

## Summer 2026 Newsletter

### Dragonfly Outfitters opens new location

By Dan Tucker

Bellingham's paddling community just got a whole lot more exciting. Dragonfly Kayak Tours, the beloved local sea kayaking company known for its guided adventures on the Salish Sea, has opened a brand-new physical shop: Dragonfly Outfitters. Launched just last month, the shop is already making waves as a one-stop destination for kayakers, outdoor enthusiasts, and anyone who loves the water, whether they're seasoned paddlers or complete beginners curious about getting out on the bay.

#### More Than Just a Shop

Dragonfly Outfitters is shaping up to be something Squilicum Harbor hasn't quite had before: a true community hub for the personal watercraft crowd. Owner Tori Ayres, the same passionate guide who has been leading unforgettable bioluminescence

tours and sunset paddles for years, has created a space that's as welcoming as it is practical. She's set up a coffee and tea station with snacks so that neighbors, friends, and enthusiasts can drop in, pull up a chair, and talk about all things paddling. Whether you want to swap stories from your last kayaking trip, get advice on where to launch, or just connect with fellow water lovers, Dragonfly Outfitters is designed to be that gathering place. It's a reflection of Tori's ethos from the very beginning: kayaking is best when it's shared.

#### Gear, Rentals, and Trip Planning Under One Roof

On the practical side, Dragonfly Outfitters carries a solid selection of kayaking gear so you can pick up what you need before hitting the water. The shop also serves as the home base for Dragonfly Kayak Tours' rental program, where paddlers can rent from a quality fleet of sea kayaks, including models from Eddyline and Necky, as well as stand-up paddleboards. Kayak rentals run \$150 per day or \$250 for a full weekend, with paddles, spray skirts, and PFDs included. SUP rentals are available at \$75 per day or \$150 for the weekend.

Need gear delivered to your campsite at Larrabee State Park or to a dock for a charter trip? The team can arrange that too. And if you're heading out on a bigger adventure, the shop is the perfect place to sit down and schedule a guided tour, with staff ready to help map out the right experience for your skill level and interests.

#### Find Your Next Adventure On Any Schedule

Dragonfly Kayak Tours offers one of the most varied tour menus in the area. First-timers can start with the two-hour Learn the Basics course to get comfortable on the water before committing to a longer outing. From there, options include a three-hour half-day tour, a full-day tour for those who want to explore more of the coastline, and multi-day adventures for experienced paddlers ready to take island hopping to the next level.

The evening tours are a standout offering and something of a local legend. Guests paddle out at dusk for sunset views or, on the right nights, to witness bioluminescence lighting up Bellingham Bay in an almost otherworldly glow. Past guests have described floating above schools of glowing fish and watching every paddle stroke illuminate the water like a shooting star. It's the kind of experience that's hard to put into words, and one that keeps people coming

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Owner Tori Ayres (right) has a well-curated shop of merchandise, consignment, kayak gear and boats. Dragonfly Outfitters will also be able to offer repair services, including fiberglass work. The shop aims to be a true one-stop hop for all your kayaking and paddling needs. Partnering with other local organizations like Bellingham SeaFest as well, the space promotes our waterfront community. Photo: Dan Tucker

## Foss Tugs drive Whatcom Waterway

By Samuel Diedrick, Foss Maritime

On any day along the North Sound, the Lindsey Foss or Garth Foss can often be seen moving steadily across the water, familiar vessels along the Bellingham waterfront. While their presence might seem routine, the work they do behind the scenes is anything but.

Designed with purpose and precision, these high-performance tractor tugs are part of a new generation, engineered for exceptional control and responsiveness on the water. With 8,000 horsepower and advanced Voith Schneider systems, they can maneuver in any direction with remarkable agility, providing powerful steering and braking when necessary.

