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Supplement to the August 25, 2021 Port Townsend & Jefferson County Leader



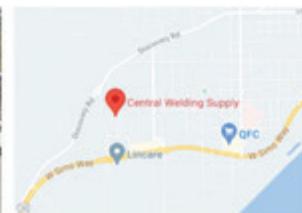


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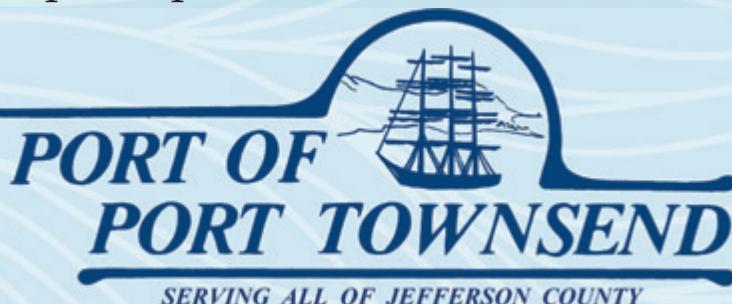
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Wooden Boat Festival makes a triumphant return in traditional fashion

article by Nick Twietmeyer, photos by Leader staff

One year ago, local wooden boat addicts had to settle for a virtual fix from their favorite exposition of waterborne craftsmanship.

But now with Jefferson County open for in-person events, the 45th Wooden Boat Festival has raised anchor, dropped sail and is ready to launch once again.

Starting at 9:30 a.m. Friday, Sept. 10 and running right through Sunday, Sept. 12, maritime aficionados can take in the Wooden Boat Festival's usual bevy of presentations, musical performances, vendors, food and other festivities.

The Northwest Maritime Center's Barb Trailer is the chief organizer for the event and the Wooden Boat Festival's de-facto keeper of the flame for the past decade. Trailer said she has had to leap a few hurdles in the run-up to this year's festival, but things seem to be coming together quite nicely.

"This will be my 10th festival and, granted, my last year was virtual. In a way it feels like the very first one because we're kinda shaking out the cobwebs," Trailer said of 2021.

"I hate to say this, but in 2019, the festival was like a well-oiled machine. We had about 50 captains that run all these different areas and some of the people had been here 20 years," she continued.

"I don't want to say it was easy, it was more like wrangling chaos. This year, after a rest, a lot of [volunteers] retired through the pandemic."

Trailer said with the departure of some volunteers who

had decades of experience working the festival, the loss of institutional knowledge has been noticeable.

"It's great that we have really wonderful, fresh, new energy. But if somebody had been running an area for 20 years and now this year we have to go back in and figure it out and teach that to somebody else," Trailer said. "So it's like starting over; it's like the first year."

As they work to train a new stable of volunteers, Trailer said organizers are also making efforts to record how each job is performed in order to train future volunteers going forward.

"This year, when you go to bring somebody new in, you have to have try to really get it all documented, so they know what they're doing. So that has been a significant hurdle."

In addition to considerations for the ongoing pandemic by keeping all of the festival's events outdoors, Trailer said a few changes have been made simply to freshen up the festival a bit.

"We don't want people to come and think it's the same every year," she said. "It's the same in many ways; the harbor is full of boats and there's vendors all around. But we like to keep it kind of dynamic. We've got some fun new things."

One such development, Trailer said, was putting Kids Cove and the Chameleon Theater's stage productions in their own separate area during the festival.

Trailer noted, however, that this prime new

location closer to the water may come with some necessary considerations for the prevailing winds.

"As always, I'm already losing sleep about the weather," she said.

Following 2020's virtual Wooden Boat Festival, the Northwest Maritime Center received no small amount of praise from participants who would otherwise not have been able to participate due to geography or pandemic-related travel restrictions.

With the increased reach of the festival, many wooden boat enthusiasts the world over shared their hope to see more virtual options offered in future festivals. Unfortunately, the monumental undertaking of re-establishing the festival in-person has left little room to tend to virtual offerings.

"It was in our deepest intention to have a virtual component, but we just didn't have the bandwidth.

To make in-person happen after a year off and with the large turnover ... we just couldn't do it in reality," she said. "We would love to get back into doing that because we had so much fun for one thing, we had friends all over the world participating in that."

"This year we're putting all of our love into the real festival," Trailer added.

As a



BACK from the depths

reminder, the unofficial “Local’s Night” on the Thursday leading up to the festival will also make a return this year.

“Thursday is kind of crazy in the harbor but it’s so entertaining,” she said. “If people want to come down and watch the boats being moved in and out, I don’t know how many big boats we have but it pretty much goes on all day.”

Trailer said around 4 p.m. organizers shut the roads down and the bar opens around 5 p.m.

Also held on Thursday will be the Wooden Boat Festival’s Lifetime Achievement Awards wherein influential members of the wooden boat community will be recognized for their accomplishments and contributions to Port Townsend.

Starting at 5:30 p.m. Thursday, Sept. 9, in the Northwest Maritime Center’s meeting room, the Wooden Boat Foundation will honor the work of David King, Diana Talley, Jim Franken and the late Mike “Jake” Jacobson.

King came to Port Townsend in the late 1970s and worked under the tutelage of renowned local shipwright Cecil Lange.

He eventually found himself working as the general manager for Admiral Marine Works, which was responsible for mammoth yacht’s such as the 164-foot Evviva. King and a few colleagues formed Townsend Bay Marine in 1999, where he

worked as the chief financial officer until his retirement in 2015. In addition to his accomplishments in the maritime community, King also served eight years as a member of the Port Townsend City Council, four of which were spent as mayor.

Talley’s workspace in the yard at Boat Haven, Taku Marine, was the birthplace of the Port Townsend Marine Trades Association. Talley is regarded by members of the maritime community as a leader, planner and mentor for

women entering the maritime trades.

Talley arrived in Port Townsend in 1990 and stayed with various boat owners in the area until she had restored her own boat, a Kettenburg 38 by the name of Scandia. Talley would later serve on the Wooden Boat Foundation’s board, the Port Townsend Chamber of Commerce and Port of Port Townsend advisory committees.

Franken will be recognized by WoodenBoat Magazine for his accomplishments in the realm of boatbuilding and design.

Franken was approached in 1981 by Bob Prothero, founder of the Northwest School of Wooden Boatbuilding, to teach the school’s lofting and design class. In addition to teaching at the school, he was also responsible for designing several boats including the boat school’s famous gaff cutter Bryony. In 1987 Franken started up his own design and lofting business and he still continues his work today on a limited basis.

Among Jacobson’s numerous accomplishments was work on the tall ship Lady Washington. Jacobson would later captain the ship and helped to mentor the following generation of shipwrights and sailors throughout the region. As a shipwright, Jacobson made a name for himself working on a wide variety of vessels from tall ships to tugs.



