

A HERITAGE RESOURCE SURVEY

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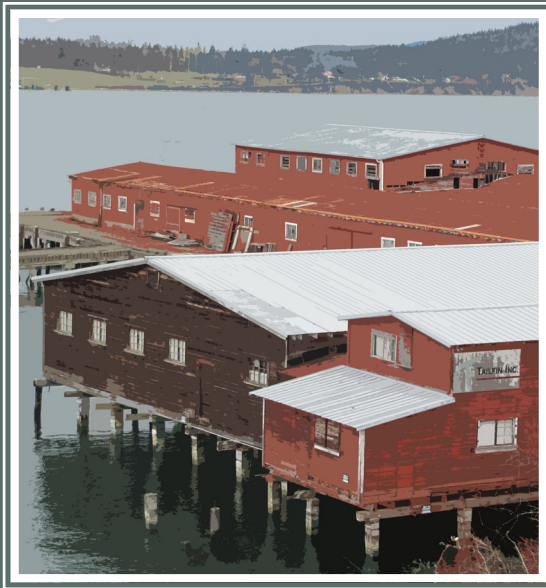
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Front Cover Image:

Sebastian-Stuart Cannery, courtesy of Artifacts Consulting, Inc., 2011

Back Cover Image:

Anacortes waterfront, courtesy of Artifacts Consulting, Inc., 2011



This map provides a sampling of surveyed maritime resources within the community, as well as previously documented resources, such as buildings and sites listed in the Washington and National Registers of Historic Places

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Anacortes

A GUIDE TO HISTORIC MARITIME RESOURCES

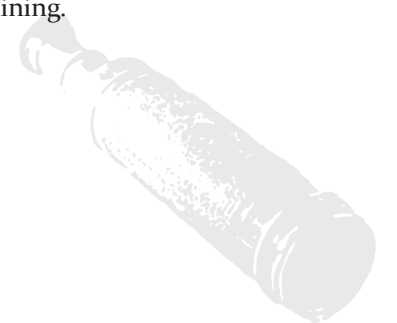


PRESERVE AMERICA

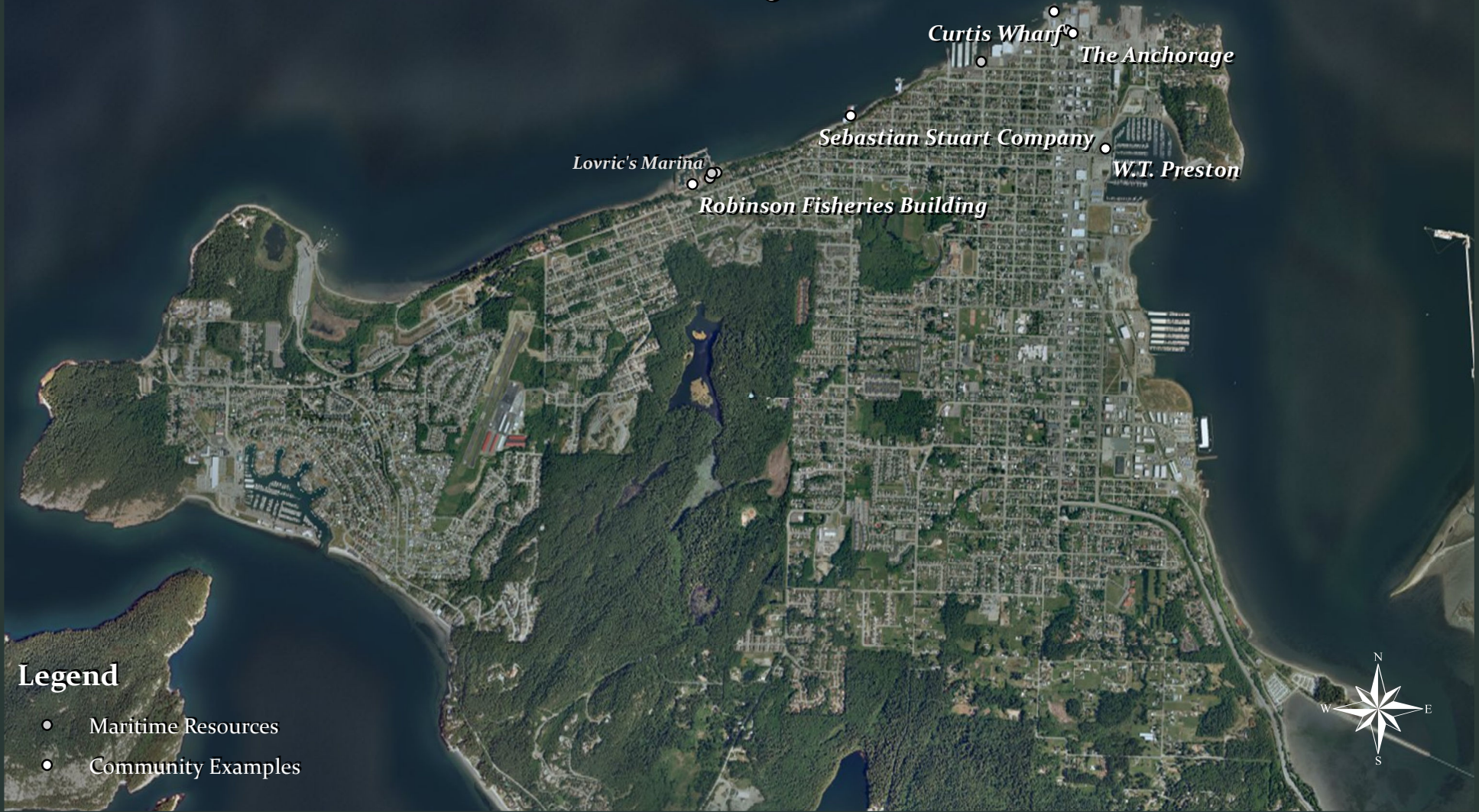
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Anacortes - A Maritime Community