However, what truly defines Lindsey Foss and Garth Foss isn't just their design, but the skilled crews behind the wheel. Operating in an environment where wind, current, traffic, and weather change swiftly, their experience and situational awareness keep operations smooth and safe. This capability isn't just about power; it's about prevention; performing vessel movements with precision to reduce risks before they happen.

In a region renowned for natural beauty and busy waterways, such control helps protect the marine environment. These vessels also reflect the community they serve, home-ported in Bellingham, part of a proud maritime tradition where professionals undertake demanding, often unseen work to keep the region moving.

At the core of this effort is teamwork; coordinating, communicating, and trusting within the crew and with maritime partners; building a collaborative effort founded on professionalism and shared responsibility. To many, these vessels might be just part of the harbor scenery, but their real story is one of innovation, skill, and responsibility, working together to ensure safe, reliable operations on the sound while respecting the environment.



The 'Lindsey Foss', one of Bellingham's home-ported tugs in the Foss fleet.  
Photo: Foss Maritime

## North Star Award: Shirley McFearin

By Jim Kyle

Shirley McFearin, Port of Bellingham's former Director of Real Estate, was granted our North Star Award at April's Tide to Table celebration. Shirley's last years in office coincided with the Coalition's early years, when many stakeholders and Port officials were skeptical that this upstart organization could make a difference. While attending those early Port Commission meetings, we noticed that the Real Estate Director would often tilt her recommendations toward maritime uses. Sensing an opportunity, the Coalition proposed a new rental policy that would grant a discount to maritime companies.



Shirley McFearin, recipient of the Working Waterfront Coalition's North Star award for Tide to Table '26.

Shirley was instrumental in helping the Coalition gain credibility with the Port and community in the beginning years of the organization.  
Photo: Shirley McFearin

Ms. McFearin promoted the idea, and the resulting joint Real Estate Division – Working Waterfront Coalition committee met monthly for a year. Its job was to draft this new rental policy. These meetings were very productive, and Shirley really did listen to us. At one point she offered a five percent discount for qualifying maritime companies. We suggested it would take ten percent to make a difference. She finally agreed, and a ten percent discount was in the new rental policy that went to the Commission. The rest is history.

When Shirley recommended the policy's approval at the Commission meeting, she called Coalition members of the committee the "stars" of the process. The Commission's unanimous vote was affirmative. With this policy change, harbor vacancies decreased and leases to maritime companies increased. The new rental policy was a success!

We were still new kids on the block, but with Shirley's boost we had established a positive working relationship with the Port. We had strengthened our working waterfront. We had gained confidence about our future as an organization. In retrospect, this was a turning point in the history of the Working Waterfront Coalition.

Shirley retired in 2022, and by then we were on our way. The instant credibility the Coalition received from her amazing support greased the skids for our accomplishments that followed and optimism going forward. Thank you, Shirley!

## Fisheries Update for Alaska and Salish Sea

By Pete Granger

### 2026 Season Predictions for Local & Alaska Commercial Salmon Fisheries

2026 salmon season predictions for Whatcom County commercial fishermen range from above average sockeye levels in Bristol Bay and below average pink salmon levels in SE Alaska and other areas in Alaska to an average level for the Fraser River sockeye salmon run.

#### Alaska predictions:

- **Bristol Bay** will have a predicted catch of 33 million. 2025 season saw a catch of 41 million. The Bristol Bay runs of the last several years have been at or above the ten-year average. While it is impossible to predict a price for the fishermen, there is considerable worry that operational costs including higher prices for netting, repair work, food and especially diesel fuel may cut into any profits fishermen may have. This cost factor will affect all Whatcom County fishermen regardless of where they catch their fish this summer season.
- **Kodiak, Copper River, and Prince William Sound** 2026 salmon runs are predicted to be considerably below catches in 2025. Kodiak pink salmon runs will be 2/3 less than last year and SE Alaska, where most of the Bellingham purse seine fleet fishes, will see below average amounts of pinks and chums this summer.
- **Chinook** runs in most of Alaska continue at low levels, especially in the Yukon River, where conditions are dire for subsistence fisheries for native communities up and down the river. However, the SE Alaska troll fleet, which includes several Whatcom and Skagit county-based fishermen will see an increased harvest of kings to around 150,000 fish.

