

# GRAND OPENING

WEDNESDAY, MAY 6, 1970

Supplement to:  
\*Federal Way News  
\*Des Moines News  
\*Highline Times

CITY OF DES MOINES



SPECIAL  
BOATING  
EDITION

MARINA

Public  
Invited

**SUNDAY, MAY 10th, 1970**

- PANCAKE BREAKFAST: 8 am-12 noon-Marina Repair Shop
- BOAT PARADE 12 noon-Sponsored by Des Moines Yacht Club
- DEDICATION & RIBBON CUTTING: 2 pm-followed by Reception Sponsored by  
Greater Des Moines, Inc.

# Marina Planning Took 6 Years



CITY CLERK MARIE SOVOLD and City Manager Bob Williams sign construction contract in 1969.

The Sunday dedication of the Des Moines multi-million dollar marina was a long time in coming. It took over six years to make a dream into a reality. At times it looked as if the marina would never get off the drawing board and would remain just that—a dream.

The idea of a marina in Des Moines had been talked about for years, and early in 1964 the Des Moines Jaycees, in conjunction with the city circulated a questionnaire among residents to determine the interest in a marina. Receiving a favorable response, a second survey was taken to determine the number of boat owners in the area.

The Des Moines City Council, in October of 1964, passed a resolution authorizing an application for a loan from the Housing and Home Finance Agency (now the Department of Housing and Urban Development) for a feasibility study on a marina in the area.

In applying for the loan, the city used the findings obtained in the two questionnaires.

The loan, in the amount of

\$10,000, was granted in February, 1965. The city employed the firm of Reid Middleton and Associates to make the study. The report that they later submitted was that a marina was feasible both from an economic and an engineering standpoint.

At about the same time as the firm was making its study, the question arose as to whether a third class city could build and operate a marina. After checking with some of the best legal advice in the state, the answer was still in doubt.

In order to be absolutely sure, City Attorney Robert Verzani met with Senator John Stender and Representatives Frank Warnke and Norwood Cunningham, and the four of them drew up a bill authorizing second, third, and fourth class cities to construct, maintain, and operate a marina. This bill was passed by the 1965 legislature.

Also, in 1965, some 700 feet of tidelands became available at a tax delinquent sale, and the city took court action to



MISS BOAT SHOW, left, and Miss Des Moines 1969, Sue Shaffer, unveil construction sign at rock dropping ceremony January 21, 1969.

reserve and purchase this property.

The city applied to the Housing and Home Finance Agency for a construction loan in August of 1965. The \$3,155,000 loan was authorized by HHFA in October, 1965.

Original plans for the marina called for construction between the Vagabond Yacht Club on the south, and S. 223rd on the north.

At this time, it was decided that a north entrance to the marina was desirable, and the plans were revised. The application for additional funds was granted by the Department of Housing and Urban Development in May of 1966, bringing the total loan to its present \$3,830,000.

The city obtained its subinterim financing for engineering studies, land appraisal and soil testing from the Des Moines Branch of Seattle Trust and Savings.

Land negotiations began in 1966, and in July of the same year, the City Council passed an ordinance initiating condemnation action on the tidelands.

This required the city to apply for a certificate of public use and necessity in Superior Court. This was denied by the Superior Court in October, 1966.

The city appealed this denial to the State Supreme Court and was heard in March, 1967. The Supreme Court, before issuing a ruling wished to hear the case "en banc" (i.e., before the entire nine man court.) The city presented its case again in October, 1967.

The Supreme Court reversed the ruling of the Superior Court in early 1968. They ruled that the city had the right to condemn tidelands within her corporate limits, but could not initiate action for tidelands outside the city limits. City

Manager Robert Williams termed this decision "the turning point." It finally looked as if Des Moines might get a marina.

However, because of the ruling that the city could not condemn beyond her corporate limits, and because a portion of the planned marina was south of the city, the plans had to be revised again, into phase one and phase two.

In April, 1968, the City Council passed an ordinance establishing a five man marina board. The plans and specifications were approved by the council, and sent to the Department of Housing and Urban Development.

The call for bids was let in October, 1968, and were opened in November. General Construction was awarded the contract.

Interim financing was arranged with the Burien Branch of Seattle First National Bank.

On January 21, 1969, the first rocks were dropped into Puget Sound, marking the beginning of the breakwater construction. General Construction began work in earnest after brief ceremonies in sub-freezing weather. A reception was held at the Vagabond yacht club, and Susan Shafer, the 1969 Miss Des Moines, unveiled the construction sign.

Construction proceeded on schedule through the months that followed, but the building of the facility was not trouble-free.

In May, 1969, General Construction began the dredging phase of the operation. Because of the size of the dredge and the amount of capital invested in the equipment, the company found it necessary to operate on a 24-hour basis.

Much of the dredged material was being pumped

toward the shore as fill for the marina parking lot. This necessitated running two bulldozers to maintain a dyke so the material wouldn't slop back into the sound.

The dredging and operating of bulldozers during the night brought a wave of protest from property owners adjacent to the marina. The protest resulted in the presentation of a petition to the city administration calling for a halt of dredging operations between the hours of 10 p.m. and 6 a.m.

One citizen attempted to file a citizens complaint with the Des Moines police. Des Moines City Attorney Robert Verzani refused the complaint.


Meanwhile, the property between S. 227th and the Vagabond Yacht Club was sold and the new owners entered into an agreement with the city for expansion of the marina. The new phase provided 120 additional moorages and required 450 feet of additional break-water.

The city signed agreements with the Vagabond Yacht Club for the expansion and received the approval of the Corp of Army Engineers.

The new addition brought the marina back to the size originally planned. The change in plans did not delay construction, however, and work progressed toward a Spring 1970 completion.

As the marina neared completion, interest grew in the new facility and boat owners began to make deposits for moorage space. By the time the marina opened on May 1, 75 percent of the available moorage was filled.

The marina has facilities for 771 boats, including dry storage. It will be entirely self-supporting, deriving its revenue from moorage rentals and boat launching charges.



## Welcome

**DES MOINES MARINA**

From Joers' Blockhouse Restaurant serving the Des Moines Area for 25 years.

WE HOPE TO OPEN OUR NEW MARINE RESTAURANT "The Dock House" SOON!

**JOERS' BLOCKHOUSE RESTAURANT**

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TR 8-2727



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THURSDAY-FRIDAY-SATURDAY



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READ THIS

**HERE ARE THE FACTS:**

We have been informed by our accounting department that we must reduce our inventory by 300 units. This means 100 units a day for three days - Refrigerators, Freezers, Stereos, Televisions, Ranges, Washers, Dryers. This must be done during this sale.



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- Built-in coaxial antenna capability
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**SPECIAL 3 DAY PRICE**



**AUTOMATIC RANGE**

3 DAY PRICE

**\$149**



**DELUXE CONSOLE COLOR TV**

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**\$439**



**ELECTRIC ALARM CLOCK**

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**DELUXE DRYER**

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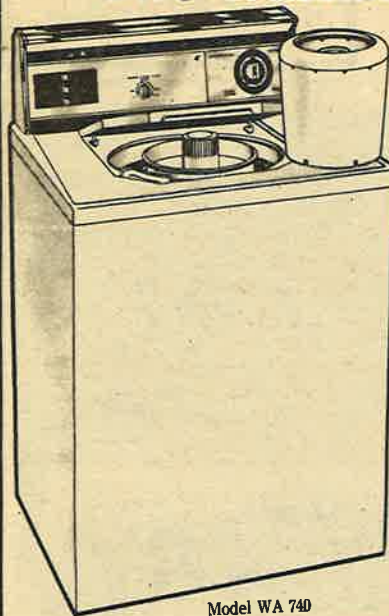


Model TBF-18SE

- Jet Freeze Ice Compartment blows sub-zero air over trays for extra-fast freezing!
- Zero-degree freezer holds up to 165 lbs.
- Door shelves in both sections
- Rolls out on wheels for easy cleaning
- Only 30 1/2" wide, 66" high!

