

# PORT REPORT

ECONOMIC VITALITY ■ COMMUNITY PARTNERSHIPS  
OPENNESS & ACCOUNTABILITY ■ STEWARDSHIP

WINTER-SPRING NEWSLETTER *from the* PORT OF PORT TOWNSEND



Gordon Kwiatkowski of Haven Boatworks looks through his drill bit's smoke and steam while refastening the hull of MV Carmelita.

**INSIDE:** Berg: Port's busy year 2   Port job? It's jobs 3   Haven Boatworks growing 4   Wrenches spin at Tailspin Tommy's 7



## Commissioner's Corner

# Port of Port Townsend: Different... yet the same

By Pete Hanke

Eric Toews, the Port's deputy director, has a picture on his wall titled 'Pacific Wake.' It is a shot of schooner Alcyone, heeled over at 40 degrees, charging along in a 30-knot southeaster. I took this picture in 1982.

In that year, Alcyone had already been at C Dock slip 186/187 for 14 years. Today, 38 years later, she is still at that same slip. That makes for a cool 52 years in the same location.

It is fitting to note that like, Alcyone, the 'Port,' as it is affectionately known, has rolled along throughout the decades with many things that have changed and many things that are still the same

In 1982, there was one 40-ton lift. Admiral Marine was still years away from moving into what we know today as the Port Townsend Shipwrights Co-Op building. Bob Prothero, brother to Frank who built Alcyone, was just getting the Wooden Boat School going.

The airport was centered on the Spruce Goose Café and Tommy Wacker had just started Tailspin Tommy's. The Wooden Boat festival was five years old and Point Hudson was evolving into a center for wooden boat construction and repair.

What is most authentic in all of this, is that many who were there in the formative years are still here. Many of



The fall 2020 rebuild of the airport runway was the Port's latest infrastructure project. *Photo by Dean Sanders*

the places they helped create are still here today.

Preserving that heritage and moving the Port forward towards new opportunities is truly the most critical challenge we face today at the Port of Port Townsend. Our heritage gives us the backbone on which our future decisions rely. Our willingness to push on new fronts will give us more diversity and employment opportunities while helping our community be resilient in the midst of many challenges.

Helping to foster a sustainable, organic, agricultural industry could be the new frontier. Working with the PUD to light up the county with fiber optic could help attract new business. Being involved with the Intergovernmental Collaborative Group, gives the entire community a chance to focus energy in areas that need our help.

These are areas the Port has special tools in its toolchest that other governments do not have. Used judiciously they

can provide critical infrastructure that supports jobs.

Our mission statement is ex-

actly what it should be. The Port today is a place of vitality because we have worked together to preserve what we have for our entire community. Moving forward, 'promoting sustainable economic growth' will be our ongoing challenge.

Intergovernmental coordination and communication, both vertically and horizontally, will be the key to this challenge. I believe; with the staff we have in place, our current economic outlook, and the beauty of the area we live in, our prospects for success are very bright indeed.

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## From the Executive Director

# Port got things done in 2020

By Eron Berg

Welcome to the Port's new quarterly newsletter! Our goal is to provide you with information about the Port, its operations and tenants, and the many ways you can get involved in the development of Port policy.

The Port of Port Townsend is a countywide special purpose governmental entity created by the voters in 1924. Our mission is simple: to create good jobs in Jefferson County and to provide access to the world. To fulfill this mission,

the Port owns and operates three marinas, the boat yard and lifts, the RV park at Point Hudson, commercial and industrial buildings, downtown docks in Port Townsend, Jefferson County International Airport, five boat launches throughout Jefferson County, and a beach at Fort Worden.

2020 has been an exceptional year. The Port transitioned leadership with a new commissioner and new executive director. We responded to the pandemic to keep the public, Port tenants and our staff safe. We began implementing the

voter approved IDD levy. We rebuilt the runway and other facilities at the airport.

