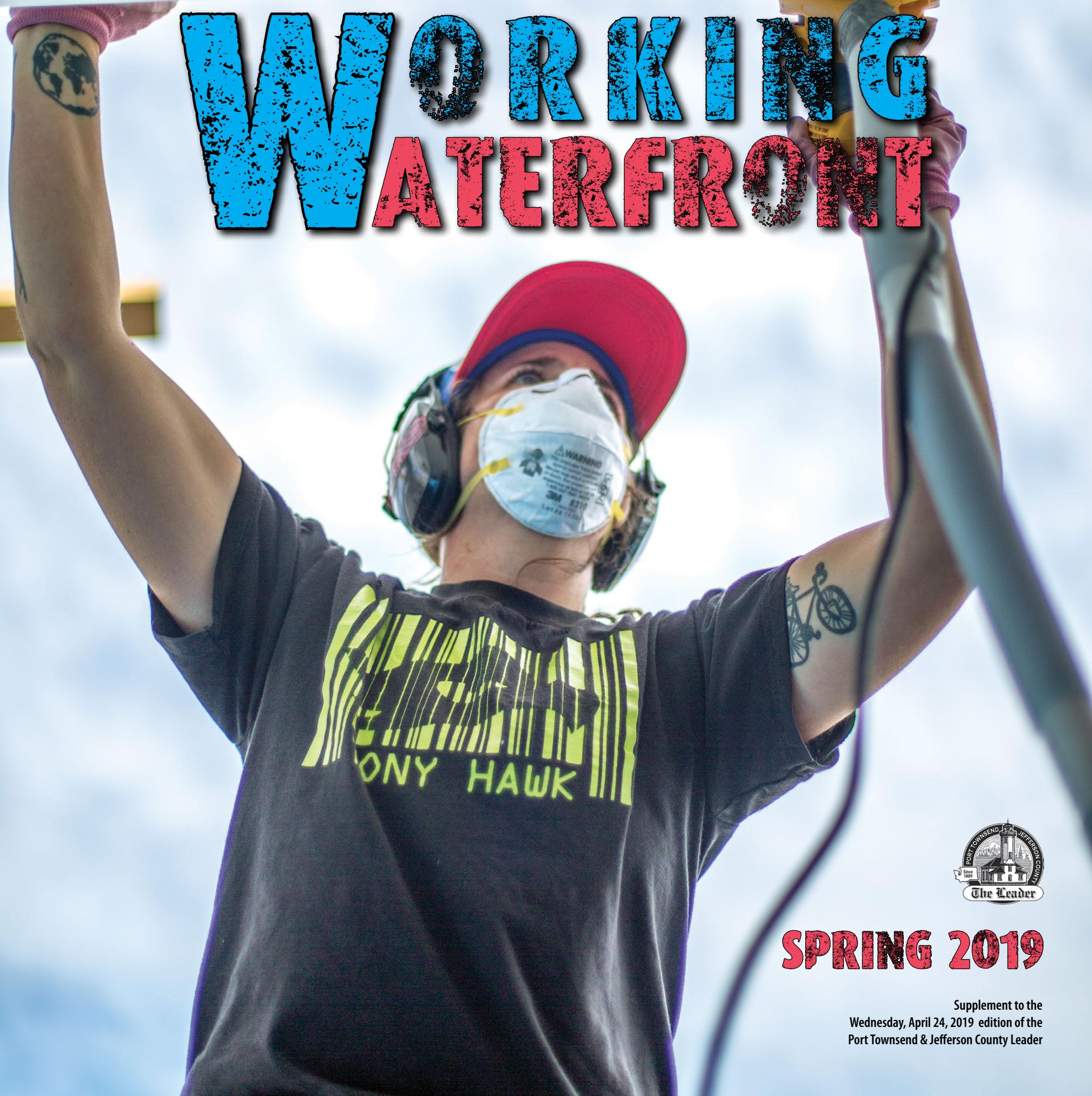


WORKING WATERFRONT



SPRING 2019

Supplement to the
Wednesday, April 24, 2019 edition of the
Port Townsend & Jefferson County Leader

EDITOR'S NOTE TO COMMUNITY

Beware: Maritime work is addictive

Concerned parents have been phoning the paper recently to complain about our report on the Quimper Peninsula's cannabis industry.