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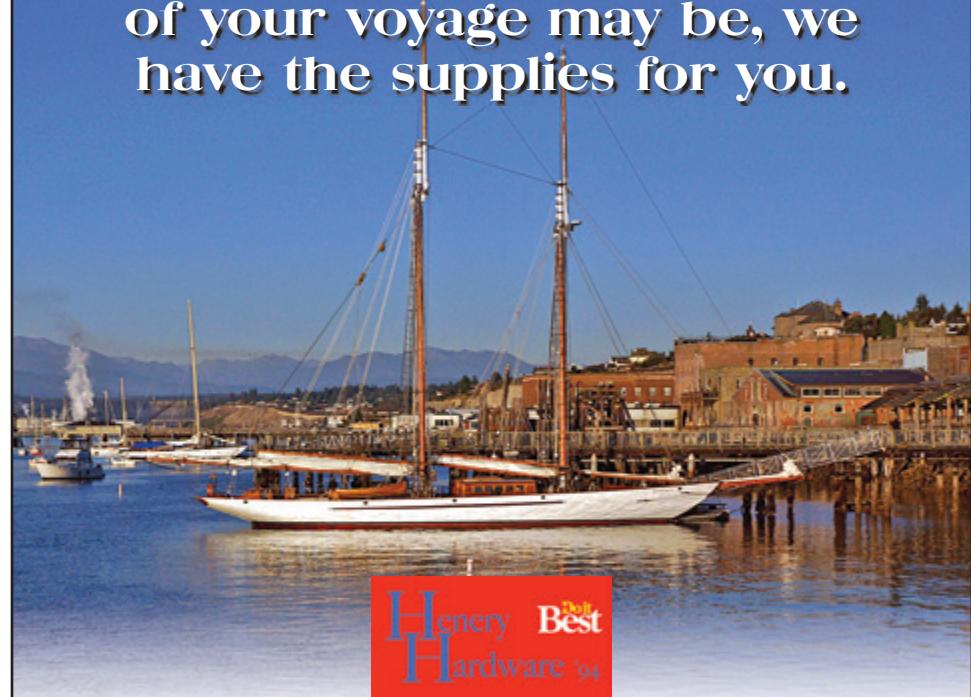
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**FIRST TIME PARTICIPATING IN
THE WOODEN BOAT FESTIVAL**

Kiwi couple cruise through pandemic aboard custom 64-foot schooner

article and photo by Nick Twietmeyer

For most, the COVID-19 pandemic meant isolation at home, streaming movies and passing the time while perfecting their sourdough recipe. But for New Zealanders abroad, Steven and Lou Dews, home was one of the few places they couldn't go during the pandemic.

Steven Dews, known the world over for his maritime paintings, said he and his wife found themselves in Costa Rica in 2020 as lockdowns were beginning to restrict travel the world over.

"We went to Costa Rica and we'd wait a couple of months for all this COVID rubbish to blow over," Dews said.

"Of course, that didn't happen and we spent a couple months there."

From Costa Rica, the Dews migrated up to Barra de Navidad, Mexico to ride out the hurricane season.

"While we were there, I met an artist called Luke Tornatzky," Dews said. "He's a local artist; he was living on his boat in Mexico at the time. He'd lived here for a long time, exhibited here and had a gallery here on Water Street."

Tornatzky told the Dews about Port Townsend's artistic community and strong maritime heritage, coupled with a thriving working waterfront. Tornatzky's recommendation followed multiple others from folks who had visited Port Townsend from Lunenburg, Nova Scotia, as well.

"We were sitting in stinking heat in the hurricane season in Mexico, there was about five of us sitting around a television all day, watching the virtual Wooden Boat Festival, drinking cold beers to deal with the heat," Lou Dews said.

"We thought we've just got to come to Port Townsend," Steven Dews said. "Everybody says it's a wonderful place and like the epicenter of wooden boats. So we thought, 'Yeah, let's give it a go.'"

And so they did.

"Rather than short tack all the way up the West Coast of America, we decided to do one long tack out to Hawaii and spend a bit of time there and tack back," Dews said. "And then we arrived here about six weeks ago."

The Dews' magnanimous mobility on the water owes no small bit of gratitude to their 64-foot schooner Wolfhound.

The boat was designed using specifications provided by the Dews and built by Martyn Brake of MB Yachts, based in Dorset, U.K.

"At the end of the day there were two elements to the design criteria," Steven Dews said. "It had to be a good-looking vessel because to sail something that's ugly there's just no pleasure in that, it's just a fast machine. Comfort was an equal, because you have to enjoy the ride."

The interior of Wolfhound is exceptionally bright, bucking the all-too-frequent trope of grand yachts being darker than a collapsed star once one takes two steps through the companionway. Her white oak interior and a light-colored paint scheme converge to create a boat that feels more like a meditation retreat than a bluewater cruiser.

Lou Dews also noted that after spending much of her life working aboard large yachts, it was important for her to incorporate design elements that made judicious use of the boat's frames and longitudinal stringers to maximize the efficient use of space aboard.

There was one other thing that she simply couldn't do without.

"I'll tell you what I wouldn't be without for long-distance cruising: the breadmaker," she said. "I love that. It's so easy, but I can put it on and in an hour

and fifty-five minutes, I've got a beautiful loaf of bread."

As for what's next for the couple, the Dews' next adventure will likely be a cruise to Alaska through the Inside Passage after a quick refit in Port Townsend.

Not to worry, though, they won't be leaving before Wolfhound experiences the newly-returned Wooden Boat Festival.

To any prospective world cruisers considering taking the plunge, Lou and Steven Dews shared a few words of advice: Don't wait.

"We say it to everybody, Steven wishes he'd done this a long time ago," Lou Dews said.

"It's not always possible for people because they've got work commitments and things like that. But if you are planning bluewater cruising, do it as soon as you possibly can because time flies."

"Cruising is hard work. People have these romantic ideas; they watch the YouTube videos and they think it's all [wonderful]," Steven Dews added.

"It's not; it's 90 percent grunt work. It's really hard work, but the hard work is part of what keeps you fit."



Steven and Lou Dews
© Nick Twietmeyer

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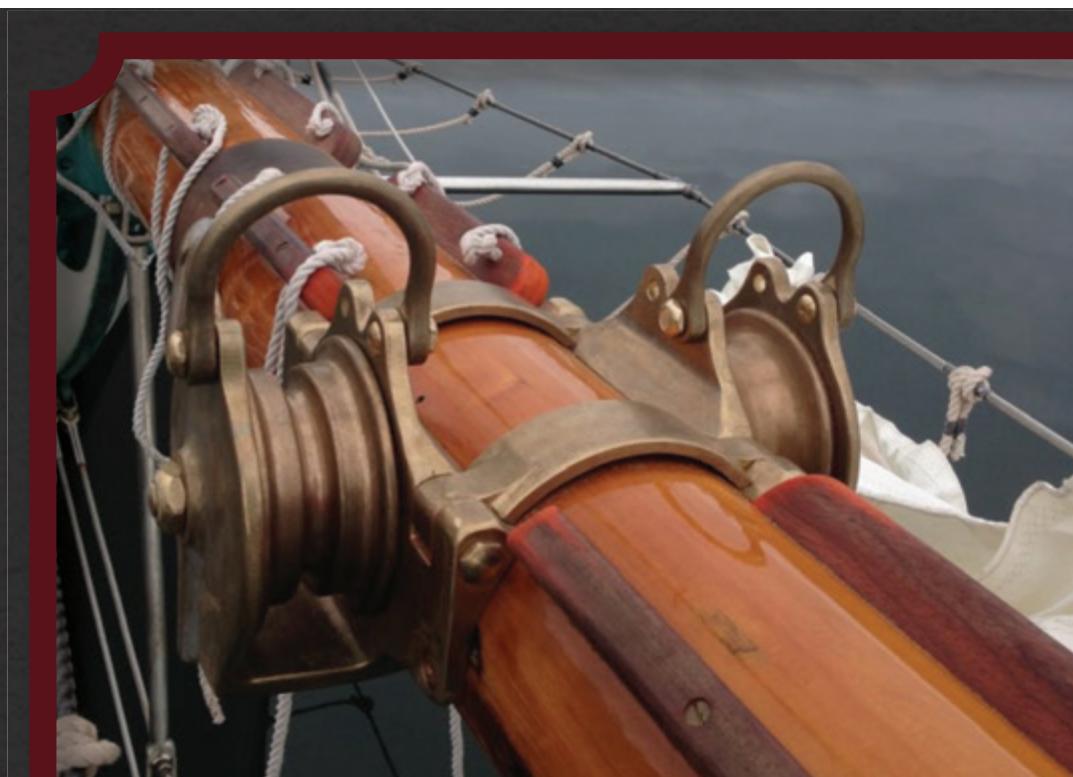


