



Port Townsend Marine Trades Association

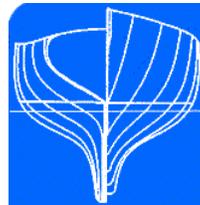
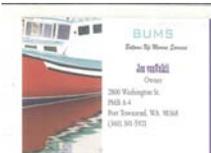
giving voice to workers and industry

www.ptmta.org

WINTER NEWSLETTER 2010



Birdbrain Boatworks



CAPE GEORGE MARINE WORKS

Builders of the Cape George Cutter
31' ~ 34' ~ 36' ~ 38' ~ 40' ~ 45'

CAPE GEORGE BROTHERHOOD ROCKS!

AND THEY ARE BUILDING NEW BOATS EVEN WITH A DOWNTURN ECONOMY

Written by Diana Talley

Todd and Tim Uecker of **Cape George Marine Works** have developed a business plan that really works. Their full service boatyard offers; boatbuilding in fiberglass and wood, fine cabinetry/joinery, design, fiberglass repairs, a boat yard and inside storage for do-it-yourselfers. **Tim's** separate metal fabricating business – **Meridian Stainless** – makes you wonder why nepotism is a bad word.

Owning property just out of town, they keep their overhead costs down and never have to worry about landlords raising their rates. Their small crew has been working together for years with flexible work schedules, no turn-over, and an easygoing, professional work environment that clearly shows the benefits of teamwork in the quality they produce.

Larry Grobe specializes in laminating, **Jason Gunby** – fine woodworking, **Bill Colson** – all-around systems guy, and **Ryan Chadwick** (recent Boat School grad) is learning the business from all the angles. **Geoff Custer** is assisting with electrical design on their current project.

Cape George Cutters are known around the world for their sea-kindliness and pedigree. The new big boat under construction is a 45 'pilothouse cutter loosely based on the Cape George 40. Designer **Carl Chamberlin**, reworked the design, adding 5 feet, adjusting the shear, and developing an interior to the specific needs of the customer, a fella from Oregon. What makes this boat so special is the owner's inspired state of the art electrical system.

Basically it will be driven by an 18kw, 144 volt D.C electric motor connected to the shaft and propeller with no transmission. A diesel gen set will charge the bank of batteries, as needed, but 3 – 4 hours of electric-only motoring is expected of this system. The 500 pounds of lithium iron phosphate batteries will produce as much electrical energy as 2000

pounds of traditional lead acid batteries. Prop assist generation under sail also will assist with battery recovery. **Electric Marine Propulsion** from Florida will be installing this system.

All of the boat's appliances will be AC and use big inverters along with the Can bus electrical distribution network supplied by **BEP Marine of New Zealand**. This cutting edge automotive industry technology is making its way into the marine world. The system features in line computer switching that allows control of all electrical needs at every appliance location. It reduces the burden of running heavy power lines to each location and then back again to a traditional fuse box, lessening the weight of wiring in this application by 500 pounds.

Todd estimates the project to be two years out as the owner is taking a slower, more sustainable approach to the costs of the building. So in their idle moments, the brotherhood is two weeks into their next boat building project: a 28' Lyle Hess Bristol Channel Cutter. This spec boat will be built as a finished hull only and wait until the right person buys it as is or has them complete it. What a great business plan!



Canvas Magic



D'Arcy Marine Services



Dianna Denny Design

D. L. Askew Yacht Refinisher



**NEW BRISTOL CHANNEL CUTTER HULL
JUST COMPLETED AND READY FOR A NEW OWNER**



**BUSINESS BRIEFS...
WE GOT HYDRAULICS.....**

A recent survey compiled by Bill Wise for the Port Of Port Townsend listed several kinds of services that our community feels is lacking in the Trades. **Hydraulics is one.** Please spread the word that several marine trades businesses offer sales, service, and consulting. They are; Craftsman United, Grant Seran - Hydraulics Consulting, Shipwright's Co-Op, Townsend Bay Marine and Goldstar Marine.

PORTSIDE DELI CLOSSES

Brian and Lynda Douglas have served us great food and drink, given us a warm place to sit and watch it all and been friends to many in the Boat Haven. **Congratulations on your retirement and thanks for years of community support.**

New Boat Moving Business with a Familiar Local Face



Fine Yacht Interiors

Freyja Boatworks



Greg Friedrichs



Frojen Canvas



Jim Blaiklock



Silja, Cami, Gus and Tallulah Sebastian Standing next to "Honkey"

Written by Diana Talley

Third generation P.T.H.S. "Redskins", class of 1996, **Gus Sebastian** is all about local. At 19 he went to work in the Boat Haven as a travelift operator/yard guy, did a stint as a heavy equipment operator, briefly left town to seek his fortune working as a diesel and hydraulics service engineer for Rolls Royce Marine and currently hauls boats at **Sea Marine**. Staying close to home and family is his number one priority.

