



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

From The Helm: Sandra Smith-Poling. Cmdr



## October General Meeting

**Tuesday October 15, 2019**

**5:30 Socializing/Music**

**6:00 Dinner**

**7:00 Program: Future activity in the local Ports by Jim Pivarnik**

**8:00 PM: Adjournment**

Autumn is in full swing now. Cool, crisp mornings and as I write this, it is clear as a bell. It's not quite time to winterize, but it is getting close with night temperatures dipping into the high 30's. Maybe there is time for just one more fling on the water?

We will have an interesting update on our Port activity by Jim Pivarnik as our monthly program.

At the end of August, I joined the Everett and Seattle squadrons at their joint rendezvous at Point Hudson. They do this every year as their final getaway for the season. The highlights included a potluck and much talk and awards as well as sea stories. It was a very pleasurable evening.

We now have a certified Vessel Safety Check Officer, Gordan Lacey. One option is to schedule a day or afternoon with a number of our boats at the same marina, i.e Boat Haven and do them the same day. We could even possibly schedule this the day of the squadron meeting and potluck as this would save an extra drive in for Gordan. The District 16 meeting will be this weekend in Coeur d'Alene, Idaho. I may have some prelim info for our meeting or else for next month.

See you all Tuesday, Oct 15.



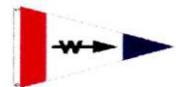
COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>



## UNITED STATES POWER SQUADRONS®

*Come for the Boating Education . . . Stay for the Friends<sup>SM</sup>*

### Point Wilson Sail & Power Squadron America's Boating Club



#### Continue your learning with Marine Electrical Systems

#### **Marine Electrical Systems**

**Marine Electrical Systems** is a United States Power Squadron course presented in seven chapters that starts with an explanation of what electricity is, followed by discussions on boat electrical wiring, DC and AC electrical systems, galvanic and stray current corrosion, lightning protection, and ends with troubleshooting of boat electrical problems.

The course includes detailed instructions and hands-on use of a multimeter, how to solder and crimp electrical wiring circuits, and how to read electrical wiring diagrams. This course can be used as a reference guide for anyone interested in properly maintaining their boat electrical system and/or effectively communicating with marine technicians.

- **Class 1 - Introduction, Chapter 1:** Properties of Electricity
- **Class 2 - Chapter 2:** Boat Electrical Wiring Practices
- **Class 3 - Chapter 3:** Direct Current Power
- **Class 4 - Chapter 4:** Alternating Current Power
- **Class 5 - Chapter 5:** Galvanic and Stray Current Corrosion
- **Class 6 - Chapter 6:** Lightning Protection
- **Class 7 - Chapter 7:** Troubleshooting Part 1; on-the-boat (students' or instructor's)
- **Class 8 - Chapter 7:** Troubleshooting Part 2
- **Class 9 - Review and (optional) Examination**

The class will be held at the Port Ludlow Yacht Club Wreck Room, **55 Heron Road, Port Ludlow, Washington 98365:**

- Thursday nights from 6:30 to 8:30 PM
- September 12 through November 14<sup>th</sup>, 2019 (except for September 26<sup>th</sup>).
- Cost of the course (including student manual) is \$50; manuals may be shared with a family member who pays an additional \$15.



*COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>*

Contact Rob Hamilton for more information or to reserve your spot(s); course materials will be available approximately one week before the first class.

[rob.hamilton@yahoo.com](mailto:rob.hamilton@yahoo.com) or at (360)-344-8001.



## Point Wilson Sail & Power Squadron, America's Boating Club

### Vessel Safety Check Program

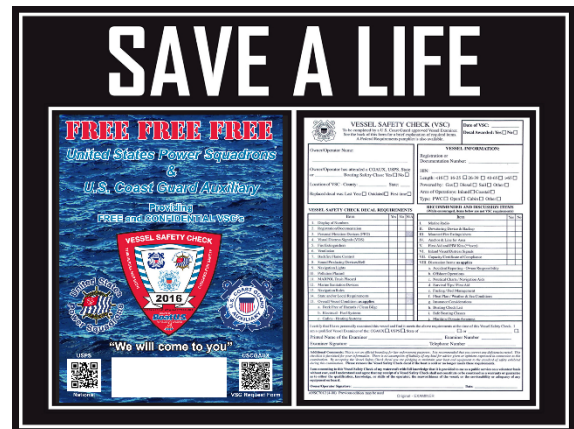
This program is seventeen years old. During the years, over 425,000 vessel safety checks were conducted. It is unknown how many lives were saved because of these efforts. The Chief Commander, Luis A. Ojeda, from Loxley, Alabama is asking everyone to support the initiative to increase the number of examiners and vessel safety checks by twenty percent in 2018.

