

# The Conversation

## New A/B docks are afloat \$4 million replacement project to be completed in February



Pile-driving for A/B Dock is 60% complete and all but one of the lateral docks are afloat in these Dec. 10 photos; the finger floats have yet to be installed. A worker thermal-welds pipe for the fire suppression system.

### New Features

- *Wider, more maneuverable walkways and gangways. The headwalk is 10' wide, lateral docks are 8', finger floats are 4' & 6'.*
- *Wider and longer fairways (the space between floats in which two boats are moored).*
- *Taller floats, with 22" freeboard.*
- *Encapsulated styrofoam flotation.*
- *Fully ADA-accessible.*
- *Complete fire-suppression system.*
- *30-amp electrical service (50-amp for slips ≥40').*
- *Low-aspect lighting.*
- *Enlarged turning basin around fuel dock.*
- *Dock space near boat launch for trailered boats to stay in the water overnight for a small fee.*

The scheduled (and long-awaited!) replacement of the 45-year-old A/B Dock moorage system at Boat Haven Marina is proceeding on budget and mostly on time, with only a few delays due to severe winter weather.

The contractor is Culbertson Marine Construction of Anacortes. Work started in September and has gone smoothly.

"This is the first time I haven't heard the words 'change order' this far into a project," says Jim Pivarnik, the Port's deputy director. He attributes that to careful planning, starting with the citizens advisory committee that met for nearly two years to develop a design for the \$4 million project.

With fir decking, steel piles and a spacious layout, "These will be some of the best docks in the Northwest," says Pivarnik.

To meet current environmental and ADA regulations, the new A/B Dock design incorporates 20% fewer slips (126 versus 161) but more linear float space. Most of the 35 slips lost were 20' slips. New slips start at 25', which is very unusual in marinas built today, but was a decision made to accommodate this community's love of small boats.

Of the 150 boats displaced by the renovations, about 40 boat owners took advantage of the Port's offer of a free haul-out to store their boats on the hard. The rest chose to move to Point Hudson Marina or make their own arrangements.

With fewer slips but different sizes, there will be just a few new openings to fill from the waiting list. Slip assignments are based on seniority as an A/B Dock tenant, and as Harbormaster Tami Ruby contacts customers, she's been hearing that "they're totally excited and anxious to get back in" by February.

### Construction's Not Over!

#### *Next Up: New Travelift Pier, Repairs to C/D Dock & Commercial Basin*

2011 looks to be a busy year for construction in the Boat Haven.

Currently in the permitting phase is a new pier for the Port's 70- and 75-ton Travelifts, to be built adjacent to the 300-ton lift pier. The cost of this relocation and upgrade was included in the bonds sold for A/B Dock.

Funds have also been set aside to make extensive repairs in 2011 to C/D Dock as well as the Commercial Basin docks. All three of these projects will go out to bid as the permits are secured.

### Adopted 2011 Budget is Lean, Conservative

On Nov. 10, the Port Commission adopted a balanced \$8.7 million budget for 2011.

● Operating expenses total \$3.3 million. Those that have the least impact on levels of service have been cut by 10% from 2010. This is the third year in a row that staffing levels have been reduced.

● Rate changes redistribute revenues (of \$4.3 million) to keep them flowing. Generally flat revenue forecasts are offset by a predicted increase in moorage revenues from filling the new A/B Dock to capacity.

● For the first time, our operating and capital budgets are combined in one document. Capital projects for 2011 total nearly \$4 million (nearly half of the overall budget), with \$2.5 million funded by grants and \$1 million by bonds.

The 2011 budget documents are online at: [www.portofpt.com/Budget2011Final.pdf](http://www.portofpt.com/Budget2011Final.pdf).



## From the Commission

This current fiscal year has been challenging for all local governments and the Port is no exception.

We're doing everything we can to reduce expenses and keep revenues flowing in. But not all is doom and gloom; there are some signs of recovery. For example, revenues from the RV Park at Point Hudson are up 15% this year.

The Commission has adopted a 2011 operating budget that conservatively projects revenue from operations, while continuing the trend of the past three years in reducing operating costs. It projects a very modest gain of revenue over expenses, with increases to several specific fees to better reflect costs.