Working in the yards, hauling boats, he realized there was a need for boat transport beyond the waterfront. Storage costs for long term projects can severely impact a refit's budget. So **Olympic Boat Transport** was born.

Gus's truck and self-loading trailer with mast racks can haul; up to a 47' sailboat, 45' powerboat (depending on the cutwater), 20 tons on the highway and 25 tons in the yard. His rig is equipped with towing capabilities for; a 5th wheel, pintle hitch, regular trailer receiver and gooseneck hitch. He's prepared to haul RVs, horse trailers, sheds, small houses, lumber, you name it. Plus, his trailer allows him to "short stack" boats, side by side without the extra width requirements of a travelift.

With local in mind, he plans to stay west of the Cascades and north of the Oregon border. In county rates are \$800/one way plus \$3.50/mile over 25 mile hauls. If you pay for a round trip up front, He'll knock off \$200.

Tallulah went with Dad the day he picked up the truck. Driving off he looked up and realized he'd never owned an air horn before so gave it a few blasts and asked Tallulah to name the new truck. She chose "Honkey".

Gus is currently in the market for a 2nd trailer for heavy hauling and an all terrain 15 ton forklift. He can be reached at (360) 385-3897.



Julian Arthur Equipment

Kays Sails



Laingdon Schmitt



Leatherwood Finishing Co.



Marine Lab

Mark J. Miller
Quality Woodworking



(360) 301-4499

3117 Sheridan, Port Townsend, WA. 98368

SHIPWRIGHT'S CO-OP HOSTS FUNDRAISER

The boys at the **Shipwright's Co-Op** sure can cook and they generously proved it at the end of the year fundraiser. Set up in their shop, tables were filled with wonderful food, manned by top notch chef/shipwrights, a donation jar and raffle tickets. The large crowd of members and friends didn't seem to mind that the day was cold and blustery. Perhaps they've all eaten at this restaurant before?

The **Co-Op** donated all the fish and liquid refreshments and **Tana** from the **Blue Moose** provided her wonderful potato salad. **Tom George** of **PTO** provided the skiff donated by the owners of **M/V Arequipa** as the raffle prize. This kick-off fundraiser netted \$600 with funds to help pay for the **PTMTA's** new website.

Local Boat Haven band, **Home Wreckers**; **Joe Crecca**, **Blaise Holly**, **Miguel Winterburn**, **Jim Quarles** and **Gary Fredrick** (sounds like **Haven**, doesn't it?) played their own style of the Shipwright's Blues. A large percentage of dancers, under the age of 7, showed that a new generation of boat builders is rebuilding our community, learning the trade and the secrets of perfectly barbequed fish.



Jim Blaicklock and Dianna Denny Selling Tickets for the Raffle

PTMTA BOOTH AT BOAT FESTIVAL WAS A CELEBRATION

TRADITIONALLY, THAT'S WHAT THE WOODEN BOAT FESTIVAL WAS SPOSED TO BE. THE END OF THE YEAR ROLLS AROUND AND ALL THE TRADES GET TOGETHER TO SHOW OFF THEIR WORK, CATCH UP WITH OLD FRIENDS AND MAYBE SHARE A LAUGH. OUR BOOTH SEEMED TO FULFILL THAT TRADITION.

WE SET UP TO PROMOTE OUR TRADES COMMUNITY AND SELL RAFFLE TICKETS TO RAISE FUNDS FOR OUR WEBSITE. WE SOLD \$1 100 WORTH OF TICKETS FOR THE SKIFF THAT WAS DONATED BY THE OWNERS OF THE M/V AREQUIPA, THANKS TO TOM GEORGE. LELAND GIBSON, PTMTA MEMBER WHO WORKED A LOT ON AREQUIPA BOUGHT THE WINNING RAFFLE TICKET.



Maupin Marine Surveying



Mystery Bay Sails & Canvas



NORTHWEST MARITIME CENTER



TANA FROM THE BLUE MOOSE PROVIDED TRAYS OF BAKED TREATS THAT WERE COMPLIMENTED WITH SUNRISE COFFEE FROM COFFEE SUE. THE BOOTH WAS ALWAYS FULL, THE RESULTS WERE SO INVITING.