Legend

- Maritime Resources
- Community Examples

Anacortes is located on Fidalgo Island and serves as the gateway to the San Juan Islands. Prior to European and Euro-American exploration of the region, the Samish and Swinomish people lived on the island. The first Euro-Americans settled on the western shore of northern Fidalgo Bay in ca. 1865, and Amos Bowman officially named the community Anacortes in 1877 with the establishment of a post office. Anacortes grew slowly, with only 200 residences by January 1890; however, speculation that Anacortes could become the terminus for the transcontinental railroad had the population soaring to 2,000 by mid-March 1890.

Although not selected as the railroad terminus, Anacortes pursued other economic interests, including fishing and lumber. During the 1890s, Anacortes established itself in the salmon canning and codfish-curing industries, with at least a dozen fish-processing plants by the 1900s—at one time it boasted nearly a quarter of the salmon canneries in Puget Sound. By 1937, Anacortes established the first tuna cannery in the Sound, the Sebastian Stuart Company (formerly the Salina Fisheries Company Cannery).

Industry expanded in Anacortes, particularly on the waterfront where businesses took advantage of shipping and rail connections. Lumber soon became the second major industry—Anacortes contained 6 shingle mills and 5 saw mills by 1903. Companies like the Anacortes Box and Lumber Company (1905), E.K. Wood Mill (1923), and the Anacortes Pulp Mill (1925) dominated the landscape. Other industries grew in the community in the mid-twentieth century when many of the canneries and lumber-related businesses closed, such as refineries built by Shell and Texaco, marinas, and tourist-based operations, like whale-watching.



THE ANCHORAGE
The Anchorage building, built in 1900, became Marine Supply & Hardware under the ownership of E. “Mike” Demopoulous, an early Anacortes entrepreneur, in ca. 1913.



CURTIS WHARF
Little remains of the once vibrant Curtis Wharf, a former hub of commercial and passenger maritime transportation. Built in 1903 by Melville Curtis, the wharf at one point included a feed mill, ice house, creamery, and several warehouses.



ROBINSON FISHERIES BUILDING
Built in 1912, the Robinson Fisheries Building was used as a codfish plant, one of the largest in Puget Sound. It is the only surviving plant of its kind in Anacortes. The building is now associated with Lovric’s Marina.



SEBASTIAN STUART COMPANY
Built in 1915, the now vacant Sebastian Stuart Company building originally served as a salmon cannery. In 1937, tuna canning operations were added in the facility, establishing the first tuna cannery in the Puget Sound.



W. T. PRESTON
Built in 1939 at the Lake Union Drydock in Seattle, the snagboat *W. T. Preston* cleared marine passages until her retirement in October 1981. Located in Anacortes, the *W. T. Preston* is a National Historic Landmark (NHL) and operates as a museum vessel.