#### In Washington state waters:

- **Columbia River, Washington Coast, and Salish Sea/Puget Sound:** there is a slight improvement in predicted runs from last year's catch. While still historically low, improvements will be seen in coastal and inland rivers for coho/silver especially. Pink salmon run in odd years, so Salish Sea/Puget Sound rivers will see very few pinks returning for commercial and recreational fisheries in 2026. Chinook runs in most Puget Sound rivers will actually improve from last year because of predicted increases in returning hatchery fish.
- **Nooksack River, Skagit River and Samish River:** hatchery chinook runs will be up from last year allowing some treaty and non-treaty fisheries on these stocks. Coho and Chum forecasts are higher and should allow for local fishing by tribal and non-tribal fleets in October and November. The Baker River sockeye run in nearby Skagit County continues to produce runs that mean a tribal gillnet fishery on those fish.
- **The Fraser River** sockeye run for 2026 is predicted at 7 million returning fish. There are four cycle years on the Fraser and this

year is traditionally the most productive. This is an average run and will produce some fishing opportunities for local tribal and non-tribal gillnetters, purse seiners, and reefnets. However, I take these Fraser predictions with a grain of salt as the Pacific Salmon Commission (the international management body that oversees Fraser River salmon runs) last year predicted a sockeye run of 3 million fish and 10 million sockeye showed up. Likewise, they predicted a record number of pink salmon to return – 26 million – and only 11 million fish returned. This kind of track record makes it incredibly difficult for commercial fishermen to plan their fishing operations!

#### Federal Policy Changes 2026:

The current U.S. federal government administration is pursuing some welcome policy changes that may result in improved domestic fisheries and the markets they serve. The following are short summaries of the various policies being implemented (from Ocean Strategies Inc. Spring Newsletter):

##### **American Seafood Competitiveness Act**

Recently introduced federal legislation that would expand seafood industry access to USDA financing and development programs, helping place harvesters and processors on more equal footing with other domestic food producers.

##### **USDA Office of Seafood**

The recent creation of a dedicated Office of Seafood within USDA marks a tangible administrative step toward integrating seafood into federal food, agriculture, and procurement policy.

##### **USDA Seafood Liaison and Program Expansion Efforts**

Recent USDA engagement with the seafood sector, including the establishment of formal liaison capacity and expanded dialogue around seafood participation in agency programs, signals growing institutional attention to the industry.

##### **Upcoming Farm Bill Reauthorization**

The next Farm Bill is an active federal policy opportunity where seafood stakeholders are expected to pursue inclusion in nutrition, lending, market development, and rural infrastructure programs, as well as codification of the Office of Seafood.

##### **Domestic Supply Chain and Infrastructure Priorities**

Ongoing federal focus on domestic supply chains and critical infrastructure creates near-term opportunities for seafood-related investments in processing capacity, cold storage, ports, and working waterfront resilience.

##### **Trade Enforcement and Competitiveness Agenda**

Current federal emphasis on trade fairness, domestic production, and competitiveness is increasing policy attention on seafood imports, market distortions, and support for U.S. producers in global markets, amplifying other long-term priorities of the seafood sector.

***Waterfronts work for all.***

## Member Highlight: Powell Performance Marine

By Mike Powell

Back in 2018 I hit a rock with my J/33 Keet, and it nearly tore the entire keel off but one bolt saved it. That started an odyssey that was to become life changing. I spent seven months rebuilding her; what started as 5 days a week turned into seven days a week for seven months of challenges, learning, frustrations and joy, and an introduction to the people that worked on the waterfront.