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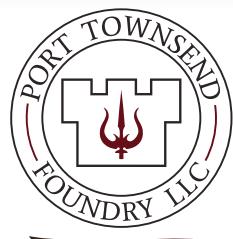
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Decarbonizing the waters of the Pacific Northwest

by Luke Anderson

The ocean is one of our backyards here in the Pacific Northwest, and our maritime-oriented community interacts with and gets energy from its water every day. But as we all know, this ocean ecosystem we take part in, which happens to be the biggest supporter of life on this planet, is struggling dearly.

Peter Wilcox, alongside his wife Bridget Bayer, is one of the founders of the Inside Passage Decarbonization Project, which aims at lessening our impact on the ocean. Wilcox explained that he doesn't like to focus as much on the problem at hand, our planet's climate crisis, but rather looks more to educate and inform boaters about the solutions they might take.

Wilcox has long been fixated on the water of the Inside Passage, a waterway that weaves through the islands of the Pacific Northwest, ever since his family took a vacation to Quadra Island when he was 12 years old.

Seeing the beauty of the islands off the British Columbia Coast and their clean pristine waters implanted a love of the Inside Passage at a young age. When going off to college some years later, Wilcox was inspired by an ecology class that reaffirmed his interests in our ocean environment, and how we interact with it. Science classes in high school had failed to make a connection to real-life scenarios for Wilcox, and in taking that college course, something clicked.

"Ecology was the thing that gave me a perspective and it gave me the direction of my work throughout my life largely," Wilcox said.

Since then he has been largely involved in green building. Before retiring, Wilcox had focused on building net-zero buildings, and participating in think tanks that tried to formulate sustainable solutions to building problems.

A lot of his time was spent constructing green affordable housing or pushing for the policies that could help get those things built.

But, when he retired, he knew he would focus on what he loved most: clean water.

"This has been my joy and so at age 65 I got a new career, but now it's my whole career and I don't plan to stop until I can't do it."

He and his wife's organization, The Inside Passage Decarbonization Project, looks to bring the Inside Passage boating community to a place of net-zero energy waste which will help to create clean and nontoxic water throughout the channel.

"We want to make it easy, social, and fun to work with others to help each other out, to get our boats to be much cleaner, and to be less impactful on the climate," he explained.

One pathway to completing their goal includes determining our biggest areas of impact on the ocean, and how we can change our habits around them to be less harmful.

If you think about the tens of thousands of boats going up and down the Inside Passage annually, one imagines how much those boat's burning of fuel puts toxins into the air and water. Many of the boats that travel through the channel have been constructed out of harmful materials like

fiberglass and other synthetic materials. "I like to refer to boats made of fiberglass as boats made of oil and sand. This type of composite is almost virtually impossible to recycle, with a half life sometimes exceeding 20,000 years," Wilcox said.

In lectures and talks that Wilcox gives, he often highlights how new boaters can buy and source sustainable materials that have a smaller carbon footprint.

Fuel is another point of impact.

"Getting rid of fossil fuels is clearly the key objective here to save the planet for our futures," Wilcox said.

Fuels like Petroleum are harmful as a fuel source, especially when there are boat spills or other contaminations into the water, so instead of using petroleum, Wilcox's organization is looking at options such as renewable diesel.

A solution posed by some in the boating community, including Pete Langley at the Port Townsend Foundry, revolves around recycling certain plastics and other wastes to make fuel.

"There are 3.4 trillion tons of solid waste developed every year globally; you know that's more than all the fuel used by all the vessels, and probably all the trucks and other diesel as well," Wilcox said about the new fuel possibility.

If this new method was harnessed, it could drastically cut down on how much non-renewable fuel we use each year. But, Wilcox added that there is some controversy around renewable diesel through the collection of plastics and that the controversy is valid.

He explained it must be done right in order to be useful, for if done wrong the process can be harmful.

Wilcox and Bayer have their own personal boat that reflects many of these things that boaters can do themselves to help the environment.

When they first began to conceive of their boat, Ama Natura, there was a lot of research that went into figuring out they could make their vessel as efficient as possible.

Wilcox noted they had a lot of help in the design from the Northwest School of Wooden Boatbuilding and from Carl Chamberlain, who is the primary designer of the boat.

A lot of effort was spent on the shape of Ama Natura's hull so it would be as aerodynamic as possible. With less drag, less fuel can be used to get to the desired destination. They also have sails on the boat, which are up almost all the time, capturing as much wind as possible in each given trip.

Wilcox explained that whenever possible, boaters should figure out how they can use less fuel, while still expanding their range. For their boat, this might include going completely electric via solar in the next three to five years.

The success of sustainable boating practices in small communities can indirectly help the environment, too. It can be a model for other places around the world. The project has already been contacted by people in the reefs of Australia, ports in Costa Rica, people from the North Sea, and more around the world, who look to the project as inspiration.

Wilcox will provide a talk at 9:30 a.m. Friday, Sept. 10, at the Green Boating Day Discovery Stage on why and how to decarbonize your vessel, in 10 easy steps. There will also be more talks after Wilcox's around the same theme. The

couple's boat, AMA Natura, will be also be seen throughout the Wooden Boat Festival.

Another force in the effort to clean up the water of the Pacific Northwest is Pat Shannon, owner of Sea Marine.

Green boating became an issue for Shannon and those at Sea Marine when they wanted to start installing lithium-ion batteries and other types of products that would be more green for the boating industry.

At the time, some 10 years ago, it was a little premature for the marketplace, but now green products are becoming much more popular.

Shannon detailed that things like solar and renewable energy are emerging as good options.

"There are new things coming out for boats that need to be verified and validated that they are manufacturer applicable, you know, for warranty and service issues, but those are coming, and they're coming pretty fast," Shannon said.

Shannon said of those he has talked to in Port Townsend, whether it's people from the port, people at the Maritime Center, or any who work with maritime associations, everyone is looking at what they can do to make things better.

"I would say that Port Townsend is one of those lead communities that has a concern for the environment but also has a love for boating and I think that convergence is going to come together really well," Shannon said.

Things Sea Marine is doing to set an example for others, include separating materials when they strip boats and cleaning up very well so that toxins don't ever go into the ground or back into the ocean. Shannon said they are also rethinking their electrification system by looking at power sources such as wind or solar.

Sea Marine are sponsors of the Wooden Boat Festival and they are talking about the option to be a larger sponsor so they can be involved in green applications and educate people during the festival about what's available to them.

To learn more about the Inside Passage Decarbonization Project, go to <https://www.decarbtheassage.net>, or catch Wilcox and Bayer at this year's Wooden Boat Festival.