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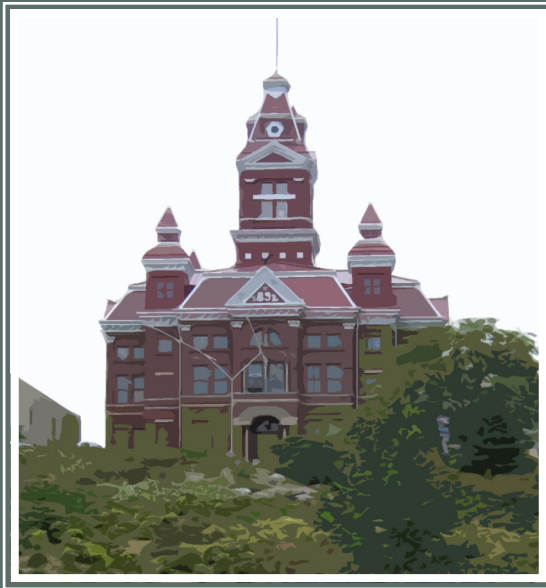
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Front Cover Image:

The Ocean Hunter moored at Bellingham Bay, courtesy of Artifacts Consulting, Inc., 2011

Back Cover Image:

Old City Hall, now the Whatcom Museum, courtesy of Artifacts Consulting, Inc., 2011



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Bellingham

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Bellingham served as a major industrial, education and distribution center for Northwest Washington. Visited in the 1790s by both Francisco Eliza and Captain George Vancouver, the name Bellingham Bay, assigned by Vancouver in honor of Sir William Bellingham, stuck. By 1852 the Roeder Saw Mill, along Whatcom Creek, was turning out lumber that was used to construct Fort Bellingham. In 1854 Captain Henry Roeder built the H. C. Page, a small schooner, for shipping local materials, including coal, to markets. The 1857 Fraser River Gold Rush brought speculation and more development. The mud tideflats were gradually platted, and by the early 1900s, developers began to infill the mudflat streets and dredge the Whatcom Waterway. By the 1890s salmon canneries abounded, including the Pacific American Fisheries Cannery, one of the largest operations in the world.

The small villages of New Whatcom, Sehome and Fairhaven united in the early 1900s to become Bellingham. Several boat builders operated in the city, including H. B. Kirby, Bellingham Marine Railway & Boat Building, and Westlake & Son. Morse Hardware Company and Northwest Hardware Company both served as ship chandlers.

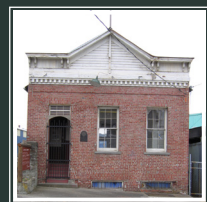
Dock and wharf construction expanded with packing plants, saw and shingle mills, plywood, an industrial alcohol plant, and the largest sulfite pulp mill in the U.S. Shipyard construction during World War II produced auxiliary naval craft and cargo boats. The municipal dock at the head of the Whatcom Waterway provided an iconic point of arrival and departure for passenger ferries. Several steamship lines served the community, including the Pacific Steamship Lines and Puget Sound Freight Lines.

Bellingham - A Maritime Community



Legend

- Maritime Resources
- Community Examples



WHATCOM COUNTY COURTHOUSE
Built ca. 1858 by entrepreneurs Charles E. and Thomas G. Richards for use as a store during the Fraser River Gold Rush of

1858, the building became a courthouse when Whatcom County purchased it in 1863.



OLD GRAINERY BUILDING
Built in ca. 1928, the Old Grainery Building, located adjacent to the waterway and the northern tracks of the

railroad, functioned as an egg production and distribution center for the Washington Egg & Co-Operative Poultry Association.



REID BOILER WORKS
Built in 1912, the building houses the Reid Boiler Works. Founded in 1899, the company supplied

boilers to Fairhaven houses and illustrates early industrial development in the community.



MORSE HARDWARE COMPANY
Founded in 1884, the Morse Hardware Company was the first wholesale firm in Bellingham. The

company built this building in 1901 after establishing a successful trade to Alaska during the Alaskan and Klondike gold rushes.