I had been a sports photographer for all of my life, full time since I was 16. The industry had turned sour, the budgets had dried up and I was ready for a change. I had taken a few years off from that world to give myself space to see what was going to be next. I wasn't ready to stop working, and considered it important to have a purpose and trade in life. As I got to know the tradespeople in the area, I saw that we had a thriving, engaging group of interesting and passionate people working on boats. I liked being on the waterfront, enjoyed the people, and was influenced by Hal Thiesen, a local rigger, to pursue the trade. I had a unique skill set - I raced sailboats and understood how the standing rigging worked and effected the boats performance. I did rope splicing at a high performance level already, and I had been a climber all of my life on rock, ice, snow and the big walls of Yosemite. I was comfortable working at heights.



Mike BBQing on his boat. Photo: Mike Powell

I worked with Hal on a couple of jobs, doing the parts that were off the deck (aloft) as Hal became less comfortable in that roll. I had a couple of other mentors in that world and did my first full standing rigging replacement on a friend's boat in April of 2021. Back then, I would stress and research every detail of each project, talk to my mentors, and took every job with a bit of trepidation. I knew I could grow into this roll - that was when I started Powell Performance Marine.

Most of my work was with cruising boats. I soon started taking care of many of the boats in the San Juan Sailing charter fleet that were under the care of the general maintenance businesses. I was inspecting the standing and running rigging each year, finding radars that were about to fall off, broken wires that could have ended in disaster and tuning the rigs so the boats sailed well and lasted as long as they could. A poor tune can shorten the life of a boat's rigging as it gets shock-loaded with every tack or gybe.



Mike was already an experienced climber, comfortable aloft, when he started his maritime career. Photo: Mike Powell

My knowledge and skill sets rapidly improved, and soon I was busy doing multiple rigging replacements in wire and rod, upgrading lines, and generally caring for everything that keeps a mast standing upright and the lines running smoothly. I enjoy the creative side of the work, problem solving and coming up with solutions to unique problems. I found that to be the fun part and a creative outlet.

In my business I now do inspections, masthead work, rigging replacements, performance upgrades and repairs, furling replacements and repairs, line splicing, life line replacement in wire and Dyneema, rig tuning, and general therapy for boat owners. Whether it's a boat racing to Hawaii or enjoying our local islands, I take each job as an opportunity to get to know the owner and improve their sailing experience.

My shop is a 40' shipping container in the old Hold Fast Marine property inside The Landings at Colony Wharf. It is mostly for tool and project parts storage, and I have my splicing bench in there. I have an enjoyable relationship with Colony Wharf and can see they respect someone that has done their preparation and makes their life easy so they can get boats on and off the hard (haulout) fast. They have a great team and enjoy working with them all.

I don't do my own swaging (wire & cable work), but work with Jay Butler in Anacortes to do wire and rod rigging of all sizes. He has a lifetime of experience in the field and has become a friend and mentor to me. I'm also looking ahead to where I see standing rigging going, and I am developing a strong working relationship with Colligo Marine. They make modern Dyneema rigging to replace wire and rod and have created new products that simplify and improve what most people get wrong about this next step.

My favorite work is a project that challenges me to come up with new solutions to age old problems. Using Dyneema, made out of UHMWPE, I'm finding that the old rigging skills of the square-riggers are becoming relevant again as we remove wire and steel from boats. That's exciting to me, as I've found many of the old skills and techniques just work, where many of the modern so-called "improvements" are designed by the marketing departments - not sailors.