New Squadron members are encouraged to take the required training and become certified and then immediately begin conducting the safety checks to make our waters a safer, better place.

### Vessel Examiners Needed!

If you are interested in becoming a

certified examiner, contact Gordan Lacey at [gordanl@live.com](mailto:gordanl@live.com)



Don't forget to visit our website [www.PointWilson.org](http://www.PointWilson.org)  
Which is updated with information throughout the year?



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

## News Release: U.S. Coast Guard releases 2018 Recreational Boating Statistics Report

WASHINGTON -- The U.S. Coast Guard released its 2018 Recreational Boating Statistics Report Tuesday, revealing that there were 633 boating fatalities nationwide in 2018, a 3.8 percent decrease from 2017.

From 2017 to 2018, overall recreational boating injuries also decreased 4.5 percent (2,629 to 2,511), and the total number of accidents decreased 3.4 percent (4,291 to 4,145).

“While these decreases are encouraging, there are still too many deaths and injuries that could be avoided through the use of life jackets and eliminating alcohol consumption while operating a boat,” said Capt. Scott Johnson, chief of the Office of Auxiliary and Boating Safety at Coast Guard Headquarters.

Alcohol continued to be the leading known contributing factor in fatal boating accidents in 2018, accounting for 100 deaths, or 19 percent of total fatalities.

“It is heartbreaking to realize that more than 100 people could still be alive today had alcohol use been curbed,” Johnson said.

Half of a boating party perished in Alabama in July 2018 when an inebriated passenger bumped into the operator, who had also been drinking, which caused the operator to swerve and crash into a bridge piling at about 25 mph. Two people were killed, including one who was struck by the boat’s propeller. The operator had a blood alcohol concentration level of 0.15, nearly twice the state’s legal limit of 0.08.

“This was just one tragedy that could have been prevented by removing alcohol from the day’s activities,” Johnson said. “Anyone who’s spent long periods of time out on the water knows that alcohol consumption, when combined with fatigue from sun and wind exposure, will severely hinder a person’s ability to make good decisions and maintain awareness of their surroundings.”

The report also shows that in 2018:

- The fatality rate was 5.3 deaths per 100,000 registered recreational vessels, which tied as the third lowest rate in the program’s history. This rate represents a 3.6 percent decrease from last year’s fatality rate of 5.5 deaths per 100,000 registered recreational vessels.
- Property damage totaled about \$46 million.



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

- Operator inattention, improper lookout, operator inexperience, machinery failure, and excessive speed ranked as the top five primary contributing factors in accidents.

Where the cause of death was known, 77 percent of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 84 percent were not wearing a life jacket.

“It’s so important for a boater to always wear a life jacket and to make sure that it is serviceable, properly sized, and correctly worn,” Johnson said.” He noted that a number of deaths involved inflatable life jackets that had expired cartridges or life jackets that were not buckled, thus making them ineffective as lifesaving devices.

Where boating instruction was known, 74 percent of deaths occurred on vessels where the operator had not received boating safety instruction. The Coast Guard recommends that all boaters take a boating safety course that meets the National Boating Education Standards prior to getting out on the water.

The most common vessel types involved in reported accidents were open motorboats, personal watercraft, and cabin motorboats. Where vessel type was known, the vessel types with the highest percentage of deaths were open motorboats (50 percent), kayaks (13.5 percent), and canoes (7 percent).

The Coast Guard reminds all boaters to boat responsibly on the water: wear a life jacket, take a boating safety course, attach the engine cut-off switch, get a free vessel safety check, and boat sober.

“We thank our boating safety partners for their efforts,” said Johnson. “Together we strive to reduce loss of life, injuries and property damage by improving the knowledge, skill and abilities of recreational boaters.”

To view the 2018 Recreational Boating Statistics, visit [http://uscgboating.org/statistics/accident\\_statistics.php](http://uscgboating.org/statistics/accident_statistics.php).

For more information on boating responsibly, visit <http://www.uscgboating.org>.