What they should be doing is begging us not to expose children to Boat Haven or the Wooden Boat School.

There is no more permanent addiction than love of the sea and all craft that cut a wake.

All it takes is one time in a boat they worked on and your beloved will be hooked.

They stop brushing their hair, shamble around town in canvas trousers and paint-splattered boots and speak a lingo unintelligible to regular folks: "slip, sloop, smack, snotter," it's all a sinister secret code.

Once-dainty lasses and cleancut lads start haunting dry docks and piers, sniffing varnish, snorting sawdust, developing hammer-hardened palms and scarring their heads by worming into tight spaces to knock loose some brass fitting.

With the news that the maritime trades account for 20% of all the local economic activity, we seem to have decided to give in and become a town that has no shame about turning normal kids into boat builders.

Just the other day, a brazen parade of shipwrights and caulkers, painters and riggers paraded down Washington Street in broad daylight to launch the Schooner Adventuress.

"Run for the hills!" I wanted to shout at the crowd of idlers, wharf bums, and other innocents drawn to the spectacle, "Ship-building can't catch all of you!" But I couldn't tear myself away because I, too, love boatwork.

After a misspent youth hammering together log rafts at Lake Coeur d'Alene's Deadhead Bay and scraping the hull of an Adirondack guideboat and a racing Penguin in my dad's driveway boatyard, I went straight awhile by moving to Idaho's desert country.

I was mostly fine until two years ago when my big brother led me astray, as they so often do. I came to Port Townsend to commune with family, but he snuck me out to Edensaw Woods, where I was soon leafing through "Building a Strip Canoe" by Gil Gilpatrick.

Next thing I knew, I was standing in my own driveway boatyard, knee-deep in a drift of cedar shavings, putting cove and bead on a pile of 12-foot strips of one-by-quarter-inch. Two months and \$2,000 later, I finished a 16-footer with hand-caned seats.

I'm on a runner now, remodeling a pram my dad built and planning a Mackenzie River driftboat from scratch.

So be careful, Port Townsend. If you keep encouraging ship-building hereabouts, all your future pot-farmers and glass-blowers may end up far worse.

They might become shipwrights.

Port Townsend Leader Editor Dean Miller's tiny canoe project is captured in this YouTube video: <https://youtu.be/e-8tNbQJCEo>

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Preserving history at Point Hudson

Port aims for jetty renovation after Wooden Boat Fest

Lily Haight

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Nearly one year has passed since the Port of Port Townsend commission rejected all bids for the demolition and reconstruction of the south jetty at Point Hudson.

Since then, the port has switched gears, in large part due to an outpouring of public involvement from the maritime community in Port Townsend. Now, port staff are aiming to obtain permits for the renovation of the south jetty and to begin the first phase of construction after the Wooden Boat Festival, in late fall.

"It's early days right now," said Eric Toews, deputy director at the port. "Barring a hitch with permitting, we'd be able to start in early autumn before the worst of the fall weather."

Toews announced at the port meeting on April 10 that the port would be working with the engineering firm Mott MacDonald for the design, which is the same engineering firm they worked with on the previous design. But this time, the jetty will not be going through a total demolition and reconstruction. Instead, timber creosote pilings will be replaced with a batter pile design, driving galvanized steel piles between the existing piles, and filling the interior with granite. The approach to design will be to try and replicate the existing jetty, Toews said.

Replicating the current look of the jetty is important to the marine trades industry, says Robert D'Arcy, founder of the Schooner Martha Foundation, who was a proponent of historic preservation of the jetty.

The Maritime Washington National Heritage Area Act, which was signed into law March 12, will recognize Jefferson County's historic maritime



POINT HUDSON UPDATE

shorelines as a National Heritage Area, including Port Townsend. This could translate into funding for historic preservation for the city and the port, D'Arcy said.

While the heritage area act could open the doors to new funding opportunities for the port, the jetty needs quicker action, Toews said. "It has to happen," he said. "We're going to find a way to scale the project to the port's current financial ability."