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**Two Washers In One**



Model WA 740

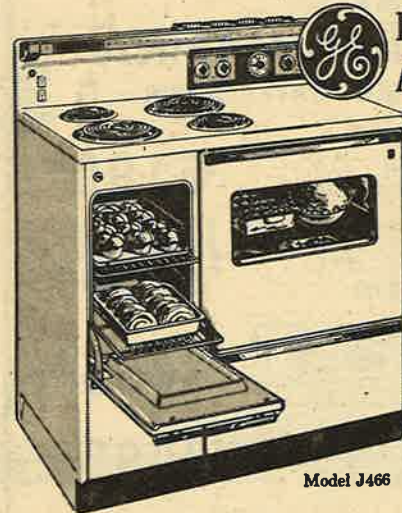
**Filter-Flo® Washer**

1. Exclusive Mini-Basket® Little extra tub for up to 2 lbs. of things you'd normally wash by hand!
  2. Big regular Washbasket Big loads really clean—up to 16 lbs. mixed, heavy fabrics!
- Filter-Flo® System Any size load—free of lint-fuzz!
  - 2 Wash, 2 Spin Speeds
  - 3 Wash, 2 Rinse Temperatures
  - Permanent Press Cool-down

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**2 ovens cook while you're away!**

Broil or bake in either or both ovens at the same time! Turn on and off automatically!



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**Double Oven 40" Automatic Range**

- Oven doors removable; picture-window door on Master Oven.
- Full-length fluorescent cooktop light.
- Two convenience outlets.

**SPECIAL 3 DAY PRICE**

**We Welcome The Des Moines Marina**

# Ken Blais Is Man Of Many Talents

by Agnes Webb

Interviewing Ken Blais is something like trying to catch a tiger by the tail - it takes a lot of time and maneuvering. He's a man who wears many hats - the prime ones being the one that belongs to the successful local businessman, and the other being the one that belongs to the equally successful United Airlines Captain.

An interview with the former has to be sandwiched in between a steady flow of customers and phone calls. One with the latter is subject to time available between runs from here to Cleveland with Ken as chief pilot of that "magnificent flying machine", the Boeing 727.



BLAIS OF DES MOINES



KEN BLAIS

BEST WISHES TO  
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TV-CAR RADIO-  
PHONO -HI FI  
GEORGE M. BROWN  
CES/CET **TR 8-2198**

**Best Wishes To  
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Marina**  
Marine Paints  
Fishing Tackle  
Sporting Goods  
Hardware  
Housewares  
**Des Moines  
Coast To Coast  
Store**  
TR 8-7601

The flying career started some 22 years ago, with Ken flying DC-3s between here and Canada. During those years he has progressed through a whole series of DCs, ranging from three through eight, to the left-hand seat in the sleek 727.

The business started back in 1952 with a discount house operation, the first in the Des Moines area, in the Blais home on Marine View Drive, with the whole family working together as a business unit. Like the familiar "Topsy" the business grew and grew, until it outgrew the house and, in 1957, was moved to the present location of Blais of Des Moines.

Through the intervening years, customers could find everything from coffee pots to jewelry to toys in the rambling building at 22607 Marine View Dr. Now the major emphasis has shifted to boats, motors, trailers, radio equipment, water skis and all the other paraphernalia that goes with boating, often sold to the tune of music from the organ, another staple of Blais'. Music is furnished through the courtesy of Ken (if he can

squeeze in the time to demonstrate his talents), but an interested customer, or by one of the children, if and when available.

Ken Jr., who will be discharged from the service in two weeks, has seen duty in Vietnam. Larry is a Baptist minister. Mike is married and has made Ken Sr. a grandfather. DeLoy is now a senior at Mt. Rainier High school, and Danny, to whom the "boss of Blais" jokingly refers as "the last of the cheap labor," attends Pacific Junior High school.

In addition to all this, Blais is an antique buff, an active member of the Coast Guard Flotilla on call whenever a boater in distress needs help, and vigorous supporter of community projects.

As an antique buff, he owns a collection of 31 antique aircraft, a multitude of old vehicles (including a hand-drawn fire truck,) along with an array of antique musical instruments which ranges from music boxes to church organs. He dreams one day of building a museum to house the

entire works, and to open it to the public.

For many years Ken served as a volunteer with the Des Moines FIRE Department and, for the first three years of the Greater Des Moines Waterland Festival, he alone was responsible for one of the big festival attractions - a water show which provided boat racing, water skiing exhibitions and parachute

jumpers diving into Poverty Bay.

So much for the past - nowadays Blais is involved in the future, with plans for expansion, improvement and growth, and his long familiar slogan, "Go To Blaises" still applies, whether you're on the track of a boat, or an interview with a "tiger".

## Soak Clams In Salt Water

The best way to get clams to spit their sand is to soak them in salt water, and fortunately Puget Sound is full of it.

One way is to put them in a good stout small gunny sack or burlap bag, tie a rope securely to it, and hang them overboard in the water. Fasten the rope securely to the boat's railing.

This is fine when you're anchored, but when in motion you might lose your clams or worse, get the end of the rope in your propeller.

Then it's best to put the clams in a bucket of salt water in a shady portion of the deck.

Lift them into fresh salt water a few times during the day, washing and sorting them as you go.

If you don't use clams the first or second day, make sure they're still alive before you steam them. If they pull in their necks and clamp their shells closed when touched, they're okay. If not, throw them overboard.

To steam clams, put a small amount of boiling water in a large kettle on a hot stove. Put in clams, and as their shells pop open fish them out.

Serve with a bowl of hot clam nectar in which to rise off remaining sand as you pick the clam from the shell, and have generous amounts of melted butter seasoned with black pepper and garlic powder for a dip.

**BOAT SPECIALS!**  
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TRY BEFORE YOU BUY - WATER DEMOS.

21' SABRE CRAFT EXPRESS With 140 H.P. MC Loaded \$7,458.00	<b>\$6100<sup>00</sup></b>
17' BAYLINER TRI-HULL DELUXE Walk Thru MC 120 H.P. \$4195.00	<b>\$3595<sup>00</sup></b>
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Have you added new equipment such as Ioran, radio direction finder, tachometer cables, radar or other steel frame equipment recently? Shrock's on location compass adjusting will compensate for any magnetic field changes of your ship. Don't get caught with your deviations down.

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**BLAZE** (BLAIS?)  
OF DES MOINES

## Everything on Display

On the floor or in the lot will be sold at

**20%-50% OFF**

### DEALER'S COST

**20%-50% OFF**

NEARLY ALL NEW 1970 NATIONALLY ADVERTISED MERCHANDISE

## \$125,000 Worth Of Stock!

**3 DAYS ONLY! MAY 8-9-10, 10 A.M.-9 P.M.**

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### ALUMINUM CARTOP BOATS

## MOTORS



4 H.P. - 100 H.P.

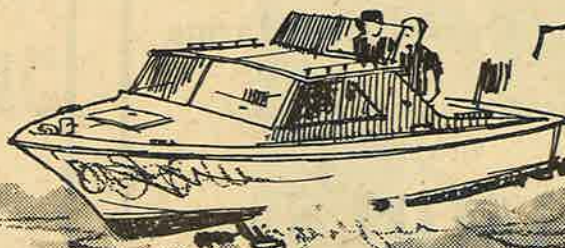
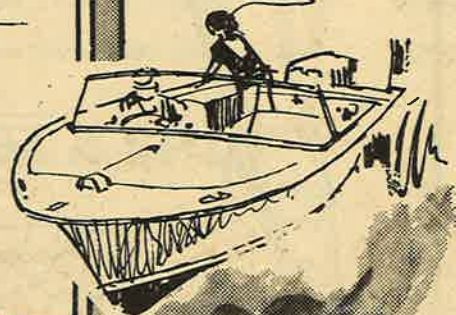
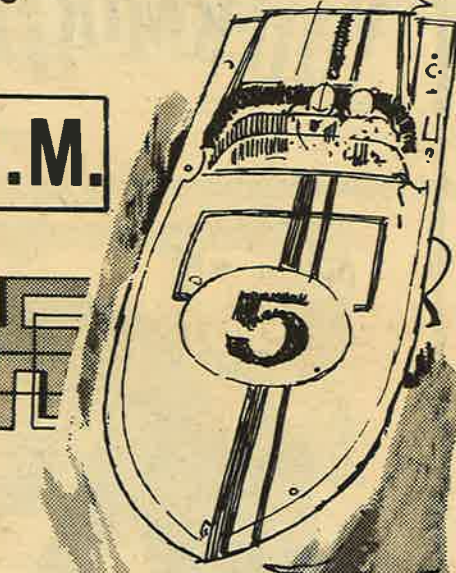
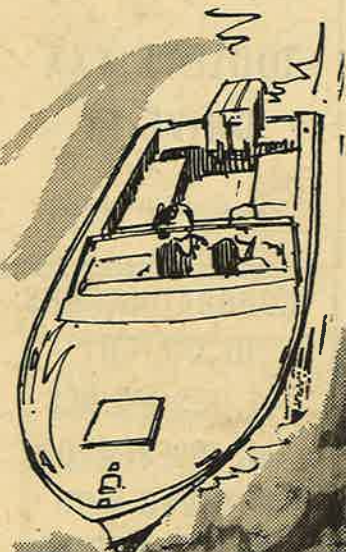


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3.5 H.P. - 135 H.P.