Linda Newland, Asst. SEO Point Wilson Sail & Power Squadron

*[This news release was forwarded by Linda Newland. Thank You-Ed. ]*



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

## Decal Awareness Program (DAP)



There is a new replacement tool in the Vessel Safety Check (VSC) tool box called "DAP"-- acronym for "Decal Awareness Program". The flyers and posters were designed to display the three primary aspects of the United States Power Squadrons: EDUCATION, SAFETY, and CAMARADERIE. Using the Vessel Safety Check decal at its nucleus is beneficial; since it is a recognizable symbol. Another benefit of the flyer is Squadrons and VEs can add their contact information electronically from their computer. Also, displayed on the flyer is the Quick Response (QR) code for the USPS web site, plus a QR code for the United States Coast Guard Auxiliary VSC locator web site. This is a new National project that adheres to the USPS branding

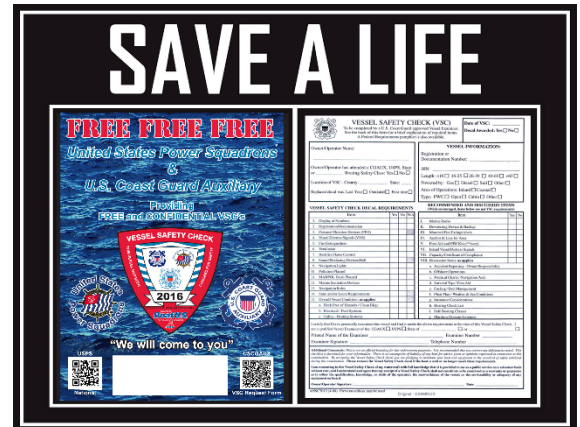
manual policy.

"Save a Life" boater safety signs were designed to be placed at recreational merchant locations and boat ramps. By including the form 7012, boaters will know in advance what is expected in order to pass a VSC. One of the signs is designed to have a Squadron address box and the other is a Universal sign that combines the USPS and USCGAUX.

With your leadership and support, the Decal Awareness Program can increase the number of annual Vessel Safety Checks.

DAP Announcement quoted from [Safety Committee Webpage](#)

Member Site of the United States Power Squadrons<sup>®</sup> National Website





COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

## **RBAW Report for October**

### **RBAW Forming a Non-Profit to Benefit Boaters**

RBAW is far along in the process of forming the RBAW Marine Park Conservancy which is designed to either acquire or improve boating areas/facilities for Washington State boaters. This will be a 501C3 non-profit organization accepting tax deductible contributions and will operate as a separate entity from the now established lobbying group, RBAW. There is no lack of possible projects. The first focus is on acquiring the deteriorating Lakebay Marina in South Sound which is becoming a blight and has the attention of the State Parks and State Dept. of Natural Resources. The Conservancy would take the lead on raising funds, possibly with state grants as well, to bring it back into shape for recreational boating use. At some point Lakebay would revert to the State similar to what the forefather of RBAW did by buying much of the land that now comprises Sucia Island State Marine Park and then donating it to the State. Pledges are now being accepted with the proviso that donations will be collected once the final IRS acknowledgement of the 501C3 status is approved. Thanks to RBAW President Bob Wise for his vision and leadership in forming the Conservancy.

### **RBAW Again is Attempting to Head Off More Costs to Boaters**

The Dept. of Natural Resources (DNR) which oversees the Derelict Vessel Removal Program is again looking for funding to make up a deficit in the DVRP which costs taxpayers \$5 million a biennium but is only receiving \$1.7 million of which between \$1.4 and \$1.5 million comes from the \$3 that recreational boaters pay in vessel registration fees. RBAW's position is that commercial vessels need to pay their fair share of the costs (currently they are paying only \$1 per foot) since recreational boaters are holding up the majority of the expense and the removal of commercial vessels take most of the fund. DNR staffs have suggested increasing the vessel registration fee by \$4 and imposing new marina-slip fees (we heard possibly \$92 a year). Needless to say we strongly oppose any new fees on recreational boaters until commercial craft which cost more to remove, pay their way. By next month, we should know which way DNR will proceed on this issue.

### **Emerging Issue on Proposed Regulation Causing Fuel Taxes to Increase**

RBAW has just learned that the Puget Sound Clean Air Agency is proposing a low carbon fuel standard that could be imposed on not only vehicles in the four county area of King, Pierce, Snohomish and Kitsap, but also on "non-ocean going" vessels. This could translate into a 15 cent per gallon increase on fuel with the theory that it would pay for reformulation of the fuel to reduce carbon emissions i.e. akin to a "carbon tax". These four counties comprise about 75% of the state's





*COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>*

population; however, outlying areas could be affected down the road. RBAW expects to see a draft rule on this in October and will report when a comment period is available to be heard.

