

The Conversation

New 75-ton Travelift pier vetted

The 300-ton Travelift pier at Boat Haven may be getting a new neighbor.

That would be the smaller Travelift pier, presently rated at 70 tons. It could be moving 400 feet west of its current location between C and D docks to an underutilized area just east of the larger pier.

The 40-year-old pier, which serves the Port's 70- and 75-ton lifts, needs to be replaced. The decision came down to whether it should simply be rebuilt or moved to another location within the marina and updated for the needs of today's marine trades.

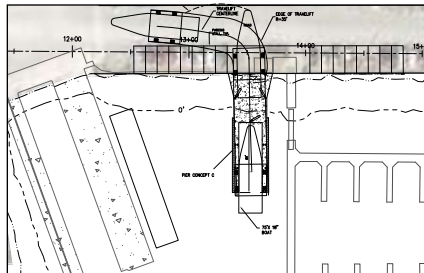
PND Engineers has been exploring the options, and concluded that moving the Travelift pier out of the C/D Dock system would enable a 25% increase in moorage when that system is eventually replaced.

Following a recommendation from a committee of stakeholders (see roster below), the Port Commission on Oct. 28 directed staff to proceed with permitting for the new pier. It will be rated at 83 tons, the maximum recommended load for the Port's 75-ton lift.

A funding source for the estimated \$1.2 million project has yet to be determined.



The existing 70-ton Travelift pier is 40 years old.



The new 75-ton pier (center) is planned to be built adjacent to the 300-ton Travelift pier (at left). This drawing shows the turning radius of the lift with a large vessel in its slings.

TRAVELIFT COMMITTEE: *Martin Mills* (Port Townsend Shipwrights Co-op), *Mark Jochems* (Shoreline Marine Diesel), *Leif Erickson* (Townsend Bay Marine), *Jerry Wentworth* (GoldStar Marine), *Stephen Gale* (Haven Boatworks), *Tike Hillman* (retired marine construction manager), and *Larry Aase* (Port Maintenance Manager).

No rate increases proposed for 2010

A balanced \$5.4 million operating budget for 2010 is under consideration by the Port Commission following a formal public hearing on Oct. 28. The Port's budget must be adopted by Nov. 25, per state statute.

"Early on, the Port Commission gave guidance to staff to bring them a budget that was balanced, but still allowed for moving forward with priority maintenance projects and the A/B Dock replacement," says Executive Director Larry Crockett. He notes that the proposed budget is "very conservative" and takes into account the local impacts resulting from the nationwide recession.

With the Commission's insistence on no rate increases, the proposed budget forecasts flat revenues and a decrease of 4.3% in operating expenses from 2009, mostly due to attrition of six employees (4.25 FTEs) who will not be replaced.

The revenue forecast is based on the current "economic stimulus" discounts for haul-outs and moorage expiring Jan. 1 (with the yard storage incentive continuing through Mar. 31).

The Port's proposed \$860,000 tax levy for 2010 is an increase of \$30,000 from the 2009 levy amount. It takes the 1% increase allowed by state law and the 1% banked levy capacity from 2009.

Election Results

The Nov. 3 general election returned incumbent Dave Thompson and brought a new face, Leif Erickson, to the contested Port Commissioner seats in Districts 2 & 3. Those new four-year terms begin Jan. 1, 2010; the District 1 term has two years remaining.

John Collins, District 1

Retired professor of public service, most recently at Seattle University. Former trustee of Northwest Maritime Center.

Contact: (360) 643-1410,
jcollins@portofpt.com



Dave Thompson, District 2

Shipwright, caulker and marine surveyor; owner of Charlie Noble Enterprises. Co-founder of Port Townsend Shipwrights Co-op.

Contact: (360) 643-2050,
info@portofpt.com



Herb Beck, District 3 (*outgoing*)

Retired from civilian employment at Keyport Naval Undersea Warfare Center. Raises beef cattle at Little Quil Farms.

Contact: (360) 765-3728,
herbeck@embarqmail.com



Leif Erickson, District 3 (*incoming*)

Production manager at Townsend Bay Marine. Past vice-president of Port Townsend Marine Trades Association.

Contact: (360) 437-2066,
tlec@cablespeed.com



From the Commission

The financial picture for 2009 isn't exactly rosy, but we are finishing the year in the black, and that's due to careful planning and management of the Port's dollars.



The incentive program of half-price haul-outs, etc., that we adopted July 1 as an economic stimulus for our marine trades has been good for those businesses and other businesses in town that depend on a healthy Port.