BELLINGHAM INTERNATIONAL MARITIME MUSEUM
In addition to on-site vessel restoration, the museum features exhibits on Pacific

American Fisheries, Bellingham Shipyards, and Uniflite. For more information visit: www.bimm.us

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Front Cover Image:

Image of one of many steel truss bridges around Everett, allowing road and rail traffic to pass over the area's numerous waterways, courtesy Artifacts Consulting, Inc., 2011.

Back Cover Image:

Building on the waterfront in Everett, courtesy of Artifacts Consulting Inc., 2011



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Everett

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As the first point where the Great Northern railroad reaches salt water, and with a branch line to the Northern Pacific, Everett grew quickly as a major shipping and transfer point. Overseas goods were loaded on trains for Midwest and East Coast destinations. Industry expanded along the waterfront, taking advantage of great shipping and rail connections. By 1904 the city boasted 10 saw mills, a paper mill, 12 shingle mills—the Clough-Hartley mill in particular would grow over the next decade to become one of the world’s largest—2 flour mills, a smelter, one of the nation’s only arsenic plants, a creosoting works, iron works and four foundries, as well as breweries and bottling works, creameries, and ice and cold storage plants for shipping perishable items.

Fishing has long been an important part of Everett’s maritime history and economy. Proximity to good fishing grounds, coupled with a sheltered harbor, provided secure moorage facilities and sheds for repairing and storing nets and fishing gear. Fish and oyster markets operated along Hewitt Avenue, just uphill from the harbor.

Several steamship companies, including the Pacific Steamship Co. and Alaska Pacific Co., made regular stops at Everett, helping to expand the city’s role as a wholesale and distribution centers. Supporting this maritime commerce was a large steel shipbuilding plant and several boat yards, including Ole A. Pederson, Bayside Boat Works, and Everett Marine Ways Inc. The Bayside Hardware Company served as a ship chandler, supplying commercial vessels that stopped at Everett. By the 1950s the port could receive nine oceangoing vessels and ranked second in the state in shipping tonnage handled.



HIBULB CULTURAL CENTER
Scheduled to open in 2011, the Hibulb Cultural Center and Natural History Preserve’s mission is

to preserve, revive and interpret the culture and history of the Tulalip Tribes.



FISHING VESSELS
Abundant fishing and the rapid growth of fish processing industries attracted early immigrants from Northern and Eastern

Europe. Everett still acts as an active port for commercial fishing vessels such as the ones pictured.



PORT OF EVERETT
Created in 1918, the port has evolved over its long history. The deep-water port’s multiple terminals continue to accom-

modate ocean-going trade vessels, including modern container ships, along with railroad traffic.



INDUSTRIAL WATERFRONT
Looking northeast toward the Cascade Mountains, the industrial waterfront of Everett is still a defin-

ing part of the landscape. These buildings are part of a sawmill complex located with easy shipping access.



SNOHOMISH RIVER BRIDGE
This ca. 1920s steel truss pivot bridge was designed to rotate on its midpoint, highlighted by the

bridge house, to allow water-based traffic to pass. The Everett vicinity has many historic bridges.

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Front Cover Image:

Lime Kiln Lighthouse on San Juan Island, courtesy of Artifacts Consulting, Inc., 2010.

Back Cover Image:

American Camp, San Juan Island National Park, courtesy of Artifacts Consulting Inc., 2010



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Friday Harbor

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Friday Harbor is located on San Juan Island, the second largest, but most populous, island in the San Juan Islands archipelago. Prior to European and Euro-American exploration of the region, the Northern Straits Salish people lived on the islands. European exploration of the islands occurred in the late 18th century, first by Spanish Captain Francisco de Eliza in 1791 and 1792, then by British Captain George Vancouver in 1792. The Treaty of 1846 established land south of the 49th parallel as held by the United States. Border disputes over the San Juan Islands between the U.S. and the British resulted in an 1859 confrontation on San Juan Island, known as the Pig War.

By the mid-1800s, the Hudson's Bay Company (HBC) had arrived on San Juan Island, importing sheep in 1853 to graze on prairie land on the island's southern tip. More HBC employees and settlers arrived on the island, many settling at the site of present-day Friday Harbor with its protected harbor. Friday Harbor became the county seat of the islands in 1873.

The community at Friday Harbor continued to grow and became incorporated in 1909. The harbor became a key shipping location for the island, with ships and steamers arriving to haul local produce, fish, lime, and timber back to the mainland. A bustling commercial corridor and a waterfront with large wharves and warehouses accommodated the growing seaport.

