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**working**  
**WATERFRONT**

SPRING 2023

**EROSION**

Massive driftwood debris means new shoreline barrier  
page 6

**JETTY**

Breaking breakwaters and deeper depths  
page 5



A SUPPLEMENT TO THE PORT TOWNSEND AND JEFFERSON COUNTY LEADER

**PUBLISHER**  
LLOYD MULLEN

**EDITOR**  
BRIAN KELLY

**CONTRIBUTORS**  
JAMES SLOAN  
DEREK FIRENZE  
TAYLOR AUSTIN

**CIRCULATION**  
AMBER VAN DUREN  
VICKI KIRN

**ADVERTISING**  
JOSH HAMILTON  
KATHY DECKER

**LAYOUT & DESIGN**  
ERIN CHANNIS

**AD DESIGN**  
MEG VISGER  
ERIN CHANNIS

226 Adams Street  
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WA 98368  
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Port Townsend & Jefferson County Leader



## Second breakwater at Point Hudson poses greater challenge

The new north jetty at Point Hudson sits completed. Photo courtesy of Port of Port Townsend  
(Right) The claw of the derrick swings into work. Leader photo by Derek Firenze

Even breakwaters

**BREAK** sometimes.

Derek Firenze [dfirenze@ptleader.com](mailto:dfirenze@ptleader.com)

Even breakwaters break sometimes.

After almost a century of Point Hudson's jetties standing through storms, the Port of Port Townsend has finished replacing the north jetty and has its eyes on the prize of the south side.

It was clear skies and smooth sailing out the gates for Orion Marine Contractors, who were hired to complete both phases of the project, yet challenges arrived that slowed work after those early successes.

"In the end it was a push in terms of schedule," said Matt Klontz, the port's director of capital projects.

"Any days they gained in being ahead of schedule from the pile placement was used up to slower rock placement," he added.

Correctly arranging the basalt armor rock in a three-dimensional puzzle where none of the edges quite match is no easy feat, and there will be even more pieces to play with during the next phase.

Approximately 1,400 more tons of stone will be needed for the south jetty, Klontz said.

About 5,400 tons of material was used constructing the north jetty and the south requires 6,800.

That extra weight is needed because of the deeper depth.

Overall, the south will be 8- to 10-feet deeper than the north, with the deepest second of the north break water 12 feet underwater and the south

reaching somewhere between 20 to 22 feet down, Klontz said.

The crew will need to carry the experience they gained on the first phase forward in order to complete the larger south jetty in the same time window.

Workers began as soon as the Wooden Boat Festival cleared out in 2022, and it will be the same start this year.

State and federal environmental protection agencies permit only up to Jan. 15 to protect sea life, and workers were still putting finishing touches on the north jetty all the way up to that day.

"It's going to be tight and it's going to be a challenge. I think what we can expect is they'll probably work a lot more Saturdays," Klontz said of the project at a port commissioners' meeting Jan. 11.

The difficulty of the window is in part a choice of the port as the environmental protection window first opens two months before Wooden Boat.

"We want to do everything we can to not affect the boat festival," said Eron Berg, the port's executive director.

"But that choice is not without consequences," he added.

When confronted with the problem, commissioners put forth an unusual question.

"What happens if we — I'm not suggesting in any way whatsoever that we abuse that fish window —

# Point Hudson **EROSION** repaired with natural materials

Derek Firenze [dfirenze@ptleader.com](mailto:dfirenze@ptleader.com)

Work can't continue on the waterfront if there's only water and no front.

Erosion is a constant battle and the storm events last December packed enough of a punch to knock out some serious chunks from Point Hudson.

For example, concrete panels that protect recreational vehicle camping spaces have been failing, collapsing onto the beach below.

"Recent erosion was exacerbated by a severe weather event we had the first week of November but it has only been made worse by recent events like the high tides," said Matt Klontz, the Port of Port Townsend's director of capitol projects, at a meeting of the port commissioners Jan. 25.

The Northwest Maritime Center also took a battering during the worst of the December storms from a massive driftwood log.