We know times are tough out there and my fellow Commissioners and I are considering a very lean budget for 2010. We are looking to take our small tax increase allowed by state law, partly because we're moving forward with a capital improvement project that can't wait any longer.

I'm talking, of course, about the replacement of the A/B Dock in Boat Haven. It's finally going to happen in 2010-11, and I'm proud to be part of the Commission that has addressed this longstanding problem. I'm not going to go into details here because this issue contains an excellent informational insert about the A/B Dock project that I hope you take the time to read.

I also hope you take the time to write or call the Department of Ecology to say "no" to new stormwater regulations for the Boatyard and Shipyard (see "Call to Action," this page). The new treatment systems required are unproven in the long run, and installing them may be so costly we'll have to raise rates and drive away business. I refer you to the Department's own economic impact study, which we've posted on our website—it's frightful.

And there's no doubt our yards need continuing investment. A case in point is the new pier that's needed for the 70-ton Travelifts. The current pier is 40 years old, and it would be catastrophic for all our marine trades if it failed one of these days.

Planning ahead to avert catastrophes is not glamorous, but that's what the Commission does—and what I have done during the last 36 years as your Commissioner. Thank you for this opportunity to serve you and serve the Port.

—Herb Beck, President

Call to Action: New regs may hamper boatyards

What do copper and zinc levels have to do with the future of the Port of Port Townsend's Boatyard and Shipyard?

A whole lot, it turns out. The State Department of Ecology (DOE) is considering changes to the stormwater permits of all boatyards—effective Jan. 1, 2010—that would lower the acceptable discharge levels of copper and zinc. While these pollutants are indeed serious factors in water quality, the Port has invested millions in stormwater treatment technologies for its yards over the last decade and Port leadership is very concerned that the costs of more stringent treatment will bankrupt the Boatyard and Shipyard operations.

An economic impact analysis issued by DOE in September predicts that a yard our size may need to spend nearly \$200,000 annually to comply with the new regulations. That's an astounding 20% of the \$1 million annual oper-

ating costs for our Boatyard and Shipyard.

In a recent comment letter to DOE, Executive Director Larry Crockett rejects the study's recommendation that yards simply raise their rates for services to cover the increased costs of stormwater treatment, and worries business will be lost to lower-cost yards outside of the state.

It's not often we issue a call to action to our readers, but the Port needs your support to make its case to the state regulators. Port staff and members of the Port Townsend Marine Trades Association have attended DOE hearings and made formal comments on the draft permit, but more voices need to be heard.

Direct your comments on the "Draft General Permit for Boatyards" to Gary Bailey (gary.bailey@ecy.wa.gov; (360) 407-6401) by Nov. 30.

 [The Port's comment letters to DOE and DOE's economic impact analysis are posted at www.portoftpt.com/planning_documents.htm.](http://www.portoftpt.com/planning_documents.htm)

Port staffers mark 20 years +

Twenty years ago, Larry Aase and Terry Khile were just starting their careers with the Port of Port Townsend.

Five years before that, Doug Lockhart came to work in the yard office he now manages.

This September, all three employees were honored for their 20-plus years of service with the presentation of Eddie Bauer WeatherEdge Port Townsend® insulated parkas—embroidered with the Port logo, of course.

Lockhart, who is the most senior Port employee with 25 years of experience, supervises a crew of six as the Hoist & Yard Manager. The PTHS graduate worked as a fiberglass boat-builder for Skookum Marine, then was hired as a lift operator in training, back when the Port had a 40-ton hoist and a 60-ton hoist. He enjoys the customer-service aspect of his position, and says, "This job allows me to put smiles on more people's faces than just being an administrator."

Aase supervises six employees in the maintenance department, but remembers when he was briefly the only one in it. Increased activity at all of the Port's facilities strikes him as the



Doug Lockhart, in his new parka, is congratulated by Executive Director Larry Crockett

Larry Aase

Terry Khile

thing that has changed the most in his 20 years. "We're a lot busier, that's for sure," notes the Port's Maintenance Manager. Aase grew up on a farm in Iowa and spent 16 years in Alaska, including construction work at the Port of Homer.

Khile, also a PTHS graduate, works on the yard crew as a level-three lift operator. He feels that environmental regulations have changed the most during his 20 years of employment at the Port. "And they're the biggest challenge facing the Port today," Khile says.

