

# WORKING WATERFRONT

## ON DECK:

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- Sea to Shore

SUPPLEMENT TO THE FEBRUARY 10, 2021 PORT TOWNSEND/JEFFERSON COUNTY LEADER

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PT Shipwrights CO-OP  
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# A rising tide: PT nautical shop supports maritime center programs with recycled sails

**Luciano Marano**  
lmarano@ptleader.com

It's a new life for old sails and a leg up for budding mariners. The rising tide that is The Artful Sailor's exchange program buoys all sorts of ships.

The Port Townsend nautical supply shop recently handed off another check, the fourth so far, to Northwest Maritime Center executive director Jake Beattie, funds raised as part of their sail exchange program and earmarked to support the institution's youth education programs.

Owners Emiliano Marino and Pami-Sue Alvarado said the program helps everyone involved, including those looking to get

rid of old sails, those looking to buy them secondhand, the maritime center, and, most importantly, the kids enrolled in the programs.

"It's a joy for us," Alvarado told Beattie at the handoff. "We do this with you guys in mind because we love working with you and we love working with the kids."

The most recent donation, which took place (as have most of the others) on Giving Tuesday so as to enable the maritime center to make the most of the funds, was for about \$650.

"Since we started the sail exchange in January 2019, we have donated just over \$2,000," said Alvarado.

In other ways, as well, the program has been a hit.



Jake Beattie of the Northwest Maritime Center presents a check to Pami-Sue Alvarado of The Artful Sailor.

"I can't see any way in which this has not been a success," Marino said. "There are several things that are being accomplished at the same time."

Sails are being recycled and reused, kept out of landfills. Buyers are acquiring affordable secondhand sails. The maritime center is getting a boost for their programs, the support of which, Marino said, is very

important to himself and Alvarado.

"I think it's the fundamental belief that sailing is a healthy and creative and affirmational activity, a way fo life," he said. "And for a child to learn the skills that are involved, they're universally applicable and just happen to be in a nautical context: the teamwork involved, the skills, the familiarity

*Continued on Page 12*

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# Tough times felt by renowned



Scott Kimmel, owner of New Day Fisheries stands in front of his fishing boats, Adriatic and Ellie-J. Leader photo by Nick Twietmeyer



New Day Fisheries is renowned for their lutefisk and pickled herring, even though younger generations seems to be enjoying the Scandinavian treat less and less. Leader photo by Nick Twietmeyer

**Nick Twietmeyer**  
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Scott Kimmel, owner of Port Townsend's New Day Fisheries, says COVID-19 has caused his lutefisk operation to take a nosedive.

But the pandemic isn't solely to blame for a downward trend in sales of the polarizing northern dish.

Lutefisk is dried cod that has been rehydrated in a lye solution before being boiled or baked and served around the holidays and other special occasions. It is perhaps more-aptly described as a traditional Scandinavian dish which either strikes mortal fear into the hearts of those who've known it, or nostalgic memories of wholesome meals shared in the company of family and friends.

It just depends on who you ask. But as Kimmel's lutefisk sales show, most folks these days probably fall into that former category.

"Our sales have been declining for years and years just because our customers have been passing away and the younger generation's not picking up the slack," Kimmel said.

"So, it's a dying business, is what that is. This year's even worse because of the COVID virus. It's just killed it; we're selling barely anything."

Tradition, too, we have learned, is one of the many luxuries that can rarely be afforded in a world wracked by a pandemic. With large group gatherings on the COVID no-no list, many traditional community lutefisk dinners have been put on hold.

"Most of our lutefisk business has been with these traditional Scandinavian dinners," Kimmel explained. "They can't have these gatherings and dinners with elderly people and the younger generation doesn't tend to pick up on eating lutefisk."

As one of Kimmel's crew passes by, the owner turns to him, "You hear that Dylan? You've gotta start eating lutefisk."

"Hell no," was the instant reply.

While there may not be a large market for

lutefisk into the future, Kimmel said New Day still takes great pride in their product.