Competition from other markets led to a declining island economy through the mid-20th century. However, a thriving tourist industry has revitalized the community, bringing numerous visitors to Friday Harbor each year.



Legend

- Maritime Resources
- Community Examples



JENSEN'S SHIPYARD

Albert Jensen & Sons Shipyard opened in 1910. Since then, they have produced more than 150 boats and

have long been known regionally for their quality work. It still operates as a boatyard and marina.



SPRING STREET

Historic street corridor, running uphill from the ferry landing through the heart of old Friday Harbor. The street is lined with

landmark buildings. Memorial Park is located at the base of the road at the intersection of Front & Spring.



WHALE MUSEUM

The Whale Museum promotes stewardship of whales and the Salish Sea ecosystem through research and education. The mu-

seum is located in downtown Friday Harbor, 3 blocks from the ferry landing.



FRIDAY HARBOR LABORATORIES

A marine biology field station for UW, the station has provided hands-on research experience

to students since 1904. Although the station has had various locations on the island, it has remained a fixture in Friday Harbor.



SAN JUAN COUNTY COURTHOUSE

Built in 1906, the San Juan County Courthouse replaced earlier temporary wooden buildings.

Designed by W. P. White in the Second Renaissance Style and executed in red brick.

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Front Cover Image:

The Julie Ann returning to a net shed in Gig Harbor, courtesy of Artifacts Consulting, Inc., 2010

Back Cover Image:

The Ancich-Rainier Net Shed, built in 1954, courtesy of Artifacts Consulting Inc., 2010



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Gig Harbor

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In 1838 the United States launched a full-fledged expedition with the Great United States Exploring Expedition commanded by Lt. Charles Wilkes. The Wilkes Expedition extensively explored the bays and inlets of the Puget Sound and it was during this expedition that the bay of Gig Harbor received its name. One of the expedition's small boats, called the captain's gig, took shelter in the harbor during a storm, thus earning the bay its name of Gig Harbor.

Euro-American settlement of the Gig Harbor waterfront began to develop following the harbor's rediscovery by three fishermen –Samuel Jerisich, Peter Goldsmith, and John Farrago—seeking shelter in 1867. Of the three men who took shelter for a night in the harbor, Samuel Jerisich, a Slavonian, decided to return to settle there. At the time, a Nisqually village existed alongside a small creek at the head of the bay. Samuel Jerisich and his wife settled on the west side of the bay, building a small one-room cabin and living off fish and produce from their small farm. Other settlers soon arrived in the area, predominately Yugoslavian, German, and Scandinavian families, and settled close to the shore.

Gig Harbor developed around fishing and lumber. By the 1880s a saw mill was set up along the waterfront, and the city grew as the home port to large purse seiners following fish runs between Mexico and the Arctic. The harbor provided an important anchorage center for boat building and fishing net storage facilities. By the 1910s, regular steamer travel entered the bay, providing a connection with markets in Tacoma. A logging railroad and stage line connection with Burley also connected to the bay.



SKANSIE NET SHED
One of the oldest net sheds in the community, the Skansie net shed was built by Andrew and Bertha Skansie for the family fishing operation ca. 1910. The Skansies used the large yard next to the net shed for stretching out their nets for repairs.



MORIN NET SHED
Martin and Mary Morin built this net shed for their family's fishing operation in the 1950s. The Morins used the net shed for repairing and storing their nets and moored their purse seiner, the *Defiance*, at the dock.



THUNDERBIRD 1
The hull of Thunderbird 1, a plywood sloop designed by naval architect Ben Seaborn and built by Ed Hoppen, is on display at the Harbor History Museum in Gig Harbor. The sloop features a v-shaped hull allowing for the stiffness of multilayered plywood.



EDDON BOATYARD
Open to the public for tours, the restored Eddon Boatyard seeks to pass on maritime heritage through hands-on experiences, such as boatbuilding demonstrations and restoration projects. For more information visit: www.gigharborboatshop.org.



WASHINGTON EGG & POULTRY CO-OP
Constructed in 1925 the building served as the warehouse for the farmer membership organization. In 1957, the Haub Brothers purchased the building and converted it to a commercial marina and other marine-related trades.

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Front Cover Image:

Vessels moored at Hoquiam, courtesy Artifacts Consulting, Inc., 2011.