Business Triple Spotlight: Fish markets & more

What's a port without fish markets? The Port of Port Townsend is proud to host three businesses that offer fresh fish and more. Each has its own niche—Key City Fish Co. is your one-stop shop for quality meats, seafood and condiments, New Day Fisheries offers whatever is fresh off the fishing boats that have just docked at its pier, and Cape Cleare Fishery is your link to flash-frozen wild Alaska salmon that "tastes like it came right out of the ocean."

Key City Fish Co.



Owners: Johnpaul Davies (pictured) & Erin Lamb
Year Founded: 1994, in storefront in Swain's complex
Year Moved to Port of PT: 1998

Location: On 10th Street in the Shipyard, southeast of the Highway 20/Haines Street intersection

Did you know? Johnpaul and Erin also own Castle Key Restaurant at Manresa Castle, which serves up the best Key City Fish products.

Services: Seafood and meats sold wholesale and in the retail store (open Mon.-Sat., 9 a.m.-6 p.m., & Sundays in the summer), plus Tacos-To-Go eatery

Specialties: Seasonal seafood, Oregon Country Beef ground fresh daily, whole roasted chickens, frozen "exotic meats" such as rabbit and venison

Seafood source: Regional products come primarily from the ports of Neah Bay and LaPush, with some crab from the local commercial fishery

Customers: Key City Fish is locally known for its inviting retail store, but 70% of its revenue stream comes from wholesaling its products to independently run groceries and restaurants

Employees: 14 full-time and 5 part-time

Website: www.keycityfish.com

New Day Fisheries



Owner: Scott Kimmel
Year Founded: 1981, at Port of Poulsbo
Year Moved to Port of PT: 1987

Location: On the pier on the east side of the Boat Haven commercial basin, waterward of Sea J's Café

Did you know? Scott is a third-generation fisherman running the business he and his father founded and named after the family boat, *F/V New Day*.

Services: Seafood processing and wholesale, plus a "fresh off the boat" fish market on the pier (open Wed.-Sun., 10 a.m.-6 p.m.)

Specialties: Live Dungeness crab 365 days/year, jarred tuna, pickled herring, lutefisk (largest producer of this cod delicacy on the West Coast)

Seafood source: New Day made purchases from 180 fish boats last year—all were Washington vessels, many of them tribal

Customers: Its albacore is featured in Sea J's tuna sandwich next door, but New Day mostly wholesales to big distribution outlets in the Seattle/Tacoma area, like Ocean Beauty Seafoods

Employees: 10-20 (workforce needs vary seasonally)
Website: www.newdayfisheries.com

Cape Cleare Fishery



Website: www.capecleare.com

Owner: Rick Oltman

Year Founded: Rick has been fishing since 1974, based at the Port of PT since 1982, and direct-marketing his catch since 1998

Location: *F/V Cape Cleare* is berthed at C Dock in Boat Haven

Did you know? Rick is going to work on his boat this winter and take a break from selling fish off the *Cape Cleare* (after 10 straight years of doing so!). He'll be delivering his salmon to the Food Co-op, Aldrich's Market & The Nordland Store by bicycle.

Specialty: Wild salmon, hook-and-line caught on the SE Alaska fishing grounds and flash-frozen at sea within one hour

FAVORITE SEAFOOD? We asked the owners of the fish markets featured in this issue's Business Spotlight what seafood they like best and how they like to prepare it.

Johnpaul Davies loves black cod (aka sablefish), pan-seared and coated in Cajun spices • Scott Kimmel votes for spot prawns, boiled simply in salt water

Rick Oltman's gotta go with silver or King salmon, as long as it's been "handled with care"

Port Shorts

POINT HUDSON MARINA & RV PARK: The Landfall Restaurant closed unexpectedly Oct. 14, with two and a half years left on the lease. The Port wants to hear from the community in deciding the future of this cornerstone property (adjacent to the new Northwest Maritime Center) and the unique structure (built around 1944 as an equipment shack). The Port is conferring with stakeholders and plans a public meeting at The Landfall before the end of the year.

• The 2009 Wooden Boat Festival in September set new records for attendance (up 10%, with more than 33,000 visitors) and boats (up 15%, with 168 vessels berthed at the new docks in Point Hudson Marina). The Port is honored to host this world-renowned event each year, which keeps getting bigger and better.