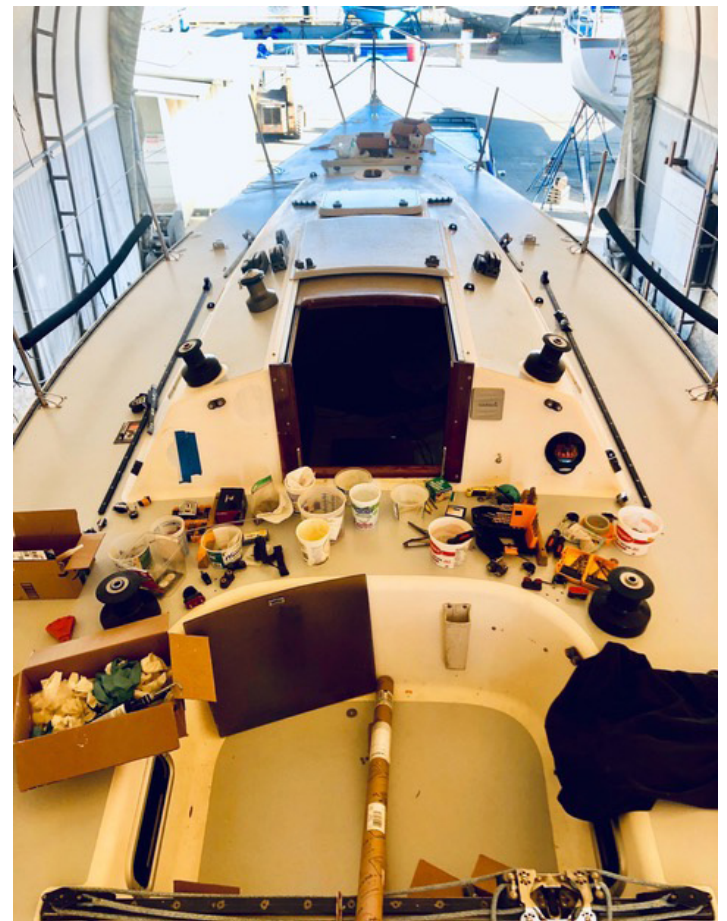
*Traditional splicing and marlinespike seamanship skills are starting to become more common as technology allows for high-strength line and rope to replace steel cabling. Photo: Mike Powell*

As for where I am going with the business, I don't see myself creating a larger company. I like to keep it small, working at my own pace and hiring fellow sailors and racers when I need a second pair of

hands. I'm very much aligned with a small, personal interaction with boat owners, not a production. There aren't many riggers in the PNW. Maybe training up someone to take over the business one day, so I don't leave the space empty, is something I will do.

At the moment I'm getting my all-carbon Farrier F25C tri-maran (Makika) ready to do R2AK (The Race to Alaska) with friends in June. Colligo Marine helps with our standing rigging, Freya Marine with our electronics package and wiring, Evan Walker with carbon fabrication and Special-T with sponsor graphics. They have all been very supportive and excited for our attempt at this classic, somewhat quirky adventure. Our team name is Makika Masala as one of the crew and a regular rigging assistant and crew of mine Cedric and I both love spicy curries and it rhymes...

Schedule with Powell Performance Marine for your next project:  
Contact Mike Powell  
(310) 877-7940  
[PowellPerformanceMarine@gmail.com](mailto:PowellPerformanceMarine@gmail.com)



*Mike's shop at the Landings at Colony Wharf. The Landings team helps to launch and recover the vessels he works on, and helps manage the land and buildings. Currently, the C-Street trades area where Landings is located is home to over 100 independent businesses, contractors, and tradesmen. Photo: Mike Powell*

## Northwest Maritime Apprenticeship Program graduates first class

By Gina Finazzo

On the evening of Friday, May 1, the Squalicum Boathouse was filled with energy, pride, and celebration as more than 70 community members gathered for a truly historic moment: the inaugural graduation ceremony of the Northwest Maritime Apprenticeship. This wasn't just a graduation - it was a milestone for the maritime industry in the United States.

For the first time, three apprentices, Talia Piper, Ben Oliver, and Matthew Sutherland, officially earned their Certificate of Completion in this rigorous, state-registered program designed specifically to train professional Marine Service Technicians. In doing so, they became among the first individuals in the country to earn this distinction through a recognized apprenticeship of this kind.