To find out more about Sea Marine, go to <https://www.seamarineco.com>.



photo courtesy of Peter Wilcox

Inspired by an Alaskan troller fishing boat Peter Wilcox once worked on, Ama Natura is a motor- and wind powered-boat built by the Northwest School of Wooden Boatbuilding.

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Shipwrights Co-op tackles Hawaiian Chieftan overhaul



Article and photos by Nick Twietmeyer

Since her arrival at the Port Townsend Shipwrights Co-Op, the tall ship Hawaiian Chieftain has been a pretty hard sight to miss, with her massive yards splayed out in full view of the traffic coming into Port Townsend via West Sims Way.

Even from a moving vehicle it's plain to see that the Hawaiian Chieftain is in rough shape, but with some hard work and a little luck, she may be homeward bound for following seas.

"The vessel is due for a complete refit," said Arren Day, the lead shipwright tackling the restoration of the Chieftain. "The new owner has the energy and will to do it."

The Hawaiian Chieftain, or "Chiefy" as the ship is affectionately known, was recently acquired by Aubrey and Matt Wilson.

The ship's previous owner, Grays Harbor Historical Seaport, stated maintenance costs for the Lady Washington's sister ship had just become too much for the nonprofit to bear.

"In June of 2019 U.S. Coast Guard inspectors discovered serious problems with the steel in more than 15 percent of her hull and her bowsprit," Grays Harbor

Historical Seaport noted on its website. "She was shifted from Port Townsend to Astoria in the hopes of less expensive repairs ... but the cost of the repairs in either location is more than the current value of the ship."

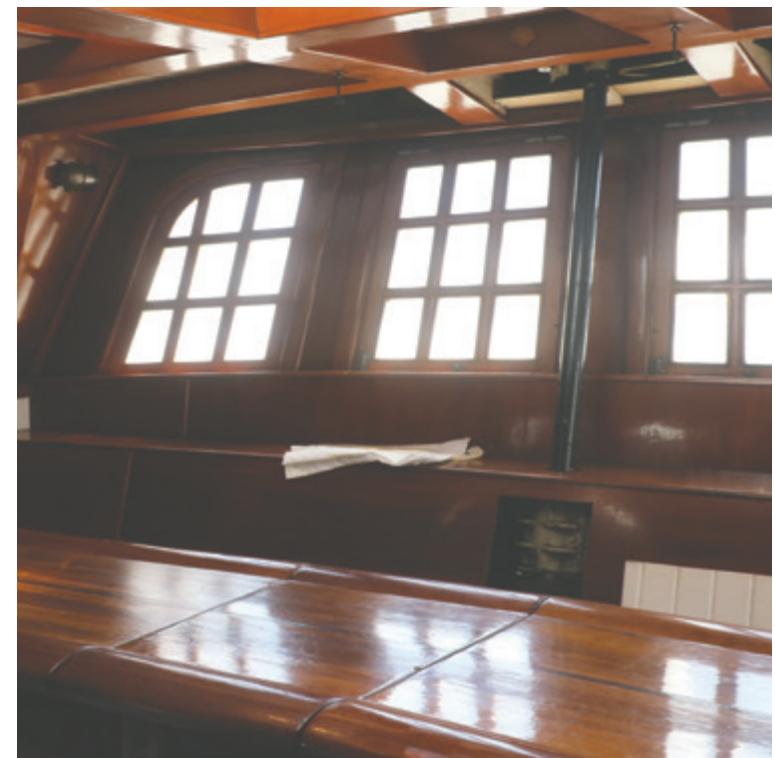
In a blog post detailing their restoration efforts, the Wilsons said they were looking to get another survey done on the Chieftain and to compare the new one with a survey completed in 2019. This is to gather a complete view of what needs to be done to bring the ship back into serviceable condition.

The ultimate goal, Day explained, was for the Hawaiian Chieftain to return to her home state of Hawaii.

"She's going to take it back to Hawaii and do similar work to what they were doing in Washington," he said. "Sail training, there's been some talk of taking people to go watch surfing competitions, that kind of stuff."

To get to that point, though, Day said it's going to be all hands on deck over at the Port Townsend Shipwrights Co-Op.

"This will be an every-discipline-we-have job," he explained. "This is going to take our carpenters, welders, fitters, electricians, mechanics, riggers, sailmakers, painters, our machine shop. Every trade that we represent will be applied to this boat."



With that said, Day added that the ship is actually still "in much better shape than we'd feared. It does look bad, but a lot of the rust is cosmetic."

Interestingly enough, once the shipwrights begin their year-long task of restoring Chiefy, at some point they will need to consult with a gunsmith to service the vessel's black powder swivel guns up on deck.

"This is the first boat we've had on our facility that has cannons. We've done square-riggers before but we've never actually had cannons on our property," Day said. "There's a local gunsmith who's interested in looking at them."

Day said a prominent boat like the Hawaiian Chieftain could've ended up in any port as it sought repairs, but Port Townsend's uniquely thriving and vibrant community of maritime tradespeople made the perfect fit.

"There's so much talent in this town, so many trades that are represented," he said. "A lot of this work you just can't get done anywhere else. There's not many places in the world where you can get a traditionally square-rigged boat serviced."

To follow the Wilsons on their efforts to restore the Hawaiian Chieftain, visit www.sailhawaiianchieftain.com.



Wooden Boat Port Townsend

Bottom right photo by Nick Twietmeyer, remaining photos by Leader staff



Festival 2021

Washington

Tickets to the Wooden Boat Festival can be purchased via the Port Townsend Maritime Center's website, nwmaritime.org/events/45th-wooden-boat-festival/#.

Day passes are \$25; a three-day weekend pass is \$50. There are senior, student and military discounts; children 12 and under are admitted free.

Next generation of shipwrights *forges full service collective*



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Maya Vega-Garcia, canvas and upholstery
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Jordan Bard, shipwright
856-577-6591, Bardboatworks@gmail.com

Joe Crecca, marine systems, driveline and
engine repowers - 360-531-2157
Joedcrecca@gmail.com.

Erik Fahlstrom and Pete Stein, pose for a photo at the former PT Shipwrights Co-Op building

Article and photos by Nick Twietmeyer

A partnership of shipwrights and marine tradespeople have moved into the former location of the Port Townsend Shipwrights Co-Op.

And while this next generation of skilled craftsmen certainly resembles a co-op, but don't call it a co-op.

"It is just a collection of independents, I'm personally trying to refrain from calling it a co-op, mostly out of respect for the [Port Townsend] Shipwrights Co-Op," said Pete Stein, one of the shipwrights forming the collective.

"We're ramping up here to kind of become more of a full-service shop."

For independent workers, Boat Haven has been a sort of bastion of gig work. As workers gained more experience and their work increased, they often needed to partner up with other folks in the yard with various specialties in order to handle the larger jobs.

"To make yourself more marketable as an independent, you need to have all the connections with everyone who can

take care of every aspect of the boat," Stein explained.

"There aren't many people who are a woodworker, mechanic, machinist, welder, rigger, painter. A lot of us have experience in all of that over the years, but to do any major job, you need to have two woodworkers and a systems guy to take care of refrigeration and plumbing and electrical and stuff like that."

The collection of freelancers, Stein said, is attributable to the Port of Port Townsend's open door policy for workers in the yard.

"This yard in general has always had lots of independents, tailgaters, people working out of their trucks," he said. "Pretty much if you get a business license, you can start working on peoples' boats down here."

