



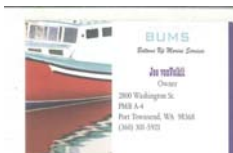
**Port Townsend Marine Trades Association**  
*giving voice to workers and industry*

[www.ptmta.org](http://www.ptmta.org)

## SUMMER NEWSLETTER 2010



**Birdbrain Boatworks**



**Canvas Magic**



**Pictured on Launch Day are;** Bryan Mann, Hannah Lynch, Max Richter, Walt White, Bill Post van der Burg, Jeremy Cole, Dale Nordlund and Ray Speck

### **The Nordlund Skiff**

*Written By Bryan Mann*

As Dale Nordlund walked into the Northwest School of Wooden Boatbuilding, all of the usual banging and banter came to an abrupt halt. Dale was immediately swarmed by a crowd of anxious aspiring boat builders (myself included), awestruck by the presence of a true Northwest man with such a rich history. We had just about finished setting up the backbone for our first lapstrake project, the 11' 6" "Nordlund Skiff," when Dale decided to drop by. It was as if the spirit of some mystical seaman from the golden age of boatbuilding had floated up out of the loft floor to guide us. Perhaps for Dale it was more like peeking into the daycare playroom to watch us struggle with Lincoln logs. Either way, he was glad to inform us that his original design was in fact carvel planked, not lapstrake planked, and we were glad to listen.



D'Arcy Marine



Dianna Denny Design

D. L. Askew Yacht Refinisher

Fine Yacht Interiors

Freyja Boatworks



Greg Friedrichs



Frojen Canvas

I had come to NWSWB to pursue a passion, gain knowledge in a time honored tradition, and to partake in an art kept alive by dedicated craftspeople. There standing right before me was the man who embodies all the ideals, traditions, skills, knowledge and passion that lures and taunts the inner boatbuilder in all of us. Seeing Dale in the shop, and talking to him about a boat he designed over fifty years ago, was an eye opening experience. Up until that point I had focused my efforts toward honing my woodworking skills and understanding the fundamentals of construction. As Dale's presence filled the room it became clear that this project involved more than just building a boat. I took offsets from the lofting and drafted a set of lines in attempt to begin preserving the boat's history, but I needed to know more about the mind behind the masterpiece. I asked if I could informally interview Dale and wound up invited to dinner at his place with him and his equally as amazing lady, Carlyn.

I arrived around 5:30 for dinner. By 5:45, we were out the back door en route to a shelter housing "Aegean," one of Dales larger (40 ft) accomplishments; a gorgeous Atkins designed "Ingrid". I had been pouring over magazines and books excessively in the months leading up to my term at the boat school and now, to be touching the planks of such a beautiful vessel, felt natural. I put myself in Dale's shoes and imagined how fulfilling it must be to look back and see your own legacy breathing inspiration into the lives of people just now discovering the craft. Dale put so much of himself into his boats. I could have stayed there marveling all night but we headed back to the house for dinner. As the evening wore on I was treated to many wonderful stories from Dale and Carlyn alike of boats and sailing adventures across the globe. I also got the opportunity to peruse some old photo albums and, suddenly, there it was! In my lap was a photo showing the original Nordlund Skiff tender lashed to the deck of his Ingrid! After seeing his original work, I was more excited than ever to get back in the shop and bring his old design back into three dimensions. I thanked Carlyn for a fantastic dinner and went home to dream the night away.

Fast forward a few weeks: now after plenty of hard work and a few coats of boat sauce, the Nordlund Skiff was ready for launching. We stayed as true as possible to the original design and built the boat entirely out of domestic woods (Western Red Cedar, White Oak, Spruce, Larch, and Locust) as a tribute to the Northwest man. Dale was even kind enough to make an appearance and grant his approval of our efforts, after which we all breathed a sigh of relief. Once she was in the water everyone took turns enjoying the delightful little boat for the remainder of the afternoon. I finally took my turn. The water on the laps grew louder with each pull and I found myself contemplating whether I was rowing toward a legacy of my own.