• MARINE HEAD, STOVE, ICE CHEST  
24' CHRYSLER SLEEPS 4 INSIDE



CREDIT  
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2 BLOCKS FROM DES MOINES MARINA

STANDARD FACTORY WARRANTY ON ALL ITEMS

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MOINES STOP AT

**TOOLEYS XXX  
DRIVE IN**

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TO THE CITY  
OF DES MOINES  
AND TO EVERYONE  
INVOLVED WITH  
THE NEW MARINA**

**ELSEY'S  
TEXACO  
SERVICE**

220th & Marine View Dr.  
TR 8-4040

## Coordinate Clothes For Easy Care

If you're planning clothes for a cruise, coordinate your colors, and you'll find that you can dress for either hot or cold weather, be comfortable and even attractive with a minimum wardrobe.

For instance if you have everything keyed to tans and browns or to different shades of blue - not both - you can wear the same jersey tops with shorts, bermudas or warm slacks, and you might need all three to be comfortable in the course of a single day.

You will want probably T shirts, a slip-on sweater or two, a warm cardigan and a quilted jacket with a hood for out on deck morning or evening.

As for shoes, a person needs sneakers, thongs and a good tough pair of loafers for walking the beach.

Socks and undies require little packing space; so take plenty. In summer a person should also have two swim suits along. Otherwise your suit may be full of cold salt water when you want to put it on.

## Des Moines Boats Offers Variety Of Equipment



DES MOINES BOATS offers a complete line of pleasure crafts.

The newest boat sale and repair outlet in the area is Des Moines Boats, 605 S. 223rd, a block east of the marina.

Des Moines Boats opened in November, 1969 and features a

wide selection of models, makes, electronic equipment and boating accessories. In addition to the Sabre Craft and Glas Ply lines, Des Moines Boats has recently acquired the franchise for Fibre Form Boats, according to owner-manager Ralph Sandal.

The new store also has a service department with factory trained mechanics, and a boat hoist for the convenience of customers. Sandal is the former manager of Redondo Marine Sales.

In addition to the fine lines of boats and Johnson outboard motors, Des Moines Boats also features Calkins trailers, depth finders, ship-to-shore radios, and other electronic equipment.

Des Moines Boats is located on a corner which was once the site of a small store and restaurant. Although the store and cafe had been vacant for

years, the Des Moines City Council originally denied the rezoning that was necessary for the boat outlet. The Council later reconsidered and work on the new and attractive building was allowed to proceed.

## Des Moines Yacht Club Plans Parade

The Des Moines Yacht Club, formerly the Vagabond Yacht Club, will celebrate the dedication of the marina and the opening day of the South King County yachting season with their annual parade, Sunday.

Boats will assemble in a holding area outside the marina breakwater at 11 a.m. The parade will start with a blast of the boats whistles at noon. If small craft warnings are posted there will be no parade.

The parade route runs from the south end to the marina, south to the Zenith area, then back to the north of the breakwater and past the review vessel "Gallant Lady".

Theme for this year's parade is "The New Age", and trophies and awards will be presented to the best decorated boats. If the weather is good, over 125 boats are expected to participate.

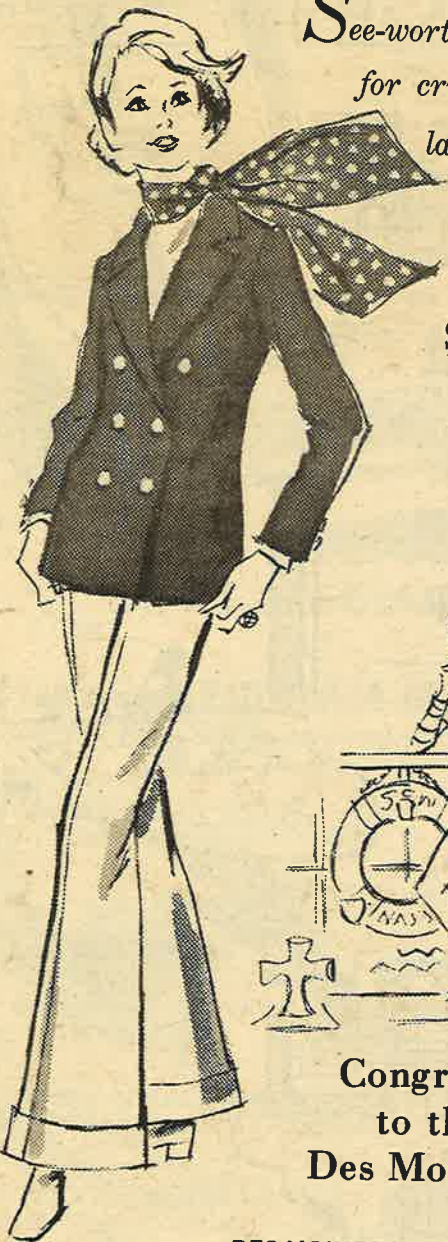
The entrance to the marina will be closed at 1 p.m. for the dedication and boats will not be allowed to enter or leave.

If the number of boats expected to participate in the parade, there will not be enough room inside the breakwater for visitors to tie-up. Once the marina is full, boats will have to anchor outside the breakwater.

The yacht club changed their name from Vagabond to Des Moines this year, with the advent of the marina. The clubhouse is located at the southern end of the marina area.

## fun-loving fashions

See-worthy fashion  
for cruisers and  
landlubbers,  
too!



Sportswear  
and  
Pant Suits,  
Galore!

Congratulations  
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Des Moines Marina

DES MOINES SHOPPING PLAZA  
TR 8-3120

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OPEN MON. WED. FRI. NIGHT 'TIL 9  
BANK CARDS WELCOME

**CUSTOM WINDOWS**  
Made To Fit Your Boat

★  
**CUSTOM LIGHTING**

★  
ALL TYPES OF PLASTIC  
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to the city of  
Des Moines on  
the New Marina

Join your friends at

**CLAY'S TAVERN**

708 SO. 227th  
DES MOINES



**JERRY JOHNSON**

**MARINE SPECIALISTS**

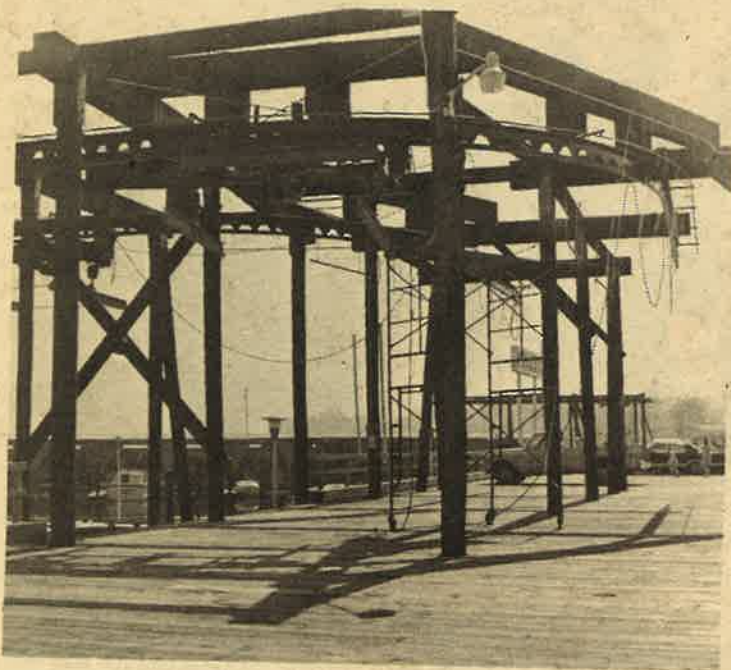
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We will be able to offer our customers more complete service and convenience and invite you to inspect our new shop soon

**EXPERT** *Chris-Craft* ENGINE & HULL SERVICE

# Marina Will Offer No Free Facilities



RATES at the Marina's boat launch facility start at \$1.75. There are no free facilities.

Several area residents have awaited the opening of the New Des Moines marina with the assumption that there would be free boat ramp facilities provided.

These residents are in for a disappointment because there is no free boat launch. The only boat launching facilities in the marina are of the "elevator" variety, and one-way charges begin at \$1.75.

The lack of free boat ramp facilities was set down in the

original loan agreement between the Department of Housing and Urban Development and the city. (HUD loaned the city \$3.8 million for the construction of a small boat harbor).