Working out of the red-roofed board and batten-style timber-framed building will be a collection of tradespeople consisting of three shipwrights, a finish carpenter, an upholsterer, a machinist-welder, a mechanic-welder, and a marine systems worker.

"None of us take employees; we work directly for the

boat owners. We're all our own business entities, too," Stein said. "We're business partners. We don't all pool our money and get the same paycheck. It's different. We all charge differently, hourly."

While Stein said this as-of-yet unnamed next generation of shipwrights in the yard are hoping that their new collective workspace will become their "forever home."

Although, staying in one place can sometimes have its drawbacks as well.

Stein happens to be prominently featured on the YouTube channel for the Sampson Boat Company as part of the restoration of Tally Ho. A running gag in the videos produced by the channel's creator, Leo Goolden, is to approach Stein and inquire, "Hey Pete, what are you doing?"

"I hear that once or twice a week," Stein said. "In the yard, it's kind of expected, especially this time of year there's a lot of tourists in town. Naturally, people flock toward the boatyard just to check out the projects. Even if they're a landlubber who doesn't know a lick about boats."

The prominence of Tally Ho and her massive fanbase largely informed Stein's decision to move the boat into more rigidly-constructed environs instead of the commonplace shrink wrap structures erected around the yard's long-term projects.

"It's hard to keep the fans out," he said.

"I worked on the Western Flyer, too, over at the [Port Townsend Shipwrights Co-Op] and we'd have the big doors open and no matter how many big signs you put up and ropes, old entitled men seem to think they can waltz right in and pretend like they own part of the shop."

That said, Stein added that he liked that folks were taking an interest in their work.

"It keeps boats going. The more interest that people take in wood boats, especially people who come to the yard and

visit Port Townsend ... they might not own a boat, but it's a small world," he said. "It spreads the word around. That's how you get a lot of business, just word of mouth."

As Stein pondered the question of what he wished for folks to know about the new group's presence down in the yard, fellow shipwright Jordan Bard happened to be passing by the shop.

"We all love and are still really excited about boats and working on boats," Bard said. "We offer the same quality of work that you can get anywhere in the northwest for a competitive price."

"We might look a little rough around the edges, but we're really friendly people," Stein added.



Pete Stein uses an electric planer to fair the deck of Tally Ho

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Schedules will be changing up to the day of the event. See website for the most up-to-date schedule. woodenboat.org/2021-schedule

Thursday, September 9							5:30 Lifetime Achievement Awards Explorer Stage
Friday, September 10							
LOCATION	MORNING		AFTERNOON				EVENING
Adventure Stage		10:45 - 11:45am Long Distance Solar Cruising Inside the Salish Sea and Inside Passage Joe Grez	12 - 1pm Trailer Sailing to SE Alaska Todd Miller	1:15 - 2:15pm Big Boat Adventure on a Small Boat Jeff Kelety and Deborah Carroll	2:30 - 3:30pm Pedal Drive Panel Sockeye Calogero		
Explorer Stage Learning the Essentials MMR	9:30 - 10:30am Planning Your NW Coastal Cruise Eisie Hulsizer	12 - 1pm Battery Efficiency Shipwrights Co-op	12 - 1pm In It for the Long Haul: Planning Your Boat's Future Andrew Stewart and Zachary Simonson-Bond	1:15 - 2:15pm Why a Compass in the Age of Electronics? Robert Bergstrom	2:30 - 3:30pm Protecting Your Investment: Buying and Selling Your Boat Rob Sanderson		6pm Blazer Party Wee Nip Bar
Discovery Stage Green Boating	9:30 - 10:30am Why and How to Decarbonize Your Boat Capt. Peter Wilcox	10:45 - 11:45am Integrating Solar Power Into Your Boat's Energy System Tom Whitehead	12 - 1pm It's 2021: Diesel or Electric? Michael Gunning	1:15 - 2:15pm Electric Propulsion: What You Need to Know to Get Started Thomas Hruby	2:30 - 3:30pm Inside Scoop on Electric Motors Joe Grez	3:45 - 4:45pm The Fundamentals of Electric Propulsion Michael Gunning	
Boat Yard Stage	9:30 - 10:30am Care and Feeding of Your Outboard Stewart Pugh		12 - 1pm Battery Efficiency Shipwrights Co-op	1:15 - 2:15pm Ask a Shipwright Shipwrights Co-op			
Woodworking Stage	9:30 - 10:30am Sharpening Chisels and Plane Blades Tim Lawson	10:45 - 11:45am Cut Dovetails John McCormack	Hand- 12 - 1pm Making a Canvas Bag John McCormack				
Special presentations different locations	Make your own Grommet Friday, Saturday, Sunday Location: The Artful Sailor (in the Sail Loft) 10:00, 12:30, 3:00	Salty and the Pirates Dramatic Storytelling; Friday, Saturday, Sunday, The Artful Sailor (in the Sail Loft) 11:30, 2:00	The Benefits of Synthetic Standing Rigging Brion Toss Yacht Rigging Onboard Varya Dockside 12:00			The Essentials of Sailmaking Carol Hasse Location: Sail Loft 4:30 to 6:00	
Saturday, September 11							
LOCATION	MORNING		AFTERNOON				EVENING
Adventure Stage <i>Located on the deck at Pygmy Building</i>	9:30 - 10:30am Saving Sargasso Paul Johnson	10:45 - 11:45am Perseverance, Patience, & Pjs: Racing at 4 Years Old Kiel Reijnen	12 - 1pm The Benefits of Raising Kids on the Water Karl Kruger No AV	1:15 - 2:15pm For the Love of Adventure: School Groups Conquer SEVENTY48 Kip Otteson	2:30 - 3:30pm Making It to the Starting Line: Getting to WA360 From Colorado Jason Hanford	3:45 - 4:45pm If Ya Ain't Rowin', Ya Ain't Goin' Akeyla Behrenfeld	
Explorer Stage Learning the Essentials MMR	9:30 - 10:30am How to Get Your Captain License Capt. Jeffrey Sanders	10:45 - 11:45am In It for the Long Haul: Planning Your Boat's Future Andrew Stewart and Zachary Simonson-Bond	12 - 1pm Celestial Navigation Capt. Jeffrey Sanders	1:15 - 2:15pm Cruising Friends: John Steinbeck, Ed Ricketts, & Joseph Campbell Susan Shillinglaw	3:45 - 4:45pm If Ya Ain't Rowin', Ya Ain't Goin' Akeyla Behrenfeld	3:45 - 4:45pm Tightwads Boatbuilding Adventures Wendy Hinman and Garth Wilcox	
Discovery Stage	9:30 - 10:30am Reefing and PTR Smart Jacks Lisa Vizzini Doesn't really fit	10:45 - 11:45am Building a Better Tree Bruce Tipton	12 - 1pm Standing Rigging: Rod, Wire, Fiber Lisa Vizzini	1:15 - 2:15pm The Viking Ship Polaris Jay Smith	2:30 - 3:30pm Seafaring Women in the Age of Sailing Ships Laurel Seaborn		
Boat Yard Stage	9:30 - 10:30am Hands-on Stitch and Glue (2 hours) Fiberglass Supply		12 - 1pm Fiberglassing Over Wood John Harris	1:15 - 2:15pm Varnishing Joni Blanchard 2:30-4:00			
Woodworking Stage	9:30 - 10:30am Sharpening Chisels and Plane Blades Tim Lawson	10:45 - 11:45am Turning a Mallot John McCormack	12 - 1pm Making a Traditional Sliding Seat John McCormack				
Special presentations different locations		The Essentials of Sailmaking Carol Hasse Location:Sail loft 10 - 11:30am	The Particulars of Synthetic Standing Rigging Brion Toss Yacht Rigging Location: Brion Toss Yacht Riggers 2:30	Introduction to the Hawaiian Method of Navigation Steve Solysik On the Commons 1:15	Sail Repair Allison Woods Sail Loft 2:00pm	NW Schooner Cup 3:00	