"It's sad to say, but I've never been a lutefisk fan. However, we do make the best lutefisk there is," he said. "I'm a firm believer, if you start out with the best, freshest product, you're going to end up with the best finished product. We do produce the best and that's how we've survived in the business."

"When I first started we had tons of competition. Now our closest competition is in Minnesota. We're pretty much it," he added.

A taste for lutefisk, it seems, has been replaced by a fondness for avocado toast and nut milk in today's younger generation.

Though a marketable lutefisk demographic remains a question mark, Kimmel said sales of his renowned Poulsbo Pickled Herring have been up lately despite the pandemic, though he's not really sure why.

"I don't know if they think the cure for COVID is pickled herring or what, but they've been buying the heck out of Poulsbo Pickled Herring," Kimmel said. "[It's] the only product I do that has seen probably a 5 percent increase over last year."

If one looks to the customer reviews on New Day Fisheries' Facebook page, the reason for the rise in Kimmel's pickled herring sales actually may be quite simple: It's just really good.

"Just the best there is," wrote one customer. "I eat a jar a week. Sometimes just drain a jar then add some Tillamook Sour Cream."

"Their 'Poulsbo Pickled Herring' is simply the best pickled herring I've ever eaten!" Said another reviewer. "I'm in my 70s and grew up in the Nordic community in Minnesota ... so coming from me, that's a huge endorsement!"

With many more reviews on the page continuing in similar fashion, it's probably worth mentioning here that in addition to the typical 16-ounce jars of Poulsbo Pickled Herring found in retail stores, New Day Fisheries also sells a one-gallon tub. And for the true devotees, a five-gallon bucket of pickled herring is also available.

Kimmel said sales of New Day's other



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# Port Townsend lutefisk business

specialties, live shrimp and live Dungeness crab, have seen a pretty big hit during the pandemic. The owner estimated overall sales to be down by about 30 percent in 2020, mostly attributable to decreased demand from distributors no longer providing fresh seafood to restaurants.

“Our shrimp market price was down 20 percent because of COVID,” Kimmel said. “I don’t sell directly to restaurants, but most of my customers do. I sell to distributors in Seattle and Tacoma that distribute to the restaurant business and that’s been a huge impact without having the restaurant trade at full capacity.”

New Day Fisheries’ live Dungeness crab and shrimp remain the company’s bread-and-butter, Kimmel said while tromping through a couple inches of saltwater covering the cement floor of New Day’s Washington Street location.

Blue plastic tote bins line the walls of the industrial building, a constant flow of saltwater passing through each bin. A solitary crab has apparently executed a futile escape plan and is soaking, half-immersed, in the floor water. Kimmel stoops down, grabs a leg and plops it back into one of the saltwater-filled totes.

Water rushes out of a pipe routed through an exterior wall. The saltwater cascades down a series of troughs before being funneled through a series of stacked totes, each filled with Dungeness crab.

Kimmel said the water is pumped in from Port Townsend Bay and cycled through each tote before flowing onto the cement floor. A drain in the floor ensures that the water passes back into the bay.

The system, the owner explained, is crucial to keep his stock of live crab alive. Constantly flowing water refreshes oxygen levels, which



would otherwise become depleted and kill off the crabs in the totes.

Kimmel said his two fishing boats, Adriatic and Ellie-J, were preparing to head back out to Washington’s coast and drop their pots for the winter crabbing season.

The boats, he said, would crab from January through April, and cut the season short to return to Port Townsend and load up with the shrimping gear and head out again, this time bound for the Strait of Juan de Fuca. The shrimp season, Kimmel said, would likely last from May through September.

If last year was any indication, Kimmel said the winter crabbing season was not looking too promising.

That said, as a third-generation commercial fisherman, he has become accustomed to planning for the parabolic swings of fishing seasons, a common trait among those who share his profession. It’s a trait which he expects will see him through the stormy days of the pandemic, as well.

“We’ve been here for 36 years and we’ll get through it,” Kimmel said. “We’ve been through lots of ups and downs in the fishing industry.”

Those looking to snap up some seafood from New Day Fisheries are welcome to come right up to Kimmel’s shop at 2527 Washington St. in Port Townsend.