Among many bright spots this year, one of the brightest is the resilience of that sector of our economy which represents nearly 20 percent of the total economic activity in Jefferson County, the marine trades. Marine trades adapted early to mitigate COVID-19 risks and largely stayed busy this year with some reporting peak years for employment.

Our role in this success is

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# The Port's job is to create, support jobs

What's 'Job One' at the Port of Port Townsend? Jobs.

The Port of Port Townsend is unique among government entities in Jefferson County, thanks to a legislated mandate to promote jobs and economic development. No other government agency has jobs as central to its mission.

When you think of the Port, you think of marinas, the boat yard, and maybe the Jefferson County International Airport. You should also think of almost 60 business tenants who employ well over 400 local people. Talk to any of the three elected commissioners, the administration or the on-the-ground workers for the Port, and you'll learn they see their central mission as supporting those businesses and sustaining those jobs.

That's why marina breakwaters need to be rebuilt or repaired, why the airport needed a new runway, and why the Port Townsend Marine Trades Association often partners with the Port on projects and policies.

"The Port has a mandate to engage in economic development in Jefferson County," said Port Executive Director Eron Berg, who took the helm at the Port in March of this year. He had been city supervisor and city



Claire Ethier and Chris Chimenti run purpleheart through Haven's thickness planer. It will become a transom guard on the MV Delight.

attorney for Sedro-Woolley. "I see that as helping however we can to create good jobs for our community with a clear focus on marine trades jobs, particularly supporting those businesses who are already here and working."

While tax-supported, the Port's primary source of revenues is through its operations. Like a business, it works to pay its

own way to minimize its tax support.

For 2021, for example, the Port expects to generate \$6.2 million from its operations, while collecting just over \$1 million from its regular property tax levy.

As a landlord, the Port is always interested in helping new businesses locate in Jefferson

County. For example, the Port recently welcomed Waterline Boats Brokerage as a tenant at Point Hudson.

## 20 percent of jobs

The Port's impact on local jobs extends far beyond those turning wrenches on airplane engines or replacing the keels

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## Doing Business with the Port

### How do I:

- **Become a tenant?** Talk to Sue Nelson (snelson@portofpt.com) or 360-385-0656.
- **Sign up for permanent boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211.
- **Sign up for transient boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211, the Point Hudson Marina at 360-385-2828, or the Herb Beck Marina (Quilcene) office at 360-765-3131.
- **Get a vessel hauled out?** Call the Boat Haven Yard Office at 360-385-6211 to schedule.
- **Pay a bill?** Call the Boat Haven Moorage Office at 360-385-6211.
- **Comment on or participate in a discussion of the Port Commission?** Call Karen at 360-385-2323, or email info@portofpt.com.

- **Attend a meeting of the Port of Port Townsend Commission?** All meetings are open to the public. Regular business meetings are the second Wednesday of each month at 1 p.m. and the fourth Wednesday of each month at 5:30 p.m. Meeting agendas and supporting documents are accessed via the website, portofpt.com. Under "Governance," go to "Meeting Schedule & Documents" and find the meeting you want. Each agenda includes links and information on how to attend a live meeting via Zoom. The Port also maintains full recordings and documents of all previous meetings. Under "Governance," go to "Archived Meeting Documents and Recordings."



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# Haven Boatworks' reputation keeps it busy

"Bursting at the seams, a little bit."

You don't much hear that from a business owner these days. But that's how it looks to Stephen Gale, owner of Haven Boatworks LLC, which has boats lined up for improvements inside and outside its cluster of buildings at the Boat Haven of the Port of Port Townsend.

Today, 35 experienced marine trades workers are keeping up with the demand. Gale said it's likely the crew will be up to 40 before long.

Haven has come a long ways since Gale and five others created it to replace the company for which they had worked, Baird Boats, upon Ernie Baird's retirement in 2004.

Among many other projects, Haven has welcomed several of the pearls of Puget Sound's classic large motor yachts. These included three Ted Geary-designed gems from almost a century ago — 96-foot Blue Peter, 100-foot Malibu and 120-foot Thea Foss.