Sunday, September 12							
LOCATION	MORNING		AFTERNOON				EVENING
Adventure Stage							
Explorer Stage Sunday Stories MMR	9:30 - 10:30am Why We Take on Big Rebuilds: The Western Flyer Chris Chase	10:00- 10:45am Womens Boat Building Panel Kaci Cronkhite	12 - 1pm The Purpose Behind the Project: Living Our Values in Classic Boat Restoration Robert d'Arcy				
Discovery Stage	9:30 - 10:30am Meeting the Challenges of West Coast Vancouver Island Elsie Hulsizer	10:00- 10:45am One Boat, Three Lives: The Shenandoah Story Stephanie Lile					
Boat Yard Stage	9:30 - 10:30am Hands-on Fiberglassing (2 hours) Matthew Weaver						
Woodworking Stage	9:30 - 10:30am Sharpening Chisels and Plane Blades Tim Lawson						

For Bar Harbor Music Mainstage schedule, see page 26.



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They Shore Can

Women boatbuilders discuss their niche

by Laura Jean Schneider

A mermaid may come to mind when reading "Women and the Sea," and seemingly as rare are real-life women in the marine trades: Just 2 percent of maritime tradespeople and sea-goers are women, and a majority of that percentage are women working on cruise ships.

That leaves a very small school of women in the highly specialized sea of boat-building.

Until she'd visited international ports on a seven-year journey around the world in her own wooden boat, Pax, local author Kaci Cronkhite says she "didn't realize it was such a rare thing" to see women on boats.

At the time, Cronkhite and her crew of three women weren't setting sail to prove a point; they were sailing around the world because they wanted to.

However, her female crew raised more eyebrows than she'd expected. A question she heard repeatedly, was "Are you sailing alone?"

She laughed before continuing.

"No," she'd tell them. "There are four of us."

When Pax needs maintenance, Cronkhite prefers a woman's hand.

"Three female shipwrights have worked on her," she said, "a pod of women boatbuilders."

Although she isn't a shipwright – she just took her first

woodworking class last winter – she's spent an impressive amount of time aboard boats, and she champions women in the maritime trades.

Cronkhite has organized a special event that she believes is the first of its kind on the Olympic Peninsula. For the 45th annual Wooden Boat Festival in Port Townsend, an international celebration centered on all-things wooden boat, she will be moderating a panel of women she hand-selected to speak on their own experiences with boatbuilding.

Leah Casein, Esther Whitmore, Ginny Wilson, Diana Talley, and Julia Maynard comprise the five-woman panel. With ages ranging over a 30-year span, Cronkhite hopes a multigenerational approach will encourage women of all ages to pursue their interests in maritime trades.

A dialogue with the audience in Q&A form will provide the format for the panel, which starts at 10:45 a.m. Sunday, Sept. 12 at the Explorer Stage near Point Hudson.

"These are strong, spirited women," she said.

While Cronkhite truly believes that there is male support for females in maritime trades, she feels there are some fundamental issues that must be addressed before true acceptance and integration can occur.

Her panelists "are all problem-solvers," she said, and she anticipates the dialogue this panel can support.

Tickets to the Wooden Boat Festival can be purchased via



Photo by Jeremy Johnson

the Port Townsend Maritime Center's website, nwmaritime.org/events/45th-wooden-boat-festival/#.

Day passes are \$25; a three-day weekend pass is \$50. There are senior, student and military discounts; children 12 and under are admitted free.

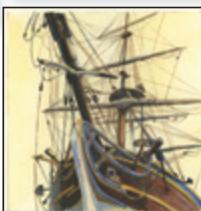
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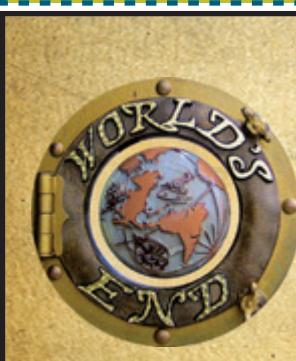
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Leah Kefgen was “raised on a farm in the San Juans” by parents of Norwegian heritage. She spent summers as a child with her family “gunkholing on an old wooden sailboat with a slushed hull with a driftwood tiller.”

Her penchant for all things Scandinavian and an aptitude for three-dimensional arts inspired work in fiber and marlinspike arts, sailmaking, canvas work, clothing design, and in the last few years, boatbuilding; specifically, building a Norwegian Faering under the mentorship of Norwegian-American shipwright Jay Smith.



Photo courtesy Julia Maynard

Julia Maynard grew up in New York and studied Marine History & Craft at Evergreen College.

The only woman in her class, she excelled at lofting, helped build two boats (one, Sea Wulf is still moored in Port Townsend) and learned boat design from a young Bob Perry. After college, she apprenticed with John Gardner at Mystic Seaport “taking lines off his boats, lofting, taking the offsets, and drawing.” She co-designed and built the 34-foot yawl ZULU with her husband, George, and later became co-owner of Haven Boatworks in Port Townsend.



Photo by Jeremy Johnson

Ginny Wilson was born in Boston and at age 10 moved west with her mom to Seattle. She always wanted to “do woodworking,” “solve puzzles,” and work with her hands.

While attending Northwest School of Wooden Boatbuilding, she was chosen for the team of boatbuilders representing the U.S. at the Australian Wooden Boat Festival in Tasmania. After completing her studies at NWSWB, she worked on the Western Flyer at the Port Townsend Shipwrights Co-op and recently launched out on her own.



Photo by Jeremy Johnson

Esther Whitmore was born in eastern Washington, and is the only one in her family to do anything with boats.

She “got into sailing tall ships” and stayed on one winter to help with maintenance of the 106-foot Clearwater. The work involved planking and major structural repairs which she found intriguing, “finding out the names of things and how it all went together.” Currently, she works full-time as a shipwright at Haven Boatworks.



Photo courtesy Diana Talley

Diana Talley was born in Seattle. While on a flowers-in-her-hair trip to Sausalito she peeked in a shed and was smitten with the frames of a boat under construction.

After sleeping in the back of a truck a few years while learning the trade, she returned to the Northwest and became a commercial fisher. She co-designed and built the 38-foot fishing boat Ocean with her daughter’s father before moving to Port Townsend to start working on boats full-time: first, for other people, then for herself as co-owner of Taku Marine, “the smallest boat shop” in the Port.

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Northwest School of Wooden Boatbuilding celebrates 40 years

by Brennan LaBrie, photos by Northwest School of Wooden Boatbuilding

In the early 1980s, Bob Prothero — a master wooden boat builder in Seattle — retired and settled in Port Townsend.

Over his nearly 50-year career, Prothero had built hundreds of boats, from tug boats to commercial fishing vessels, and had become renowned across the Puget Sound for his skills. While in retirement, he feared that such skills could be lost to time if not passed on to the next generation.

In January 1981, Prothero launched the Northwest School of Wooden Boatbuilding in the Port Townsend Boat Haven, in partnership with Libby Palmer and Henry Yeaton.