To reach New Day Fisheries by phone, call 360-385-4600.



Above left, New Day Fisheries building on Washington Street houses owner Scott Kimmel’s operation. Above, New Day Fisheries owner Scott Kimmel offers a tour of his Washington Street location. *Leader photo by Nick Twietmeyer*



Plastic totes filled with Dungeness crab line the walls of New Day Fisheries’ building on Washington Street. *Leader photo by Nick Twietmeyer*

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# Hammering away on history

## Haven Boatworks gives the Carlisle II a little love

Nick Twietmeyer

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Once again, Port Townsend's own Haven Boatworks has their hands on a significant piece of Washington's maritime history, as the Carlisle II gets a little TLC from their talented crew.

One of the last of the Puget Sound's original mosquito fleet, the Carlisle II — built in 1917 — was one of the countless privately-owned steamers and sternwheelers that shuffled the area's people and goods throughout the region.

In the years following WWII, with the arrival of a state-run ferry system and passengers increasingly traveling by car, the mosquito fleet fell into obscurity. Many of the former vessels went un-repaired or neglected and eventually succumbed to the fate that awaits all wooden boats without men and women who are willing to dedicate their time and effort. But the Carlisle II remained.

These days, when she's not being serviced at Haven, the Carlisle II usually operates as a passenger-only ferry, shuttling people back and forth between Port Orchard and Bremerton.

Blaise Holly is the lead shipwright over at Haven Boatworks and he estimated that since her arrival in early December, somewhere between 24 and 30 people have been diligently working on the historic boat daily.

Aside from the obvious historical and aesthetic value of the boat, Holly said the owner of the foot ferry, Kitsap Transit, has a financial incentive for operating a vessel that is older than sliced bread and wrist watches that don't need to be wound.

"They realized that this is the most cost-efficient boat



A series of clamps help hold the form of the Carlisle II's new framing for the extension to the second level passenger area top. Photo courtesy Haven Boatworks



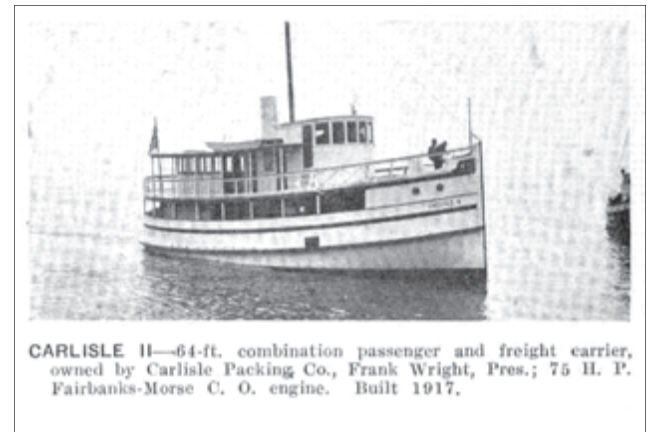
The Carlisle II, blocked up and under cover at Haven Boatworks. Photo courtesy Haven Boatworks

they've got," Holly said of the Carlisle II. "They've got modern aluminum catamarans, but the fuel consumption for Carlisle on the run between Port Orchard and Bremerton is just a fraction of what those other boats take."

Factoring in the work being done on the boat in regular intervals, coupled with her relatively low operating costs, Holly said the Carlisle's a fairly cheap ferry to run.

Blocked up inside a massive tent, walled with shrink wrap and framed by scaffolding, the Carlisle sits patiently as Haven's shipwrights bustle about working to complete their respective tasks. A persistent and varied series of tool sounds emanate from different locations around and within the ferry as the crew plugs away.

As for the work being done during this visit, Holly said her port side has seen a fair bit of her planking and frames repaired. An unpainted section of plywood sheathing on the ferry's house tattles its recent replacement, although little else has been done to the framing for the house. All new window



CARLISLE II—64-ft. combination passenger and freight carrier, owned by Carlisle Packing Co., Frank Wright, Pres.; 75 H. P. Fairbanks-Morse C. O. engine. Built 1917.

frames and glazing have been added, as well.