"It's nice to have those big projects," said Gale. "You can build the rest of the season around them."

Those kinds of customers explain part of what makes Haven unique. Owners of the classics are determined to keep the hulls in good shape, the engines running smoothly and the systems upgraded. And they have the means to get it done by the best in the Northwest.

It helps that Haven has become an all-purpose, do-any-



Blaise Holly, left, Haven's lead shipwright, and Stephen Gale, company owner, first worked together at Baird Boats some 20 years ago.

thing outfit. The original crew from Baird Boats, including Gale, mostly worked in wood.

"When we started, five of us were wood guys and one was a welder, fabricator, mechanic - everything else," he said. He looks back on that now and realizes "we put the blinders on and pretended the engine wasn't there."

## Diverse toolbox

Things have changed.

The company today works on all hulls — wood, steel and fiberglass. It has deep talent for diesel engines, for metal fabrication, for electronics, for plumbing, for propulsion and for all manner of interior and

exterior finish work.

For example, while the Malibu and Blue Peter are wooden yachts, the Thea Foss is steel. Even so, much of the work on the Thea Foss was laying in 1,900 linear feet of teak on the foredeck.

Of the 35 employees, today three are marine electricians.

On the day we spoke in early December, the Carlisle II, the last remaining wooden ferry from the legendary Mosquito Fleet that once serviced all of Puget Sound, was coming to Haven. The Carlisle is still in service, shuttling passengers between Bremerton and Port Orchard. Over three months, Haven will rebuild her from

the deck up — new engines, new systems, new generator. "That'll keep us busy," he said.

Haven's transition has been in keeping with Northwest boating. The wooden commercial fishing fleet is still out there, but is diminished. That includes the wooden trolling fleet that once favored Baird Boats and, in its early days, Haven.

"The constant throughout has been the larger motor yachts," said Gale. They come from locals, from Seattle and from California, he said. In the latter case, Gale said he has "seen some questionable things done to beautiful old boats. The owners are beginning to think they need to do it

right. I look forward to seeing more of them."

The diversity presents challenges, however. Gale noted that Haven has expanded its buildings three times. Any new project requires planning: "Where are we going to do that!"

## Grateful for response

Like every other business, Haven was on uncertain ground early in the pandemic of 2020.

"Earlier this year, we were waiting to fall off a cliff," said Gale. "We didn't know which way it would fall. I consider us lucky."

It wasn't just luck.



Early on, Gale and his administrative crew insisted on strict protocols to batten down hatches against the coronavirus. In accordance with Port of Port Townsend policies, the crew was told to wear masks, to maintain distance when possible, to aggressively wash hands, to constantly wipe down surfaces, and to stay the heck home if there was any sign of illness.

“I was expecting some resistance,” said Gale. “But it was gratifying to see that everyone, even if there were political divisions, agree. Everybody seemed willingly cooperative, and for that I’m enormously grateful.”

## New business. New craftsmen

Just as gratifying for Gale is the future outlook of boat repair in Port Townsend.

Because the local marine trades are renowned for quality and craftsmanship, the boats keep coming. That’s not an artificial, marketing reputation, Gale noted. Like other marine trades businesses based at the Port, Haven does little advertising.

“This business has always been word of mouth,” he said. “Although there are risks like a pandemic, like the big recession of 2008, the biggest risk



Daniel Hawkins completes the construction of a temporary shed over the historic Carlisle II, last working member of the famous Mosquito Fleet of wooden ferries.

of all by far is reputational. As long as we stay in customers’ good graces and our customers can weather these downturns, their boats still need work. Word of mouth gets the work. We need to keep the standard up.”

For example, two of the three Ted Geary boats noted above came to Haven after the owner of the first one talked to the other two, according to a Leader article.

Bringing the boats is one thing. Bringing the skilled workforce is another.