In the terms of the loan agreement, HUD stipulated that: "The City of Des Moines shall establish the rates and charges of the marina facilities either by ordinance or resolution with the provision that no free services will be

provided."

The only boat ramp in the marina is in front of the Vagabond Yacht Club. When the club gave the city the tidelands in front of their property for the marina it was stipulated that the city would replace the existing boat ramp with a new one. This was done, but the individual members of the club must pay the city each year for the use of the boat ramp, City Manager Robert Williams said.

The ramp itself is controlled by the Vagabond because the only access to it is over the club property.

Some visitors to the marina have also been critical because of an apparent lack of a public fishing area. An area has been set aside at the north end of the parking lot for this purpose, according to Williams. However, the area is shallow at low tide.

Williams said that the possibility of a future facility for fishing from the breakwater is now being studied. A walk on the breakwater was not included in the original plans because of the cost of making such a facility safe for visitors.

CONGRATULATIONS FROM  
**TOTEM MARINA**  
821 DOCK ST.  
TACOMA  
WA 7-9439

# Joers Cross All But Final Hurdle

Ever since the plans for the marina were announced, residents of the area have been looking forward to the new facility and the new businesses it will generate.

One of the new businesses most desired and anticipated is a first-class restaurant adjacent to the marina with a view of the city.

Paul and Frances Joers purchased a long and narrow piece of property adjacent to the marina and plan to build just such a restaurant. Joers, owners of the Blockhouse Restaurant, will call their new facility "The Dockhouse".


The planned restaurant will have two levels of parking and the restaurant will occupy the third level. The location of the property, on 6th Ave. S., between S. 225th and S. 227th will have a commanding view of the entire marina and its activities. It will seat over 200, including the banquet rooms, and will cost an estimated \$150,000.

The Joers have had to run an obstacle course that would

make an experienced Marine shudder. The property didn't have the proper zoning, didn't have access from the marina side, was too narrow, and would be too close to the road. With the help of a sometimes reluctant City Council the Joers have solved every problem but one - a Class H liquor license.

The Joer's original application for a license for the Dockhouse was turned down because of "substantial opposition". They have since reapplied.

CONGRATULATIONS  
**HILAKER BOATS AND DINGHIES**  
FINEST BOATS  
**NELSON PLASTICS INC.**  
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MARINE DIVISION  **CHRYSLER CORPORATION**  **MERCURISER**  
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FREE COFFEE & DONUTS

## SABRECREFT

	REG.	NOW		REG.	NOW
14' Wildcat 40 H.P. Elec.	\$1881	\$1595	19' Marlin Tri-Hull, 155 OMC	5408	4595
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**Top Staff To Man Marina**



MARINA MANAGER Dick Anderson, left, accepts a check from the Marina's first customer, R. S. Pelton of 20405 1st Ave. So. Gil Waite, (in background), swing maintenance lead man, fills Pelton's boat, The Pelican, with gas.

Personnel who will operate the new Des Moines Marina have "all types of professional experience in seafaring," according to Dick Anderson, Marina manager.

Anderson is a retired Air Force Chief Master Sergeant with 28 years experience in administration. He is married to the former Margaret Case of Des Moines. Although the Andersons were stationed throughout the world with the Air Force, he has called Des Moines his "home of records" since 1941.

"The people I've got working with me are going to be the best in the Northwest," Anderson predicted. "Take my swing maintenance lead man, Gil Waite, for example. He retired from the Army after 26 years with the Seacoast Artillery Corps. He has served as a charter boat skipper out of Boston and has worked as a power boat navigation and safety instructor, among his many qualifications".

John Loren, one of the maintenance attendants lead men, is a former boarding officer with the Coast Guard ship Northwind. He is a qualified scuba and hard hat diver.

Other experienced seamen on the Marina staff include Bill Thompson, day maintenance lead man; Franklin "Shorty" Schmer, relief maintenance lead man (he worked five years with the Edmond's Marina); and Dave McKillop, security lead man.

Anderson noted that the

truck strike has delayed shipment of necessary electrical connections for the fuel station and monorail hoists. "The strike has broken the hearts of our staff," he said. "These men have worked Saturdays and Sundays and from early morning until late at night to get everything ready for opening day. Unfortunately, their efforts were in vain as the strike continues to hold up essential supplies."

"The extra time put in by these dedicated men is their own," Anderson said. "They are all on set salaries; but they don't seem to know when to quit working."

Marge Dougherty, chief office clerk, and Pat Jones, administration clerk, will keep the bright new Marina business offices operating.

"The women have done a remarkable job of setting up a filing system and helping to organize the office," Anderson noted.

The pace of work quickened this week as the Des Moines Marina staff made final preparations for Sunday's Dedication Ceremony.

"That's the day to which we have been looking forward for some time," said Anderson. "We'll be ready."

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# A Mammoth Undertaking

The new Des Moines marina promises to be a tourist attraction for years to come. In the past year-and-a-half, the construction of the \$3.8 million facility has fascinated scores of "sidewalk", or in this case, "shore side" superintendents.

Early construction, in fact, was hampered by sightseers in small boats, and people trying to climb onto the rapidly growing breakwater. The huge dredge with its long underwater anchor chains provided additional hazards.

It was the mammoth size of the undertaking, and the huge quantities of material involved that fascinated the local observers.

The marina breakwater is over seven blocks long, and was built at a cost of over \$500,000. It is comprised for 73,940 tons of gravel core, 7,844 tons of quarry spall rock, 60,031 tons of class "B" Rock and 49,655 tons of Class "A" rock. The Class "B" and "A" rock was hauled by barge from a quarry at Mats Mats Bay near the Hood Canal Floating Bridge.

Perhaps one of the most interesting aspects of the 16-month long construction project was the dredging operation. The dredge was secured in place by port and

starboard anchors and by two huge "spuds" located on the stern. The two anchors were used to move the bow of the dredge in a sweeping motion and the spuds served as a pivot.

The actual work on the bottom of the sound was done by a huge "cutter head" which churned up the bottom. The cut up material was then sucked up through a 24 inch suction pipe and pumped either to deeper water or into the parking lot as fill.

The cutter head traveled in a sweeping arch about 100 feet wide. The power of the cutter and section pump was evident from the size of material pulled out of the pump. Pieces of old piling, four-feet long and 16 inches in diameter, and huge rocks, weighing over 50 pounds were pulled from the pump during the dredging.

The spuds on the dredge resembled two huge smokestacks and served a dual purpose. Besides serving as a pivot, they were used to move

the dredge ahead. If the port spud was being used as a pivot, the bow of the dredge was pulled to the port by the anchor cable. The starboard spud was then dropped, and gravity carried it about eight feet into the bottom. (Each spud weighed about 22 tons). The movement of the spuds in such a manner actually gave the dredge the ability to "walk" along the floor of the sound.

In all, the dredge displaced over 377,000 cubic yards of material. Of this, 279,400 cubic

yards was disposed on shore for the parking lot, and 98,940 cubic yards was disposed of in deep water.

Of the 10 mooring floats, Float "G" was the most expensive, the total cost being \$101,400.00. Total cost of the marina office is \$27,930., the paint shed structure cost \$4,000 and the dry storage building cost \$95,475.

The total amount of the Department of Housing and Urban Development loan was \$3.8 million.

## Congratulations To The City of Des Moines

We are pleased to have had a part in the building of the Des Moines Marina .

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## Let's Go Boating!

by George Shinnars



### GET ACCESSORIES SHIP-SHAPE FOR SUMMER

Getting ready for the boating season is a family affair. While Dad is tuning up the outboard motor, there are plenty of projects to keep the other members of the family busy, according to the Evinrude News Service.

All canvas—convertible top, mooring cover and side and aft curtains—should be washed with a mild detergent and allowed to dry thoroughly. Check canvas for any tears and repair them.

Seat cushions and life preservers should be washed and thoroughly dried. Repair or replace any damaged cushions. To be on the safe side, make sure the life preservers are approved by the U.S. Coast Guard. A tag on the preserver will carry this information. If not approved, it is advisable to replace them immediately.

Mooring and anchor line should also be inspected. If it's frayed, replace it. Loose ends should be "whipped" to prevent unraveling.

