



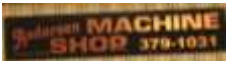
# PTMTA

**Port Townsend Marine Trades Association**

*giving voice to workers and industry*

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

## SPRING NEWSLETTER 2012



BAIRD BOATS



BRAD SEAMANS

### SCHOONER MARTHA



*POISED AND READY FOR HER NEW WOOD AND LEAD KEEL at THE SHIPWRIGHT'S CO-OP  
Written by Rick Petrykowski*

In the aftermath of the mid-January snowstorm, we sat down with Robert D’Arcy and Chris Grace to get the skinny about Schooner Martha’s current restoration at the Shipwright’s Co-op. But first we needed to hear about Martha’s stellar performance in the Round the County Race in November 2011.

Sponsored by the Orcas Island Yacht Club, the Round the County is one of the Northwest’s premier races, open to all classes, which brings a big turnout to the starting line at Lydia Shoal. Boats participating in the “little jaunt” circumnavigate the San Juan Islands counterclockwise or clockwise on alternating years.

The forecast for the race on delivery day was for winds @ 25-50 knots with a large swell. Still, of the 70 entrants, there were no cancellations for Saturday’s start.



Brisa Charters



CANVAS MAGIC



JOHNSON

FABRICATION, LLC



CONCENTRICOM

Interest piqued on the big boats (“the Monstatrucks”); Neptune’s Car, Icon, Braveheart and Martha.

Out thru Peavine Pass into Rosario Strait, north to Clark, Matia and Sucia, turning west at Patos thru Boundary Pass to Haro Strait and then the push to Saturday’s finish at Roche harbor, her crew’s local knowledge and timing of current changes helped Martha seize the advantage. When the first day’s results came out, Martha’s time was first in her division and first overall! – to which Holly Kays (Mrs. Martha) said, “Oh my!”

Sunday’s race started next to Henry Island in Haro Strait, dropped south to the Strait of Juan de Fuca to an easterly traverse below San Juan and Lopez Islands. No holds were barred; crews were on the rails, rigging was strained, rudders were lost, knockdowns, spinnakers cut and chutes poppin again. Magnificent Martha rode the wind to first in division and first overall – a full 40 minutes ahead of her next competitor. Respect for a true racer and stellar testimony to the 105 year old girl’s designer, Crowninshield and the Martha Community. For more details of Round the County go to [www.pressure-drop.us/forums/content.php](http://www.pressure-drop.us/forums/content.php) and type “Goliath beats up on David” in the search box.



Photo by the Amazing Sean Trew

Sailor and shipwright, Robert D’Arcy is the point man for the Schooner Martha Foundation and he is all about management. In it’s last year of the 15 year program of bringing the schooner to fully restored status, he has kept faith with the goal (including corrections along the way). His main nemesis in reaching the goal is funding, so he has never let the budget bust and became systematically efficient in planning each phase’s productive timeline and then got her back in the water. This gained recognition from the Washington State Historic Preservation Council and consequent funding after seeing great strides accomplished.

The Schooner Martha and Port Townsend are symbiotic partners and that is why Robert has asked us to publicly thank those who have helped keep the Martha right on target; the NWMC Boatshop for providing space that Steve Chapin could build a replacement for the old undersized fir foremast. Chapin is engineering the design requirements of naval architect Craig Johnson, scarfing and fairing the octagonal mass of Sitka Spruce slabs supplied, by Bruce Tipton, into a stronger hollow spar that is also lighter aloft. The Port of Port Townsend’s outstanding haulout crew, the Shipwright’s Co-op for storage, tooling and a can-do spirit, Turn Point for CNC work on the new lead ballast mold, Gus Sebastian for transporting the new ballast from Seattle on his boat-moving trailer, Pete and



D'ARCY MARINE  
SERVICES



DIANNA DENNY DESIGN  
D. L. ASKEW YACHT  
REFINISHER



FINE YACHT  
INTERIORS



FREYJA BOATWORKS



GREG FRIEDRICHS



FROJEN CANVAS

Cathy Langley at the PT Foundry for the requisite bronze keel bolts, the diverse crew of volunteers and marine trades for their contributions and productivity is a big plus.

Robert believes our community wants the Martha to succeed and he's doing all he can to fulfill that wish.