The repeated ramming from the log as the waves swept it against the structure was enough to even damage the fire suppression system, Klontz told The Leader.

Eventually, the assault to the structure ended with the log stuck up under the struts of the building.

Which gave port staff an idea.

Working with Orion Marine Contractors a crew was able to get the log unstuck.

"It required a tug boat," Klontz said. "It was more than anybody could yard out on their own."

From there, the crew pulled the log into the bay and around to Point Hudson, where it was repurposed along with other driftwood for soft armoring of the eroded portions of beach.

Those big logs can't be seen today because they've been buried under yet another repurposed piece of nature's collapse: Port Townsend's bluffs.

"[The city] brought to us about 200 yards of this material from the bluff along Water Street," Klontz told the commissioners.

"Fish and Wildlife was excited to be using that material. That's historically what the bluff has functioned as, was feeder material, so we're putting it right back on the beach," he added.

Cobble from a pit in Port Hadlock was also used

to help recreate the beach as it was before.

"This particular section of beach has a lot of cobble," Klontz said.

All of that work put in to carrying and burying that log, however, may be only temporary.

"You can't see it today, but we're thinking as the erosion happens it will be revealed," Klontz said in his interview with The Leader.

The hope is that the project has bought port staff enough time to figure out something longer lasting.

"For this phase of the project, there's not any anchoring in place to keep it there, but the port is in the process of hiring a coastal engineer to do an evaluation of that particular shoreline," Klontz said.

The Washington Department of Fish and Wildlife require the coastal engineer's full inspection before they will allow any hard armoring or even anchoring of the soft shore improvements, Klontz added.

Still, there is a hope with anchoring, the log might last a long time.

"We're optimistic that it's going to be there, and be more than just temporary," Klontz said.

"We also understand that it's vulnerable."

Other portions of Point Hudson near the Commander's Beach House have also eroded and the port has plans to make those repairs in the spring.

"We're going to make an emergency repair sooner as opposed to later because it will take a while for the engineering work to get done and Fish and Wildlife to take a look at it," Klontz said.

**"It required a tug boat, it was more than anybody could yard out on their own."**

**-Matt Klontz,  
Port Commissioner**



The log before it had been removed from under the Maritime Center's deck area.  
(Above right) The tug used to remove the log.  
(Right) A city vehicle dropping off cobble to fill around the log.  
Photos courtesy of Port of Port Townsend



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# Schooner Martha on the hard for winter haul-out period

*Taylor Austin, Special to The Leader*

Right here in Port Townsend is home to Washington State's oldest working sailing vessel, Schooner Martha, where she is receiving maintenance during her winter haul-out period.

Built in 1907, Schooner Martha has been under the ownership and stewardship of the The Schooner Martha Foundation, whose purpose and goal is to maintain and use it to operate sail training programs for youths and adults in Port Townsend Bay, the San Juan Islands, and Canadian waters. Schooner Martha is a B.B. Crowninshield design built at W.F. Stone Boat Yard in San Francisco, California, is 68 foot on deck, 84 foot sparred, and has a 16-foot beam and 8-foot draft, with Douglas fir and silverballi planking on oak frames. It was originally gaff rigged and is now staysail rigged.

Martha was hauled out at Boat Haven on Nov. 18.

"Haul-out periods are usually every other year, but it has been three years since her last. Aside from the engine and prop shaft refit, we really just wanted to lay eyes on the hull," said Emma Gunn Thomson, Martha's current captain-in-training.

Thompson grew up in Port Townsend being involved with the boat as a deckhand and race crew.

"She is looking great, but our mentality is while we are doing this, what else can we do while we are here?," she added.

Work on Martha has included replacing the engine mounts, realignment of the engine and propeller shaft strut, installing the new four-blade Max propeller to the existing shaft, repairing the crash pump mount, replacing the heat exchangers, as well as routine cleanings of the Izuzu Diesel model 4BG1T 89 horsepower engine, couplings, and an alternator tune up done by Colin Anderson of Townsend Electric.

"Right now our focus is systems, then we will focus on topsides," Gunn Thomson said.