With a \$150,000 grant from the Jefferson County Public Infrastructure Fund, the port has the money to cover the soft costs of the project for permitting and design.

For jetty renovations in 2020, the port has budgeted \$3 million, which it expects to come from a loan.

Thinking of their impending repairs and improvement costs, the port commission voted to approve a resolution that would allow them to levy taxes for several years' work.

The port has an Industrial Development District that formed in 1966, explained interim executive director Jim Pivarnik.

The state statute governing IDD's allows three levy periods. The port's first six-year levy period was taken in 1966, and the funds generated were used to make improvements to the Point Hudson jetty.

"Were the commissioners to approve a levy as part of the 2020 budget, it wouldn't be immediately impactful in terms of the jetty project, but it would provide a measure of security in the future," Toews said.

But the port is still keen to explore several opportunities for future funding, he said. This includes creating a historic preservation plan for Point Hudson in its entirety, so that the history of the working waterfront in Port Townsend remains intact.

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Learning to sail

Historic schooner operates as waterborne classroom

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What is a foresail and, more importantly, what is the difference between port and starboard?

Each year, about 50 students are given the opportunity to find out and even learn how to sail, aboard the Martha, a historic schooner restored and maintained by the Schooner Martha Foundation.

"Whether it is our racing program or our general cruising format, it is real-world," said Robert d'Arcy, foundation executive director, senior captain and project manager. "You have become part of a crew of a yacht and you are going to learn how to navigate and read the weather and make decisions."

Students learn all the facets of yachting, from trimming the boat to living in close proximity with a crew, cooking and cleaning, d'Arcy said.

The ship becomes a metaphor for Planet Earth, he said.

"How are we going to get along? We have limited resources with us. How do we husband those properly? That is the theme behind it."

d'Arcy calls this approach a "thematic experience education."

"I love our maritime culture and our history, and if we can introduce that to young people — and a small portion of those young people will get bitten by that bug — that is important."

Jason Bledsoe, of Port Townsend, who works as a shipwright with d'Arcy, is pleased efforts are being made to pass the nautical torch to future generations.

"Getting out there in an actual schooner for anybody, let alone children, is a very rare opportunity and I think any kid that has the opportunity should jump on it," he said. "Robert is an amazing captain. He really knows what he is doing and he is safe on the water. He is a great teacher as well. It is such an amazing opportunity for anybody to step on a wooden boat, let alone a schooner and have Robert as captain."

Whether or not a person goes on to become a sailor is irrelevant, although quite a few do, d'Arcy said.



The Martha is used as a waterborne classroom where students can learn to sail and even participate in races. Courtesy photo

"What you learn here you can focus on any part of life anywhere on the planet. Learn how to make this work and you will be able to navigate your life as well."

Hail Martha

Built in 1907 for San Francisco Yacht Club Commodore J. R. Hanify, and named after his wife, Martha Fitzmaurice Hanify, Martha is a B.B. Crowninshield design built at W. F. Stone Boat Yard near San Francisco Bay, according to the foundation website.

Originally gaff rigged and now staysail rigged, she is 68 feet on deck — with 84 feet sparred, a 16 foot beam and draws eight feet. Her planking is made of fir and silver bali (a teak-like wood) on oak frames, and her interior is Honduran mahogany, graced with leaded glass cabinetry below decks.

"I have been with her a long time, and what I am still trying to figure out is if she is a small big boat or a big small boat," d'Arcy said.

Silver screen movie star James Cagney owned Martha from 1934 to 1943, and the boat fell into disrepair after that time, d'Arcy said.

"She was extremely well built and well cared for during the early part of her life. Where she really fell into disrepair, it was about the 1940s."

After the war, Martha went through several different owners.

The boat was used for racing in the late 50s and early 60s, passing hands between several teams, d'Arcy said.

"I think what happened was they were keeping her up and racing her in the California circuit with just the minimal amount of money to keep her going. She degraded terribly."