### Building a Workforce, Building a Future

Launched in October 2022 by the Whatcom Working Waterfront Foundation, the Northwest Maritime Apprenticeship was created to address a critical workforce shortage in the marine trades. The vision, however, was bigger than that. It was about building a sustainable, skilled workforce and creating meaningful career pathways in an industry that keeps our coastal communities running.

Over the past three and a half years, these graduates have completed more than 6,000 hours of on-the-job training and over 600 hours of classroom instruction, mastering skills across electrical systems, propulsion, composites, metals, and more.

This is not an easy path. It requires persistence, technical skill, and a deep commitment to the craft. On May 1, that dedication was on full display.

### A Night of Recognition and Community

The ceremony brought together leaders, instructors, policymakers, and supporters who have helped make the program possible.

Event speakers included:

- Port of Bellingham Commissioner Bobby Briscoe, an early champion of the program
- Instructor Dave Atwater, representing the program's 30+ instructors with more than 650 years of combined experience
- State Representative Alicia Rule of the 42nd Legislative District, a strong advocate for workforce development
- Apprenticeship Committee member Jen Haaland, a Master Technician who has worked closely with each apprentice

Each speaker reflected on the importance of hands-on training, mentorship, and the role apprenticeships play in strengthening local industry and opportunity.

One especially meaningful moment came through a congratulatory video from Quadrant Marine Institute, the program's Canadian partner. Their decades of experience training Marine Service Technicians helped inform and inspire the development of this program in Bellingham.

### From Curiosity to Craft

The evening also highlighted the personal journeys behind the achievement.

Graduate Talia Piper shared remarks that captured the spirit of the cohort. What began as curiosity about how boats work grew into a career built on skill, confidence, and passion. Her story reflects the transformative power of apprenticeship: you learn by doing, have support from mentors, and invest in real-world experience.

### More Than a Graduation

This inaugural class represents more than individual success; it marks the beginning of a new standard for maritime workforce training in the United States.

The Northwest Maritime Apprenticeship is the first program of its kind in the country dedicated specifically to Marine Service Technicians, and these graduates are proof of what's possible when industry, education, and community come together with a shared vision. As the ceremony came to a close, one thing was clear: this is only the beginning.

With future cohorts already progressing through the program, and growing support from employers and partners, the foundation has been laid for a stronger, more resilient maritime workforce.

### Congratulations to the Class of 2026

To Talia, Ben, and Matthew – congratulations on this incredible achievement. Your dedication, hard work, and passion have set the bar for all who follow.

You haven't just completed a program. You've made history.



The graduating apprentices show off their coveralls with the Apprenticeship branding. Photo: Dan Tucker

## US House reports first Congressional numbers for NOAA services

Update By Adam Mistler, Ocean Conservancy

The Ocean Conservancy is an advocacy group in Washington, DC that promotes ocean and fisheries conservancy.

[Washington, DC] - The House of Representatives version of the Commerce-Justice-Science (CJS) funding bill – that’s the one that includes the National Oceanic and Atmospheric Administration (NOAA), as it is a part of the Department of Commerce – was approved by the Appropriations Committee after a lengthy markup. The bill passed out of committee along a party line vote.

Anyway, the upshot is that we now have full details of the House’s proposal for Fiscal Year 2027 funding for NOAA and all its important nooks and crannies, or tributaries and deltas as may be more appropriate. This is the first legislative proposal we’ve seen. While it won’t be the last, as the Senate is likely to mark up their CJS bill soon, these are numbers that will be part of the discussion for “final” FY27 funding.

### House CJS Proposal Cuts Less than the President, With Exceptions

So, how do we feel about them? Well, while the House’s funding bill marks a firm rejection of the vast majority of the cuts and dismantlings proposed by the Trump Administration, it nevertheless would result in some important cuts to vital programs. In fact, the cuts proposed for NOAA Fisheries would be shocking if we hadn’t seen a similar proposal last year.

### NOAA Details

Let’s quickly run through it in the order that proposals do, with NOAA Fisheries coming last (of the NOAA bits).