ADDITIONAL THANKS TO; JIM BLAIKLOCK, SONIA FROJEN, DIANNA DENNY AND RICK PETRYKOWSKI—BOOTH COMMITTEE—JONI BLANCHARD’S ARCHIVAL PHOTOS, AND SHELLY RANDALL KNOWS WHAT SHE DID. MEMBERS WHO MANNED AND GIRLED THE BOOTH WERE; ERIC WILSON, BRYAN HAYES, DIANA TALLEY, TIM HOFFMAN, GORDON NEILSON, KAY ROBINSON, GWENDOLYN TRACY, LAINGDON SCHMITT, DAVID GRISWOLD, PHIL ANDRUS AND TIM NOLAN.

PHIL AND TIM TOOK THE LAST SHIFT ON SUNDAY. THEY BROUGHT ALONG THEIR GUITAR, FIDDLE AND CAPTAIN MIKE WHO PLAYED CONCERTINA. STANDING BACK AND WITNESSING THE CROWD — FRIENDS AND VISITORS — LISTENING TO GREAT MUSIC, MUNCHING ON GOOD FOOD, IN AWE OF OUR PHOTOGRAPHIC HISTORY AND PARTICIPATING IN THE PRESENT, OUR FESTIVAL FELT LIKE A REAL CELEBRATION.

(NEXT YEAR THEY’RE BRINGING THE WHOLE BAND.)



Port Hadlock Marina Storm Damage 2010

Narrative by Matt Mortensen

“On Monday, November 22nd by 2 p.m. the wind was starting to blow. Andrea and I left the boat to do errands and when we returned at 6 p.m. it was like Armageddon had hit. 8 inches of snow and drifts like you only see in Minnesota made us decide to leave our groceries and laundry in the car. We headed down to the docks.

It was crazy. The first boat had already dragged from the mooring buoy field into the breakwater and sunk. Motoring our schooner away from the slip was unfeasible. Broadside to the wind, releasing all our mooring lines at the same time and backing out was impossible. The wind continued to build and the barometric pressure fell until 9 p.m.

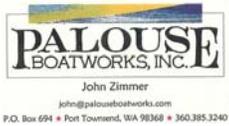
By 9 p.m. a 38’ Chris Craft dragged into the breakwater, slid down to the end concrete floats, (“**The Boat Eater**”) and after three hours of surge relentlessly landing on its stern, it finally broke apart and sunk.

Around midnight the owner of a wooden sailboat that had dragged towards the marina showed up on the dock, unable to get in a skiff from Lowest Hadlock. **Vessel Assist** was on the scene and ferried him out to his boat. As he tried to jump aboard, he fell instead into the water. After three long minutes clinging to the rail of his hobby horsing boat, **Vessel Assist** was able to pull him out and run him back to the dock where he was immediately put into our schooner’s hot shower to warm up. The sailboat managed to re-anchor itself 25 yards from the breakwater and stayed there throughout the storm.

By 1 a.m. a large concrete ketch’s lines broke and pinned it against the downwind slip. The chain bobstay sawed thru the dock and her bowsprit contacted a large wooden power boat, doing damage to her bulwarks. A fiberglass 40’ pilothouse sloop dragged into the breakwater and its roller furling headsail unfurled and entangled the boat for the duration of the storm. The boat was completely destroyed but did not sink. **Liveboards: Chad, Bob, Robert, Steve, Brett, Jake and I** checked on and re-fastened countless boat lines throughout the storm.



Patience Boat Works



Point Hudson Boat Shop



The Marina breakwater is built of four separate components. The central portion is made of concrete panels supported by 1/2" thick steel pipe pilings welded with steel angle supports attached to driven angle steel pilings. Outside of that there are wooden pilings closely spaced and through bolted on both sides with 12X12s and X bracing. Beyond that are the "Boat Eaters" – 20'x20'x100' concrete floats with lots of rebar sticking out. The wooden piling breakwater sections held well throughout the entire storm but by 2 a.m. the steel pilings on the concrete section began to break up. Welds broke on 7 of the angle supports and the steel piling developed spiral fractures and started to break off. It was clearly time to leave.