The wonderful new A/B docks in Boat Haven look to be completed on schedule and within budget. We're trying our best to finance this project without requiring rate increases. Additionally, funds have been set aside for needed maintenance on C/D docks in 2011.

The 2011 budget for the first time includes a projected capital budget. Included are several projects to move the Port ahead in its mission to generate jobs, and not just those related to marine activities.

With our limited operating revenues, outside grants are expected to fund more than half of the capital budget. A grant from the Economic Development Administration is funding a feasibility study of the recently rezoned airport property for possible "green" light industrial park development. We are hopeful that grant applications for approximately \$2 million to put a high-speed passenger ferry in operation will be successful. We're planning to use reserve funds to upgrade the electrical systems in the Armory (Sail Loft) building to better serve its numerous tenants.

The Port also looks to the completion of the Joint Economic Development Strategy with our Jefferson County and City of Port Townsend partners to identify further actions that can be taken by the Port to strengthen our local economy.

—John Collins, President



## Business Spotlight: PT Foundry

The iconic Cupola House at Point Hudson is proving to be a sound location for Port Townsend Foundry to retail its locally manufactured marine hardware and expand into other product lines.

"I feel good about working with the Port to take over an icon to keep it going," says foundry co-owner Pete Langley, speaking from the steps leading up to his new retail establishment. Then he sweeps a hand across the panoramic view. "And you can't ask for a better front porch."

It's something of a homecoming for the foundry, which began operations at Point Hudson (at the Pilot House cottage) in the early 1980s. The manufacturing plant is now located in the Glen Cove Industrial Park (at the former site of the Northwest School of Wooden Boat-building), but until this year has lacked a strong and visible retail outlet. When the Wooden Boat Foundation moved out of the Cupola House last spring, owners Pete and Cathy Langley saw an opportunity to return to Point Hudson. Port Townsend Foundry & Associates secured a year's lease for the building starting March 1 and opened the retail store on May 1.

In the intervening two months, they spruced up the 1934 building, removing non-original partition walls and stripping off 4,200 pounds of floor coverings to reveal the original oak floors. The result is an airier, sparser space, filled with light glinting off the bronze hardware displayed in the front rooms.

The best part about being back at Point Hudson is "being able to re-expose the community to what we're doing," says Pete Langley. "We're not just an industry hidden in the business park."

Port Townsend Foundry is a custom and production nonferrous foundry, producing castings in silicon (everdure), manganese, aluminum-bronze, white bronze and aluminum alloys. "We specialize in putting the proper alloys in the proper applications," says Langley, noting that the longevity of their products sets them apart from their competitors.

The main product line is marine hardware, with items ranging from mast fittings to rudder pintles and gudgeons. But the foundry can cast just about anything—custom architectural and industrial hardware, those public trash receptacles you see downtown, even vacuum pumps for submarines.



PT Foundry's retail outlet in the Cupola House.

Proud to have their products say "Made in the USA," the Langleys showcase a few other products they like: Everson's Gold three-strand line and Marshall Cove paint, plus marine art by Pete's niece Counsel Langley.

The Point Hudson location allows for boat-in customers, both for installations and consultations. Installing new stanchions on a 26' vessel from Seattle was one recent project. In the meantime, the foundry is filling a repeat order for sail hanks for the USCG Barque *Eagle*.

The old classroom in the rear of the Cupola House has been transformed into a workshop for fitting out Callisto Sailcraft with the foundry's own bronze hardware and wood spars. The foundry recently became a distributor for these 15' and 17' sailboats, the hulls of which are manufactured in Turkey and shipped from the factory direct to Port Townsend stacked two high in shipping containers. You'll usually see a couple of these handsome craft displayed on trailers in front of the Cupola House.

But the newest and most exciting addition to the foundry's business model is the rapid prototyping enabled by 3-D laser scanning and digitally produced casting molds. Say an irreplaceable part breaks on your boat, vintage auto, antique cider press, etc. Port Townsend Foundry can scan either the original part or a pattern and cast you a new part in whatever alloy you require—in a fraction of the time it would take to make the pattern and mold by hand, and with far, far better replication.