Perhaps the most noticeable feature is the addition of a rounded extension to the top of the second level passenger area. Where the cambered roof previously stopped abruptly, the shipwrights have replicated similar curves found in other aft-facing planes on the boat to extend the top out, culminating in a gentle curve that is very pleasing to the eye.

Holly said the shipwright crew were getting ready to finish up their portion of the work and the painting crew was at the ready to slap a new coat on her. The marine systems crew members, Holly added, had begun the task of diving into the "guts of the boat" to rewire and repower her. The systems crew will also be pulling Carlisle's old John Deere motor and replacing it with a Cummins and a new genset.

"All boats need maintenance from time to time," Holly said. "It's fascinating and, as a shipwright, gratifying to see this over-a-century old wooden boat — that was built with fir that grew right around the shores of Puget Sound — here we are just doing the work that we love to do so well, and she'll be good to go for decades to come."

Despite the Carlisle's renown and her ties to an era bygone, Holly said his team didn't feel any particular twinge of pressure to perform to any higher standard than what is usually expected from Haven Boatworks' staff.

"What we've found is anybody that is going to aim themselves at this life, they really are doing it because of what it brings them for having completed the job," Holly said. "That personal satisfaction, it really exists across the jobs that we get involved with. I think that's what our customers respond to. It's so readily apparent when anybody from Haven Boatworks picks up a tool to work on one of our customer's boats, that dedication comes through."

"We set such a high mark for ourselves, that it's extraordinarily rare that we find we have to change anything on that front."

Holly added that Haven Boatworks is always looking to bring in new talent and he encouraged anyone who thinks they might be interested in their line work to stop by.

"Anybody that thinks this is something they find interesting and hopes they might have an aptitude for ... to come down and introduce themselves," Holly said. "We're looking for the vital spark."





**Left:** Patrick Burns Sands for a top coat on the railing of MV Pelican.

**Above:** Jim Wilcox uses a pressure washer to clear off the bottom of Big Kitty, a vessel dry docked at the Boat Haven Marina and Port Townsend boat yard in Port Townsend on Monday, Jan. 25.

# Work on the waterfront

Photos by Lloyd Mullen

**Below, left to right:** John Sylvester sands the exterior of MV Pelican, a U.S. Fisheries vessel from the 1930s, at the Boat Haven. Sylvester has been working on MV Pelican since November 2020. • Andrew Biel cleans fiberglass in the hull of the rowing sailboat trimaran he will be racing in the 360 Race. • Bruce Blatchley, a teacher at the Northwest School of Wooden Boatbuilding, uses a makeshift pallet to seal the inside of a trimaran that will be used to sail in the first Washington 360 Race this summer.





# Shipwrights co-op celebrates 40 years in Port Townsend

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For the last four decades the Port Townsend Shipwrights Co-Op has corked, sanded, sawed, spiled, reefed, welded and generally toiled to ensure that their clientele who place their vessels in the capable hands of its artisans can rest assured they'll be well cared for.

David "Griz" Griswold, serves as the president of the co-op, and started with the PT Shipwrights about 21 years ago. Griswold said the business' unique approach to ownership, might not work for all other businesses, but it certainly has made for a healthy Shipwrights Co-Op.

"Within this co-op model, which is kind of worker-owner business model ... it's really mind-blowing how successful the co-op has really been, in the niche that we've created," he said.

The work of the shipwrights co-op, Griswold explained, lent itself nicely to the organizational structure of a cooperative, and where others have tried to manage their trades in a similar fashion and failed, the Port Townsend Shipwright's Co-Op has persisted and thrived.

"I don't know how successful we would be in other realms, there's been a number of [cooperatives] that have gone on but a lot of them have closed their doors too."

Griswold said there were probably a number of factors that played a big role in the fixture of Port Townsend's working waterfront lasting for four decades, not the least of which the people who are attracted to the shoreside town.

"A lot of interesting, creative people come to town and I think that's really the key to a business, being able to be creative with not only what you do as work, but also how you look at your business."