Back Cover Image:

Social hall in Aberdeen, courtesy of Artifacts Consulting Inc., 2011



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Grays Harbor

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Grays Harbor - A Maritime Community



Legend

- Maritime Resources
- Community Examples

Captain Robert Gray's entry into Grays Harbor aboard the Columbia in 1792 helped establish the U.S. presence and claim to the Oregon Territory, as well as providing the harbor name. Euro-American settlers arrived at the locations of present day Aberdeen and Hoquiam on Grays Harbor in the mid-1800s. Established as separate towns, over the years they grew together to form a single industrial and commercial center in Grays Harbor.

The fishing and lumber industry shaped the waterfront of Grays Harbor and spurred many ancillary trades. Fishermen operated in the Pacific and harvested shellfish from the bay. Industrial development and railroad connections arrived with the growth of the lumber industry. Smaller maritime related businesses migrated up rivers and the dredging of the harbor and tide flat infill solidified the link between ocean-going trade and city commerce. Communities developed along the hills overlooking Grays Harbor, with worker cottages along the base of the hills.

Fishing was an important early industry. In 1878 George Hume built the small Aberdeen Packing Plant, a fish cannery at Sam Benn's Point. By 1911 the addition of a clam cannery, and several specialty trades flourished including: Grays Harbor Packing Co., Pacific Fisheries & Packing Co., Sea Beach Packing Works, Inc., Wishkah Fish Co., Atlas Fish Company, McLane Fish Company and the Hoquiam Machine Works.

Lumber was an economic mainstay in Grays Harbor. By 1900 the Northwestern Lumber Company would become the largest plant on the West Coast. The mill supplied lumber to a shipyard and four woodworking and box factories.



HISTORIC WATERFRONT
Located on Grays Harbor's protected waters, Hoquiam once had many shipyards like this

one, building and repairing all sorts of vessels including large multi-masted ships.



POLSON MUSEUM
Built in 1924 for Arnold Polson and his bride, the Polson Museum now serves as a community history museum. Harbor history is interpreted through an extensive photo collection. Listed on the National Register of Historic Places.

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PAKONEN & SONS BOAT WORKS
Built as the Chris Endressen Boatyard ca. 1900, the operation was sold in the 1940s and became the Pakonen & Son Boat Works. Excellent example of a family-owned, historic shipyard.

Pakonen & Son Boat Works. Excellent example of a family-owned, historic shipyard.



BREAKWATER SEAFOOD BUILDING
Built in ca. 1905, the former Breakwater Seafood Market is one of Aberdeen's oldest buildings. Originally a logging company office, it later became a seafood market. Damaged by fire in 2007, it is under renovation.

Originally a logging company office, it later became a seafood market. Damaged by fire in 2007, it is under renovation.



GOLDBERG BUILDING
Built in 1910, this former industrial building reflects the early boom growth of Aberdeen and Hoquiam as mill towns, a result of nearby timber stands and access to water- and rail-based shipping.

quiam as mill towns, a result of nearby timber stands and access to water- and rail-based shipping.

A HERITAGE RESOURCE SURVEY

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Front Cover Image:

Point Wilson Light; US Coast Guard/ automated, closed to public; current buildings from 1913 but original light activated 1879, courtesy Artifacts Consulting, Inc., 2011.

Back Cover Image:

Port Townsend Boat Haven, courtesy of Artifacts Consulting Inc., 2011



This map provides a sampling of surveyed maritime resources within the community, as well as previously documented resources, such as buildings and sites listed in the Washington and National Registers of Historic Places

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Port Townsend

A GUIDE TO HISTORIC MARITIME RESOURCES

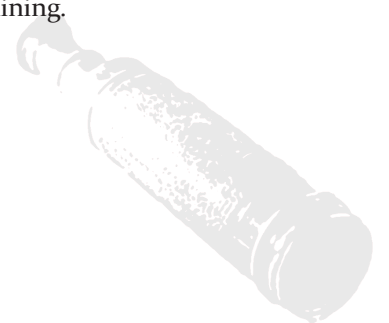


PRESERVE AMERICA

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Preserve America encourages local community efforts to preserve our cultural and national heritage. The program promotes a greater shared understanding of our nation's unique history, strengthens regional and local identities, nurtures active community involvement in the preservation of our country's cultural and national heritage resources, and supports the economic vitality of our communities.