Edgar Kaiser purchased Martha in 1968 and brought her to Washington where she was later donated to Four Winds - Westward Ho Camp on Orcas Island. The campers still sing the Martha song and Martha visits t lost forever after being involved in a yard accident in 1976 when she was dropped during a routine haul-out.

"She rolled over one her port side and suffered a catastrophic accident," d'Arcy said. She was declared a total loss and was to be scrapped.

Del Edgbert bid on the boat and saved it from the scrap heap. After extensive repairs, he and his wife Paulette lived on board for 20 years.

During that time they sailed Martha to San Francisco to race her in the Master Mariners Race, sailed to Alaska for a summer and spent many years sailing her in the San Juan Islands, Puget Sound and Canadian waters, according to the foundation.

Martha is now owned and operated by The Schooner Martha Foundation whose sole purpose is to maintain and restore Martha and to use Martha to operate sail training programs. Martha has been under their care since 1996.

"Edgbert contacted me and asked if I would be interested in putting together something for this project," d'Arcy said. "I wasn't interested."

Although a beautiful yacht, d'Arcy, a shipwright by day, was aware of the huge amount of work needed to restore her to mint condition.

He changed his mind after a little research about the storied boat.

"I realized she was a prime candidate for nomination to the historic register and for restoration," d'Arcy said. "That is the direction we headed in."

With four or five others, d'Arcy founded the foundation.

"Everyone involved was heartfelt about saving the boat and making it happen," d'Arcy said. "We wanted to run mean and lean, and to put every dime into the program and boat."

Martha is still considered one of the fastest schooners around, according to the foundation, and takes both youths and adults on sail training adventures in and around the San Juan Islands and Canadian waters.

Martha is not only the oldest working sailboat here in the state of Washington but is also the oldest living flagship of the San Francisco Yacht Club.

Now, she is used as a teaching tool.

"We are doing a little bit different programming now than we started," d'Arcy said. "We still do the summer enrollment program, but we also do a spring and fall series with the local school kids focusing mainly on ocean classrooms, but also other

See MARTHA, page 6▼

Liquid metal

Port Townsend Foundry supplies parts for marine trades

Chris McDaniel

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When a shipwright needs a metal alloy hinge or a machined piece for the boat they are working on, they need not go far to acquire the items.

The Port Townsend Foundry -- in continuous operation since 1983 -- specializes in marine hardware. The castings at the foundry are produced in silicon bronze, manganese bronze, aluminum bronze, white bronze and aluminum alloys derived from ingots of recycled materials.

Jessie Thomas, lead foreman in molding and melting, has worked at the foundry for the past seven years and has become an expert in handling the 3,000-degree furnace used to melt down the ingots. The melted metal is then poured into molds to create a plethora of items which are machined once cooled.

The molds are filled with volcanic sand with two types of bentonite clays and water.

"It is environmentally friendly," said owner Pete Langley. "There is no silica in it. You can actually eat and drink the bentonite."

Because of that, there are no toxic fumes emitted when the molten metal is poured in the molds, Langley said.

Thomas said it is an honor to supply the local marine trades with parts made right here in Jefferson County.

"It's great, especially when I see something out there we are working on. That is awesome."

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Above and Below and at Right: Jessie Thomas, lead foreman in molding and melting, right, carefully navigates a vat of molten metal out of a 3,000 degree furnace, pouring it into various molds.

Langley said the advantage of producing local is that customers know they are getting a high quality product they can depend on while supporting the local economy.

When Thomas first went to work at the foundry seven years ago, he knew nothing about metallurgy, he said.

He made lots of mistakes in the beginning.

"Contaminating batches of metal is a big no no," Thomas said. "Two alloys separate is what we want. Together, it is a waste of money. You can't use it for anything."

See, page 5 ►





Daniel Burgess, machinist, cleans up the slots of bronze hinges so they fit together nicely. The hinges will be used on hatches or cabinetry on a boat that will participate in the 2019 Race 2 Alaska. They do not rust and will last a century if properly maintained. Leader photos by Chris McDaniel

He said it took about two years to really become adept, and most enjoys working with aluminum because it is more forgiving than the ancient alloys.

