

PTMTA 2nd Quarter Newsletter

Come one, come all, to the PTMTA general meeting, scholarship fundraiser, and all around good time at the

Port Townsend Brewing Company
Tuesday, August 5th, 2008 5-8pm

Featuring the generous tunes of the one and *only*

Danny Barnes,

the delicious food of *The Blue Moose Cafe,*
Dos Okies and Key City Fish.

This gathering is open to all and will help benefit
Jefferson County High School Graduates to receive a scholarship to the
Northwest School of Wooden Boatbuilding.

We sincerely thank everybody involved in making this fundraiser for the scholarship a reality, and sure do hope you come join us for the fun...

Merrie Ellen

Written by Rick Petrykowski

John Holbert was to retire next year to ply the waters from a 180' sidetie in Pleasant Harbor down Brinnon way. Being a practical guy, he wanted to charter and have the boat pay its way. Rather than a glitzy, glassy, yachtish vessel, he decided on a work boat and now he's going to participate in the Tall Ship's Tacoma in July.

Enter the MERRIE ELLEN, a gaff-rigged schooner at 87' on deck (107' with 'sprit), 20' of beam, will draw 12 ½' and 160 tons. Built in Vancouver, B.C. back in 1922, she and her sisters; the SEA SWELL (gone) and the SS MASTER (still sailing out of the Vancouver Maritime Museum), were initially designed as Halibut Schooners, along the lines of the infamous HARRY L BELDON. A plumb-stemmed fishing schooner which in the 1892 Fisherman's Race in Gloucester drove hard from the fishing grounds the night before to make the start of the race in the teeth of a gale, arriving with a full load of mackerel to cross the finish line and win in a race when the wind really blew.

During their construction, the Halibut Schooners were modified due to a severe lack of tugs on the B.C. coast at that time. The British Navy put two triple expansion steam engines up for sale as surplus from WW1 and the shipbuilder, Arthur Moscrow, well-known tug builder and designer who later supervised building the RCMP schooner ST. ROCHE at his Beach Avenue shipyard in False Creek, realized the boats would be far more valuable as tugs and converted them on the ways, adding a full house forward and a 96" propeller to push her. It was later discovered that the boats design needed the prop deeper, so 12' were added onto the stern. (The SS MASTER operates with this original configuration today).

Holbert's ship was originally named RFM (for her first owner, of Marpole Towing and Barge Co.) and often ran limestone from Texada Island Quarries to L.A. during her 55 year career. RFM once saved a Liberty Ship anchored off Vancouver, B.C. loaded with munitions. Somehow a fire broke out on board the Liberty Ship and RFM ran over and grabbed the anchor chain, towing her out into the bay and reset the anchor. The fire was put out and the crew of the RFM was rewarded with a pair of large port lights as thanks. (They are port and starboard on MERRIE ELLEN'S present cabin).

When her career as a tug ended, a new owner came across her beached hulk on the Fraser River, victim of a blown diesel engine, got a Jones's Act Exemption and began a restoration. He discovered her sides were packed with rock salt and coal dust between the planks and ceiling, which created an interesting slurry with the bilge water. He recognized the hull's Halibut Schooner potential and rerigged the vessel as she is today, with a new deck layout and new spars, (although the mainmast has recently been replaced).

Since April '07, Holbert's "extreme makeover" has included; a new 300 Hp John Deere supplied by Shoreline Diesel, (2) 200 gallon SS fuel tanks, overhauling the interior and systems, replacement of the stem with a new Purpleheart one by Tyler Thompson (craned into place by Julian Arthur), new transom and covering boards, some 3,000 brd ft. of new larch frames by Alan Katz, roughly 7,000 brd. Ft. of new topside planking (lowers of fir are still sound), corked by Dave Thompson, Clint and crew, plus the owner.

The planking had been ordered previously from a firm in British Columbia but was delayed or oversold so Holbert found a Brinnon logger who supplied 5 logging truck loads of 200 year old Western Red Cedar. The owner's Woodmizer sawmill cut the 33' x 3" boards and a custom built dehumidifier dry kiln extracted 285 gallons of water from the wood in 21 days by maintaining the air in the kiln at 70 degrees and 70% R.H.

Six pack charters begin June '09. We wish her well.