***Bill Post van der Burg takes his turn in the Nordlund Skiff***







Jim Blaiklock



Julian Arthur Equipment

Kays Sails



Laingdon Schmitt



Leatherwood Finishing Co.



## Around the County 2009 *Written By Chris Grace*

When the gales of November blow early...its time to shake the reef out of the main and head north for the annual Around the County Race, a brisk, two day romp around the islands of San Juan County. For this fall's race, three boats from Port Townsend took on the challenge: the venerable 100 year old schooner **Martha**, the classic Lapworth racing sloop, Annie Too and the thoroughly modern ocean racing veteran, Pegasus XIV. Three very different boats, two are wood and the third made of that other carbon fiber, and all are regulars on Townsend Bay. Three different skippers: Robert D'Arcy, old school shipwright and master; Ted Pike, quiet, brooding visionary and Dan Newland, designer, builder and believer in the soul of the new machine.

The great thing about Around the County is not just the challenging racing against fifty of the top boats and crews in the region, but there are also the relaxing two or three delivery days crossing the straits in a delightful blend of high wind, bleary freezing drizzle and tenacious counter current. Luckily there is not enough daylight that time of year to see what is waiting ahead of you.

At least on **Martha** we were able to retain a semblance of civilization thanks to a robust diesel stove, endless mugs of hot coffee and a vessel with a long memory for wind and water. It almost made you feel sorry to see the crews of the plastic racing sleds clinging to the rail for hours looking like drowned yellow birds on a wire...almost.

This year's race ran through the islands counterclockwise with a start at Peavine Pass. **Martha** headed north the day before, planning to spend the night in West Sound. This allowed us to do a "touch and go" to pick up the last of our crew,



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Miles McCoy from his cabin perched over a rock wall on West Sound. With the wind blowing and burning what remained of daylight, Robert deftly swung **Martha's** stern under Miles' deck as he threw his duffle, some fresh baked goods and a bottle of rum into the cockpit and jumped on board.

The start of the race had the usual chaos enhanced with winds over 20 knots, rain and limited visibility. It was definitely schooner weather as we headed north to Sucia on our way to Roche Harbor. Slowly we began to reel boats in and make our way through the fleet. Over the top the wind softened and we lost ground as the more modern boats outpointed us. Just as it started to become frustrating in the light air, a squall rolled in and we were off to the entrance of Roche Harbor. It was an impressive finish with some of the race crews seeing, for the first time, the sight of a classic schooner being sailed in earnest in competition. **Martha** held the lead overall at the half way mark and a constant parade of visitors had to come aboard to check out her secrets. They seemed impressed...but then there had been a bit of drinking going on.

The next day offered a change of pace: dark, dreary, drizzly with a blustery wind and just cold enough to keep your focus. We all had enough layers and foul weather gear to get free admission to a Teletubbies convention. We motored through Mosquito pass to the start line and were soon off against wind and current, worrying our way south to get around San Juan Island. Pegasus stayed with the pack, short- tacking up the coast, Annie stayed out for a while, then, chose the middle path. **Martha's** tactical team consulted "the Book of Arrows" and decided to take the "short cut" to the Canadian side, looking for a favorable back eddy and breathing room. At times it felt like we were heading in the opposite direction from the fleet and it took commitment to not tack over. As it turned out, it was a great call and when we finally tacked over heading to Cattle Pass it paid dividends.

Powered up, hammering into the steep seas off Cattle Pass, the foredeck crew practiced body surfing while six year old Mary did art projects down below. Hot bowls of food regularly appeared out of the galley. It was just another day at the office.

Finally, rounding Lopez we were able to shift gears and get the wind over our shoulder. As we passed one race boat, a member of their crew stared at the wall of **Martha's** sails looming over them and yelled sarcastically, "Have you got enough sail up?" Just then the spinnaker popped open and his other comments were lost in the wind.