She explained the work involved a number of interconnected pieces that are common in boat work.

"Since we replaced the engine mounts, we had to realign the engine, which meant realigning the propeller shaft ... which tied into the installation of the new propeller," Gunn Thomson said.

The decision to replace the propeller was based out of a focus to run Martha as best as it can be ran, but is also an example of an ethos that is carried out in the stewardship of the boat that is rooted in priority toward efficiency and innovation, while staying true to its

tradition and heritage.

"The old three-blade prop was working fine, aside from being a little worn out. But this new Max Prop Easy Whisper four-blade will generate more power and maneuverability for the boat, and effectively use less fuel," Gunn Thomson noted.

"We are never going to have electric winches, but we do have more winches than when she was made so we can sail faster and with more efficiency," she added.

Another new part for Martha has been the replacement of the heat exchangers, which transfer heat from a boat engine's coolant to raw water pumped from seawater outside of the boat.

The raw water is pumped through a bundle of tubes in a chamber filled with hot engine coolant, and the tubes are cooled by the colder raw water, allowing the tubes to absorb the heat of the engine coolant.

"Admiral Ship Supply was able to get us the heat exchangers. We looked all over with no luck, so we called up Bob with the measurement and he had them in the shop the next day, which was remarkable. It was a reminder of how we would not be where we are today without our local maritime businesses and expertise," Gunn Thomson said.

Other maintenance work on Martha has included varnishing the main salon table and bowsprit. The table is Honduran Mahogany-like the rest of the interior wood—and the legs are original to the boat. The existing table top was built about 15 years ago by Captain Robert d'Arcy, who founded the Schooner Martha Foundation and has been an integral part of her restoration and maintenance since 1996.

The bowsprit, which is made of Douglas fir, is also original to the boat.

*Continued...*





"It is an annual task. We remove the hardware and apply varnish to protect the wood. Last winter we wooded it, which means stripping off all the varnish to bare wood, and checked it for anything that would require repair," Gunn Thomson said.

Aside from maintenance being carried out by d'Arcy, Gunn Thomson, and John Bailey (who has assisted with the engine and prop shaft refit), Martha has been cared for by her youth crew who are staying connected with the boat in the off-season. "We like giving the kids the opportunity to be involved in all aspects of the boat. I think it fosters a sense of pride in ownership. And when they do go out sailing, they take care of the boat," Gunn Thomson said.

"Plus, it's fun. The other day we were cracking up in the shop just trying to find the right bolts. We are open to any kids who are interested in getting involved with Martha, that's how I got my start," she said.

As for the rest of the haul-out period, Gunn Thomson is looking forward to learning more along the way with each task.

"I am Martha's number one student," she said. "I wake up and go to Martha school every day. A few months ago I did not know much about Martha's engine systems, but now I have a better understanding. I am stoked to be learning so much, and I feel like I am an example of the mission of the Schooner Martha Foundation actually at work."

*(Bottom Center) Cleaning the engine.  
(Below) Realignment of engine and prop shaft strut.  
(Opposite Left) Martha being hoisted out of the water.  
Photos courtesy of The Schooner Martha Foundation and Taylor Austin*



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# PT Shipwright's Co-op set to e X p a n d in Boat Haven

James Sloan [jsloan@ptleader.com](mailto:jsloan@ptleader.com)

Too many projects and not enough space to host them is a good problem to have.

Addressing the need for more square footage, the Port Townsend Shipwright's Co-op is planning to expand its headquarters on the west side of Boat Haven Marina by purchasing two buildings currently belonging to Haven Boatworks.

The two buildings — a warehouse capable of fitting vessels up to 65 feet in length and a former woodworking shop known as the Baird Building after former Haven Boatworks owner Ernie Baird — will grow the co-op's campus by close to 20 percent. And boy, do they need the extra space.

"I personally don't see it as much of an expansion as gaining some elbow room," said Tim Lee, co-owner of the Shipwright's Co-op. "Every little nook and cranny here is filled with either employees, tools, or a job going on."