PORT Committee Report, July 2008

Leslie Schnick and Ric Brenden

In addition to attending the regularly scheduled Port Commissioner meetings, the Port Committee has taken a lead role in gathering opinions, ideas, criticisms, suggestions from our members for the Port Strategic Planning process. In preparation for the June 11th meeting with the consultant team, we summoned a small group to help prepare answers to the questionnaire that was issued to all key stakeholder groups. Thanks again to Ric Brenden, Steve Chapin, Gordon Neilson, Leif Erickson, Ric Petrykowski, Gwendolyn Tracy, and Bryan Hayes, who met with me twice to help prepare this document.

On June 27th the Consultant team, CASCADIA, conducted a meeting with the Port Commissioners and senior staff to present their summary of the key stakeholder interview sessions and key comment themes. That document, dated June 25th, '08, follows below in its entirety. As you will read in Section IV., the next steps are for the consultants are to draft “an analysis of strengths, weaknesses, opportunities and threats” and for the Commission to bring together the Citizen Advisory Committee (CAC) so that they may start efforts.

To: Port Commissioners & Staff

From: Eric Toews, Dave Robison & Bill Wise, CASCADIA Community Planning Services

Date: June 25, 2008

Re: Stakeholder Interview Sessions – Summary of Key Comment Themes

I. PURPOSE & PROCESS SUMMARY

Purpose

The purpose of this memorandum is to briefly review the strategic planning effort to date, and to summarize and synthesize the recurrent themes of comment heard during the stakeholder meetings recently concluded.

The Process & Context

On April 17 and 25 of this year, the Port Commission and key management level staff held two intensive work sessions to discuss and formulate a strategic planning process and preliminarily identify key issues facing the Port over the coming five (5) to ten (10) years. From these sessions, both Commissioners and senior staff recognized the critical need to involve key stakeholder groups in the planning process at the earliest possible opportunity. On May 7th, the Commission ratified a process to solicit input from the following stakeholder groups that are either directly or indirectly dependent upon Port operations and facilities, or play an essential role in the economic health of the community:

- * Local Governments;
- * Non-Profit Organizations;
- * Airport Users;
- * Port Employees;
- * Moorage Tenants;
- * Recreational Users & Environmental Groups;
- * Marine Trades; and
- * Port-Related Businesses, Downtown Businesses & Local Chambers of Commerce.

Before requesting participation from these groups, it was determined that a “Community Kick-Off Meeting” should be conducted to explain the purpose and context for the planning effort to the stakeholder groups and interested citizens. In addition to sending out letters of invitation to key members of all 10 stakeholder groups, public notice of the kick-off meeting was also provided through the Leader and via posters displayed at key locations on Port properties.

The meeting was held on the evening of May 21 at the Port Townsend Yacht Club, with over 70 representatives of stakeholder groups and citizens attending, as well as Port Commissioners and senior staff.

The meeting afforded an important opportunity to:

- * Describe the Port’s core mission and responsibilities under state law (i.e., Title 53 RCW);
- * Explain how the wholly voluntary “strategic planning” effort is different from other state mandated planning processes for both ports, cities and counties;
- * Present information concerning the Port’s financial situation and prospects; and
- * Explain the strategic planning process and how stakeholder can be involved throughout the process.

Those in attendance at this kick-off meeting were also provided with a list of eleven (11) written ‘stakeholder’ questions to contemplate in advance of the individual stakeholder group sessions – with the option to either provide written comments or oral input during the stakeholder meetings.

II. STAKEHOLDER SESSIONS – KEY COMMENT THEMES

Overview of the Stakeholder Sessions

The individual stakeholder meetings were held over a two-week period between June 3 and June 13, with at least one Port Commissioner and senior Port staff member being present at each session to listen and observe. Attendance and participation in these group sessions varied widely, with some sessions virtually unattended (e.g., Local Government and Port-Related/Downtown Businesses) and others very well attended (e.g., Moorage Tenants, Airport Users and Marine Trades). Due to scheduling conflicts, the City did not attend the original Local Government session. In consequence a follow-up session was conducted on Friday, June 13 to obtain feedback from city representatives. Meeting notes from all stakeholder group sessions are contained in Appendix “A” to this memorandum. Copies of all written responses to the 11-question stakeholder questionnaire have been included within Appendix “B.”

The general format for the stakeholder meetings was as follows:

- * Introductions & ground rules;
- * Discussion of meeting expectations;
- * Opportunity for prepared stakeholder reports;
- * Facilitated open forum; and
- * Next steps/closing.