Overall, NOAA would see \$6.5 billion, as compared to a bit less than \$6.6 billion this year (not a big topline cut) or the \$5 billion proposed for next by the administration (a good indication of that rejection I mentioned).

### National Ocean Service

Under the House proposal, pretty much everything in the National Ocean Service (NOS) would come in even with the current funding levels – except for IOOS, which is proposed for a big enough increase (\$8.5 million, to bring it to \$56 million overall) that it nudges up all of NOS by a percentage point.

### Oceanic and Atmospheric Research

The Office of Oceanic and Atmospheric Research, which the administration has twice proposed dismantling, would continue to exist. In fact, its overall funding would be cut by just 1%. Sea Grant would stay at the same \$80 million, and Ocean Exploration would actually see an increase to \$50 million, which is cool (though

some of that exploration is now in support of offshore mineral exploitation). That is, overall, undeniably good. Or, at least, not bad. But if you look under the hood, it includes pretty large cuts to climate research. The research funding streams would still exist, but they could use more investment.

### National Marine Fisheries Service

Okay. We’ve come to the National Marine Fisheries Service, or NOAA Fisheries. Last year, when the House’s proposed budget for NOAA Fisheries came in well below the President’s, it was a surprise that caught even House members off guard. Now, it is somehow a pattern. In keeping with what has become a theme of “toplines masking cuts,” the overall NOAA Fisheries line LOOKS like it’s well above the President’s request. But... it would still amount to a 22% cut from this year’s funding. Whereas the President proposed moving much of NOAA Fisheries protected resources work (read: endangered animals and marine mammals) to the Department of the Interior’s Fish & Wildlife Service (FWS), the House would keep those functions in NOAA Fisheries – but slash funding to them and nearly everything else. Going strictly by funding, endangered species and protected resources might be WORSE off under the House’s proposal – the President proposed upping FWS by \$150 million for the protected species work, while the House proposal is \$132 million for MORE work (some salmon stuff, too). Habitat conservation funding would still exist, unlike in the President’s proposal, but it would be cut by 38%. These should not be our two options, and we’ll be looking to the Senate to ensure they are not.

Eagle-eyed readers may notice that the weather and space parts of NOAA do come after NOAA Fisheries, as do a few other smaller “line offices,” and I said I would do this in order, didn’t I? Well, in short, the House, just like the Administration, proposes increases for both (a cut to operations funding for satellites is more than offset by a hardware increase higher than even the President proposed). And lastly, the House is not prepared to invest as much into ship procurement as the administration.

The Senate, the co-equal participants in those funding discussions with the House, are expected to start marking up their CJS package in just a few weeks’ time. If this plays out similarly to last year, we can hopefully expect much better numbers for NOAA Fisheries in the Senate’s proposal. But they still need to hear from us!

*Editor’s note: It is still worth calling and emailing your elected representatives and letting them know how much you value NOAA and the National Ocean Service, along with research that can help plan for climate change impacts and fisheries. See below contact information for our federal legislators here in Washington:*

#### Senator Maria Cantwell

425-303-0114 [www.cantwell.senate.gov/contact/email](http://www.cantwell.senate.gov/contact/email)

#### Senator Patty Murray

425-259-6515 <https://www.murray.senate.gov/write-to-patty/>

#### Representative Rick Larsen

(360) 733-4500 [www.larsen.house.gov/contact](http://www.larsen.house.gov/contact)

## Blue Drinks to tour Bellingham Shipping Terminal

By Dan Tucker

The Working Waterfront Coalition will be hosting our quarterly Blue Drinks meet-up at Kulshan Trackside this month. Join us on June 24th as we meet in front of the Container Village to embark on a walking tour of our Bellingham Shipping Terminal. Port staff will be on hand to answer questions and the tour will end back at Kulshan Trackside for drinks and further discussion.