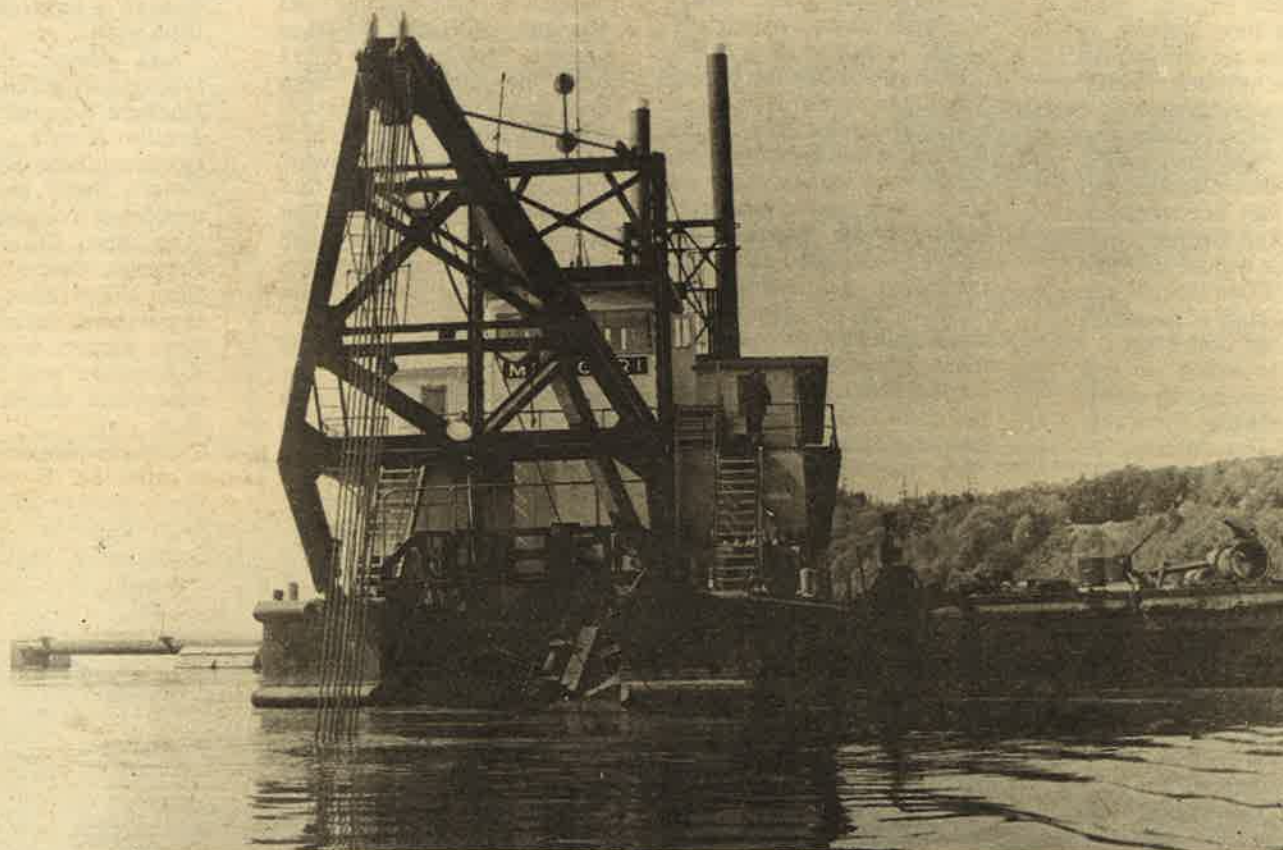
Organize a small tool kit so you know where everything is. The kit should contain your owner's manual, spare spark plugs and plug wrench, adjustable wrench, pliers, screwdriver, spare propeller, shear and cotter pins and electrician's tape.

Re-stock your first aid kit. If you don't have one, most marine stores carry special kits you can purchase.

If you carry a fire extinguisher aboard (and you should), make sure it's in working order. It should be secured in a mounting bracket within easy reach from the driver's seat.

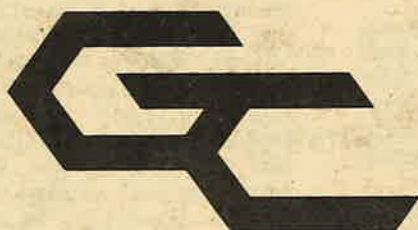
If your family is especially ambitious, the entire interior of your boat should be scrubbed down. Once again, use a mild detergent and rinse it out thoroughly. For easy draining, remove the drain plug and tilt the boat back on the trailer.

By performing routine maintenance, you'll add measurably to the life of your equipment. It's a good way to protect your investment in family fun.



**We are proud to have been associated with the City of Des Moines in the construction of this fine new facility**

**Good Luck And Best Wishes To All Who Will Enjoy The Marina In The Future.**



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# A Message From The City Manager

The dedication of the Des Moines Marina marks the completion of over six years of planning and effort by many people. During this time the City Council changed several members, but all were dedicated to seeing the project through to completion.

The marina was made financially possible through a \$3,830,000 Public Facility Loan from the Department of Housing and Urban Development, the load to be repaid by revenue from the use of the marina.

The surveys taken during the planning stage indicated a need for moorage facilities in south Puget Sound, and were used as a guide in determining the number and type of facilities to be constructed. After ground breaking ceremonies on January 21, 1969, construction was started.

The new facility will provide 640 moorage berths, both covered and open, plus moorage for forty visitors. In addition there are 108 storage sheds for smaller boats. Launching facilities are provided for shed tenants, and public launching for trailer-mounted boats. Gasoline, oil and diesel fuel are available for tenants and visitors.

The marina will be operated by the City of Des Moines with a competent staff of personnel for service and protection.

The facility which we will dedicate on Sunday represents a vast undertaking for a city the size of Des Moines. To attempt such a project as this required the combined dedication and support of Des Moines-Midway businessmen, service clubs, elected officials and residents.

The City of Des Moines can be justifiably proud of the contribution it has made to a growing South King County.

Sincerely,  
Robert K. Williams  
City Manager  
City of Des Moines



## aggy's column

one woman's  
point of view

**JUST GOT BACK** from a sunny afternoon tour of Des Moines' "dream come true", the new Marina - what a way to get rid of the "cabin fever" that so often strikes an office worker on a beautiful Spring day - particularly one who works in a very small office with the Sound sparking in front of it.

**AS I DROVE** ever so slowly over the expanse of parking lot, I had the same feeling of wonderment that bloomed in my younger son's face so many years ago - that was the day we wheeled out the new red bicycle he was so sure he would "never get" for that long-ago birthday.

**AS THE DAUGHTER** of a man who left home to join the Norwegian Merchant Marine and as a girl who practically grew up with the sights, sounds and smells of the waterfront that man loved - I just naturally love boats. And so it was easy for me to feel that "new red bicycle" glow as I drove by the moorages with their fragilely graceful "high-stickers" gently tugging at the anchors and their newly-arrived cruisers of all varieties snugly tucked in their berths.

**HOW DO YOU** put feelings like that in words? How do you make yourself truly realize that where this fascinating new facility now stands, there was not so long ago a practically barren beach covered with barnacle-encrusted rocks, and inhabited by nothing but seagulls, ducks, clams, a few small children and an assortment of frolicking dogs?

**GRANTED**, it wasn't always like that. Once in the "before barnacle" years the beach was "the" place for all us young mothers to take our youngsters for a splash in the water, lunch on a driftwood log and long, happy hours of scouring for "treasures" - small crabs, hunks of seaweed, shells, sand dollars and pretty rocks, all of which were carefully stowed away in small sand buckets and coffee cans to be taken home for their dad to admire when he came from work.

**ONE SUCH EXPEDITION** is

still fresh, after all these years, in the minds of the whole family. From this one, six sunburned youngsters carefully carried home a harvest of maybe 10 small crabs, carefully protected by Poverty Bay water, and all of the same kind of water they could carry in their sand buckets. When we got home, they set up an aquarium on our deck with small stones for happy crawling, plenty of salt water and whatever a crab needs to grow - the happy little crew was going to raise crabs!

**ALL WENT** well for a few days - and then, as busy youngsters and an even busier mother are apt to do - we began to neglect the little "crab farm". Didn't take long before we got a most forcible and odorous reminder of that neglect. Seeing as we didn't have the handy little room deodorants in those days - it took one heck of a long time before the smell went away. One good thing came out of that experience though - all the rest of the little crabs on the beach stayed right where they were as far as the Webbs were concerned.

**USED TO BE** too - that any morning we looked out our front windows and saw vast stretches of beach that indicated a real good minus-tide, there'd be a rush for old clothes, buckets, a hunk of stove pipe and as many sturdy shovels as we could muster - 'twas a "goeey-ducking" morning for sure! What fun to join your neighbors, stomach-down on a soaking wet beach, half buried in a water-filled hole, frantically chasing one of the ugly, but delicious, "ducks".