The foundry now employs a design engineer, Dave Feathers, who operates a small but sophisticated scanning lab in a back room at the Cupola House. With his expertise, the foundry is partnering on several R&D projects with three major players in the 3-D industry: ProMetals in Illinois, Viridis3D in Massachusetts, and the University of Washington's Solheim Lab in Seattle.

This type of technology can bring jobs to the peninsula, says Langley, and its impact on Port Townsend Foundry is just beginning to be felt. "The potential is phenomenal," he adds.



# Stewardship Update: Yard runoff cleaner, clearer

The new filtration system that treats stormwater runoff from the Port Townsend Yard is performing as anticipated. After November's big rains, water samples were observed to have improved clarity, fewer suspended solids and reduced copper readings.

Water samples from the Port's stormwater outfalls must meet state-mandated pollution benchmarks.

The Port is benefiting from the best available technology in this field. Two above-ground "vaults" manufactured by Stormwater Rx were installed in mid-October as a pilot project by the state Department of Ecology to test their effectiveness in a graveled boatyard (others are being piloted in paved yards). The shipping container-sized units filter out pollutants like copper (found in most bottom paints) before stormwater is discharged to the bay.

One unit located behind the Yard Office (pictured above) treats boatyard runoff; stormwater from the shipyard drains to another unit on that yard's western perimeter. Don't mistake them for dumpsters—inside are layers of special media that act "like a big Brita filter."

Questions or concerns about the Stormwater Rx system should be directed to the Port's environmental compliance officer, Terry Khile, at (360) 301-1368.



## Eco-industrial park feasible?

With the help of the federal Economic Development Administration, the Port has obtained a \$56,000 grant to perform a feasibility study for the development of a "green" light industrial park on a recently rezoned parcel at Jefferson County International Airport.

The study will recommend how industrial development at this site can be done in an environmentally sensitive manner, as well as what types of industries may be most appropriate.

The Port advertised for consultants with experience in market analysis and design of

low-impact light industrial parks and selected a team led by Nicole Faghin and AECOM of Seattle. A citizen and stakeholder advisory committee will be formed to help with the study, which should be completed by October 2011.



Eric Toews

Managing this study and half a dozen other strategic projects for the Port is Eric Toews, who has joined the staff part-time.

Toews is a land-use planner and attorney who recently assisted with the Port's Strategic Plan.

## Developers sought for Landfall site

The Port is seeking conceptual proposals for the redevelopment and long-term lease of the former Landfall Restaurant site.

After the Landfall closed, the Port consulted with community members and the City and



concluded that demolition and redevelopment of the site was the wisest course of

action. The now cleared site comprises approximately 5,000 square feet of highly desirable

space adjacent to the Northwest Maritime Center and overlooking Point Hudson Marina.

Any proposed redevelopment must:

- Be appropriate in scale and compatible in architectural character with surrounding structures;
- Conform with the Port Townsend Shoreline Master Program, which requires use to be water-related;
- Address the potential inclusion of a waiting area for passenger-only ferry use; and
- Assume a long-term ground lease rate of 20¢ per square foot of any portion of the 5,000-square-foot site not in public open space use.

Proposals are due on Jan. 21. For more information, see [www.portofpt.com/LandfallRFPdr21.pdf](http://www.portofpt.com/LandfallRFPdr21.pdf).

## Port Shorts

### MEETING AUDIO NOW ONLINE:

Written minutes of Port Commission meetings and workshops have been archived at [www.portofpt.com](http://www.portofpt.com) since 2003. Now the audio recordings of the past four meetings and past two workshops are available on our website as downloadable MP3 files. Time-ticks in the written minutes synch with the audio for ease in finding the segment you want to hear.

**UPDATED PORT WEBSITE:** A new Port website went live on Nov. 1, featuring a fresh look and more user-friendly navigation bars. Check it out at [www.portofpt.com](http://www.portofpt.com).

**QUINCY STREET DOCK:** Emergency repairs were made to the Quincy Street Dock this month to mitigate damage caused by winter storms. Culbertson Marine Construction replaced the broken headworks (timber beam) and resecured the transfer span (roadway) that hangs from it, at a cost of \$28,000.