His parting comment was "Imagine Port Townsend without this present level of skills in the marine trades who help revive timeless old wooden boats"

For more information and video of this year's restoration go to

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

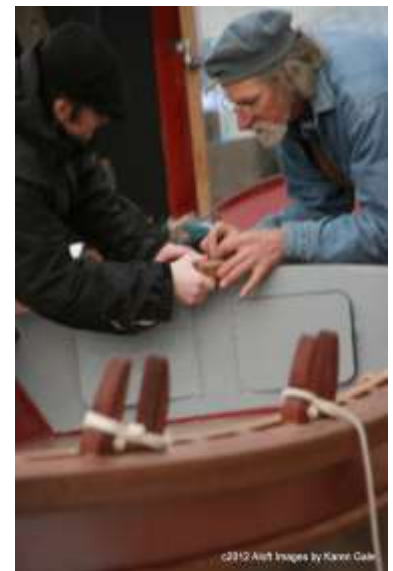


*Dave Griswold and Chris Stohlman cutting the shape of the keel with a chainsaw mill*



*Steve Chapin's new stick for Martha – all glued up*

## PUGET SOUND VOYAGING





JIM BLAIKLOCK



JULIAN ARTHUR

EQUIPMENT



KAY ROBINSON SAILS

KAYS SAILS



KINGFISHER MARINE

LAW ENTERPRISES

## The Community Boat Project *Building Community by Building Boats*

Maybe you've caught some snippets about the Community Boat Project. But what actually is going on in Upper Lower Hadlock these days?

The Community Boat Project is a unique partnership headed by the Boat School, it includes both Port Townsend and Chimacum Schools, 4-H/WSU, and Puget Sound Voyaging Society. The mission is deep, but to try to state it most simply, "*Building a stronger Community by intergenerational Maritime Education. Giving our youth a Sense of Place by connecting them to their Environment, Heritage, and Economy.*"

We are in our fourth year. This year we are serving almost 50 students a week with **free, accredited** programs. Dozens of volunteers help out, making our student-to-mentor ratio less than 3:1. Last year there were over 5,000 volunteer hours and this year we are on our way to shatter that. Programs include Boat Building (Thursdays), Sailor Scientist (on-the-water Wednesdays), Voyaging (on-the-water Friday), Sunfield Waldorf School, plus Open Shop and Family Get-On-The-Water Days. The Boat School provides the space. We fundraise to provide the materials, otherwise it is all-volunteer and donation based. This is the concept of Community-based Education, that is, if the Community thinks it is worthwhile for students to learn something they will fund it. Each community is different, but in Jefferson County it makes sense to learn through the Maritime Trades.

Our major project is the pursuit of building the ultimate Youth Expedition Ship (YES). Presently we are lofting our fourth variation. We started with the Kit Africa/ Jim Franken Oceanic Dory and each year we refine the design. The boats carry eight oars and are 25' – 30' long. They have a traditional gunter-yawl rig (with a squaresail for fun), a centerboard for windward performance, and watertight compartments for flotation. These boats look good; are fast, fun, beachable, safe, and get better every year. This year's design, our biggest change, is designed by, yet another boat genius, Ed Louchard who is overseeing the construction.

We also have an internship program. This year four interns help run the shop and get kids on the water. Internship applications are begin accepted for the 2012/13 school year (check our website).

In the end, it is not really about the boats, it is about people. It is about Jefferson County's rich Maritime Heritage and Trades. It is about how we connect disconnected youth to our Maritime Community. Through this we build the next generation of Port Townsend crafters. Through this we all come away enriched and empowered.

What are you waiting for? Join us. There is place for every person. You will teach, and you will learn, in most unexpected ways.

Check us out at: [communityboats.wordpress.com](http://communityboats.wordpress.com). Contact: Wayne Chimenti, Program Coordinator 379-922





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Quality Woodwork Inc.  
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MAUPIN MARINE  
SURVEY



MYSTERY BAY  
SAILS AND CANVAS

BOAT HAVEN SHIPYARD FILLED WITH COMMERCIAL BOATS



PHOTO BY LARRY CROCKETT

LUNCH WITH LEIF – by Diana Talley

Sitting down with Leif Erickson (our port commissioner representing District 3) at the Fabulous Blue Moose Café – I was hoping for some insight about his take on the current health of the port and the commission’s interest in a high speed foot ferry.