With more workers coming aboard each year, limited indoor space for metalworking and other specialties, and a never-ending list of new boats and projects to work on, adding square footage seems inevitable for the co-op. Fortunately enough, two buildings within a stone's throw of the Shipwright's Co-op's campus recently became available.

## CLOSE TO CLOSING

"We were talking about building a brand-new building and then when this became available, it was an excellent opportunity," said Co-op co-owner Chris Sanok. "We have 41,000 square feet here in the existing building and this would be an additional 9,400 square feet, so it's like a 20 percent [increase in space]."

The expansion would add precisely 18.65 percent more square footage for the Shipwright's Co-op, but nothing is official yet as they await the Port of Port Townsend Commissioners' pending approval of the building sales.

"There's no ink on the paper yet," Sanok said. "We haven't seen or signed the lease with the Port of Port Townsend. The port owns all of the ground, so our ambition is to buy their buildings."

The co-op has already been leasing the building since January and the business anticipates closing on the sale as early as late February if all goes as planned, according to Lee.

## INGRAINED HISTORY

For Lee and others at the cooperative, the former woodworking building — also known as the Baird Building — will be a return to their foundations in some ways.

Many a marine worker spent their formative years in that same building while working for Baird. Lee, who first moved to Port Townsend in 1989, started working for Baird in the early 1990s and spent four years developing his craft within those wooden walls.

"A lot of our employees worked over there for either Ernie or for Haven [Boatworks,] so for a lot of us it feels like we're going back to our roots by having that little, fun shop," Lee said. "It's kind of fun to reclaim a little bit of that."

"When Haven [Boatworks] moved over to Mark Burns' spot, those buildings came up for availability. It seemed like a no-brainer for us to buy those," Lee added.

Currently, the business is looking to migrate its metalworking specialists into the Baird Building to give them much-needed extra space, as well as providing some relief to the eardrums of office workers who currently work directly above the metalworking section of the cooperative.

While the building has remained in top shape, one of the first moves to be made will be fireproofing the mostly-wooden structure to prevent any safety hazards.

## GROWTH DESPITE THE ECONOMY

A myriad of factors, from inflation to the pandemic, have burdened almost every industry in one way or another. Yet despite the bleak economic outlook nationally, business has been booming for the Shipwright's Co-op.

"Our revenues are up 27 percent this year, over the previous year. They're up 49 percent since the pandemic started," Sanok said. "We added 50 percent more employees since the pandemic started."

"Port Townsend's kind of the sweet spot, and a healthy ecosystem," Sanok added.

Across Puget Sound, the same cannot be said for the Port of Seattle, according to Lee and Sanok.

With the waterfront laborers

aging out and the effects of gentrification leading boatbuilders, metal workers, and wood workers to seek employment elsewhere, many workers have left for greener pastures or retired, Lee said.

"It's getting to be a smaller and smaller pool, from what I understand," Lee said about the Port of Seattle's labor pool. "That work is migrating now."

On the Peninsula, it's a whole different story.

"It's a combination of Port Townsend's support for working waterfront," Sanok said. "It's the Port of Port Townsend supporting marine trades and growth in marine trades."

Another key for the business' steady success has been the constant pool of new, well-trained woodworkers, metal workers, and other specialties coming out of feeder schools such as the Port Townsend School of Woodworking or the Northwest School of Wooden Boat Building.

"The boat school has been putting out a steady stream of new, young talent," Lee said.

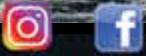
With the new buildings and extra space, the cooperative could potentially hire more people and continue to grow as one of Boat Haven Marina's cornerstone businesses.



Erica Georgaklis of the Port Townsend Shipwright's Co-op works on a sail on an upper floor of the business' headquarters in Boat Haven Marina.  
Leader photo by James Sloan



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# WESTERN FLYER

## restoration nominated for international award

Derek Firenze [dfirenze@ptleader.com](mailto:dfirenze@ptleader.com)

The restoration of the Western Flyer by the Port Townsend Shipwrights Co-op continues to get recognition.

It is now nominated for Class Boat Magazine's best restored powered vessel for 2023.

"It would be exciting for the town and for our company to win," said Tim Lee, one of the co-op owners who helped lead the restoration.