An important element of Preserve America is its matching-grants program. These grants support planning, development, and implementation of innovative activities and programs in heritage tourism. Preserve America matching-grant projects include activities and programs such as surveying and documenting historic resources, interpreting historic sites, planning, marketing, and training.



Known as the Key City of Puget Sound, Port Townsend was named in honor of Marquis of Townshend by Captain George Vancouver (1757-1798) in 1792. Vancouver identified Port Townsend as a safe harbor on the northeast tip of the Olympic Peninsula. Euro-American settlement occurred on the bay on April 24, 1851, with the arrival of Alfred A. Plummer (1822-1883) and Charles Bachelder. Additional settlers and their families arrived in the community and Port Townsend was appointed the county seat of Jefferson County upon its establishment in 1852. The community's population and significance continued to grow, particularly when the Washington Territory's Port of Entry moved from Olympia to Port Townsend in 1854. Following a petition to incorporate submitted by Port Townsend residents, the Washington Territorial Legislature passed an act incorporating the city of Port Townsend on January 16, 1860.

The city developed as an early point of lumber shipping to San Francisco and became the headquarters for the U.S. Customs Service once it was transferred from Olympia. By the 1910s the city also boasted the headquarters for the marine hospital service on the Salish Sea as well as a quarantine service and a deepwater harbor.

The maritime trade supported a shipwright and ship chandlers. Chandlers included Ship chandlers Jones & Crouten and the Olympic Hardware Company. Several steamship lines including Alaska Pacific Steamship Company, Alaska Steamship Company, Dodwell & Company, Hastings Steamboat Company, Pacific Coast Steamship Company made regular calls at Port Townsend. Boat builders included the Madison Street Marine Ways at the foot of Madison.



HUDSON POINT - SIGNAL TOWER
Built in 1941 by the U.S. Navy for use as a signal tower, parachute repair shop, and auditorium. In

1978 the building was converted into a sail loft and continues in use with maritime-related trades.



HASTINGS BUILDING
The Hastings Estate Company constructed the building in 1889. The elaborate Queen Anne-style Hastings Building remains

under Hastings ownership and continues to visually anchor Port Townsend's downtown.



MARINE SCIENCE CENTER
Originally used as a warehouse and docking facility by Fort Worden, the building now houses the Port

Townsend Marine Science Center aquarium exhibit. For more information visit: www.ptmsc.org/



PORT TOWNSEND POST OFFICE, CUSTOMS AND COURT HOUSE
The building, built in 1893, stands prominently on the bluff

overlooking the harbor. Views from Union Wharf back illustrate the commanding presence of this building.



QUINCY STREET FERRY DOCK
Built in 1947 by Olympic Ferries, Inc., the dock served as the ferry terminal for the Port Townsend—

Keystone route. Although no longer in use, the structure remains a visually defining component of the waterfront.

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Front Cover Image:

Sailboats moored on Lake Union,
courtesy Artifacts Consulting, Inc.,
2011.

Back Cover Image:

Working waterfront in Duwamish,
courtesy of Artifacts Consulting
Inc., 2011



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Seattle

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Seattle's sheltered deep water harbor and central location within the Salish Sea contributed to the city's growth as a major distribution center. By 1897 Seattle shipped more cargo than unprocessed materials. The Klondike gold rush cemented the city's already growing role as a supply point for Alaska. Residential neighborhoods were built on the hills overlooking tide flats. By 1890 the city boasted a multitude of boat builders.

Several ship chandlers supported commercial vessels making port of calls at Seattle. In 1893 the Great Northern Railway connected with Seattle via Everett, providing the city with a transcontinental link. The 1897 Yukon River gold rush ushered in a frenzy of activity along the waterfront.

In 1911 the State Legislature authorized the creation of the Port of Seattle. Over the next decade the port constructed two of the longest piers in the world to receive ships bound for Alaska and arriving from Asia. By 1914, the city had grown to become its own market in which imports outpaced exports. The ship canal locks, completed in 1916 and linking Lake Union with Elliott Bay, were second in size to the Panama Canal locks.

During World War I, more than 20 shipyards operated along the waterfront, and Harbor Island was created at the mouth of the Duwamish into an industrial center. Civil unrest followed the post-war economic slowdown and 1929 financial collapse, which led to several waterfront strikes. During World War II the shipyards expanded again to keep pace with wartime demand, producing supply tenders, aircraft carriers and cargo ships.