**OVER THE YEARS**, though the character of "our" beach changed - the old dock that so faithfully served fishermen of all ages deteriorated from neglect and became a hazard. The barnacle tenants of the dock, now deprived of a home, sought a new one and moved out onto the beach, making shoes a necessary part of beachcombing equipment. Sewer plants north of Des Moines drained the effluent into the waters, bringing on increasing periods when the clams that had been the mainstay of old-timers diets during the Depression years, were declared unedible.

**THINGS JUST** weren't the same. And so, when Aggy heard of the "Marina Dream" she became an instant supporter. And now, almost unbelievably, the dream is real - and I think it's great.

**SOMEHOW**, its making our town come alive, and our people, even the ones who "liked things the way they were" straighten their shoulders and talk with pride about "our marina".

**"THANK YOU"** dreamers for a great job beautifully done, even if I don't like the totem poles. They just aren't seaworthy.

# Reflections.... (and PROjections)

by Jim Shahan

The little town of Des Moines, population 4,000, is the home of the only marina between Shilshole and Tacoma.

Des Moines is a little town with big ideas. It thought it could incorporate a one-square-mile area and not place additional tax burdens on its citizens.

It did it.

It thought it could build a \$3.8 million - 771 boat marina without it costing the citizens additional tax dollars.

It did it.

Where do you go from there? A city which has been incorporated for eleven years finally has something to justify its existence.

The marina is, by far, the most attractive thing in Des Moines. And, it is certainly a tribute to the citizens, elected officials, and administration that had the foresight and the courage to undertake such a project. Who should receive the praise, who should receive the credit for bringing this about?

Certainly the Des Moines Marina Board, comprised of Robert Williams, Otto Espeseth, Ted Kvilhaug, Tom Mannard and Bill Shuler deserve a pat-on-the-back for their work.

And, Mayor Frank Ehle, Councilman Del Parsons, Tom Mannard, Edward Leavitt, Dr. Junius Morris, and councilwomen Julie Ellington and Novella Perry should not go unnoticed; nor should former Councilmen Bill Hine, Norm Reynolds, Wave Butler and Herb Miller. Also, the marina project was spread through three mayors terms and Dr. Keith Shaw and Mrs. Wally Osterhoudt should receive a hand.

City employees also did a lot of work on the project. City Clerk Marie Sovold and former City Clerk Bev Ahnert are deserving of praise for their dedication as is City Engineer Ed Stair.

Associates and the Contractors, General Construction Company. It was Williams who was responsible for the timetable that made everything fall into place at the desired time. There were changes, delays, and new agreements to be reached and it was the job of the City Manager to get them done.



CITY ATTORNEY  
Bob Verzani

While Williams was working on his timetable, Verzani was trying to untangle the legal problems. It was Verzani who represented the City of Des Moines in Superior Court and later the State Supreme Court. It was the city attorney who called on, and eventually came to agreement with each and every property owner on the beach adjacent to what is now the marina. Verzani also had to write many new city ordinances, and resolutions pertaining to the marina - not to mention the bid calls for construction and the gasoline franchise.

All the people mentioned in this column are just average, every day working types who just happen to have an interest in their community.

Fortunately for the town and boat owners in South King County, Des Moines has more than its share of average people with big ideas.

## Trucker's Strike Affects The Marina Opening

A nationwide truckers strike will cause delays in completion of the electrical connections for the Des Moines Marina's fuel float and monorail boat launchers and installation of 1300 cleats in covered moorage, Dick Anderson, Marina manager reported.

The cleats have arrived; but spikes necessary to install them are being held up at the factory in New York because trucks are not available to transport them to the airport.

Electrical connections for the open floats, fuel floats and boat launchers are being held up in San Francisco by the strike.



CITY MANAGER  
Bob Williams

It may well be wise to save the best for last, but it certainly isn't good journalism. However, the two men who really put the marina together and made it go are City Manager Robert Williams and City Attorney Robert Verzani.

It was Williams who had to work with the Department of Housing and Urban Development. It was Williams who had to study the loan agreement and arrange for interim financing. It was Williams who had to work with the project consulting engineers, Reid Middleton &



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## A Message From The Mayor

Since the City of Des Moines was incorporated in 1959 it has been the philosophy of the majority of City Council members and Planning

### Kiwanis To Provide Pancake Breakfast

South Sound opening and marina dedication day May 10 will see the Highline Kiwanis Club on deck from 8 a.m. to noon serving one of their famous pancake breakfasts. It will be located in the Marine Repair Shop of the new marina.

Dr. Frank Gallant, who has headed up the pancake breakfast committee for the past 15 years, will be there with his experience and the help of Kiwanis members keeping things moving.

Dan Brown, president of Highline Kiwanis said the occasion will see the christening of a brand new pancake trailer built by members of the group.

Besides the opportunity of enjoying the good food, patrons will know that all profits will go to such causes as the high school spade groups for spastic children sponsored by Kiwanis, underprivileged children, and the maintenance of a ten-acre park in Burien used by such groups and Bluebirds, Brownies, Boy Scouts and other groups for day camping.

Commission members that ours is basically a bedroom community.

Along this line, we, the elected officials of the city have felt that we should encourage the utilization of our natural recreational setting. The opening and dedication of our new marina is the culmination of one of the dreams toward making Des Moines a recreational center in south King County.

Building a 771 boat marina in a city with a population of just over 4,000 is no small undertaking, and it took hard work and dedication by a number of people to make this dream a reality.

The idea of a marina has received the enthusiastic support of Des Moines businessmen ever since it was in the planning stage. At this time I, on behalf of the city, would like to acknowledge the following contributions: marina landscaping, Des Moines branch of Fidelity Mutual Savings Bank; weather instruments, Des Moines branch of Seattle Trust & Savings Bank; dedication plaque, Reid Middleton & Associates; first aid equipment, Des Moines Drug Store; national colors, United States Navy Recruiting Station, Burien; and international code flags, Albertson's Food Center, Des Moines.

Also I would like to thank Greater Des Moines Inc., the Des Moines Chamber of

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Commerce, and Midway Asphalt Company for providing the reception for Sunday's dedication.

Numerous other residents, service clubs, and businesses have contributed time, money, and effort to making the marina a reality.

The Des Moines Marina board, comprised of Robert Williams, Otto Espeseth, Ted Kvilhaug, Tom Mannard and Bill Shuler have devoted many hours to the planning and inspecting of the marina.

Our city administration, City Manager Robert Williams, City attorney Bob Verzani, City Clerk Marie Svoold and Marina Manager Dick Anderson have spent many extra hours working on the marina plans, taking reservations, and checking on construction.

I'm sure I speak for the members of the City Council and the former Des Moines Mayors, Lawrence Ellington, Dr. Keith Shaw, and Mrs. Wally Osterhoudt when I express my appreciation to all these workers for the contributions they have made to our community.

Frank Ehle  
Mayor, City of Des Moines

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Regular \$6912 Sale \$5659
- 23' Reinell Model 2350 Cruiser, sleeps 5, toilet, dinette, hard top, galley, 155 H.P. O.M.C. Inboard/Outdrive  
Regular \$7328 Sale \$5995
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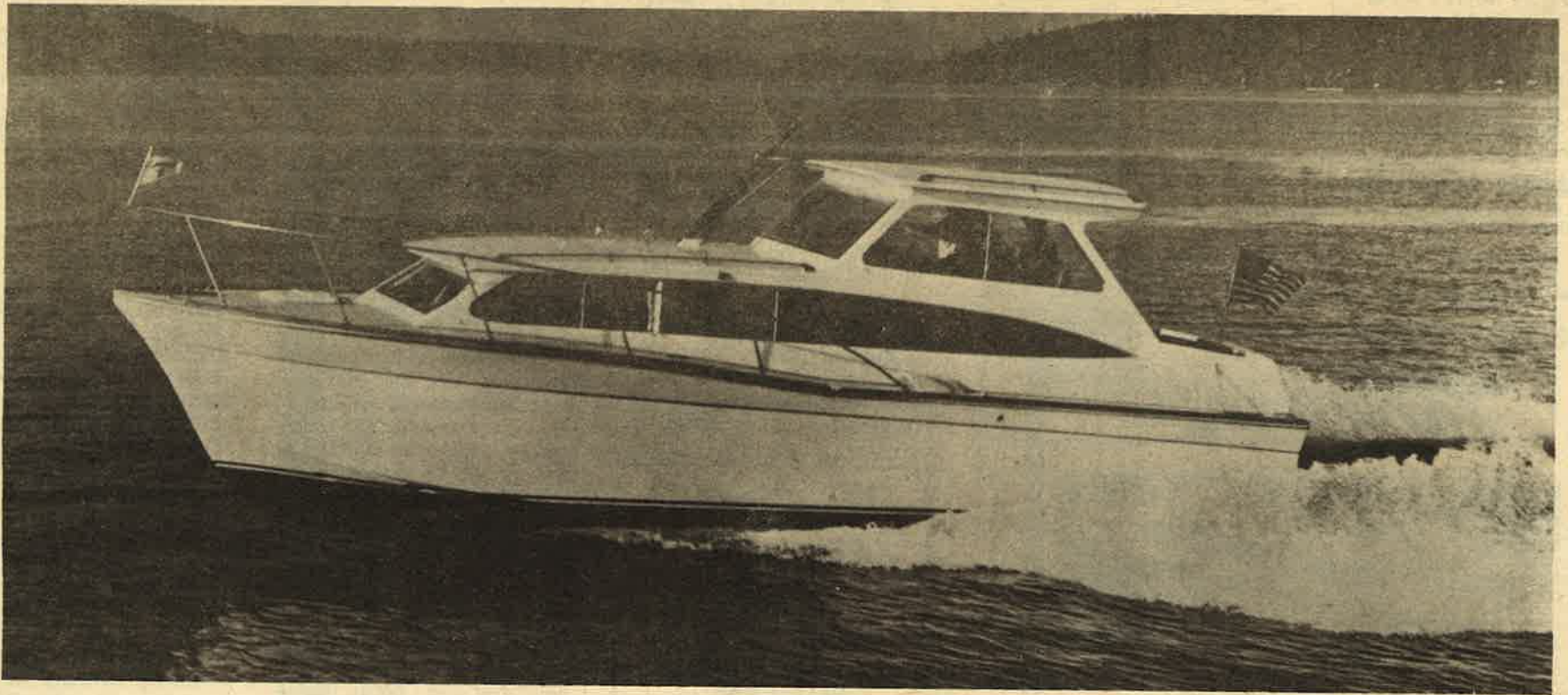
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# Rules To Insure Tenant Safety