This is the first time the Shipwrights Co-op has been nominated by the magazine for their efforts, and one of the only times they've been recognized specifically for their work.

"What I like about this particular award is that they're recognizing the shop that did the work," Lee said. "We've had other boats that we've worked on that have gone to boat shows and they've won awards, but I don't really pay attention to a lot of that."

The Port Townsend Shipwrights Co-op took over the restoration effort in June 2015, after its well-known life at sea.

Originally built in 1937 by the Western Boat Building Company, once based in Tacoma, the purse seiner is best known for author John Steinbeck's time aboard her.

The fishing vessel was chartered by Steinbeck and marine biologist Ed Ricketts in 1940 for a six-week expedition to collect sea life in the Gulf of California. That journey led to the publication of the nonfiction book "Sea of Cortez" by the pair in 1941 and "The Log from the Cortez" by Steinbeck in 1951.

The vessel took a turn as a salmon tender in Alaska in the 1970s before being purchased by a California real estate developer who considered using the boat as a decoration for a cafe that would be part of a new hotel. The following year, it sank twice near Anacortes in 2012.

It was raised the following year and brought to Port Townsend.

When it arrived on Port Townsend's shores in July 2013, it was covered in barnacles inside and out.

"I think it came out beautiful. I think our shop did a really good job," Lee said.

"It's a restoration, but there's only like 17 original pieces from the hull," he added.

The majority of the work was done pre-COVID, before the brakes got slammed and their team was reduced from around 12 shipwrights on the project

to four.

The team rode out the storm, eventually building back in size to help them complete the massive project.

"It's a rare opportunity to do something that big," Lee said.

Not simply big in size, as the co-op regularly works on big boats.

"We do a lot, but not everything and all at once," Lee said.

"To do a complete thing where you take a rotten wreck to basically a new boat over that time period. That's what's rare about it," he added.

The vessel left Port Townsend to fanfare in June under power of tug, and is now having its engine replaced before heading to its eventual home in California.

There, the boat will eventually be used as a state-of-the-art marine research vessel with at-sea

experiential learning programs for school children.

When asked if he thinks he'll ever have another chance to work on it, it was clear Lee would happily have another go.

"Hopefully. We'll see," Lee said. "You never know until they come back."

Since the founding of the co-op in 1981, when a group of shipwrights banded together to purchase a ship saw, this is perhaps the most involved project they've worked on.

"It's as close to building a new 77-foot boat as we're likely to get," Lee said.

That could all change now, though.

"Maybe if we win the award somebody we'll see it and hire us to build a new boat," Lee said.

The award will be based on popular vote, which remains open until Monday, March 20 at [awards.classicboat.co.uk](http://awards.classicboat.co.uk).

"Vote early and often," Lee said.



The Western Flyer is pulled to its temporary mooring spot after the vessel was relaunched last summer at Boat Haven in Port Townsend.

(Top Left) The wreath adorning the Western Flyer at its relaunch.