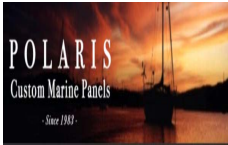
When it was all over, **Martha** corrected out to first overall against a great fleet including Icon, Braveheart and many other well sailed boats. The encouragement and enthusiasm she received from the rest of the fleet was appreciated. It was good to see what "old school" could do. Pegasus and Annie held their own as well, finishing 3rd and 4th respectively in the classes.

Just two years ago **Martha's** bottom was reframed and replanked. **With abundant help from the Shipwrights Co-op and community volunteers the Schooner Martha Foundation was able to successfully complete the bottom restoration.**

**With out the support and professionalism of the Port Townsend marine trades Martha's stunning Round the County victory would not have been possible.**



Point Hudson Boat Shop



Port Townsend Marine Electric



## News from the Board

We are continuing to follow the current developments of Dept. of Ecology's new Boatyard Stormwater Regulations and the lawsuits brought against five boatyards along the Seattle Ship Canal. To better inform our membership and to better understand DOE's position, PTMTA sponsored a forum last March inviting Kurt Baumgarten and Bruce Barbour from DOE to give a presentation. It was a good turnout with more than 40 marine trades people in attendance. Mr. Baumgarten gave an hour powerpoint presentation with a Q&A at the end, giving us a better understanding on who the DOE is and how they regulate the boating industry. Since the new regulations had not been published at the time of the forum Mr. Baumgarten could not comment on them, nor could he comment on the third party lawsuits since DOE was not involved in these suits. It turnout to be very informative evening.

The DOE has since come out with it's new Boatyard Stormwater Regulations with the benchmarks being less stringent than everyone feared. Instead of 14 parts per billion copper content in stormwater, DOE has adopted 50 ppb. With the 2 new Stormwater RX filtration systems due to be installed this summer, the Port of PT is confident they can meet the new requirements. DOE is expecting to adopt these new regulations sometime this fall.

Earlier this spring, 10-12 marine trades people attended a Business Roundtable hosted by Team Jefferson. The goal of the meeting was to "engage the (marine trade) business community in a conversation about shared vision for economic development". Team Jefferson has been conducting these meetings with different economic sectors within Jefferson Co. to identify strengths and weaknesses in the economy. This was an encouraging first step as it is our belief the Marine Trades has been an under represented contributor to our economy.

## PTMTA Education Committee Report

Thus far, the Education Committee has secured funding for an **internship** position with the **Schooner Martha Foundation**. This position is for a full time deckhand, whose duties will include crewing, working with trainees, maintenance, and shore support, June through September. **India Richardson** will be the primary holder of the position, with **Chloe Aldrich** as relief. All funding has been provided by the **NW Maritime Center**, so a **Big Thank You** to them, for helping us make this opportunity available to India and Chloe. There are additional possibilities for other summer internship positions, but the NWMC has requested that we find additional sources of funding for this program, so I will need to pursue this as well. Any PTMTA member who has thoughts or suggestions that might help please let me know.

On the **scholarship** front, we have two applicants for the **PTMTA/NWSWB scholarship**, who will be interviewed by school personnel and by Leah and myself on June 16, preparatory to choosing a recipient. Since the boat school is nearly overloaded with applicants for the upcoming year, they have reserved only one space for scholarship recipients; as a result the Rotary Scholarship Committee will also be sending representatives to the interview, with an aim toward combining the two aid programs for this year. Identifying potential scholarship applicants has been a slow and difficult process, far more so than I had anticipated, and any suggestions for ways to get the word out in upcoming years would be appreciated.