Rules and regulations are a necessary ingredient to the successful operation of any business, or so it has been said, and the new Des Moines Marina is no exception.

Marina rules and regulations include a few definitions like: Marina, a small boat harbor; Marina manager, individual duly appointed by the City Manager to manage the Marina; moorage, designated position where vessels or watercraft may anchor or moor; owner, person who has lawful possession of a vessel or watercraft; and pier, any wharf, float, grid or other structure to promote convenient loading or unloading of vessels or watercraft.

Restricted area shall mean an area that has been marked in accordance with and as authorized by the laws and regulations of the City to be used for, or closed to, certain designated purposes such as fishing, swimming, skin diving and aquatic events.

The Marina manager has been authorized by the City of Des Moines to enforce the regulations. Among the regulations are:

1. All persons entering the Marina area shall promptly comply with all directions or instructions issued or given by the Manager with respect to their movement within the area.

2. All boats using the facilities of the Marina, for moorage or otherwise, shall be subject to all of the charges, rules and conditions as published in the Marina Tariff.

3. All boats, vehicles, property, gear or equipment will be parked, stored, moored or maneuvered in the Marina areas in a safe and orderly fashion. Speed limits within the waterways shall be 4 knots and fairway 6 knots.

4. Boats, when unattended, must be securely moored with stern, bow and spring lines. Four or more lines are required.

5. Anyone visiting or using the Marina areas or its facilities does so at his own risk. The Marina does not assume any responsibility for loss or damage to property or persons within the Marina area.

6. Living aboard boats while moored in the Marina is prohibited except by permission of the Marina Manager, for temporary periods if necessary for owner or crew members to remain aboard while moored.

7. Boats may be moved by the Marina Manager for the protection of life or property or proper utilization of the facility.

8. Boats which, in the opinion of the Marina Manager, do not meet normal safety standards or are hazardous to the Marina property of other boats or facilities will be denied permission to remain on Marina premises. A boat owner who denies permission when requested for an "on board inspection" of his boat by U.S. Coast Guard Boarding Officer, U.S. Coast Guard Auxiliary Boat Examiner, City of Des Moines Police or authorized King County Deputy Sheriff, shall be deemed in non-compliance.

9. Moorage space, once assigned, may not be assigned or sub-let by user without written approval of the Marina Manager.

10. Posting of signs for the sale, charter or rental of boats

while moored in the Marina shall be subject to the approval of the Marina Manager.

11. Free access to all port facilities must be retained. Roadways, gangways, piers, floats and finger piers will not be obstructed at any time without permission of the Marina Manager. Landing steps must not occupy more than half the width of the finger pier and must be stored on the boat or some other storage area when not in use.

12. Dinghies, when unattended, shall not be kept in the water or stored on the floats.

13. No storage lockers are permitted on floats or finger piers at this time. Oily rags, open paint, or other flammable material must not be stored on floats, finger piers or in dry storage.

14. Additional fender material and dock wheels may be used if approved by the Marina Manager and installed by the owner. Cost of installation and material will be paid by user.

15. No smoking on fuel float.

16. Unattended boats will not be moored at fuel float or launcher piers.

17. Swimming, water-skiing, scuba-diving or use of any unorthodox type of boat, raft or other contraption is not permitted in any Marina area unless approved by the Marina Manager. Changing of clothing or scuba-diving suits in restrooms is forbidden.

18. Fishing is permitted in designated areas only.

19. No unauthorized persons are allowed on floats.

20. Children under 12 years of age are not permitted on floats or finger piers unless accompanied by a parent or other responsible adult.

21. Marina carts are available on each pier for the transportation of supplies and personal possessions. However, all carts must be returned promptly by the user to their proper storage area.

22. No garbage, trash, oil, fuel, debris, or other material, liquid or solid, shall be deposited in the water or on the land areas of the Marina facilities, or on any floats, or

piers, except into containers provided for that specific purpose.

23. Garbage containers are available at each pier. All users shall carefully place their refuse and garbage in the containers and no containers shall be removed from the garbage container area.

24. Discharge of sewage from toilet facilities on vessels while in the Marina area is prohibited. Boat owners may be required to post notices in a conspicuous place on the boat regarding use of toilet facilities.

25. Extreme care must be exercised to avoid spilling petroleum products on floats or in water around the floats. Float material will dissolve when exposed to petroleum products.

26. Drinking of alcoholic beverages, except on private vessels, is prohibited.

Engaging in the use of being instrumental in the exchange of debilitating or exhilarating drugs on Marina property is expressly forbidden.

27. Marina fire equipment will be used for fighting fires only. Cost of illegal use of the equipment will rest with the user. All boats moored in the Marina harbor or in the dry storage sheds will be required to have at least the basic firefighting equipment required by the U.S. Coast Guard for a boat of its particular class.

28. Open fires are prohibited on the floats, including charcoal burners, cutting torches, welders or anything that would constitute a fire hazard to the flotation logs.

29. The vehicle parking areas are to be used only for vehicular parking in connection with the use of the Marina facilities.

## Des Moines Council Sets Marina Rates

The Des Moines City Council has set Marina tariffs in a special resolution adopted April 22.

Open moorage berths will cost 85 cents per lineal foot per month and closed berths will cost \$1.35 per lineal foot per month. The same prices will be in effect for overhang. Dry shed storage is priced at \$25. per month.

Overnight moorage, in excess of nine hours, will cost 10 cents per foot.

Long term moorage and storage applicants will be given preference, city officials announced. There will be no refunds for unused portions of confirmed reservations. The City also reserves the right to charge by boat or berth length, whichever is longer.

Prices for boat haul out and launching via the Marina's monorail hoist will vary from \$1.25 one way and \$2.75 round trip for 16 foot boats to \$8.50 one way and \$15.00 round trip for 27-29 foot boats.

Permanent occupants of wet moorage will pay full rate if unit launched or recovered is other than boat assigned to permanent berth. Boats will not be launched or recovered without ticket receipt. If boats have over 9' 6" beam, or are more than 29 feet in length, and have to be hoisted out at the shed launchers the rate will be \$8. per man per hour with a minimum \$12. charge.

There will be no charge for water at the berths, fuel docks and wash down areas.

Electrical power for over-nighters and tenants will cost 50 cents per 24 hours, \$1. per month for the first 50 kwh and 1 cent for each kwh thereafter with a minimum of \$1. per month. There will be no meter installation charge and meters will be read on the 20th day of each month.

Storage-work area-marina equipment charges include work dollies, transients \$4.50 per day and tenants \$2.25 per day; dry shed dollies \$2. per month; work-paint shed 20 cents per lineal foot per lay day or portion thereof; cradle and sharing rental 50 cents per lay day or portion thereof; boom hoists \$3. per hour; grid rental \$5. per 24 hours or portion thereof; dry storage lockers \$1.50 per month; shop hoist (3 ton) \$2. per hour (\$2. minimum); engine lift bar \$1.50 plus launcher or shop fee; and work boat \$8. per hour (\$4. minimum).