Lead facilitator, Bill Wise, attempted when possible to train the dialogue towards the 5-10 year strategic planning timeframe, though discussions at times focused on matters of more immediate concern to constituent groups. In a number of instances, issues and concerns raised by participants in one meeting were not necessarily echoed by comments recorded during other sessions. As a result, a careful reading of the information and material in Appendices A and B is necessary to obtain an accurate understanding of the points raised during each session.

Key Comment Themes

A number of important issues and recurrent themes of comment emerged from multiple stakeholder sessions, and must be carefully considered as we move into the next phase of the planning effort:

Fix Aging Infrastructure First – In several sessions, concern was expressed that the Port had in recent years pursued new projects and facilities development, while neglecting existing and aging infrastructure. Generally, a strong preference was expressed for “maintaining what we have” as a first priority, and only considering the expansion of existing facilities or the development of new facilities thereafter.

Fair & Transparent Budgetary Practices & Facilities Management – Many commentators insisted that the Port must dedicate revenues generated by particular Port facilities to the maintenance and operation of those facilities (e.g., moorage fees for maintenance of moorage facilities). These participants expressed intense dissatisfaction that revenues generated by one facility could be redirected to new projects or maintenance of other facilities, while the facilities that generated the revenue in the first instance received inadequate repairs and maintenance (e.g., A and B Docks). Many concerns were raised over recent rate increases and the opinion was expressed that it is not obligatory for the Port to maintain rates that are comparable to other Puget Sound markets.

More Pro-Active Environmental Stewardship – A number of commentators in multiple stakeholder sessions expressed the desire for the Port in collaboration with stakeholder groups to become an acknowledged regional leader in environmental protection and stewardship. Comments in this vein encouraged the Port to get ahead of the regulatory curve and adopt and implement policies to protect the environment and to publicize our stewardship successes as a marketing tool.

Pursue Sustainable Economic Development Opportunities – Most participants were not supportive of the Port pursuing all forms of economic development. Rather, there was widespread agreement that the Port must only promote “sustainable” economic development opportunities that provide “family wage jobs” while safeguarding the community’s existing character and unique quality of life. Many commentators expressed the opinion that the Port should seek to serve County residents first, rather than catering to business interests and

customers outside the local area. The Port Commission may wish to give consideration to crafting a new mission statement to reflect the Port's commitment to supporting the local maritime community.

Improve & Maintain Communications, Public Relations & Customer Service – Numerous participants in multiple meetings expressed appreciation for the opportunity to voice their opinions and concerns to the Port. They also clearly indicated a desire to increase opportunities for customer and citizen involvement. However, more than active listening is demanded. There is an expectation that the Port will follow-through upon what it hears with a refocused mission, formalized policies, and active implementation. A number of other key components to improving both the perception and reality of the Port's place in the community include:

- * Improved public outreach efforts and informational materials (e.g., newsletters);
- * Increasing the presence of senior Port staff at the Boat Haven; and
- * Ongoing customer service training for Port employees.

III. CONSULTANT COMMENTS ON THE PROCESS

The consultant team offers the following observations on the stakeholder meetings:

- * The Port serves a diverse constituency: Organized groups like the Marine Trades and Moorage Tenants participate and respond in a manner very different from less cohesive and less structured interest groups (e.g., environmental and recreational users);
- * Attendance and participation of organized stakeholder groups was impressive: Organized groups tended to offer the most deeply felt opinions of the Port, and clearly have specific issues that they feel very strongly about;
- * Discussion was easy to stimulate in all groups: Although some single-purpose groups had difficulty identifying the broader issues facing the Port;
- * Stakeholder groups may not reflect all of the concerns of the community as a whole: Stakeholder groups that are self-selecting (i.e., invitation or open invitation) may tend to be a less accurate indicator of overall community concerns; nevertheless, they provide much more focused input about what the major issues may be regarding a particular area of concern or Port facility; and
- * Senior Port staff are not viewed favorably by some key constituents: A perception stated directly in some meetings, and more subtly in sidebar conversations during the process, was that senior Port staff seem arrogant and unresponsive to their needs.

To augment the input received during the stakeholder meetings, the Port may wish to consider conducting a random survey of Jefferson County residents at some future point in this process. Random surveys can often provide a more accurate picture of how the overall community feels on a specific subject or set of issues, provided such a survey is not overly complex and does not require a great deal of effort for citizens to complete.