Rita Mandoli



Kay Robinson Sails

Sanok Marine



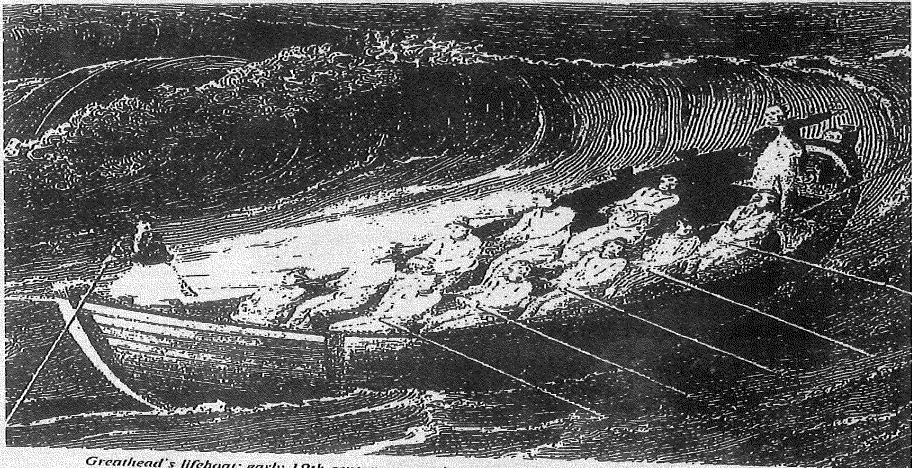
Schooner Martha Foundation



Seran Hydraulics Consulting



**P.T.M**<sub>arine</sub> **T**<sub>rade</sub> **A**<sub>ssoc.</sub>



*Greathed's lifeboat: early 19th-century engraving*

**Life Boat Fund 08-09**  
[P.T.MarineTradeAssoc.org](http://P.T.MarineTradeAssoc.org)

## LIFE BOAT FUND TRICKLES IN

The **PTMTA's** Life Boat Fund was set up several years ago to help with emergency financial aid when an accident – just happens. Two of our members have benefited from this fund. Donation cans have been placed at **PENNY SAVER**, **ADMIRAL SHIP SUPPLY** and **THE BLUE MOOSE**. Next time you visit one of these spots, please consider donating and throwing someone a line.

## BUSINESS BRIEFS ...

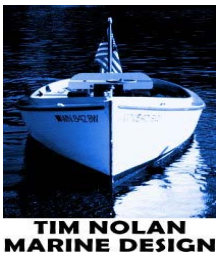
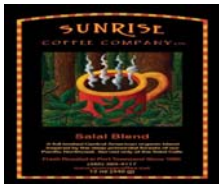


### F/V Veteran Back to Steelhead for Stem Replacement

Nick Fahey, owner of **F/V Veteran** is back at **Steelhead** for a new stem and forward planking. The planking which is now Fir will be Tamarack, and the stem which is also Fir will be Balu. The boat, now 84 years old, surprisingly has most of its original planking and structural members.

This will be the third time Nick has brought the boat to **Steelhead Marine** for major repairs. First in 2007 for new aluminum bulwarks from the breakbeam aft including covering boards and new oak frames. Next in the summer of 2009 where working with Greg of **Lower Hadlock Shipwrights** had the entire foredeck replaced including all deck beams, new aluminum bulwarks and completing the sistering of the frames. During this time Nick made the decision to bring the boat back this spring for the stem replacement.

The **Veteran** is still able to fish the Puget Sound as a Seiner, as Nick has done for



## Evening and Weekend Welding Classes Offered for Summer

The Boat School has added evening and weekend classes to the Summer Welding Class Schedule. You can now take a welding class on Friday evenings and Saturday mornings, in addition to the Tuesday and Thursday morning classes. Classes are open to beginner and intermediate welders. Come learn welding basics or brush up on your skills. Class provides instruction based on your current skill level. Fee includes use of equipment, including safety equipment, supplies and instructional guidance. Students may work on personal projects but must provide their own materials. Stick, mig and tig welding are all taught and practiced.

### Friday and Saturday Course Dates:

June – 4<sup>th</sup> through 26<sup>th</sup>, Friday's 5:00 to 8:00 pm and Saturday's 9:00 to Noon