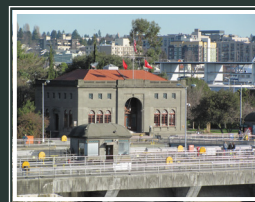
PIKE PLACE MARKET
The market exemplifies a commercial center relying upon goods brought in by ship and rail for sale.

The route along Western Avenue providing a link up the steep hill remains intact today maintaining the waterfront link.



FISHERMEN'S TERMINAL
Built in 1913 by the Port of Seattle to house the local fishing fleet, Fishermen's Terminal still hosts many commercial fishing vessels as well as dining and shopping attractions. Located on Salmon Bay.

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CHITTENDEN LOCKS
Built in 1914-15, the Administration Building overlooks the Hiram M. Chittenden Locks (aka, Ballard Locks), which allow

boats to pass between the saltwater of Salmon Bay eastward into the freshwater of Lake Union and Lake Washington.



SWIFTSURE
The Lightship "Swiftsure" is a National Historic Landmark. Formerly known as LV #83 or "Relief," this vessel never

served at the Swiftsure Bank station, but it is similar to the types of vessels which formerly marked Umatilla Reef and Swiftsure Bank.



ALKI POINT LIGHTHOUSE
Built in 1913, this lighthouse marks the south end of Elliott Bay. Still in use by the Coast Guard, Alki

Point Lightstation includes a lighthouse and two keeper's houses. Public access to this site is limited.

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Front Cover Image:

The *Odyssey* moored on Tacoma's historic waterfront, courtesy of Artifacts Consulting, Inc., 2011.

Back Cover Image:

Tacoma Industrial Waterfront, courtesy of Artifacts Consulting Inc., 2011



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Tacoma

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Commencement Bay's sheltered, deep water anchorage contributed to the growth of Tacoma's maritime role as a major shipping and distribution center. In 1873 the Northern Pacific railroad's transcontinental line reached Tacoma. This prompted a wave of commercial and industrial growth. Warehouses along the Foss Waterway provided transition space between rail cars and ships. Due to the 1878 spur line, connecting Tacoma to the Wilkeson Coal Mines, Tacoma became one of the region's most important coaling stations for steamships operating along the Salish Sea. Multiple industries developed along the waterfront. In 1886, the Stampede pass tunnel was completed and shortened the transcontinental railroad increasing Tacoma's role as a distribution point for outbound wheat shipments.

Infill of the tideflats significantly expanded the city's industrial waterfront. The former Puyallup River delta became a series of dredged waterways, including the Hylebos, Milwaukee, Foss, Middle, and Sitcum. Specialty trades developed that catered to maritime shipping operations. Brass foundries supplying boat yards included Atlas Foundry Co. and Gawley Foundry & Machine Works.

During World Wars I and II, shipbuilding along the waterfront expanded. Over the course of WWII the Seattle-Tacoma Shipbuilding Company built 8 of the smaller aircraft carriers. Following World War II, industrial lands built over the former tideflats encompassed more than 300 acres. Steamship lines provided regular connections with overseas vessels. By 1967 more than 55 steamship lines utilized the port's deep-water facilities.



STAR IRON & STEEL CO.
Also known as the Fick Foundry, the former Star Iron & Steel Co. offered blacksmithing services and manufactured marine and logging machinery. The company appears to have been operating here by 1912.



BALFOUR DOCK
Built in 1901, the Balfour Dock originally served as a waterside storage facility. The Working Waterfront Maritime Museum, located in the Balfour Dock building, provides educational and interpretive information on early maritime history in Tacoma.



FIREBOAT STATION
Built in 1929, Fire Station #18 or Fireboat Station is the smallest in Tacoma. Designed in the Arts & Crafts Style, this building's fire and rescue crews served the port zone. The building is listed on the National Register.



BROWNS POINT LIGHT STATION
This property includes multiple structures, built between 1903 - 1950s. Marks the eastern entry to Commencement Bay. First light erected here in 1887. The Modernistic concrete lighthouse tower dates from 1933.



FORT NISQUALLY
Marking one of the earliest European settlements on the Salish Sea, Fort Nisqually is interpreted today as a living history museum from its location within Point Defiance Park.