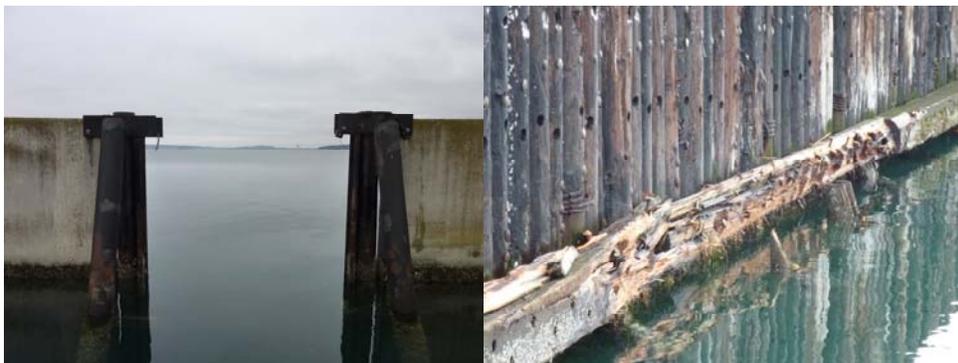
Because of the 7' breaking wave action, all floats perpendicular to the wind lost much of their Styrofoam, leaving the floats at a 10-12 degree angle. The end of C dock, closest to the breakwater broke and half sunk. The few of us left crawled out to the main dock which was separated from D and C dock by a break. Both docks were surging 4', covered with ice and we had to time our jumps carefully.

At 4 a.m. a 40' catamaran hit the breakwater, beam reached at 5 knots along the 12X12s, hit the Boat Eater, dismantled, didn't sink but is now about 38 1/2'. Then a 44' wooden double ended sailboat hit, stuck, didn't sink but the 12x12s sanded the whole port side with 6 rock/acre grit.

At 7:30 a.m. Tuesday, Chris Brignoli and I managed to back our schooner Singawing out of the marina and run for the Boat Haven. At 8:30 a.m. a massive concrete section in the center of the breakwater sank.

All evacuees have been graciously welcomed with open arms and moorage by Tami and Chuck of the Port of Port Townsend. The Hadlock Marina boating community is deeply grateful for their help."

20 YEARS AGO A SIMILAR STORM SUNK OR BEACHED OVER 20 BOATS AT THE PORT HADLOCK MARINA.



Center Concrete Panel Sunk

12X12 + 6 rock/acre grit = 2X12



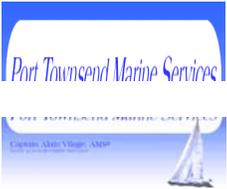
Steel Piling / Angle Weld Breaks

Chris Craft Met the Boat Eater

Photos by Matt Mortensen



Port Townsend Marine Electric



Puget Sound Voyaging

PTMTA EDUCATION COMMITTEE UPDATE

This year the Education programs were both well funded and successfully implemented. The primary supporters of the PTMTA/ NWSWB scholarship were **Brion Toss Yacht Rigging**, who, with a crew of volunteer instructors, held a benefit workshop for us back in February, and **Bronwyn Hughes**, who made a personal donation to the Education fund. This season's internship was hosted by **Robert and Holly** aboard the **Schooner Martha**, and funded by the **NW Maritime Center**, which has been a staunch supporter of this program. Our sincere thanks to our generous patrons, whose help made these programs possible.

Having a surprising number of applicants, the **Boat School** had only one spot reserved for a scholarship recipient this year. The decision was made to combine our 50% tuition grant with a similar grant from the Rotary Club and provide a full scholarship. After final interviews with representatives of the **PTMTA**, **NWSWB**, and **Rotary Club** the scholarship was given to **Sarah Felder**, whose involvement with maritime work began on a 2006 SEA semester at sea program. Sarah has since continued working on sailing and sail training vessels, at sea and in the yard. She holds Coast Guard and AB licenses, and enrolled with the boat school to gain a better understanding of woodworking and vessel construction.

The internship program aboard the **Schooner Martha** provided a stipend position for young people who have previously demonstrated their commitment and enthusiasm as volunteer members of the Martha crew. It was Robert's intent that by offering a stipend they would be able to honor a greater degree of commitment and responsibility in the deckhand position, thus encouraging young sailors to step up to that level of participation. The primary recipient of the stipend was **India Richardson**, who held the deckhand position for the majority of the season, and worked on vessel maintenance and support in between trips as well as on deck underway. Robert and Holly were both very enthusiastic and positive about the experience and hope to be able to continue with the program in the future.