Leader photos by Brian Kelly

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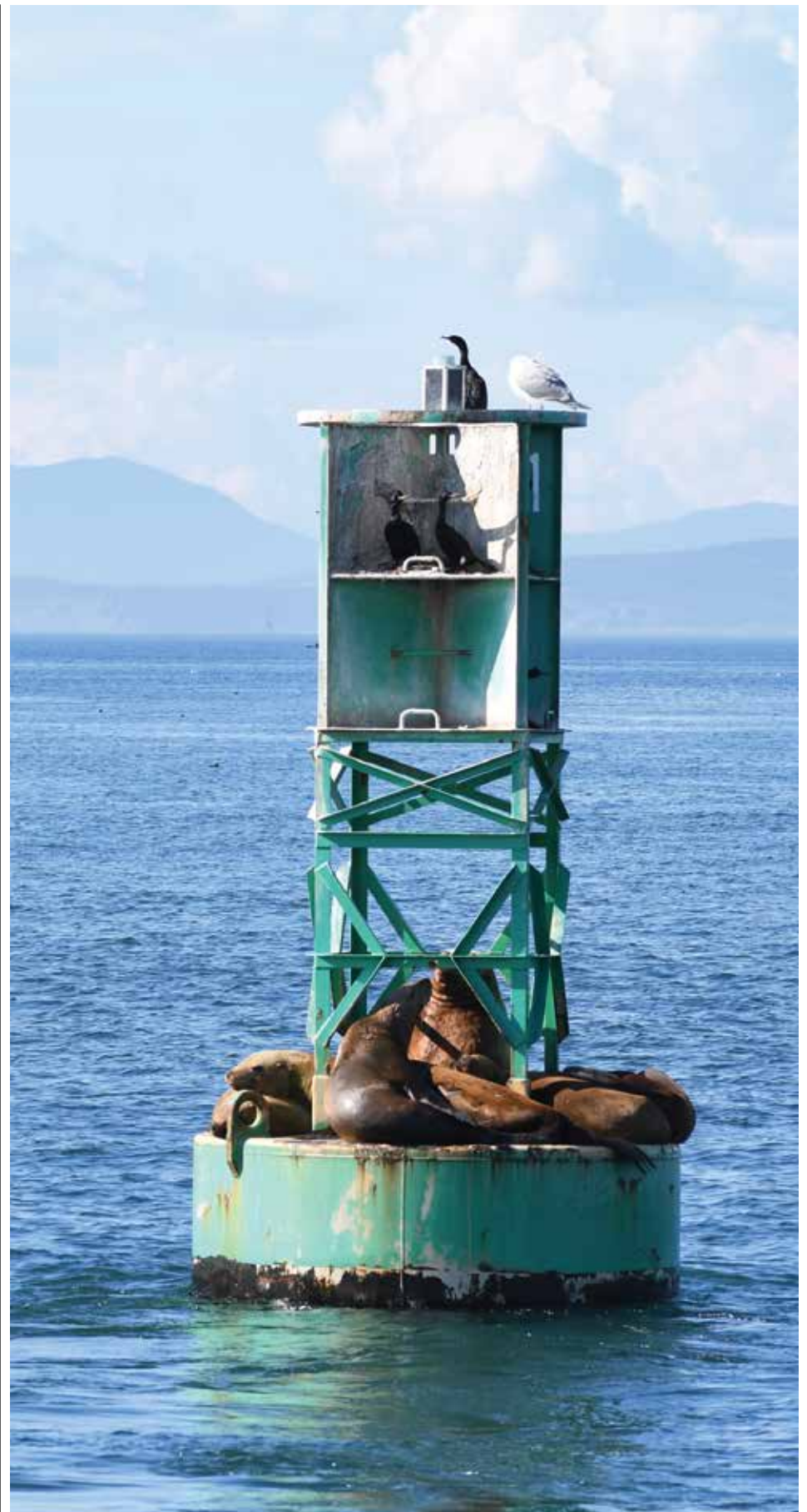