Haven has managed to keep a core staff of longtime ship-

wrights and systems professionals employed for many years, including Blaise Holly, yard foreman, who worked with Gale at Baird Boat Co. in the 1990s.

And it has a pipeline and an interest in younger talent. Gale himself came to the Northwest to attend the Northwest School of Wooden Boatbuilding, after years of sailing around in the Atlantic and Caribbean. That’s how he got hired by Ernie Baird.

Thanks to that school’s continuing commitment to wooden boatbuilding, and to its more recent addition of programs that teach marine

electronics, diesel engines and marine plumbing systems, Gale said there’s skill in the pipeline.

“It’s gratifying we get young people knocking on the door,” he said. “They are energetic, enthusiastic and smart. It’s great that they want to pick it up and that they express to me that they see a future here. No one’s going to get rich doing this, but there’s something in it that’s good for the soul, if not the pocketbook.”

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Contact Haven: [www.haven-boatworks.com](http://www.haven-boatworks.com); email [mail@havenboatworks.com](mailto:mail@havenboatworks.com); phone 360-385-5727.

## From the Executive Director

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to operate the yard and lifts, bringing vessels to the trades and providing them with a place to work. The world-class work performed by the trades is what drives demand and that story is one we want to share.

As we look forward to 2021, the Port will need your help as we develop a plan for the Port’s Quilcene property, work to increase economic opportunities in Jefferson County and improve the delivery of Port services to tenants

and the community. The commissioners and I are all interested to hear from you. Please share your ideas with us.

As I am fond of saying here at Port HQ, we have much to do as we steward these remark-

able community assets: Full speed ahead!

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Contact Eron Berg: [eron@portofpt.com](mailto:eron@portofpt.com); phone 360-385-0656.

## Did you know?

- The Port of Port Townsend was created in 1924 as a countywide special purpose district.
- The Port of Port Townsend owns and manages 550 acres in East Jefferson County.
- Port facilities: Three marinas, six boat ramps, three public docks (Union Wharf and City Dock in Port Townsend, and the Lower Hadlock dock), international airport, 30 buildings and three public beaches.
- The Port’s 2021 budget priorities are to increase business, hold the line on expenses, execute IDD Levy projects, maintain Port facilities, and improve customer service.
- In 2021, the Port expects to generate \$6.2 million in revenues from its operations, a \$200,000 increase over 2020. Expenses are budgeted at \$5.26 million. Net operating income is projected at \$927,000.
- Of all Port operating revenues, 37 percent come from Boat Haven moorage and the yard.
- The Quilcene Marina was renamed the Herb Beck Marina in 2005 in honor of Herb Beck, whose 36 years on the Port Commission made him the longest-serving port commissioner in Washington State history.
- At Quilcene, the Port has 1 business tenant – Coast Seafoods.
- At Jefferson County International Airport, the Port has four business tenants.
- At the Port Townsend Boat Haven, the Port has 32 business tenants.
- At Point Hudson, the Port has 18 business tenants.



# Waterline Boats opens at Point Hudson

Van Helker is just 35, but he's already spent a lifetime on the sea both handling his family's boats and working in National Oceanic and Atmospheric Administration (NOAA) vessels all over the world.

Almost three years ago he joined the Seattle-based yacht brokerage started by his parents — Waterline Boats. A few months ago he opened Waterline Boat's newest brokerage office in Port Townsend at the Point Hudson Marina, and is already so busy he's looking to hire another broker.

"Things have been clicking along," he said. "We're seeing tons of interest in the new Helmsman Trawlers, and for brokerage boats we are running out of inventory. We're selling boats quickly. People seem eager to change what they're doing and get out on boats."

While Waterline Boats Brokerage is a

dozen years old, it is a licensed part of an international network of yacht brokerages and listing services called Boatshed. Across the world there are some 70 Boatshed offices which reach almost 900,000 registered customers, said Helker. Waterline Boats is Boatshed's exclusive licensee in Washington State. Besides its vast customer base, Boatshed supplies a marketing platform that allows all boats being sold by Waterline to show themselves off through 100 photos, videos and a 360-degree visual tour.