July – 9<sup>th</sup> through 31<sup>st</sup>

August – 6<sup>th</sup> through 28<sup>th</sup>

Cost: \$265

**Saturday Only: Space limited. Priority will be given to those who**

**Register for the Friday and Saturday Course:**

June – 5<sup>th</sup> through 26<sup>th</sup> 9:00 to Noon

July 10<sup>th</sup> through 31<sup>st</sup>

August 7<sup>th</sup> through 28<sup>th</sup>

Cost: \$150

### Tuesday and Thursday Course Dates:

June – 1<sup>st</sup> through 24<sup>th</sup>, 9:00 am to Noon

July – 6<sup>th</sup> through 29<sup>th</sup>

August – 3<sup>rd</sup> through 26<sup>th</sup>

Cost: \$265

**Call 360-385-4948, ext 300 to enroll or email [Enrollment@nwboatschool.org](mailto:Enrollment@nwboatschool.org)**



Recharging the planet. Recycling your batteries.™

## Call2Recycle Program Keeps Used Batteries Out of Local Landfills

We all rely on rechargeable batteries to power many of the tools we need. They can be recharged about 1,000 times, lasting anywhere from 2-5 years. But once a battery loses its charge, it should be recycled.

Rechargeable batteries can contain heavy metals, such as lead and cadmium, which can harm the environment if thrown into the trash and sent to a landfill. There is no need to throw batteries in the trash - a non-profit program called **Call2Recycle®** accepts all rechargeable batteries and cell phones for recycling. **Call2Recycle is the only free rechargeable battery and cell phone collection program in North America**, recycling more than 55 million pounds of rechargeable batteries in the U.S. and Canada since 1994.



The **Call2Recycle** program has 30,000 drop-off locations for rechargeable batteries and cell phones throughout North America. Many major retailers participate in the program, including Port Townsend's **Admiral Ship Supply and Henery Hardware**. Additionally, businesses and communities can sign up to become collection sites to provide easier access to recycling. Collection sites receive kits that include safety instructions, plastic bags and collection boxes that accept all rechargeable batteries and cell phones. All supplies are replenished automatically, and even the shipping is free.

To learn more about the program and how it works, visit [www.call2recycle.org](http://www.call2recycle.org)

GOOD FOR BUSINESS  
GOOD FOR THE ENVIRONMENT  
GOOD FOR YOU

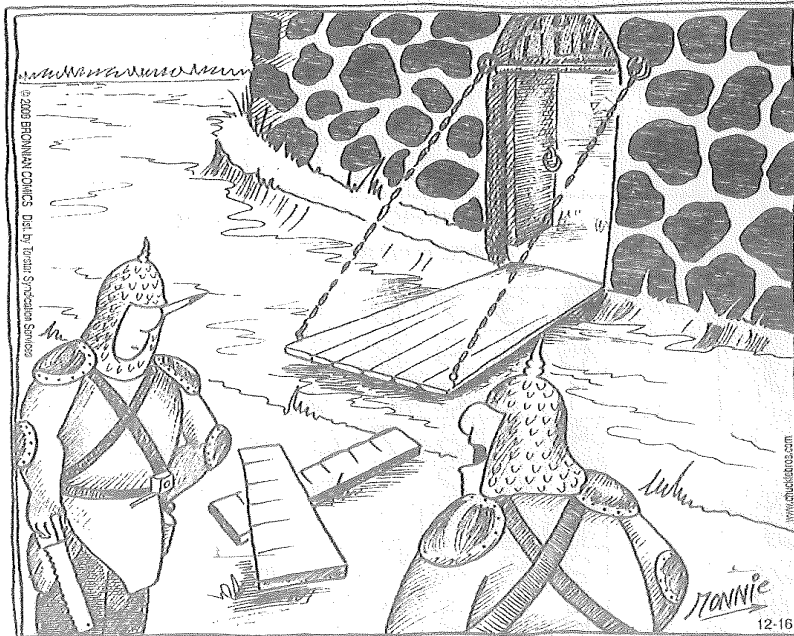


## Classifieds...

**Wanted;** Mast, boom and sails for derelict 22' racing sloop being brought back to life by a 14 year old. Almost anything in the 20' mast range will probably work. Must be reasonably priced. Call Paul (206) 842-6036

**Wanted;** - Boat yard bike – single speed – maybe pink – maybe free – 344-4276 - thanks.

**CHUCKLE BROS.** | *Brian & Ron Boychuck*



"No, no, I said measure TWICE and cut ONCE!"

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