Miscellaneous Marina charges are: boat pumping \$8. per hour (\$4. minimum); labor \$8. per hour; and key deposit \$1 per key. Many day boats, (any boat entering the harbor in a non-operational condition), will be allowed 24 hours courtesy tie-up. All other facilities and services will be at posted rates.

Fuel, oil and propane prices will be posted at the Marina fuel float. Accessories available at the float include 15 and 25 foot mooring lines at 3/ 8 inch and 1/ 2 inch. Prices for ignition parts, filters, batteries, etc. will be posted.

Vehicles and/or trailers, except those belonging to tenants, parked in excess of 48 hours in the Marina parking area will be charged 60 cents per day unless arrangements are made with the Marina personnel for a longer period of time.

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# Waterland Will Have Marine Theme



MISS DES MOINES  
Patti MacKenzie

Greater Des Moines Inc. will salute the opening of the new marina this year with the annual Des Moines-Midway Waterland festival, August 6, 7, 8, & 9. The festival will be marine oriented with the theme "Legends of Aquaticus."

A new event added to the calendar this year is an entire day of boat racing. Sail boats will race Sunday morning, August 9 in front of the marina. The power boats will take over in the afternoon and run 10 separate races. The open stock power boats will run 10 laps around a three mile course in each race. Bleachers will be set up for spectators.

The U.S. Navy is sending a ship to Des Moines for the festival. The ship will be open to tours on Saturday and Sunday. Shuttle boats between the marina and the ship will be provided.

Other events include the Miss Des Moines Pageant, Golf Tournament, Parade, Pancake Breakfast, Antique car show, carnival, and merchants breakfast.

The Miss Des Moines coronation will be held August 7 at Wesley Terrace. The coronation is the climax to a month of appearances by the 12 candidates. Events for the girls include a luncheon and style show, splash parties, teas, and a boat cruise.

The merchants breakfast is scheduled for August 6, as a kick-off event for the Waterland Festival.

A highlight to the festival is the annual parade down Marine View Drive. In recent years, the parade has been comprised of over 80 entries, including the Des Moines-Midway float.

For the kids, a carnival will be in operation at the north end of the Marina parking lot. The antique car show will be at the marina Saturday, August 9.

The second annual Waterland Golf Tournament will be held at the Tyee Golf Course, Saturday. Last year there were over 90 entries in the event.

The Waterland Festival is sponsored by Greater Des Moines Inc., and supported by the sale of memberships and booster buttons. The memberships cost \$15 and the buttons are available for \$1. The buttons will be available at the marina dedication this Sunday.

## Have Boat Items Packed Separately

When you're shopping for groceries for a boat trip at the same time as regular

household shopping, have boat staples put in separate bags or boxes. They can remain in the

car until loaded on the boat without sorting, packing and unpacking.

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# Sacajawea Sailing Club One Of A Kind



PREPARING TO SAIL are Doug Shippy, left, Terry Ellwein and Steve Huckle.



SMOOTH SAILING - Sacajawea Sailing Club president, Doug Shippy, goes the "way of all presidents" as he takes it easy on the bow of his boat.

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By  
**Ruth Jurich**  
Would you believe it? Sacajawea Junior High School has possibly the only active Junior High School Sailing Club in the United States.

That's the opinion of Marshall Warner who teaches chorus, concert choir and other vocal music at Sacajawea, moonlights at selling sailboats and is in charge of the sailing club.

Another teacher, Laurie Wilcox, who sails her own 14 foot "Sealark" helps supervise the group which has 18 members who are learning sailing both in theory and in practice.

The club is about evenly divided between boys and girls and 7th, 8th and 9th graders. The president is Doug Shippy, a 9th grader.

They study a textbook, Brown's "Invitation to Sailing", get instruction from Warner and Miss Wilcox and go sailing on Commencement Bay in Tacoma every Friday afternoon.

"We've had one evening sailing trip from Seattle to Tacoma and plan to have an

overnight trip before the end of the year," Warner said.

When the NEWS was invited to go sailing with the club, two old salts jumped at the chance but somehow anticipated a boat with an adult crew. When we showed up at the school wearing slacks, sneakers and two layers of sweaters, we learned that we'd be in three small boats manned by students.

"Everybody got life jackets?" Warner asked. "Everybody did but us."

"Everybody got tennis shoes?"

Everybody did but one small boy.

"Where are they?" Warner asked.

"In my locker."

"Go get them."

"I can't."

"Why?"

"The room's locked."

By some miracle little Rich showed up at the bus two minutes later wearing tennis shoes.

The ride from Sacajawea to Tacoma Port Dock was my first time on a school bus, and I wondered if this might not be the rougher than sailing. While I was pondering the question of whether to post or ride western

style a voice boomed over the loud speaker system.

"Turn to page 19."

We unshuffled our set of mimeographed sheets - everybody had a set - and found page 19 which had diagrams and detailed instructions for hoisting sails. The bus was now a classroom, and every step of the operation was checked and double-checked with captains and crews.

As we approached Tacoma Port Dock somebody said, "It's a fine day for stinkpotters." That is a sailboater's disdainful term for the motor cruising set. In other words, the weather was calm.

By the time sails were hoisted a breeze kicked up, and we boarded three 22 foot Columbia sailboats, loaned to the club by Warner's friends. Bill Amas of Olympia, R. Hager of Tacoma and Chuck Inman of Federal Way.

The 13 students were divided into three crews, four in each of two boats and five in one. Adults merely rode along. Duties had been so well rehearsed that the hour on Commencement Bay can only be described as "smooth sailing", including landing in a stiff breeze and against strong tides without benefit of power.

The Sailing Club is one of many Special Interest Clubs organized by Sacajawea faculty members with programs conducted Friday afternoons. Others include science, Aerospace, Art Club, Ski Club, Chess Club and many others. About 90 percent of the student body participates.

We wonder if any other can be as exciting as the Sailing Club.



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# Shinners Midway Marina Was Pioneer In 1945

## Shinners MID



GEORGE SHINNERS is a Midway pioneer.

"Let's make Midway look like a town — fix the buildings — install street lighting, and make it a place worth fighting for."

The words are those of George Shinners, as quoted from a 1946 edition of the "Midway Mercury," a newspaper which has been extinct for so long that most residents have forgotten, or never knew, it existed.

Shinners, owner-operator of Shinners Midway Marina, 23800 Pacific Highway S., was a leader in getting the Mercury started, just as he has been a leader in every Midway event in the past 25 years.

A pioneer of the Midway area, Shinners began as a boat builder in 1945. He selected Midway because it was halfway between Seattle and Tacoma, and the much-traveled highway provided an advertising media. There wasn't much along the highway in those days, and a cruiser in front of his shop caused a lot of attention.

"The first day I had a cruiser out in front of my place, the State Patrol stopped. The officer said he hoped nobody would hit it because he sure wouldn't know how to write it up," Shinners said.

When Shinners started, he built cruisers up to 40 feet in length. After 25 years, George no longer builds boats, but he still uses the highway as an advertising media, displaying several varieties in front of his store.

Shinners is an authorized dealer of The Starcraft line of boats, and Evinrude motors.

His marina also offers one of the most complete lines of boating accessories in the state.

In the area of local activities, George says, "I don't do too much anymore." He is the president of the St. Vincent de Paul Society of his parish, and last year was the Midway United Good Neighbors chairman.

Shinners is a former Kent City Councilman, a past officer in the Federal Way Kiwanis

Club, and a long-time active member in the Northwest Marine Industries.

George organized and was the first president of the Midway Chamber of Commerce, and was also the organizer of the Midway Community Club. He has also been active in organizing local Boy Scout troops.

Shinners Marina was one of the first boat sale outlets in South King County. He says the new Des Moines Marina will stimulate boating interests in the area, bring more boaters into the area, and can only help his business—a business that has prospered for over 25 years.

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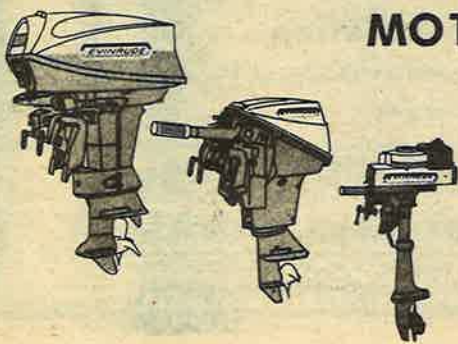
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