“Originally, the port was approached by Senator Murray's office with the idea that if applied for there could be a million dollar federal grant available to fund the construction of a passenger ferry to run between Port Townsend and Seattle. The Port considered using grant monies to build a foot ferry to Seattle which would have been administered by the Washington State Department of Transportation. The WSDOT turned over the administration of the grant monies to the federal government who had a different set of rules. One of the things that it allowed us to do was lease or purchase a vessel rather than constructing one. Being as the grant is for 1.3 million we decided to explore the idea of leasing or purchasing used. This plan stretches the possibility of implementing service greatly”, said Erickson.

The Port’s small boat storage yard revenues are down 40% but the big boat shipyard is up 33 % in 2011 from 2010. January of this year has shown a 25% increase over January of last year in the Shipyard. This demonstrates a decline in small boatyard revenue, offset by increased activity in the Shipyard (large travel lift). “This continued economic decline, combined with dwindling public recourses the State and federal government for public access and infrastructure improvements, could handicap’s the Port’s ability for economic development and rates may have to be adjusted. I wish there were some magic marketing tool to use but rather than wish to regain what we once had, (a robust recreational boating economy), we may wish to explore new avenues of approach to the way we have traditionally conducted our business. As of now Port Townsend is the only yard of its size that allows self work. Our rates are some of the lowest on the west coast.”

Leif can be reached for comments at [lerickson@portofpt.com](mailto:lerickson@portofpt.com).



NORTHWEST MARITIME CENTER



PATIENCE BOAT

WORKS



POINT HUDSON

BOAT SHOP

## Workboat Winter Haul-outs



PHOTO BY DIANA TALLEY



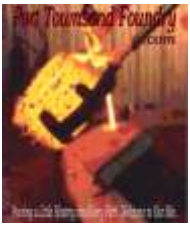
PHOTO BY LARRY CROCKETT

## BUSINESS BRIEFS...

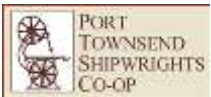


### Freyja Boatworks Closes

As of Dec 30 of last year, Freyja Boatworks is no more. The business officially closed its doors with the departure of Bryan Wentzel. Former partner, now sole proprietor Arren Day will carry on work in the same location after taking some time to reorganize and make some improvements to the shop. A new business name has yet to be chosen, but Arren can be reached at [80gritcustoms@gmail.com](mailto:80gritcustoms@gmail.com), or by phone at (360) 301-1277. He will re-open on Feb 20<sup>th</sup>. Additions to the shop will include a fireproof welding room, storage loft, and a dedicated systems/machine shop. Long term plans include the construction of a new building on the footprint of the current satellite shelter.



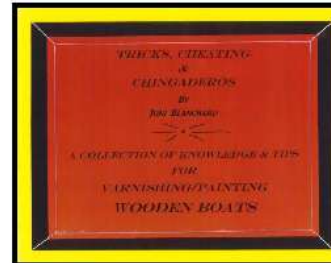
PORT TOWNSEND  
MARINE ELECTRIC



PUGET SOUND  
VOYAGING



The Fishin' Hole at PT's Boat Haven is where we sell Unleaded Ethanol Free gas and marine diesel, fishing licenses, bait and tackle. I can also arrange bulk fuel sales to vessels in the yard and in the marina. I grew up in a boating business family in Seattle and ran the fuel dock at Elliott Bay Marina for close to ten years. Growing up I sailed all over Puget Sound, San Juan's, Gulf Islands and Desolation Sound. My wife Karli and I took over the lease on the fuel dock in July of 2009 and we moved to Port Townsend with our 8 year old daughter Cedar and our 5 year old son Rowan. Moving to this area has been a dream come true for us and we don't miss Seattle one bit. **Eric Elliot** can be reached [ptfueldock@gmail.com](mailto:ptfueldock@gmail.com) or 360-385-7031



### **TRICKS, CHEATING & CHINGADEROS**

'A Collection of Knowledge & Tips for Varnishing/Painting Wooden Boats'  
**By Joni Blanchard**

One of our local finishers of the past 25 years, Joni has self-published a book sharing her knowledge including product information, safety tips, time-saving strategies and useful advice helpful to boat owners or anyone looking to learn or improve on their finishing skills. Her book includes photos of the many boats she has worked on over the years such as; the S/V Nevermore, M/V Arequipa, M/V Westward and M/V Catalyst amongst others. Foreword written by Ray Speck. Available from most marine-related retail stores in P.T. and the NW School of Wooden Boatbuilding or from Joni herself (always reference the book) at [jonijobone@hotmail.com](mailto:jonijobone@hotmail.com). Or <http://ptmta.org/wp/archives/667>, or [www.portofpt.com/joni\\_blanchard\\_leatherwood\\_finishing.htm](http://www.portofpt.com/joni_blanchard_leatherwood_finishing.htm)