Yeaton, a carpenter and designer, and Palmer, a teacher, had also recently moved to Port Townsend, attracted by its reputation as a hub of wooden boat building. They shared Prothero's desire to teach the techniques of the trade.

The school's first graduating class had a dozen students, who assisted Prothero in building commissioned wooden boats over a six-month course.

Word spread fast, and around 60 students enrolled in the following class.

Over the next 40 years, more than 1,500 students would graduate from the school's various programs, and thousands of others would complete its summer and community workshops. Students have come from as far as South Korea,

France and Tanzania, and have ranged in age from 17 to 80, said chief instructor Sean Koomen.

Many students have gone to work in the boat-building industry around the U.S. and world at large, while others have stayed to work in Port Townsend's bustling Boat Haven.

Some have even returned to the school as instructors. Koomen graduated from the school in 2004, and Mark Stout, the school's newest instructor, studied under Prothero



Team Clean Bay discusses conductor routing for AIS and VHF antenna wires.

in 1983.

At the 45th annual Wooden Boat Festival from Sept. 10 through Sept. 12, the school will celebrate its 40th anniversary with displays showing off the wide-ranging skills of the current students and alumni.

Among the boats presented to the community will be the Rozinante, a 28-foot sailing boat that has been worked on by several classes since 2019.

It will be joined by the Clean Bay, a sewage pump-out boat that will serve in the Port Ludlow Marina.

These boats demonstrate the diversity of boats produced by the school — the Rozinante is a traditional wooden sailboat, while the Clean Bay has a more contemporary design, and is made up of composite materials such as fiberglass.

Both boats will run on electrical power, and the Queen Bay will run on solar power, as well.

The Beginning

Jim Franken was the first instructor that Prothero hired to help take on the 60 incoming students in the school's second class. Franken had moved to Port Townsend from Hawaii three years earlier, and was working in the boat haven as a builder when Prothero recruited him.

He recalls a casual format to the school in its early days.

"It was pretty loose in a lot of ways," Franken said.

"It wasn't regimented; it was kind of Bob's thing. He pretty much ran it the way he wanted to, which is what he liked."

The skills that students gained depended on what type of boat they were commissioned to build. These ranged from 21-foot rowboats ordered by regional rowing clubs to a tugboat built for a boat haven-based company.

All the boats built by the school in the early years shared a few things in common: They were wooden, simple in design, and inexpensive to build. Prothero's focus in his teaching was on the basics, after all.

"The whole primary idea of the school was teaching craftsmanship, and boats were just a vehicle to do that," Franken said.

And even the simplest of boats offered a more "complex, technical vehicle for teaching" than most other woodworking projects, he added.

The success of the school rested on the skill of Prothero as an instructor, Franken said.

"Bob was a hard guy to please but if he liked you, you



Team Rosinante prepare for propulsion battery installation.



When people come to build boats and work on marine systems at the school, they are accessing parts of the brain they don't normally use all the time, and I think that's very intriguing for people.

really learned a lot. He was a really good teacher."

Shortly after Franken was hired, he was joined by several other instructors, including Jeff Hammond, who would go on to serve as chief instructor for 35 years.

Franken would return to the boat haven after a few years at the school, but continued to design boats for the school over the years, and eventually joined its Program Advisory Committee (PAC). The PAC is made up of local educators and professionals in the boatbuilding industry who advise the school on its curriculum and decisions.

Incremental Growth

The story of the boat school since the early 1980s has been one of incremental growth, said executive director Betsy Davis.

In the late '80s, the school developed an academic curriculum, with summer and community courses added to the schedule. It got accredited by the Accrediting Commission of Career Schools and Colleges in 1991, and began granting Associate Degrees of Occupational Studies in 1998.

The school quickly grew out of its home at the Boat Haven, and eventually its second location in the Glen Cove Industrial Park as well.

In 2000, it bought property along the Port Hadlock waterfront, and moved all its operations there in 2004.

The waterfront campus has been expanding ever since. In 2011, a 6,300-foot shop named after Hammond was opened at the school's upper campus, with up to four large boat projects filling the space at a time.

In 2020, construction began on a 4,800-square-foot shop that will accommodate the school's marine systems program.

The Marine Systems Program, launched in 2018, consists of six-month courses and five-day intensives that train students in electrical systems, hydraulics and diesel engines, among other systems. The program was launched as part of the school's ongoing drive to keep up with the ever evolving

boatbuilding field. It was recommended by the PAC, who informed the school that knowledge of marine systems makes for much more competitive applicants to boat building jobs, Davis said.

In the fall, 18 marine systems students will join 36 wooden boat building students at the Hadlock campus. Franken himself enrolled in an electrical systems class in 2019 so he could catch up on the state of the art in the field and apply it to a personal boat project.

The curriculum for the boatbuilding students has also reflected the changing times, with a 12-month course in contemporary boatbuilding giving students experience with boats made of composite wood materials such as carbon fiber and other adhesives.

"The inclusion of that style of building is more relevant and applicable to the trades across the country, so I feel that it's really helping our students get more prepared to enter the trades," Kooman said.

The core of the school, however, remains wooden boatbuilding, something that Kooman doesn't see changing anytime soon.

"The more we talk about technology and current building practices the more and more I hear from alumni and staff about their fear of the school losing its roots in traditional boatbuilding," he said. "We're just being really careful that we don't lose that aspect, but we're definitely adapting and bringing in not just new technology but also current industry practices."

The addition of the Marine Systems Program was one of many goals outlined by the school's 2016 five-year plan, which Davis said was heavily influenced by the input of the PAC.

Other goals from the plan that have come to fruition were a \$3 million investment into the campus's expansion, including improvements in its IT systems and environmental footprint, and its recognition as a "Veteran Supportive Campus" in 2018.

The Future

Koomen credits the school's continued growth to the "dedicated staff and board" over the years.

However, he also believes that human nature has played a role in the school's continued appeal.

"I think that there's always a need for people to make things, to build things, so I think people come to the school to learn how to do that more and more in this day and age," he said.

"When people come to build boats and work on marine systems at the school, they are accessing parts of the brain they don't normally use all the time, and I think that's very intriguing for people. They're finding a new way to think and approach things, and I think that's the main root of what's kept us going for 40 years."

Franken agreed.

"I think people sort of gravitate towards doing crafts with their hands," he said. "I think a lot of older students have always wanted to do something like that, and in their retirement they sign up for it because it's something they've always wanted to do." Younger students, on the other hand, are often drawn to the "romance" of the trade, Franken believes.

Franken sees the continued success of the school as integral to the success of Port Townsend's boat building community, as it serves a key role in educating and training future generations of local builders. Koomen adds that the school can help Port Townsend continue to thrive and grow as well.

"It's kind of a magnet for keeping young folks in our area," he said.

"This school is still connected to the roots of having formed here locally from people who just cared passionately about teaching craftsmanship and carrying it into the future," Davis said. "So many people from this community have supported that vision, and it really feels like it's an institution this community can feel proud of, because it was all created here."