**Hilary Franz, WA State Lands Commissioner, to be keynote speaker for RBAW Annual Mtg.**

RBAW invites all yacht club commodores and other club representatives/delegates to the RBAW Annual Meeting where we discuss upcoming legislation for 2020, elect new officers and provide additional informative topics of interest to our boating members. We are pleased to announce that Hilary Franz, the WA State Lands Commissioner and head of the Dept of Natural Resources will be our keynote speaker. Her department not only oversees many marine related parks and public lands, but she also is in charge of fire fighting on public lands...a big job. We are looking forward to providing her with a big audience at the Seattle Yacht Club on Saturday, November 23. We encourage interested people to attend. She is quite popular and an engaging speaker. More information to follow or otherwise, please contact me.

Linda Newland, Interim RBAW Secretary/PTYC delegate to RBAW



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

Guest Speaker

Matthew Hirsch  
Wood in Boatbuilding  
Edensaw, Port Townsend

Boat building was going strong in Port Townsend but it was hard to find suitable wood. So in 1984 Charley Moore started selling specialty wood out by the airport. Stock was stored under tarps. In the 90s he and Jim "Kiwi" Ferris built the present facility on Seton Road. Today Edensaw sells structural wood, decorative wood, and slabs, mostly but not exclusively, for marine use.

Mathew illustrated his presentation with numerous samples and a few diagrams.

He showed how boles (the trunk below the branches is the bole) are cut to produce boards. The grain in quarter sawn lumber is up and down in every piece (vertical grain), taking full advantage of the wood's tensile strength. For boat-building this form is best. Alternatives are rift sawn and flat or plain sawn. A plain sawn slice tends to go a little crooked. Quarter sawn is also best for bending. [*I found a good visual for the cuts in Wikipedia – Ed.*]

Tall, straight trees respond primarily to gravity. Most softwoods—conifers—are examples. Hardwoods, however, chase the sun and spiral as they grow, the spiraling reflected in the grain. Most hardwoods have tannins and varying silica content which improves weathering in marine environments, particularly salt water; softwoods have pitch, oils.

Most trees used for lumber are 200 to 500 years old. "Old Growth" lumber is almost non-existent and has been replaced by "younger" versions. Edensaw is getting cedar slab wood now. New cedar has about 9 growth rings per inch, old growth cedar about seventeen. Foresters are modifying trees to get them to grow fast and the wood is not as dense and strong. We are seeing second and third growth trees now, complete with knots.

Mathew gave a brief summary of the usually sourced woods for marine construction considering structural and aesthetic needs. He focused on lumber which is visually appealing, durable, and can be cut, bent and shaped to fit the usual curves found in boats

Teak is the best of the best for both outside and inside uses. It's a stable wood, doesn't weather poorly, rot resistant because of oil and silica. A boat-building favorite for decades used in decking, trim, interiors, etc., the demand for Burmese teak has depleted stocks and driven prices skyward to \$42/board foot (short pieces, \$29). Iroko (African teak) at \$8 a board foot is a good substitute and looks enough like teak to blend in well with teak but does not have as much silica so finishing is a consideration.

Burma is making currently lumber by dismantling old boats. Their laws prevent international shipment of teak lumber, so "creative smuggling" of bed frames, pallets, etc., has ensued which is being curtailed.



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

Oaks vary in suitability. White oak is best among oaks particularly for structural members; sap holes contain silicon that keeps moisture from penetrating far. Coopers use white oak for wine barrels. Red oak has too little silicon and you must fill the holes requiring a penetrating and durable finish. It has lots of tannin, which will turn black when oxidized.

Maple is not a good marine wood; too hard and too heavy.

Mahogany, much used for planking, is becoming rare. Sipile and Sepo are satisfactory substitutes. You can feel the oil in sipile.

Oil finishes are considered better than varnish or poly-urethanes but all are used. Oils require regular maintenance but don't pose the difficulty when stripping varnishes, etc. Raw linseed oil (not boiled!) gives a better luster. Jojoba doesn't penetrate much but is good. Tung oil dries out outside. He suggested using a sealer for exterior work, plain finish inside. Penetrating epoxy, once it cures, is a good sealant. Sealants keep oxygen from seeping out of the wood which is frequently responsible for small bubbles appearing in a varnish/urethane application. Mathew said that Skidmore makes a fine finishing oil. Epiphanes is a good varnish. For gluing oily woods, he suggested first using toluene or something similar to remove surface oils.