As owners go the Shipwright's Co-Op has no shortage of those, and while Griswold said having so many "type-a" personalities in one room can lead to some differences of opinion, the structure of the business necessitates that the stakeholders work through any issues that arise.

"We've been rather selective on who we have as owners, so I think that's contributed really well," Griswold said. "Us owners, there's 12 of us now, and we have to work together. But the co-op model forces us to get over our differences and move forward and we've grown in that environment and it's been really great."

"We all have each other's back too," the president of the co-op added. "We're all pretty helpful and supportive with each other and growing the business and also helping each other out in life and everything else."

"That environment, because of the co-op, has created a really dynamic, positive environment and we try to relay that to our employees, as a company as a whole," he said. "Trying to make it as family as possible."

Griswold pointed to a long list of regularly satisfied returning customers as a key element in assuring the Port Townsend Shipwrights Co-Op's continued operations. Even through a global pandemic, he says the phone has been ringing off the hook for returning customers hoping to have a little work done by the folks at the co-op. Griswold estimated that between 80-and 90 percent of the co-op's business could be chalked up to returning customers.

It's not just your average pleasure cruisers getting help either, Griswold said about half of the co-op's income comes directly from the fishing fleet. In addition to regular maintenance and repairs, the co-op has recently been working to help fishermen adapt to new regulations for their respective fisheries.

Longline fishermen, in particular, in recent years have been given the nod to use codfish pots instead of the traditional longline method as they hunt for black cod (sablefish) in Alaska. The new allowance was in response to significant losses of fish due to depredation by whales. In their effort to make the switch, the co-op has been tasked with figuring out how to redesign and rig up the boats to



Hulakai, built in 1929 by Boeing of Canada, receives a little attention from the Port Townsend Shipwrights Co-Op. Leader photo by Nick Twietmeyer



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carry pots instead of the old longline gear.

“We’ve been retrofitting and often times redesigning their whole system for them,” Griswold said. “We’ve been part of the design team, really, which has been pretty exciting to see how the fishermen can efficiently fish pots and go away from the longline.”

The president said he hoped to see the Port Townsend Shipwrights Co-Op become more involved in the design work and refitting of the fishing fleet for pot fishing in the future. But that’s not to say that adventure-prone yachters are unwelcome, in fact, recent moves made by the Co-Op have such seafarers specifically in mind.

Over the years, Griswold said the Port Townsend Shipwrights Co-Op has partnered with Carol Hasse — owner of Hasse & Company Port Townsend Sails — to craft for their clients bluewater-ready sails capable of bearing the brunt of long voyages. The Port Townsend Shipwrights Co-Op recently announced that it would be merging Hasse’s company into its own organization to continue providing their clients with the same quality sails.

“I am excited that the Shipwright’s Co-Op is going to take the helm of the business I started in 1978, and carry on sailmaking as part of our marine trades and our working waterfront here in Port Townsend,” Hasse said. “They’re going to keep all of our sailmakers employed — who are highly skilled and talented and would otherwise be left scrambling for a job.”

Hasse added that she planned to hang close and serve as a consultant to the co-op should her years of expertise be needed in the years ahead.

Griswold added that Hasse and her crew have made a name for themselves that extends beyond just their attention to the finer details in building the sails.

“From our client’s perspective ... they really felt like Carol was going to take care of them no matter what,” Griswold said. “That’s really big, if you’re a cruiser and you’re out there in some Third World country and you have something wrong with your sail, they knew Carol would step in; they would make sure they would get them what they needed. I think that just kind of came with the quality, the reassurance that if they ever had a problem, the loft was there for them. I’ve heard that numerous times.”

Griswold, in pondering the milestone, thanked the Port Townsend Community and those who have come to them seeking the knowledge and skill of the tradespeople employed by the Port Townsend Shipwrights Co-Op.

“It’s just wonderful that we were successful and we’ve



The stem of the Western Flyer as crews continue their work to restore the famed boat featured in John Steinbeck’s “The Log from the Sea of Cortez.” *Leader photo by Nick Twietmeyer*

been able to grow in the way that we have, and still keep a community footprint and give back to the community as much as we can — not only to the marine trades community that we do business in — but also our community in general,” he said.