Besides Helker's Port Townsend office, related brokers also work in Everett, Tacoma and from his parents' base in Seattle.

Waterline Boats is an exclusive dealer in custom-built Helmsman Trawlers, which Helker said are very popular in the Northwest. And Waterline also sells a marina-full of other vessels, primarily powerboats but also sailboats, of all

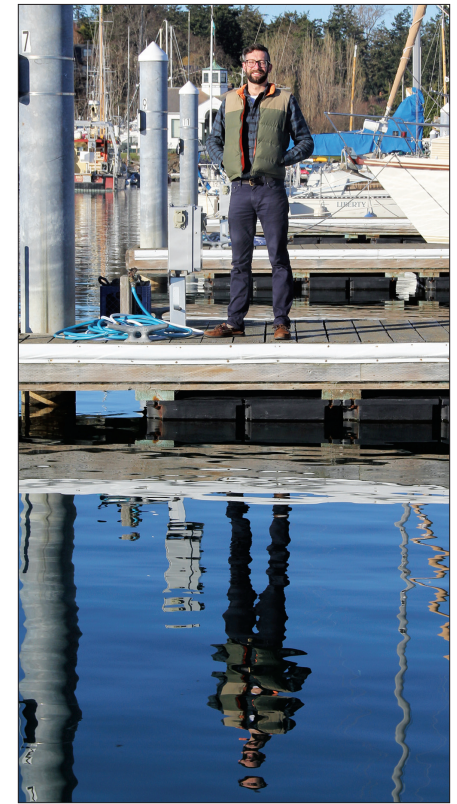
different sizes. Among the tools provided through the connection to Boatshed are ways to keep boat buyers updated on changes related to specific boats of interest.

"We can notify people who've shown an interest about price reductions or other updates," he said. His wife Alice assists by writing blog posts about listed boats. Helker currently lists boats kept at Poulsbo, Bremerton, Port Angeles and Kingston.

Helker, his wife and their small son Wayne are moving from West Seattle, where they recently sold a home, to Jefferson County. He's no stranger to Jefferson County, however, as he has had an oyster farm in Shine since 2013.

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*For more information, visit [waterline-boats.com](http://waterline-boats.com), email Helker at [van@waterlineboats.com](mailto:van@waterlineboats.com), or call 425-246-5101.*



Van Helker's Waterline Boats brokerage is open at Point Hudson.

## Jobs

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of fishing boats.

In 2018, Martin Associates conducted an in-depth study of the overall economic impact of the marine trades in Jefferson County. While not all marine trades are directly tied to Port facilities, most are, and nearly all of them rely on those facilities.

The study found that maritime trades in this county produced 1,154 direct jobs and a total for 2,243 jobs, including the indirect jobs that support those in the industry. That's 20 percent of Jefferson County's total employment.

The study also found that maritime trades jobs produced \$336.7 million in total economic value, both direct and indirect, and \$135.4 million in personal income, annually, in Jefferson County.

Marine trades average wages, it reported, are \$47,600.

To be sure, like other businesses, the marine trades in Jefferson County have been hit by the pandemic. But the good economic news for this county is that while the service sector has suffered, boats are still being made, repaired, re-powered, varnished and improved. Airplanes are still flying out of the airport. Work at Port-owned facilities has remained busy and strong.

Some companies, such as Haven Boatworks, say they may be expanding today's 35-employee workforce to 40 this winter.

### Point Hudson Jetty

A good case in point about the Port investing in jobs is the planned rebuild of the 80-year-old breakwaters that protect the Point Hudson Marina. The piles have worn away, the basalt rocks have disintegrated, the cable-ties have

rustled, the jetty walkway is in ruins. That leaves not just the marina and its 50 slips vulnerable to winter storms, but also the 155 direct jobs at Point Hudson from a variety of private businesses. In addition, there are the millions of dollars spent in downtown Port Townsend by boaters who moor at Point Hudson before strolling through town.

