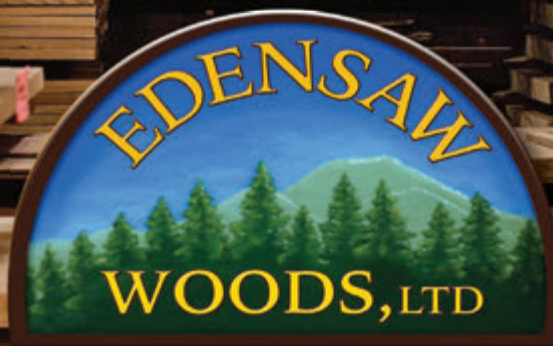
U
Ultimate Boat Care (& Diving) (Mike Novak) (H)
360-301-4195 - ultimategearllc@gmail.com
www.ultimateboatcare.com
The Undersea Company (John Nessel)
(877) 278-5225 - john@cpt-jack.com - www.cpt-jack.com

V
Vessel Assist/Tow Boat U.S. (I)
Local: Roger Slade, Cell: 360-301-9764
(24 hour) Customer Service: (800) 367-8222

W
Waterline Boats Brokerage at Point Hudson (B)
425-246-5101 - vanhelker@boatshedporttownsend.com
https://porttownsend.boatshed.com/
West Marine, Inc. (A,G,H,I,N)
360-379-1612 - mgr00181@westmarinestores.com
https://www.westmarine.com/stores/port-townsend-wa-181
Wiggins Marine (Dan Wiggins) (E,F)
360-379-2500 - office@craftsmenunitedinc.com
https://wigginsmarine.com/
Wooden Boat Foundation (C,P)
360-385-3628 - info@woodenboat.org
www.woodenboat.org
Woodworks (Bryan Hayes) (E, H) *
360-379-8755 - woodwork2828@yahoo.com

Z
Zephyrwerks (Ed Louchard) (D)
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