JEFFERSON COUNTY INTERNATIONAL AIRPORT: The Jefferson County Planning Commission voted Oct. 21 to recommend approval of the Port's request to amend the County's Comprehensive Plan to rezone land at the airport from "residential" to "light industrial." Planning staff have also recommended that the amendment be approved. The County Commissioners will make the final decision before the end of the year.

• The Port Townsend Aero Museum has broken ground on two additional buildings located to the north of its flagship museum. A workshop and a paint booth/fabric building will support ongoing aircraft restoration projects.

STRATEGIC PLAN: The Port's first Strategic Plan, more than one year in the making, is on track to be adopted by end of this year. An updated draft will be presented to the Port Commission at its Nov. 10 meeting. Changes to the Port's mission statement and organizational goals are under consideration. There's still time to give your input on the final draft of this key planning document, which can be found at www.portoftpt.com.



A/B Dock is insert topic



Learn all about the construction timeline, the proposed upgrades, and the people behind the new A/B Dock design for Boat Haven.

Our occasional newsletter inserts are designed to "Advance the Conversation" by bringing you in-depth coverage of timely topics. Enjoy!



Travelift uplifts *Cielo Mare*

TBM project provides equivalent of 100 full-time, family-wage jobs

The 300-ton Travelift's acquaintance with *Cielo Mare* did not begin on her Sept. 19 launch day. It was used throughout construction of the 127' custom sportfishing boat—to turn the hull around when it was demolded and to roll over the deckhouse and pilothouse parts (which were built upside down) and help mount them on the hull.

Cielo Mare's builder, Townsend Bay Marine (TBM; www.townsendbay.com), is the largest employer in the Port's Shipyard and also a frequent customer of all three of the Port's Travelifts, which it uses to move the large composite parts the company manufactures and assembles into world-class vessels.

"We wouldn't be here but for the [300-ton] lift," says David King, TBM's CFO and Managing Partner. "It's not just moving vessels in and out of the water. It's a major part of what we do."

"*Cielo Mare* would not have taken place

here at all without that lift," asserts Port Commissioner John Collins, noting that although the Port's 1998 acquisition of the \$2.5 million, 300-ton lift was controversial at the time, no one can now dispute that

it has brought shipbuilding, retrofitting and repair jobs to the Shipyard. "The revenue the Port makes from the lift doesn't pay for it, but that doesn't mean it wasn't a good investment, because it generates those jobs," Collins says.

The *Cielo Mare* project has lasted more than a year and directly provided the equivalent of 100 family-wage annual incomes, TBM's King estimates. As for which Shipyard subcontractors have contributed, "It would be easier to

name the ones that haven't," he says.

Cielo Mare has a final date with the Port's 300-ton Travelift scheduled on Nov. 10, but hopefully it won't be her last. King reports that the boat, with its crew of four, will be cruising from Mexico to Alaska and may stop in for future refits or repairs.



Port Townsend Leader photo

Cielo Mare in the slings at her Sept. 19 launching.

Cielo Mare Stats

Design: Sharp/Espinosa/High Modulus
Builder: Townsend Bay Marine
Construction: Fully infused core composite
LOA: 127' 3" Beam: 25' 8"
Full load draft: 6' 8"
Full load displacement: 174 long tons
Main engines: Two 2400-HP MTU diesels
Fuel capacity: 8600 gallons
Cruising speed: 15 knots (22 max.)

Port Meetings

Regularly scheduled Port Commission meetings are the **second Wednesday of each month at 1 p.m.**

(preceded by a 9:30 a.m. public workshop) and the **fourth Wednesday of each month at 6:30 p.m.**

Location: the Commission Chambers, Port Administration Building, 375 Hudson Street, Point Hudson, Port Townsend.

The current agenda and past meeting minutes are available on our website at www.portofpt.com.

PLEASE NOTE: November's two regular Wednesday meetings have been rescheduled around the holidays as follows:

- **Tues., Nov. 10, 1 p.m.**
- **Mon., Nov. 23, 6:30 p.m.**

You're welcome to drop by our administrative offices at Point Hudson (8-5, M-F). The coffee's always on!

The Conversation is the quarterly newsletter of the Port of Port Townsend, a county-wide municipal corporation, whose mission is "to responsibly develop property and facilities that encourage job creation, private investment, local economic stability and diversity, and to better the quality of life for the citizens throughout Jefferson County."

Edited by Shelly Randall, Story Services: editor@portofpt.com or (360) 385-0811

For additions or changes to the mailing list: info@portofpt.com or (360) 385-0656

Printed in Port Townsend by Printery Communications with 100% certified renewable energy