The Port is gearing up to upgrade much of Point Hudson beginning with a \$14.7 million project that has won the support of all other local governments and key economic groups. That immediate need is to replace the breakwaters that protect the marina.

That south jetty project, Phase I, has an estimated \$7 million price tag. The 2021 capital budget includes \$226,700 for design work on the jetties.

Some of those funds will come from the Industrial Development District levy, approved by county voters last year, specifically to allow the Port to rebuild and

improve its infrastructure and facilities. In 2021, for example, the Port expects to generate \$1.63 million in capital dollars from the levy, courtesy of the voters.

Other funding sources for the Point Hudson jetty work, the Port expects, may include funds from the Economic Development Administration and possibly a direct appropriation from the Legislature, according to Port Deputy Director Eric Toews.

Once the funding lines up, the most likely window for the project is fall of 2022, said Toews. But — again with an eye toward sustaining jobs — work on the new jetty must be carefully planned. The Wooden Boat Festival, which draws thousands to Jefferson County, comes in late summer. The winter winds arrive in November or December.

"We need to assure the Festival and the Maritime Center that the marina would be fully protected during the festival," said Toews.



## Jefferson County International Airport

# Erickson keeps wrenches spinning at Tailspin Tommy's

It's quieter around the vast hangar workshop at Tailspin Tommy's than it was a year ago, no question.

But Scott Erickson — owner, chief mechanic, safety inspector, salvage expert, commercial rated pilot, pumper of aviation fuel, renter of airplanes and feeder of the two hangar cats, is busy.

He has three or four airplanes in stages of partial or full rebuilds. He has a room loaded with engine parts where he can lay his hands on whatever a customer needs. He has a new rental airplane to replace the one stolen a few months ago. He has pilots bringing in their airplanes from around the Northwest for the annual safety inspection or other repairs. He has local pilots, all friends, coming in to get mechanical advice or just shoot the breeze.

Erickson, 51, and the business he bought from Tommy Wacker 10 years ago, seem to be the center of airplane life at Jefferson County International Airport, owned and operated by the Port of Port Townsend.

### Keeps them flying

Erickson is the first to admit the flying life has diminished since the pandemic hit. Planes have been grounded. Pilots employed by larger outfits have been laid off. For awhile, business at the nearby Spruce Goose Cafe slowed, affecting the number of pilots who fly in for a meal and bring business to Tailspin Tommy's. But Spruce Goose activity is picking up again thanks to covered outdoor seating.

"We're about a third of what we were before," Erickson



In the Tailspin Tommy's hangar at the Jefferson County International Airport, owner Scott Erickson uses his 30 years of experience to keep the airplanes flying for locals and loyal customers from across the Northwest.

said of business. "People are hunkered down." He had two full-time mechanics this time last year, but now he's the only one spinning a wrench, with occasional help from avionics electronics specialist Mark Dexter. Scott's wife, Nataliya Yeshyrina, handles all the paperwork and accounting. But by doing the work himself, Erickson keeps up the work.

"We've got to keep it going," he said. "We've got to keep these guys in the air." There are some 80 airplanes based at JCIA. One local pilot flies to see his daughter in eastern Washington. Others are sustaining small businesses of their own. If things get really slow in the shop, Erickson turns to his other love — repairing motorcycles.

The good news for his customers is that Erickson is an exceptional mechanic and airplane fabricator. He's been at it for over 30 years.

Raised in Sequim, he started flying at 14. After graduation, he enrolled in the highly regarded airframe and power plant (A&P) program at Big Bend Community College in Moses Lake. He quickly gravitated to the mechanical side of things: "Flying was actually pretty boring," he said.

He honed his skills in several locations. He worked for Port Townsend commercial pilot John Davis. Through Davis, he signed on with an Alaska fishing lodge, where he piloted float planes, worked on airplanes and became a fishing guide over several summers. "If they find out you can turn wrenches (on airplanes), that's what you wind up doing," he said.