IV. NEXT STEPS – SWOT ANALYSIS & CAC FORMATION

The next step in the process is for the consultant team to undertake a draft “strengths, weaknesses, opportunities and threats” (SWOT) analysis using this document as a starting point for identifying key issues facing the Port. This analysis will require independent research and focus on the changes in both the external environment (City, County, Puget Sound region, national) as well as internal changes to the Port organization and services provided by the Port. There are likely many factors at play that will influence the future of the Port community and organization. External forces, like acts of nature, changes in demographics, technological advances, globalization of the economy, just to name a few, are largely outside of our control. Yet how the Port chooses to respond to them, as a community and as a public agency, will be important to improving the satisfaction of Port tenants and users of Port facilities, and maintaining the support of the general public.

Concurrent with the internal SWOT analysis, the Port Commission should establish the criteria and process for selecting participants to serve on the Community Advisory Committee (CAC). Ideally, the CAC should have between 12-15 members and reflect a balance of stakeholder perspectives at the table. It is recommended that staff and the consultant team bring forward a list of recommended community representatives to the Port Commission at its first regular meeting in July for review and discussion.

V. CONCLUSION

The Port of Port Townsend is at a critical crossroads. The Strategic Plan process is intended to help facilitate community discussions about the Port's mission and vision for the next 5 to 10 years. The Plan is intended to provide a blueprint for the Port to address important policy issues and capital improvements needed to implement the community's vision for its future. What kind of port should the Port of Port Townsend be? How is the Port of Port Townsend different from other ports found throughout the Puget Sound region? What is the Port's role in the larger community? What is our shared community vision for economic development? These are the kinds of questions we will be exploring with the CAC, Port Commission, and community as we work together to prepare the Strategic Plan to guide Port decision-making in the coming decade.

Speaking of scholarships....

With a generous donation from the Wooden Boat Foundation, we made the following summer internship a reality. It is the beginning of understanding how we can introduce the youth of our community into the work force. Without opportunities like these, we would be hard pressed to understand the intricacies of assimilating the next generation into the marine trades. The internship was awarded to Melanya Nordstom of Chemicum High school. The internship is taking place at the Northwest School of Wooden Boatbuilding from June 21st through August 24th. There are two aspects of this position, employee and student. As an employee, Melanya will receive a stipend to help maintain and improve the Northwest School of Wooden Boat Building shops and livery while assisting the faculty of the school. She will be expected to work a minimum of 15 hours a week; Monday, Tuesday and Wednesday from 9:00 am -3:00 pm. While the internship takes place at an educational facility, it is a working shop environment.

As a student, Melanya has been attending the Build a White Hall summer workshop series that will introduce boat building from lofting to launching. These workshops occur on the weekends from 9:00 am -5:00 pm. She will be invited to observe, and in a limited capacity, participate in the NWSWB programs. The instructors (and students) will endeavor to teach some basic woodworking and boatbuilding skills to Melanya who can expect to learn such things as making a mallet and cutting dovetail joints.

Thank you to all who made this internship come to life. May it continue to expand the growth of the Marine Trades in Port Townsend.

PTMTA UPDATED WEBSITE

Our web designer, Jonathan Henson, recently completed our website update. Along with new graphics and a photo slide show, he has added a browser service that allows each company to be located by the services they provide.

Each member has their own “mini-site” page that’s linked from several places. It would be advantageous for each member to check their “mini-site” and submit a logo or photos along with a brief description of their business. The more information members provide to potential clients, the better.

PTMTA GOES TO MYSTIC – TALL SHIPS – TACOMA

One of the PTMTA’s mandates from the membership was to promote our industry and community. Board members, Megan Hudson and Jim Blaiklock on the PR committee have assisted in producing two ways of promoting the PTMTA more professionally. Megan worked on spicing up our website and Jim created a rack card that illustrates the diversity and strength of our community. Our website info and new rack cards, along with a photo slideshow of our trades (submitted by the membership) have been shown at the Mystic Wooden Boat Festival and the Tall Ship’s – Tacoma show.

PTMTA member Kaci Cronkhite of NWMC and WBF attended the Mystic boat show along with Ted Pike and helped get the word out about Port Townsend Marine Trades. The Northwest School of Wooden Boatbuilding's staff manned a booth at Tall Ship's Tacoma and also graciously offered to promote the PTMTA. Thanks to all.