Young faces are now lit by the forge, including Katie Stone, a recent graduate of the Port Townsend School of Woodworking. She began on the job training two months ago to learn the trade.

"I understand some of the things needed for casting, and I know how to do stuff with wood, but I need to be told what to do," she said. "I think it's fun. I am enjoying it."

Continuing a legacy

"I think it is a legacy industry and there really are some neat ties we have been working with," said Langley, who named the foundry in honor of the original Port Townsend Foundry established in 1883. The original was located on the waterfront in downtown Port Townsend, and manufactured street cars, steam engines and hardware for all of the local Victorian mansions.

At its height in 1889, the company employed about 250 people.

Before it closed, the foundry manufactured two passenger steam liners and two tugs on-site, as well as many of the now-famous castings still in existence on the city's building facades.

"I think it is great there is such a long history here and to be able to add to it," Langley said.

"Hopefully we will get the next generation to see there is real value in the fact that you can produce something and 40 years later go out and see it still functioning and doing what it is supposed to do."

"We need to keep people and industry working here," Langley said.

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Continued from SCHOONER MARTHA, page 3▼

classes too."

And, the students get to participate in actual races, d'Arcy said.

Mostly volunteers

The foundation is run mostly by volunteers, d'Arcy said.

"Five years ago, the board elected to pay a stipend to the captain and crew of \$1,200 a month," d'Arcy said.

"We did that and we were very successful with the restoration and the programs.

Nobody is ever going to get wealthy getting involved in education and history, but that is not the point. The point is they have to put bread on the table." Providing the stipend lifts a burden off of the teachers and hopefully will allow the program to remain sustainable, d'Arcy said.

For more information about the foundation, visit <http://www.schoonermartha.org>

“

I have been with her a long time, and what I am still trying to figure out is if she is a small big boat or a big small boat.

**Robert d'Arcy, Ex. Dir.
Schooner Martha Foundation**



Since being acquired by the Martha Schooner Foundation in the mid-1990s, the historic boat has undergone massive repairs. Some cosmetic repairs are still pending. Leader photo by Chris McDaniel

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It takes a (harbor) village

Many hands helped renovate schooner



As crews remove Boat Haven scaffolding from the bow and sides sides of Schooner Adventuress in preparation for launch on April 12, shipyard worker Laura Chadbourn puts the finishing touches on the transom. Leader photos by Dean Miller



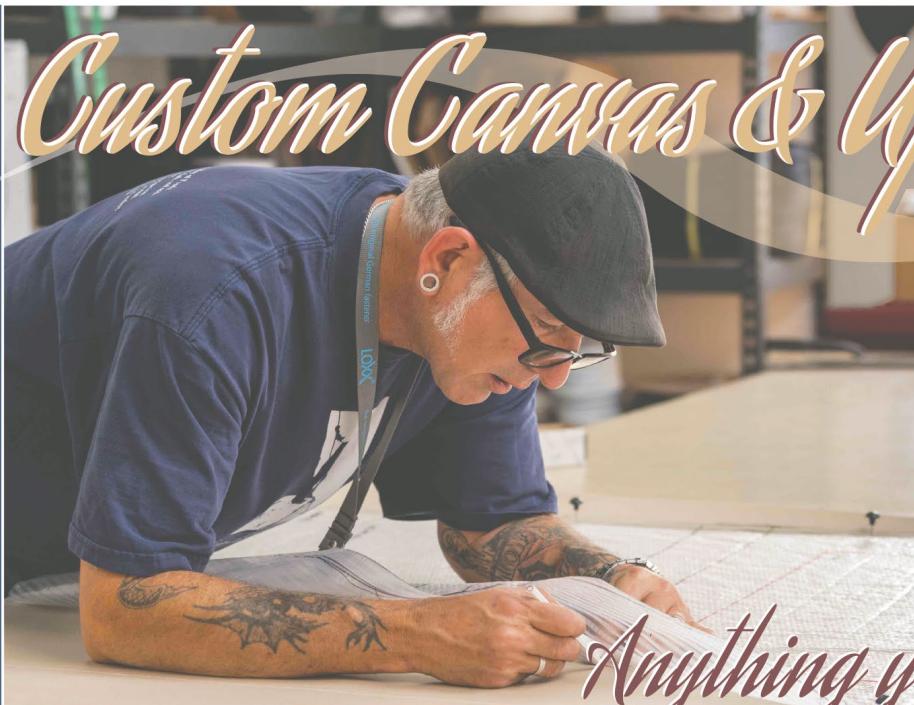
With the 106-year-old 133-foot gaff-rigged schooner safely splashed into a slip, Boat Haven crews roll in the rest of the rigging (sometimes called booms or yards), that support and spread sails.