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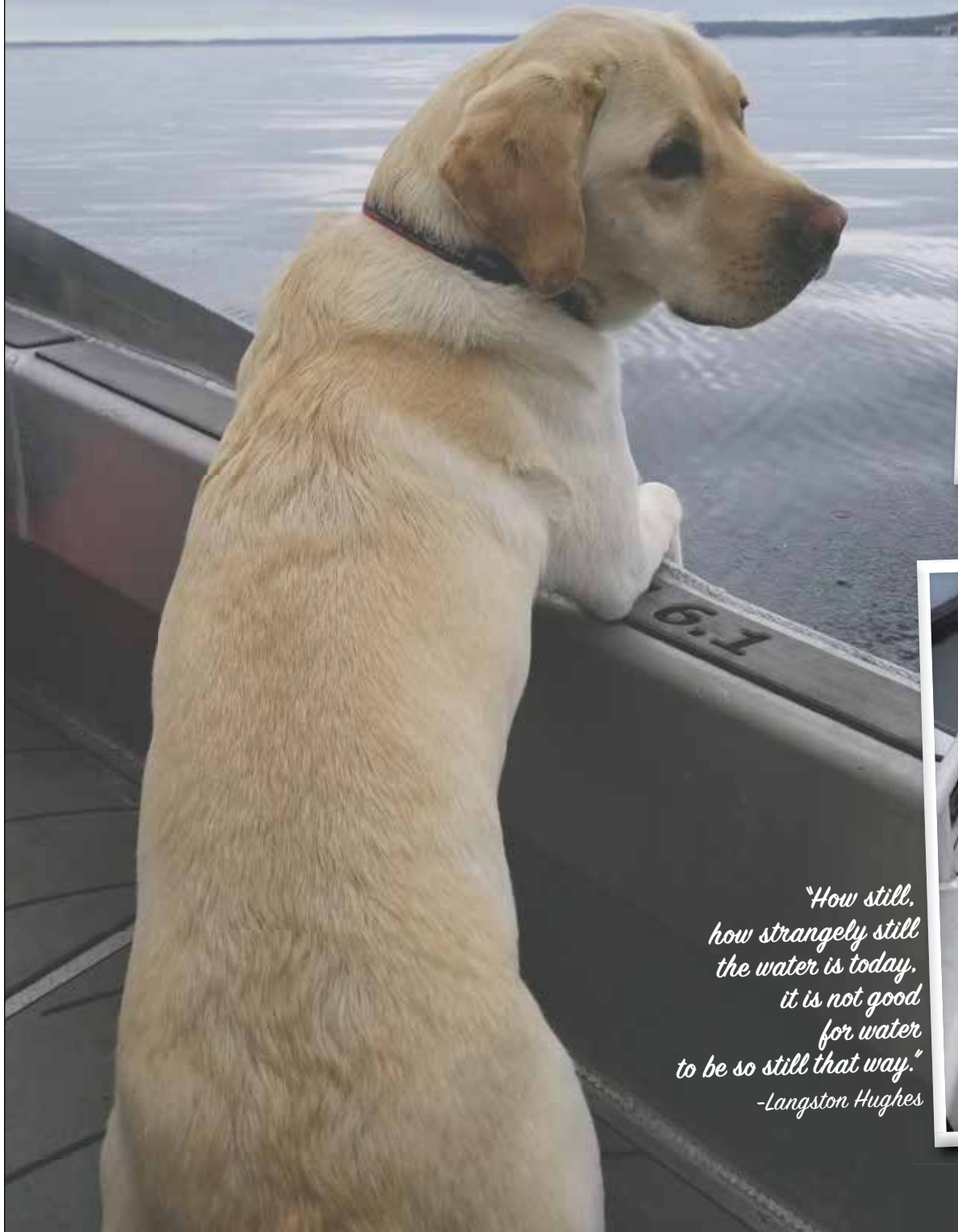


*Sea lions lounging in the Salish Sea.  
Cover and above photo by James Sloan, inside cover photo by Erin Channis.  
Page 3 shipyard photo by Erin Channis, inset page 3 photos by James Sloan.  
Port Townsend & Jefferson County Leader*

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-Pat & Sara



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it is not good  
for water  
to be so still that way."  
-Langston Hughes*



*Fair winds and following seas, from your friends  
at SEA Marine, and all of us at The Leader. Rest easy Bear.*

# Boats LOVE Port Townsend



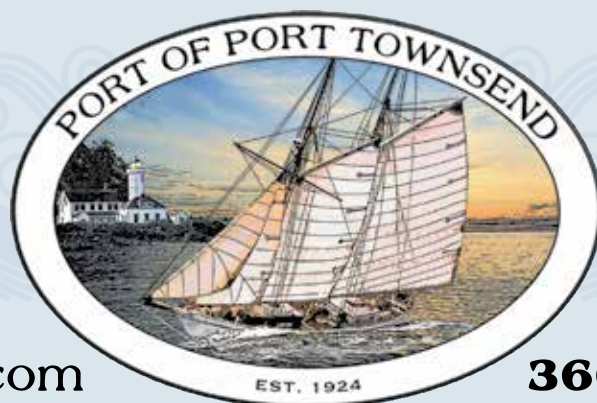
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