**Daniele and Jeff Johnson** moved to Port Townsend from Alaska October 2007. Daniele grew up sewing and put her skills to work in her mother's upholstery shop doing marine, automotive, home, office and restaurant upholstery and marine canvas. Jeff worked for Daniele's father in his heavy diesel garage and assisted in the upholstery shop with large jobs. Once here in Port Townsend Jeff and Daniele decided to open a marine upholstery business just as Leah Kefgen decided to chart a new course for her life and return to school. Jeff and Daniele were willing to help finance that goal and became the new owners of **Port Townsend Canvas Company** and are looking forward to providing this service to the local boating community. They can be reached at 360-385-1712 or @ [ptcanvas@gmail.com](mailto:ptcanvas@gmail.com)

**PYGMY**

**SANOK MARINE**



**SCHOONER MARTHA  
FOUNDATION**



**SHIP BREAKING AND  
REPAIR**



NOW ACCEPTING APPLICATIONS FOR THE  
ROTARY CLUB OF EAST JEFFERSON COUNTY/COLLECTORS FOUNDATION  
& PORT TOWNSEND MARINE TRADES ASSOCIATION  
**SCHOLARSHIPS** to the  
**NORTHWEST SCHOOL OF WOODEN BOATBUILDING**



Rotary Club of  
East Jefferson  
County



**PTMTA**  
Port Townsend Marine Trades Association  
11401 1st Street, Port Townsend, WA 98158

The Northwest School of Wooden Boatbuilding, in conjunction with the Rotary Club of East Jefferson County, Collectors Foundation, and the Port Townsend Marine Trades Association are now accepting applications for two scholarships to be awarded for the 2012-2012 school year, which begins October 2, 2012.

The recipients of the scholarships may attend a 9 month diploma or a 12 month AOS degree program at the school. The scholarships will cover half of the tuition amount for the chosen program.

Eligible applicants must be a resident of Jefferson County, WA, and have a high school diploma or GED. Preference will be given to recent high school graduates.

Applications must be received by

**March 29, 2012**

For Scholarship Information, visit our website:

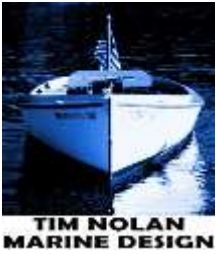
**WWW.NWBOATSCHOOL.ORG**

or call the school at **360-385-4948**

Applications may be downloaded from our website  
or picked up at:

**42 N. Water Street, Port Hadlock, WA**





Anyone wishing to promote their business for the next issue with additional graphics, featured articles, business briefs, classifieds or launchings info, contact [lunataku@gmail.com](mailto:lunataku@gmail.com)

Special thanks to Zach Simonson-Bond for his valuable volunteer Technical support on our website and Ann Welch who continues to help even though her responsibilities ended some time ago!

## MOVED ON...



**GRANT SERAN - LONG TIME PT HYDRAULICS EXPERT HAS MOVED HIS FAMILY TO SEATTLE AND ACCEPTED A JOB AT MAXIMUM PERFORMANCE HYDRAULICS. HE CAN BE REACHED AT 206-948-9828.**



**LEAH KEFGEN - FOLLOWING HER DREAMS TO STUDY LINGUISTICS IS CURRENTLY ENROLLED IN A FRENCH IMMERSION CLASS IN MONTREAL WORKING TOWARDS FINISHING HER B.A. & LOOKS FORWARD TO GRADUATE SCHOOL ABROAD.**



**ERIC WILSON LEFT US ALL WAY TOO SOON. HE WAS SURE FUN TO WORK WITH AND A 48 SECOND YOU TUBE SNIPPETT OF MOOSE COMMENTING ON "IS IT CORKING OR IS IT CAULKING" CAN BE SEEN AT <http://youtu.be/2Knn6oe9zHw> thanks to Zach Simonson-Bond.**

Robert Smith - better known as **Doc Watt** - recently succumbed to cancer. Most of us knew Doc as a marine electrician who worked in the Boat Haven for decades. Many did not know that he grew up in Ballard, studied engineering at the U.W., worked in the science department there and was a professional diver. Soft spoken, with an easy-going demeanor, he helped a lot of us in the years we knew him. Another friend - gone too soon.