Shipyard worker Daryl Dietrich touches up the paint on below-the-waterline elements of Schooner Adventuress



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MARITIME SUMMER PROGRAMS

Messing about in boats

Learn how to sail this summer

Lily Haight
lheight@ptleader.com

The glassy Port Townsend Bay is the best place to learn the basics of sailing or to perfect your skills.

Below is a list of upcoming sail classes and programs for kids and adults, offered through the Northwest Maritime Center.

Friday PHRF Series #4

April 26 - 6:15 pm
Port Townsend Bay
A new Friday race series with a focus on the PHRF (non-thunderbird) fleet.

Sunshine Series #1

May 1 - 6:15 pm
Port Townsend Bay
May Sunshine Race Series

Sunshine Series #2

May 8 @ 6:15 pm - 9:00 pm
Port Townsend Bay
May Sunshine Race Series

Sunshine Series #3

May 15 @ 6:15 pm - 9:00 pm
Port Townsend Bay
May Sunshine Race Series

PT to Port Ludlow

May 18 @ 12:00 pm - 6:00 pm
PT Bay and Beyond
Race #3 of the distance race series. City dock start.

Port Ludlow to PT

May 19 @ 9:00 am - 5:00 pm
PT Bay and Beyond
Race #4 of the distance race series.

Sunshine Series #4

May 22 @ 6:15 pm - 9:00 pm

Port Townsend Bay May Sunshine Race Series

Midsummer Series #1
May 29 @ 6:15 pm - 9:00 pm

June Midsummer Race Series Classic Mariners Regatta

May 31 - June 2
Port Townsend Bay

For more races and information on how to register, go to ptsail.org.

Full Day Camps for 8 -10 year olds

Jr. Discover:

July 15-19 9:00 AM - 4:00 PM
Explore the rich marine and tidal life in Port Townsend Bay. Discover our world through beach walks, boat trips, and a visit to the PT Marine Science Center.

Jr. Pirates:

July 29 - August 2 9:00 AM - 4:00 PM
Get underway with a scurvy crew! Discover the real history of pirates through stories, treasure hunts and captaining your own vessel.

Jr. Mariners:

August 12-16 9:00 AM - 4:00 PM
Take to the Sea learning the crafts and songs of a savvy sailor bound for imaginary destinations around the globe. Students explore local boat shops, search for messages in a bottle, sail large sailboats, drive wooden power boats and row.

Lil Scuppers Half Day Camps for 5-7 year olds

Mornings 9:00 AM - 12:00 PM or Afternoons 1:00 - 4:00 PM
June 24-28, Jul 8-12, Jul 22-26, Aug 5-9, Aug 19-23

Lil Scuppers is a half day program (morning or afternoon) for 5-7 year olds. All themes focus on fundamental skills: knot-tying, basic weather, sea life, environmental stewardship, boat

Set sail for the win!

Join the Port Townsend Sailing Association for these local sailing races

types and parts, and field trips to meet local shipwrights, sail makers, riggers, fisherman, and other salty dogs.

Messing About in Boats Intensive for ages 8-10

July 1 - 3, 9:00 AM - 4:00 PM
Join the Northwest Maritime Center for Messing About in Boats day long adventures. Campers will travel to and explore different points of interest on Port Townsend Bay: places like Chimacum Creek, Mystery Bay and Old Fort Townsend. This is a camp for the young person who loves to explore and use a boat as a basecamp for the day.