Lessee Kevin Harris is moving ahead with securing a conditional use permit to restore the Quincy Street Dock and add seaplane floats. But as the property owner of the dock, the Port is responsible for these structural repairs.



Quincy Street Dock shortly before winter storm repairs were made.

**NEW NONPROFIT POLICY:** Effective Jan. 1, nonprofit organizations requesting a subsidy, sponsorship or other support from the Port must submit that request in writing.

As a public entity, a Port district may not make a gift of public funds. A new formal application process provides accountability that charitable activities, events or sponsorships are tied to accomplishing an express Port purpose (e.g., economic development, tourism promotion).

The new Nonprofit Funding Request Application is online at [www.portofpt.com/new\\_policies.htm](http://www.portofpt.com/new_policies.htm).

## The door's always open



So come on in! The Port's "open door" policy literally means the door's always open at our administrative offices at Point Hudson.

And the coffee's always on, so drop in for a cup and chat a while. If you have a question or a comment, you can also contact Executive Director Larry Crockett at [larry@portofpt.com](mailto:larry@portofpt.com) or (360) 385-0656. We want to hear from you!

## Restoration Spotlight: Arequipa: It takes a community

Tom George photo



Some of the talented Arequipa crew (left to right): Andy Whitman, Mike Miszerak, Kenny Schordine, Bo Cooper, Dave Kellum, Andrew Bastian, JT John and Stan Delo.

Neil Rabinowitz photo



You'll see various home ports stenciled on the vessels passing through the Port, but not often "Hamburg, Germany."

That's where the classic wooden motor-yacht *Arequipa* is headed this spring after her two-year makeover at the Port of PT Shipyard—one that utilized the expertise of dozens of local businesses and craftspeople.

*Arequipa's* new owner searched the world over to find a classic craft well-suited to cruising on the lakes, rivers and canals of Europe. When his agent Peter König found *Arequipa* in Friday Harbor, they didn't have to look far to find world-class marine trades.

The 1927 commuter-class boat came to Haven Boatworks for hull work in fall 2008 on the recommendation of her previous owner. In early 2009, Tom George of PTO, Inc., was hired as the project manager and tasked with returning the vessel to her 1927 glory but with fully modern systems.

### Arequipa Subcontractors

Leatherwood Finishing Co. (Joni Blanchard, Finishing Supervisor) ● North Beach Woodworks ● Port Townsend Foundry ● Andersen Machine ● Mort Systems ● Sanok Marine Service ● Grace Harbor Welding ● Peters Marine Service ● Fine Yacht Interiors ● Canvas Magic ● Pat Sharpe Yacht Service ● Taku Marine ● Port Townsend Rigging ● Palouse Boatworks ● Tim Nolan Marine Design ● Townsend Bay Marine ● Shoreline Marine Diesel ● Solar Hot Water ● The Drawing Board ● Guy Hupy Design ● Bryan Hayes Woodworks ● Lynding Enterprises ● The individuals in the above photo, plus Sonia Frojen, Daniel Neville, Neal Liden, Rita Mandoli, Brad Lombardi, Jack Becker, Peter Bailey and Cougar, Flynn & Will George

Peter König photo



George reports that *Arequipa* should be relaunched at the end of January and on a freighter to Germany in March—nestled in a custom cradle fabricated by yet another local business, Craftsmen United, Inc.

## Port Meetings

Regularly scheduled Port Commission meetings are the **second Wednesday of each month at 3:30 p.m.** and the **fourth Wednesday of each month at 6:30 p.m.** (preceded by a 3:30 p.m. public workshop).

- Agenda: [www.portofpt.com/agenda.htm](http://www.portofpt.com/agenda.htm).
- Location: the Commission Chambers, Port Administration Building, 375 Hudson Street, Point Hudson, Port Townsend.

## Contact a Commissioner



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*The Conversation* is the newsletter of the Port of Port Townsend, a county-wide municipal corporation, whose mission is "to serve the citizens of Jefferson County by responsibly maintaining and developing property and facilities to promote sustainable economic growth, to provide community access to Port facilities and services, and to protect and maintain our community resources and maritime heritage."

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