As chair of the Education Committee, I am very pleased to be able to make report of a successful and encouraging season in which we have had good response to our programs by individuals who have already shown a sustained interest in the marine trades and have been able, with our assistance, to take advantage of opportunities to further develop their skills and connections in the local maritime community. I would like to encourage PTMTA members who share my feelings to thank the supporters of these programs- they deserve our recognition and appreciation. With a rejuvenated and fully staffed Board, we look forward to a successful season again next year.

-Laingdon Schmitt-Education Committee Chair

PTMTA PRESIDENT'S YEAR END REPORT



Rita Mandoli



Kay Robinson Sails

Sanok Marine



Schooner Martha Foundation



Seran Hydraulics Consulting

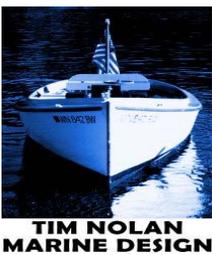
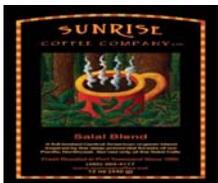
As the year comes to a close it's time to reflect upon several successes worth mentioning.

As the new Board was starting to get its sea legs, news came that several boatyards had been sued for not meeting environmental standards. Concerned that our Port would be facing a similar situation if stricter standards were adopted by the Department of Ecology (DOE), the Board decided to take a proactive role by working with the Port to educate our membership of the issues and DOE of the importance the marine trades plays in our community's economic welfare. The DOE has since adopted a less stringent set of standards, one which our Port has been able to meet with the help of a new filtration system. I believe that through our efforts and others around Puget Sound, **we were able to make a difference in getting a reasonable set of standards adopted that boatyards could meet.**

As this was taking place, the Port was in the midst of seeking funds for the A/B dock renovation and up against a deadline to get started. During this process, it also became apparent that the 70 Ton haul-out pier was in need of replacing. The Board became concerned that the Pier Project was being put on the back burner and could be left without fund. **The Commissioners agreed with the PTMTA that the Haul-out Pier is vital to the marine trades and funded the project along with the A/B Dock Renovation. Construction will take place in 2011.**

Like most government agencies around the country, the Port is facing a budget deficit. To balance its budget, Commissioners have charged their staff to come up with ways to both increase revenue and cut costs. Part of these increases were to those leaseholders who are below market rate, mainly the smaller businesses such as Portside Deli, Blue Moose, Taku Marine, and others. Some of these proposed rate increases were dramatic and would have forced businesses out of the Port or out of business. Seeing that in a down economy it's better for the Port to keep it's tenants than chase them away, **the PTMTA recommended that the Port take a more reasonable tack** to bringing these businesses up to market rate. Commissioners agreed.

The PTMTA, Port and Team Jefferson teamed up to update the Port's long overdue **Marine Trades Economic Impact Study**. This was an independent study conducted by Team Jefferson and funded by the Port. The PTMTA's role was to help write and distribute the survey. The study has been completed and is in draft form. Because of these efforts, the Marine Trades are now, for the first time, officially recognized as a vital economic sector of Jefferson County.



Concerns from our membership that the NWMC/WBF had been unfairly competing with marine trade businesses with the use of their boat shop, the PR Committee entered into talks with the NWMC to come to a resolution. The outcome of those talks was a better understanding of each others goals and how those goals are perceived. The NWMC/WBF has agreed to charge a rate that better reflects their overhead expenses and thereby reduce the risk of undercutting the smaller marine trade businesses.

To better market our member businesses, the **Board agreed to revamp the PTMTA website**. In order to meet the associated costs, we decided to throw a fundraiser party and raffle. The funds we raised will help our goal to have the new website up and running early next year.

New revisions to the Bylaws were adopted by the Membership at our Annual General Meeting. The most important change is who qualifies for Active Membership. After much discussion, the Board decided to “open up” and broaden the Active Membership by allowing not only businesses working directly in the marine trades but, also allow businesses who support or contribute to the marine trades to become Active members, as well. The Board recognized the need to bring a broader base of expertise to the Association by allowing these contributing businesses, who have an understanding of the marine trades, to become Active members, and thereby eligible to sit on the Board. Also, instead of three levels of membership (Active, Affiliate, and Individual), the Board recommended two (Active and Supportive). An Active member will have full voting rights and benefits of the Association. The Supportive members do not vote, but are entitled to the same benefits. This will simplify the process as there has been confusion in the past as to what category a Member is eligible for.