The Bellingham Shipping Terminal is a bulk-cargo facility and operates similar to any Point Of Distribution in the movement of goods. Bulk cargo is any cargo that is not containerized - this could mean grains, liquids, gravel, vehicles and cars, specialized cargo, even old container-loading cranes!

The last few months, the terminal has been home to two towering container cranes being moved from their former homes in Tacoma, on to their next destination. Crews at the terminal are disassembling the cranes, preparing them for transport. Prior to the tour on the 24th, the Port reports the project has gone so well that three more cranes will be delivered and disassembled. Tour participants will be able to see the cranes up close and get a deeper understanding of the working infrastructure available on our waterfront.



**CONNECT**  
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**Blue DRINKS**

Blue Drinks is for anyone involved or interested in Whatcom County's waterways and maritime endeavors. We invite you to join the fun, network informally, create relationships, and help build awareness of waterfront issues and activities.

**Join Us!**  
**Kulshan Trackside**  
**Wednesday, June 24**  
**6:00pm-7:30pm**

Presented By  
**WORKING WATERFRONT COALITION**  
OF WHATCOM COUNTY

Featuring a tour of Bellingham Shipping Terminal  
**5:00pm**  
Meet in front of Container Village

The Bellingham Shipping Terminal has recently finished major projects for new stormwater treatment systems, pilings, infrastructure and more. See how the terminal operates and hear about what's on the horizon!

Make New Friends  
Learn about Maritime Endeavors  
Create Connections  
Share, and Have Fun!

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### Something for Everyone - Including the Kids

For families, Dragonfly's Happy Orcas Adventure Camp is a summer day camp for children ages 6-11 based out of Larrabee State Park. Campers spend their days snorkeling, tide pooling, hiking to Fragrance Lake, making art from found objects on the shore, and of course, kayaking. The camp runs at a safe 7.5:1 camper-to-counselor ratio, and staff are CPR and First Aid certified, many holding Wilderness First Aid or Wilderness First Responder certifications as well. At \$525 per camper per week (with payment plans available), it's an immersive outdoor education experience unlike anything else in the area. Scholarships are available for families in need, because everyone should have access to experience the magic of being on the water.

### Consignment, Used Gear, and Dragonfly Swag

Rounding out the shop's offerings is a small consignment section and used kayak and gear sales, a great option for paddlers looking to upgrade their setup or snag quality equipment at a more accessible price point. And if you want to rep your love of the water, Dragonfly Outfitters has you covered with branded stickers, water bottles, and other fun merchandise to take on your next adventure.

### Come On In!

Dragonfly Outfitters is located in Bellingham at 704 Coho Way. You can reach the team at (360) 453-7036 or [info@dragonflykayaktours.com](mailto:info@dragonflykayaktours.com), and book tours online at [dragonflykayaktours.com](http://dragonflykayaktours.com).

## Upcoming Coalition Events

### Blue Drinks Q2 2026

June 24, Kulshan Trackside & Bellingham Shipping Terminal  
(Tour of BST 5:00 p.m. - 6:00 p.m. - meet in front of Container Village)

### LFS Block Party

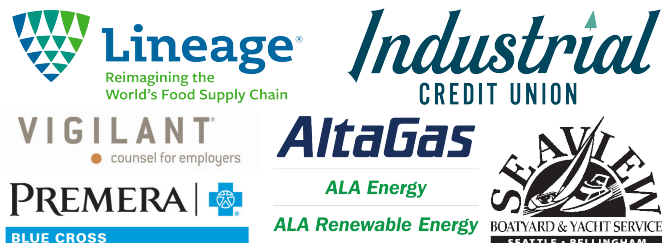
July 22nd, 11:00 a.m. - 2:00 p.m., Squalicum Harbor

### Bellingham SeaFeast / Fish Tales & Ales

Sept. 26th-27th, Squalicum Harbor  
Sept. 26th, 6:00 p.m. - Beach Cat Brewing South Paw (Fish Tales & Ales)

The Working Waterfront Coalition of Whatcom County does not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations.

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