Mr. Hirsch then passed around samples of different species. Incidentally, you want to apply finish to both sides on wood. Some of his samples, bare wood on one side and finished on the other, were cupped.

Obeche is light weight, soft to carve.

Paulownia has a loose grain, grows fast suitable for furniture. It is shipped from China and can be found at IKEA.

Black Limba works well in salt water but is not rot resistant.

Western red cedar is lightweight, cups if you finish only one side.

Alaskan Yellow Cedar is actually a cypress. It is clear and resistant to fungus, but the oil is an irritant.

Sitka spruce (Howard Hughes built the Spruce Goose out of it) is lightweight, strong, bends well and finishes well.

Ash is good for structural work, frames etc. that are not exposed to the elements. It has an open grain but is not as porous as red oak. Seal and varnish ash.

Madrone, having a high BTU content, is good for firewood.

Douglas fir is straight-grained, bends and steams well, has a lot of natural oil. The grain is better than pine's and you can get lumber up to 30 ft long.

Port Orford cedar is found in Port Orford. Its oil is used in citronella mosquito repellents. It does not bend well.

Aphrormosia is a little known wood that serves well.

Khaya is African in origin, plantation grown, stable and currently being grown in Hawai'i.



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

Blond mahogany, Anegre, is not as light as holly.

Padouk can withstand submersion well, wear and tear. Good sacrificial wood with interlocking grain.

Honduran mahogany is historical, not best because it's very rare now.

Cumuru, or Brazilian teak, is good decking wood, won't disintegrate. Fishing boats use it for sacrificial decking.

Spanish cedar is good for interiors. It's used in humidors that keep cigars fresh.

Wenge is toxic like cocobolo. The oil is irritating.

Myrtle wood, common in the Pacific Northwest is a scraggly tree, from whence we get rosewood.

Purpleheart is excellent for stems, keels, frames. It is impervious to everything, heavy, can take constant exposure to salt water. Structural members in the restored *Adventuress* are purpleheart. You can see purpleheart in the stern of the *Western Flyer* under restoration currently at the Port Townsend Shipwright's Co-op.

Questions and answers following were mostly one on one.

*[My grateful thanks are to Sandy Dengler for providing her notes taken during the presentation. I edited and added my own recollections and any errors or omissions are attributable to me. – Ed]*



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

Date	Day	Event	Location	Time
<b>2019</b>				
<b>September</b>				
T.B.D.		ABC3 Class	NWSWBB	
17	Tuesday	September Squadron Meeting and Program	PTYC	5:30-8:00
19	Thursday	Marine Electrical Systems Class Session 1 of 9	Port Ludlow	7:00-9:00 pm
26	Thursday	No class held this week	Port Ludlow	7:00-9:00 pm
31	Thursday	Marine Electrical Systems Class Session 2 of 9	Port Ludlow	7:00-9:00 pm
<b>October</b>				
3	Thursday	Marine Electrical Systems Class Session 3 of 9	Port Ludlow	7:00-9:00 pm
10	Thursday	Marine Electrical Systems Class Session 4 of 9	Port Ludlow	7:00-9:00 pm
15	Tuesday	October Squadron Meeting and Program	PTYC	5:30-8:00
17	Thursday	Marine Electrical Systems Class Session 5 of 9	Port Ludlow	7:00-9:00 pm
24	Thursday	Marine Electrical Systems Class Session 6 of 9	Port Ludlow	7:00-9:00 pm
31	Thursday	Marine Electrical Systems Class Session 7 of 9	Port Ludlow	7:00-9:00 pm
<b>November</b>				
7	Thursday	Marine Electrical Systems Class Session 8 of 9	Port Ludlow	7:00-9:00 pm
14	Thursday	Marine Electrical Systems Class Session 9 of 9	Port Ludlow	7:00-9:00 pm
19	Tuesday	November Squadron Meeting and Program	PTYC	5:30-8:00
<b>December</b>				
17	Tuesday	December Squadron Meeting and Christmas Party	PTYC	5:30-8:00

PTYC                      Port Townsend Yacht Club  
 Port Ludlow            Port Ludlow Yacht Club, 55 Heron Road, Port Ludlow  
 West Marine            West Marine, 2428 Washington Street, Port Townsend  
 NWSWB                 Northwest School of Wooden Boatbuilding