Work at a high-end airplane paint shop at Paine Field expanded his mechanic skills, and that expanded into jet maintenance. That's also where he gained new skills in structural repairs and an expertise in sheet metal.

"That's why I have so many wrecked airplanes here," he said. "I can do metal."

Aviation took a big hit after the 9-11 terrorist raids, and Erickson took time off and headed for Hawaii.

### To Tailspin Tommy's

On his return to the Olympic Peninsula, he linked up with Tommy Wacker of Tailspin Tommy's. He worked alongside Wacker for a year before Wacker sold Erickson the business in about 2010. Wacker had launched Tailspin Tommy's in the early 1980s.

Erickson's hangar, which he estimates at 6,500 square feet, consists of two big work bays and several smaller rooms, all of which either Wacker or Erickson built inside the hangar shell. One of the newest is a flight training room and pilot's lounge. The hangar, along with two other nearby hangars, are owned by the Port of Port

Townsend. The other hangars there are privately owned but on Port land.

Erickson has sustained Wacker's legacy of quality work at reasonable prices. And, he said, he was determined to keep two more aspects of Wacker's business.

"I was going to keep the name," he said. "And I was going to keep the engine (parts) room organized like Tommy did." That means, Erickson said, that he can find whatever he needs quickly — so long as no one tries to clean it up.

Although the hub of wheel for Jefferson County pilots, Tailspin Tommy's is out of sight for most county residents. Still, when a rental plane was stolen a few months ago, the community responded to a Go Fund Me campaign that raised thousands toward a replacement rental that now sits on the tarmac.

"We've gotten a lot of support from the community," he said. "People are coming in a lot."

That keeps the doors open, and sustains Erickson's family. Scott and Nataliya have two children, son Tristan, 13, and daughter Elisabeth, 9.

As for the quiet, Erickson said he can handle it for now. "It's kind of nice working on your own," he said.

But there's no question he looks forward to the day when airplanes and people are in the air again over Tailspin Tommy's.

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Contact Scott Erickson: [www.tailspintommys.com](http://www.tailspintommys.com); email [tailspintommys@gmail.com](mailto:tailspintommys@gmail.com); phone (360) 912-7005.



## What the Port Manages



### *Point Hudson Marina*

An intimate marina surrounded by historic buildings, with 50 slips and 800 feet of linear dock. Also an RV park with 48 spots. Home of the annual Wooden Boat Festival. A haul out, marine trades, biologists, several restaurants, foot-passenger ferry to the San Juans.

### *Boat Haven*

Center of the marine trades in Port Townsend and the region's largest marina, home to 475 vessels. Fuel, showers, restroom, pumpout. Over 400 skilled marine trades workers employed by 60 businesses. Acres of upland storage used both by the pros and do-it-yourselfers. Three lifts carry boats up to 300 tons. Dual boat ramps.

### *Port Administration*

Port staff can help with billing questions, and with public engagement in the public decision-making by the elected Port of Port Townsend Commission.  
[www.portoftpt.com](http://www.portoftpt.com)

### *Jefferson Co. International Airport*

The new 3,000-foot runway is open, together with Customs, full aircraft services, fuel, the renowned PT Aero Museum, and the Spruce Goose Cafe. Some 80 aircraft are home-based here.

### *Boat Launches*

The Port operates four rural boat launches. They are at Discovery Bay (Gardiner Beach Road), Port Hadlock (Lower Hadlock Road), Mats Mats Bay near Port Ludlow (Verner Avenue) and Quilcene (Linger Longer Road). There are also dual launches at the Port Townsend Boat Haven.

### *Quilcene Marina*

The Herb Beck Marina in Quilcene offers 50 slips, accommodates liveaboards and offers services such as pump out, showers and restrooms. Dry storage is available. Nearby is Coast Seafoods, operating on Port land.

### *Look for the Spring-Summer Newsletter in March 2021*

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