Introduction to Sailing

Jun 7, Jun 14, Jun 21, Jun 28, Jul 5, Jul 12, Jul 19, Jul 26, Aug 2, Aug 9, Aug 16, Aug 23 4:00 - 7:00 PM
Spend 3 hours with an experienced US Sailing Instructor on a 26' Keelboat sailing on Port Townsend Bay. This class gives you the opportunity to discover what sailing is all about without committing to an entire course

Basic Keelboat "Crew"

May 11-12, Jun 1-2, Jun 15-16 (women only), Jun 29-30, Jul 13-14, Jul 27-28, Aug 10-11, Aug 24-25, Sep 14-15

9:00 AM - 5:00 PM

Learn parts of the boat, points of sail, sail theory, sailing upwind and downwind, steering, basic knots, safety on the water and practice crew overboard drills. Step 1 toward your US Sailing Certification. 15 hours over a weekend (Saturday and Sunday). No prerequisite.

Basic Keelboat "Skipper"

May 18-19, Jun 8-9, Jun 22-23 (women only), Jul 6-7, Jul 20-21, Aug 3-4, Aug 17-18, Sep 21-22

9:00 AM - 5:00 PM

Learn advanced sail trim, tacking, gibing, rules of

the road, basic navigation, knots, reefing, heavy weather sailing tactics, line handling, outboard engine basics, docking. 15 hours over a weekend (Saturday and Sunday). Receive your US Sailing Basic Keelboat Certification! Prerequisite: Basic Keelboat Crew or Beginner class with NWMC

Basic Keelboat Full Course

May 13-17, May 20-24, Jun 3-7, Jun 10-14, Jun 17-21, Jun 24-28 (women only), Jul 8-12, Jul 15-19, Jul 22-26, Jul 22-26 (women only), Jul 29-Aug 2, Aug 5-9, Aug 12-16, Aug 19-23 (women only)

9:00 AM - 4:00 PM

These classes combine the "Crew" and "Skipper" classes in one 30-hour week. Receive your US Sailing Basic Keelboat Certification. No prerequisite.

Introduction to Radar Navigation

May 4, Jun 15, Oct 12, Nov 9 9:30 AM - 12:00 PM

This class includes an introduction to true and relative motion, range, bearing, and what that means to you and your vessel. You will also learn how to mark targets and track other vessels.

Radar & Night Navigation

May 4, Jun 15, Oct 12, Nov 9 1:00 - 3:30 PM

Build on your basic radar skills with simulated collision avoidance exercises. Use vectors, bearing lines and range rings to navigate safely. You will learn to recognize other vessels, aids to navigation, harbor entrances, and hazards at night. The class features the Northwest Maritime Center's state-of-the-art marine simulator, which accurately demonstrates the lights of Puget Sound and the vessels you might encounter.

Essentials of Safe Navigation

Apr 20, May 11, Jun 22, Oct 19, Nov 16

9:00 AM - 5:00 PM
An 8 hour course that introduces you to all of the basics of navigating safely in our Pacific Northwest waters: paper charting, rules of the road, aids to navigation, vessel lights, electronic navigation and radar. This course is taught in a single 8-hour class on a Saturday.

Navigation & Piloting

June 11, 13, 18, 20 5:30 - 8:00 PM

This classroom based program focuses on chart reading, navigational aids, navigational tools, compass use, latitude and longitude, dead-reckoning, triangulation, tides and currents, trip planning, boating resources for the Puget Sound and San Juan Islands, and how to safely cross the Strait of Juan de Fuca.

Tides & Currents

Apr 27, Sept 21, Oct 26 9:00 AM - 12:00 PM

Tides and currents are a huge part of boating in many parts of the world. Knowing the forces at work, the resources available and the boat skills needed to safely operate is paramount to a successful on the water adventure.

Yachts and Small Craft Survey Course

Apr 22-26 | 8:30 AM - 5:00 PM

This is a week long introduction to marine surveying, focusing on yachts and small craft. The course is taught by John Baird, NAMS and ABYC certified Marine Surveyor.

Weather for Cruisers

Apr 30 6:00 PM - 7:30 PM

Weather systems of the San Juan Islands and the U.S. Virgin Islands are explained.