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

## Publications and Resources



### National Events

Click on the icons to open latest editions of



Winter 2016 Newsletter



Calendar of Events



2016-2017 Calendar

# Barnacle Bill's

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>



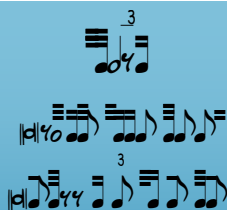
*Have something taking up space and collecting dust? ..... List it on Barnacle Bill's*

Contact: Gordan & Sherry Lacey

## Bosun's Chair

Discovered a very nice bosun chair that needs a home. Good condition, some dust from storage. \$10.00

Contact Gordan: 425 785-6673



Gallery 9, 1012 Water St, Port Townsend, 98368

Studio: (360) 379-1178, email [spoling41@gmail.com](mailto:spoling41@gmail.com)

Please visit [www.classicpaintings.net](http://www.classicpaintings.net) for available prints/paintings.



# 2016-2017 Bridge Officers & Committee Chairs



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

## Officers

<b>Commander</b>	Cdr Sandra Smith-Poling	360-379-1178	Spoling47@gmail.com
<b>Executive Officer</b>	Open		
<b>Admin Officer</b>	Dan Newland	360 437-9350	dan@pegasusaeromarine.com
<b>Education Officer</b>	Rob Hamilton	503 881-0821	Rob_hamilton@yahoo.com
<b>Asst Educ Officer</b>	Lt/C Linda Newland	360-437-9350	Newlan2dL@aol.com
<b>Secretary</b>	Lt/C Sandy Dengler	360 865-2077	SandyDengler2@yahoo.com
<b>Treasurer</b>	Sherry Lacey	360-379-1954	s.lacey@outlook.com

## Committee Chairs

<b>Vessel Safety</b>	Gordan Lacey	425-785-6673	<a href="mailto:GordanL@live.com">GordanL@live.com</a>
<b>Property &amp; Supply</b>	Maureen Waligora	503-910-3548	<a href="mailto:Maureen.waligora@gmail.com">Maureen.waligora@gmail.com</a>
<b>Membership</b>	Ramsay Smith	404-405-4965	<a href="mailto:Wrs.148@gmail.com">Wrs.148@gmail.com</a>
<b>Newsletter</b>	Marek Waligora	503-932-0274	<a href="mailto:Marekwaligora402@gmail.com">Marekwaligora402@gmail.com</a>
<b>Webmaster</b>	Gordan Lacey	425-785-6673	<a href="mailto:GordanL@live.com">GordanL@live.com</a>
<b>Audit</b>	Jane Armstrong	360-344-2824	<a href="mailto:SeePuget@gmail.com">SeePuget@gmail.com</a>





Please Support Our Advertisers



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>

SEA...the difference.



For all your boating needs!

(360)385-4000  
seamarineco.com  
Point Hudson  
Port Townsend, WA



Homer Smith Insurance

888.433.0031  
www.HomerSmith.com

Where Tradition Meets Technology



Since 1996

Full Service Auto & Truck Repair

- Factory Maintenance
- Engine Repair & Service
- Transmissions / Clutches
- Electrical
- Brakes / Batteries
- Oil Lube Filter



Approved Auto Repair



ASE



ENVIROSTARS



Green Business

REAL CAR GUYS KNOW ACDelco

www.autoworkspt.com

2313 3rd St  
Port Townsend

360-385-5682

**EDENSAW**

MARINE PLYWOOD  
MARINE HARDWOOD  
EXOTIC WOOD  
ACCESSORIES  
TOOLS  
ADHESIVES

ADVENTURESS  
SEATTLE, WA

EDENSAW  
WOODS, LTD.

★ Edensaw.com 866.583.4059 ★  
211 SETON ROAD, PORT TOWNSEND, WA 98368



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDS<sup>SM</sup>



L.A.W. Enterprises  
Lance Warren

**REFRIGERATION  
METAL FABRICATION  
WELDING  
BRAZING**

Give us a call, even  
if your boat is small.

cell 1-360-821-2096  
home 1-360-385-7689

Port Townsend, Wa

**Cornerstone  
Solutions**

**Gordan Lacey  
Marine Electrical , Electronics & Services**

Phone: (425) 785-6673

Corner-Stone-Solutions@outlook.com PO Box 105  
http://www.cornerstonesolutions.company Brinnon, WA 98320