“We couldn’t have done it by ourselves, everybody here has really helped us out.”



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# From sea to shore



Chad Apeland aboard one of the vessels he operates at Naval Magazine Indian Island. U.S. Navy photo by Mass Communication Specialist 3rd Class Emilia Hilliard

## Chimacum man is part of Navy's welcoming team for ships coming to Indian Island

**Brian Kelly**  
bkelly@ptleader.com

**H**e's seen them come and go.

Big flat tops, small boys.

Chad Apeland is a small craft operator at Naval Magazine Indian Island, a munitions handling facility for the Navy that's the only deep-water ammunition port on the West Coast.

"We can support any ship that's in the Navy fleet, joint fleet or an allied vessel," he said.

In addition to operating boats at the Navy facility that helps naval ships and other vessels arrive and depart, Apeland is a work leader for the other small craft operators.

"I assign people to the jobs and the boats

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they will be working on each day," he explained. "If anyone needs a hand and if they need guidance or training, I'm the guy that will help."

Apeland, 35, has been working on Indian Island for a little more than 11 years.

He operates vessels large and small.

Utility boats that are the size of a fishing boat; they're used for doing maintenance on oil booms, and safety boats that are stationed behind the security barriers — large gates that protect the facility that are opened and closed for ship arrivals and departures.

And also larger steel-hulled vessels, barrier boats about the size of a smallish tugboat. They range from 25 feet to 35 feet in length.

"Their primary job is to open and close the barriers," Apeland said.

When he's not on the water, or not in training, he's on the pier, and a mooring plan is established for everything that sails in.

"Every vessel is different. We have to make sure the pier setup is ready for that particular vessel," he explained. "We have to be able to board the vessels, and they have to get on and off the vessels."

"There are different settings we have in place to make sure the mooring is set for tides and wind."

"Obviously, submarines would have a different setting than an aircraft carrier."

"We make sure that everything is ready to go before they get here," Apeland said. "Prior to their arrival we will go out and prepare our oil boom and get boats on the gate when it's time they come in and tie up."

Every vessel that comes into the Indian Island facility has an oil boom stretched around it.

"I know a lot of ports don't do that, but every vessel that comes here does," he said.

The challenges of the job are familiar to anyone who's working on the water.

"It kind of goes in hand with any maritime job; the weather, and we have a various selection of vessels," he said.

Each arrival is different, he said.

"We plan pretty much our whole day around if there is a vessel coming in," he said.

"We look really hard into the weather conditions so we have situational awareness for safety and to make sure we are ready to go," he said.

Preparations for the same vessel can change with the weather, Apeland added.

"The biggest challenge is learning how different types of boats operate, because they are not all the same," he said.

"Good weather makes it nice and easy to wrapping an oil boom around a vessel," he said, and setting anchors on the booms so they don't hug the hull of a boat.

Getting a boom around a ship can take 45 minutes to an hour.

"We have to wait until the vessel is fully tied up to the pier and the tugboats aren't pushing anymore," Apeland explained.

While Port Townsend Bay doesn't typically see waves of significant height, the wind is different — both for handling the craft and the booms around the boats.

"Weather can affect the gate openings, also. We've seen winds out here of 70 mph."

"But at the same point, I've been here long enough that I know what to expect and we try hard to be ready for it," he said.

That includes a lot of prep work on the ground.

"When there is not something going on with driving the boats we are doing a lot of training," he said.

And when there's no driving or training, the day is spent on boat preservation and maintenance.

That's good, because moving days can sometimes be far between.

"It gets to a point where it's almost like a break from the training and the maintenance because the training and the maintenance is definitely all the time," he said.

Apeland is no stranger to local waters.

He grew up in south county, and is a graduate of Quilcene High School, Class of 2003.

He has lived in Chimacum since 2013.

His professional history on the sea stretches back to Alaskan waters. Apeland worked for Western Towboat for nearly five years, assisting freight barges destined for the western coast of Alaska.