I would like to personally welcome **four new Board members: Stan Cummings - NWMC/WBF, Bill Mahler - NWSWB, Mary Beth Armstrong – Puget Sound Voyaging and Maude Richards - Port Townsend Sails**. With their inclusion the PTMTA has a full Board of nine, representing a diverse background. I look forward to working with these folks and excited about what we will be able to accomplish in the years to come.

Out-going Board members; **Gwendolyn Tracy** and **Leah Kefgen** have put a lot of time and energy to the PTMTA and deserve a round of applause for their efforts. I personally have enjoyed working with them and wish them the very best.

Happy Holidays everyone. Look forward to working with you in the New Year.

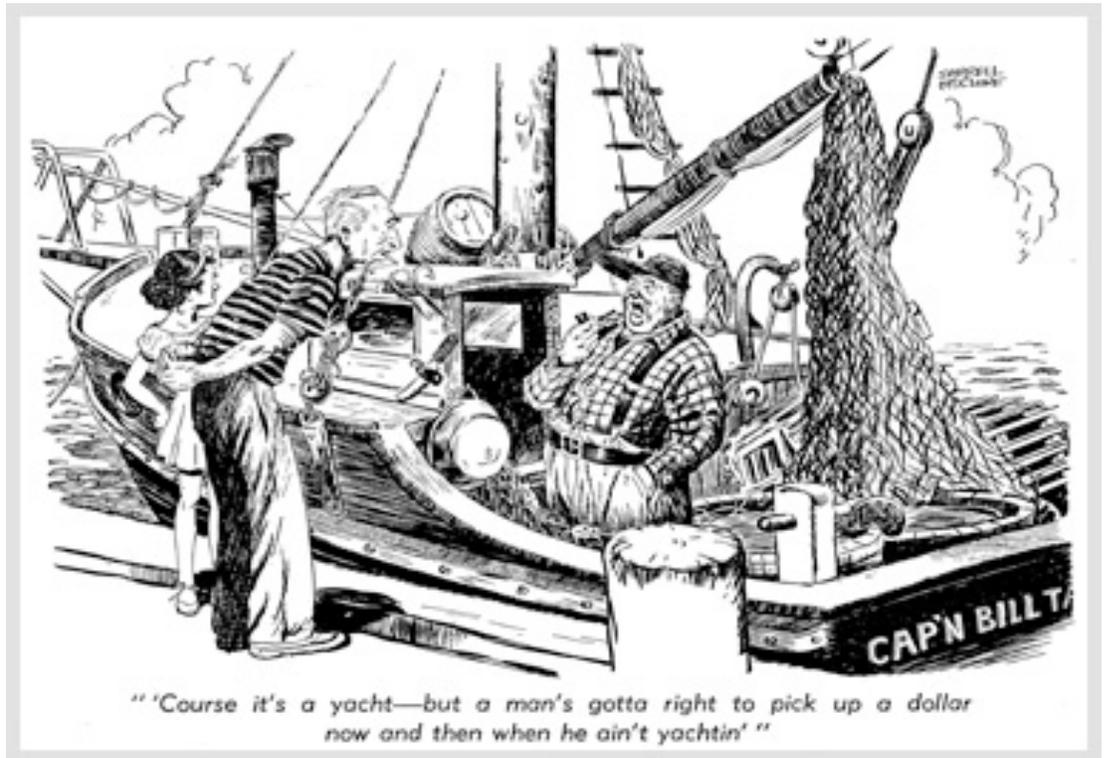
David Griswold - PTMTA President



Anyone wishing to promote their business for the next issue with additional graphics, featured articles, business briefs, classifieds or launchings info, contact lunataku@msn.com



WISHING ALL - HAPPY HOLIDAYS AND A HEALTHY, PROSPEROUS NEW YEAR.



CARTOON BY DARELL MCCLURE



Classifieds...

BOAT HAVEN SHOP SPACE FOR RENT on ground level with yard access. 960 square feet. Month to Month Lease. 360-379-8344

FINISHED LOFT OFFICE SPACE FOR RENT with propane fireplace in the Port Townsend Shipyard. 670 square feet. Marine Trades related. \$400/month. 360-379-0661



1950s Garden designed Ketch - modified Porpoise 44' O.A. - Alaska cedar - Cool hardware - Built on Vashon - Located in Bellingham - \$8,000 - (360)344-4276

FREEBIRD IS FREE. 1954 Burger built ketch – 44’ o.a. – storm damaged but possibly worth restoration – currently located in Boat Haven next to the yard office. – 344-4276