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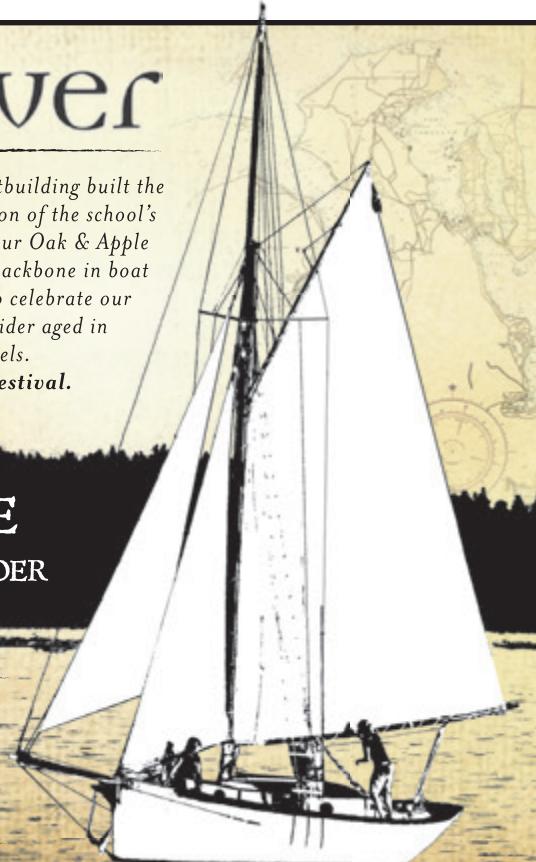
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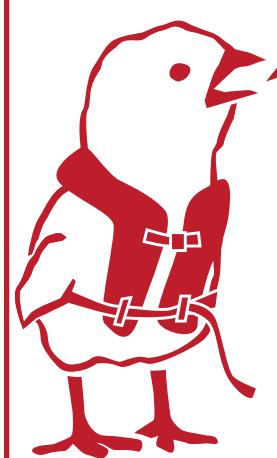
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A COMMUNITY ANCHOR

From barnacle scraper to finisher: *One woman's story*

by Laura Jean Schneider
Photos courtesy Melanya Nordstrom

Shipworms.

They'd decimated the planking on Destiny, a wooden boat that showed up at the Port Townsend Shipwright's Co-op a year ago.

"Yeah, they're a thing," Melanya Nordstrom said, a wicked little clam that uses its shell like a drill bit to penetrate wood and nestle in.

Over time, they gobble out the interior of each plank, growing longer than her forearm, and spell devastation for their host material; they bore horizontally through the wood, leaving each plank hollow.

Nordstrom, a professional finisher who specializes in buffing, painting and varnishing boats, had her part to play in giving Destiny a better chance at a bright future.

Once the rotten wood was replaced, "I painted all the spars," she said, and varnished the outside of the house, collaborating on the rest of the finishing work with her co-worker, Deb.

As understatedly as she speaks about the skill of her work, one would think Nordstrom grew up on the water.

She didn't.

Home was llamas, chickens, and livestock on 3 acres in Swansonville, a town she refers to as "the old Port Ludlow."

She was the only girl in her shop class in Chimacum, and she took two years, building a 12-foot plywood boat in her second year

of shop class. Four months after graduating high school, she was enrolled at the Northwest School of Wooden Boatbuilding with enough scholarship money to attend for two years.

"You do not come in [to the boatyard] after boat school as a master shipwright," she said. "Everybody has literally spent time at the bottom."

And that's exactly where she started at Boat Haven, fresh out of school at age 20.

"I was at least 10 years younger than anyone else working there," she said.

While there were few other female employees, that didn't matter to Nordstrom.

"If you say, what is it like, working in a man's world, you just said, 'It's a man's world.'"

And that's not the world Nordstrom sees reflected in the Port Townsend boat yard.

"In this environment...most people are excited to see young people come in and [to] share their experience. If you want to achieve greatness, stop asking for permission," she said, sharing a favorite quote.

For three years, Nordstrom worked her way up from bottom painter and barnacle scraper to assisting with patterns, small woodworking projects, and "wrecking out," the process of demolishing old or damaged material prior to replacement.

"That was fairly hard on my body," she attested, and found that finishing work was the best fit yet.

Over time, the hands-off, distant management style of Boat Haven at the time wasn't the best fit for Nordstrom,

and she moved on, working at a gym, a bar, a tire-changing center and a bunch of "random" places before finding a niche at the Shipwright's Co-op.

While some women "rebel" against finishing work as too "stereotypical," Nordstrom found it fits her personality well.

"I am detailed oriented," she said.

"I enjoy working with my hands, a lot," she said, whether buffing custom stainless mast steps for a wooden boat called Luna, or "fairing" up cosmetic dings with putty on the Western Flyer.

Nordstrom's been at the co-op for seven years, and entertains the idea becoming a co-op member in the future.

"I'm very content," she said, mentioning how she enjoys the daily interaction with the 12 co-op members.

"I wasn't too sure how it would go, having 12 bosses," she said, but her greatest annoyance these days is someone borrowing her painters tape and failing to return it.

With business booming, she's taking on more a supervisory role with folks less experienced.



For Nordstrom, the boatyard is the most accepting place she's worked.

"I have always found that the people I've interacted with have been very good about [using] a system based on merit, not gender," she said.

While women make up a small portion of the boat world, Nordstrom has found the waterfront environment in Port Townsend accepting of all: "From my experience in the boat yard ... your worth is your skills, not your race or your background."



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Music fans of all ages will not be disappointed at this year's lineup of musicians playing at the Wooden Boat Festival.

Bar Harbor Mainstage

Photo courtesy friends of Uncle Funk and The Dope 6

The festival coordinators have come up with the lineup for this year's Wooden Boat Festival musical entertainment. People who have been attending for many years will recognize some if not all of the musical acts/bands that will be performing. Tim Halpin, a local musician has been playing at the festival for close to 20 years with various bands, currently, he plays with a local favorite Uncle Funk and The Dope 6. The group has been performing at the festival for 6 years. The band consists of musicians Peter Lack, Keyboards/Vocals, Megan Hudson Vocals, Kyle Dannert, Bass/Vocals, Tomoki Sage, Drums/Vocals, Jesse Watson, Percussion, and Tim Halpin Guitar/Vocals. You can catch Uncle Funk and The Dope 6 at 8:30 on Saturday night. Halpin has played with other local groups over the years such as "Lucius Clay" and "The better half". Halpin stated "Playing at the Wooden Boat Festival is always a super fun gig. We (Uncle Funk and The Dope 6) have developed a pretty steady local following for the show and it kind of wraps up the summer outdoor music scene. Always very well attended-supported and we appreciate that". Halpin will also be performing with his other band "The Smoothe Operators" on Thursday evening. Below is a full list of music the festival has planned for this year.

Thursday	Friday	
5:00 PM Caribe Steel Band	12:00 PM Blue Rhinos	
6:00 PM Sound Advice	1:00 PM The Coyote Gypsies	
8:00 PM Smoothe Operators	2:00 PM Matthew Moeller	
	3:00 PM Stringology	
	4:00 PM Greased Lightning	
	5:00 PM Jean Lenke & The Jean Therapy West Band	
	6:00 PM Delta Rays	
	8:30 PM Lowire	
Saturday	Sunday	
11:00 AM The Shifty Sailors	11:00 AM Joe Euro	
12:00 PM Gilbert and McHagar	12:00 PM Midnight Train Blues Band	
1:00 PM William Pint & Felicia Dale	1:00 PM The Alternators	
2:00 PM The Whateverly Brothers	2:00 PM Blue Rhinos	
3:00 PM William Pint & Felicia Dale	3:00 PM Cosmo's Dream	
4:00 PM Backwoods Hucksters		
5:00 PM The New Triumph		
6:00 PM The Soul Shakers		
8:30 PM Uncle Funk and the Dope 6		

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