He found a job closer to home when Naval Magazine Indian Island was looking for a deck hand.

"I started having kids so I wanted to be home more," said the father of three.

Apeland worked as a deckhand for about a year before becoming a small-craft operator.

His family has a long history on the waterfront. His great-grandfather was a shipyard worker; his grandfather, a ship fitter in the Bremerton shipyard.

His father was a deputy sheriff for Jefferson County.

Outside of work, Apeland said he has way too many hobbies. His family has animals; dogs, horses, chickens, turkeys.

He's a hunter and a fisherman.

He also has his own business, Olympic Blades, where he makes custom knives. It's a side gig he's had since 2014, and it started after he thought he discovered his favorite knife — one that was 50 or 60 years old and had been a gift from an uncle — had been lost. He discovered it gone when he went to reach for it while field dressing a deer.

So he decided to recreate the knife himself. The end to the story had a twist; he found the old knife six months later, and realized he never had it with him to begin with during that earlier hunting trip.

Another hobby is restoring antique axe heads.

Apeland started to pick up old axe heads.

"If they were used to log the Pacific Northwest, I took an interest."

He then started making his own handles to rehang the heads.

That pursuit was inspired by the times his dad took him in tow to garage sale after garage sale when he was a kid. His father, who had his own sawmill, was always on the lookout for old logging gear.

There's another history that gets Apeland excited.

Apeland's proud of the Navy's strong commitment to protecting the environment. He noted the Navy's safeguards against oil spills and other negative impacts go well beyond Washington state's comprehensive regulations for protecting water quality.

It's a major part of the work the installation's small-

craft operators undertake and they prepare for ship arrivals and departures.

"We want it to be just as good, if not better, when they leave than when they got here," he said.

That includes regular drill response training and preparation.

"It's a big team effort in the water here," Apeland said. "We just practice so we are ready if that comes to be; we all hope and pray that day never comes."

The job that's close to home has turned out to be a perfect fit.

"I love the location, I like to be outdoors. So when I come to work it's like: I get to be on the water.

"I get the best of all worlds here," he said.

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## The Leader

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with the materials.”

How it works: Sails are donated to The Artful Sailor, which Marino and Alvarado then turn around and find homes for.

“We do this on a donation basis,” Marino said. “The customer, so to speak, then makes a donation. We make a suggestion of what we think they’re worth, but the customer makes a donation and then a portion of that goes to the maritime center and we’re covered for our costs.”

And it’s not only mariners looking for sails, either.

“We just as often get requests for tarp material, material to make all kinds of covers, awnings,” Marino said. “Some of the taverns in town, because they’re trying to set up outdoor stuff, have come for sails. People want to cover their hot tubs. There are all kinds of possibilities. So the sails find homes in that way, maybe not as sails but in other respects; the hardware gets passed on for other uses.”

Demand, in fact, far outstrips supply.

“We’ve had far more request for sails than we have been able to fulfill; I would say four or five times as many,” Marino said. “So we’re trying to expand people’s awareness of

that need and what the benefits are.”

Those looking to donate used sails should contact The Artful Sailor via [theartfulsailor@gmail.com](mailto:theartfulsailor@gmail.com) or 360-344-8120.

“We’re pretty confident — we don’t go around spying in people’s windows — but we’re pretty confident that there are bags and bags of sails in people’s forecables, in their garage, in their attic,” Marino said. “They just pile up.”

About the people behind the drive, Marino and Alvarado themselves, Beattie said he is perpetually inspired.

“I don’t think it’s surprising, it’s

heartwarming,” Beattie said. “They’re generous with this and they’re generous with their time. They spend a lot of time with our young people in our programs and so it’s part of the Port Townsend maritime community, it’s like family. It’s great.”

The generosity of some sail shoppers, though, is surprising.

“Sometimes [I’m] very surprised,” Marino said. “We say such-and-such [a price] and they say, ‘Well, how about I give you twice that? That sounds too little to me.’ Because they know what they’d have to pay if they were getting a new one, which would be maybe six times that amount.”

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