Forbes and Cameron Folk Night Fundraiser

Patsy and Tony Latimer, of the schooner Forbes and Cameron will be coming soon.. We are planning a song fest with and for them – We all had so much fun at the last one.

Venue ...perhaps our shop ... or perhaps the lovely Landfall cafe one evening. I will post here as soon as I know. Email office@briontoss.com if you want on the mailing list for this event.

Christian Gruye
Director
Brion Toss Yacht Riggers
sales@briontoss.com
Shop 1.360.385.1080 ext 2
Cell 1.360.643.3302

Classifieds...

Is your Marine Trades business located outside of the port, making it hard for you to take advantage of Fisheries free delivery? Tom George of PTO Inc. is working on getting a storage locker to share with other PTMTA members to use as a delivery site for Fisheries. What we need to make this happen is enough interest to make it worthwhile for Fisheries, who is willing to contribute \$100 towards rent and a storage locker to use as a drop off station in Boat Haven. If anyone has interest, please contact Tom at, twgeorge@msm.com

Get the word out about your business by advertising during the largest Wooden Boat Festival this side of the Mississippi!

Prices start at \$199 for a one block size, color included. Each additional block is \$149. The flyer with sizes and information is attached. This magazine is inserted in The Leader on August 27 (10,000 copies) and then an additional 12,000 copies are distributed during the festival Sept 5-7. That's 22,000 in all!

Please let me know if you have any questions.

Catherine Darkenwald
Port Townsend Leader
360.385.2900 x121
www.ptleader.com

Fuzzy

Vessel description

Described as a "saucy, seaworthy sailing craft," the **Bear Boat** was designed to sail San Francisco's Hurricane Gulch. Fuzzy has been with the Clazie family since 1949, when she was built from plans sold by the Nunes Bros. yard of San Francisco Bay. Backyard boat builders were key to the Bear's enormous growth, and in the 1950s the Bear was the largest class on the Bay. Fuzzy was built by Raymond N. Clazie in his backyard in Vallejo, California. Clazie was the first Commodore of the Lake Merritt Sailing Club in Oakland, CA in the 1930's and during World War II was President of the Small Boat Racing Association (SBRA) of the San Francisco Bay Area for four years. He was later the Commodore of the Vallejo Yacht Club and for many years was the Vallejo Yacht Club delegate to the Yacht Racing Association (YRA) of San Francisco Bay. One of the first boats that Clazie built was the Snipe class sloop "Hanky Panky", which he - with his wife Florence as crew - raced on San Francisco Bay in the '30s, including racing every weekend off Treasure Island during the 1939-40 World's Fair. In the '40s before building "Fuzzy" and "Wuzzy" he built two Moons (11 ft. cat boats) named "Mr." and "Mrs.", and he and his wife Florence each raced their own Moon for several years in the SBRA. Clazie raced Fuzzy in Vallejo and crewed on a Bird (another well-known San Francisco Bay design) in the YRA for years. He and his fellow crewmembers used to make the four- to five-hour sail from Vallejo to San Francisco the night before a race, race the Bird all day, and then sail back to Vallejo after the race. In later years Clazie loved to sail and putter around in his Friendship Sloop "Crony", which he also built.

A glimpse into the Bear's storied life can be found in Wooden Boat magazine's January/February 1983 issue: Number 50, page 34. The Bear Boat Owners Association (<http://www.bearboats.com>) also provides information and other resources about Bear Boats. Ray Clazie's son Ron Clazie has sailed Fuzzy for the last 59 years and in the '60s & '70s raced Fuzzy in the Bear Class, and even once served as the Bear Class President. Ron is very attached to Fuzzy, but has not done much sailing in recent years since his son and sailing companion moved to Sydney, Australia. Ron has donated Fuzzy – as well as her El Toro Wuzzy – to the Northwest Maritime Center and Wooden Boat Foundation. We are looking for a loving new home for Fuzzy and Wuzzy and hope to help honor the memory of Fuzzy's shipwright. Proceeds from the sale of Fuzzy and Wuzzy benefit the Northwest Maritime Center and Wooden Boat Foundation's on-the-water educational programs for young people.

Direct all sales inquiries to:
Len Maranan-Goldstein
(360) 379-2629
len@nwmaritime.org