A HERITAGE RESOURCE SURVEY

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A GUIDE TO HISTORIC MARITIME RESOURCES

Anacortes

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 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.
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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 tidalflats were gradually planted, 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.
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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—a flour mill, 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.

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

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.
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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.

Jensens 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 museum 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
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.

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.

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.

The hull of Thunderbird I, a plywood sloop designed by naval architect Ben Seahorn 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.

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.

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

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Back Cover Image:
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 north-east 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 1900s 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.


**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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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.
A HERITAGE RESOURCE SURVEY

Washington’s unique maritime heritage encompasses a diverse breadth of stories and resources, including Native American canoe cultures, coastal communities, commerce and trade, navigation and lifesaving, and a rich shipbuilding industry that predates statehood. The heritage resource survey identified many of these key historic resources and their accompanying stories within the project boundaries to inform an overarching narrative of the area’s maritime history. Property types surveyed included, but were not limited to: docks, marinas, wharfs, piers, net sheds, vessels, and shipyards.

An historic resource survey documents a community’s (or in this instance, a region’s) historic resources. This process includes field work to physically record the resource as well as background research to place the individual property within its historic context. This research, coupled with the evaluation of the property’s physical characteristics and integrity, provides the basis for determining the property’s historical, architectural or cultural significance.

A GUIDE TO HISTORIC MARITIME RESOURCES

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

For more information on this project and other heritage projects throughout Washington State, contact:

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PRESERVE AMERICA

The Washington Department of Archaeology and Historic Preservation (DAHP) received a Preserve America grant to survey and document Washington’s historic maritime resources. DAHP hired Artifacts Consulting, Inc. of Tacoma to conduct the survey and compile the inventory. The project boundaries encompassed the state of Washington’s saltwater shores from Whatcom County in the north to Grays Harbor County in the south. This dynamic region featured a variety of cultural resources and a unique story shaped by both Native- and Euro-American inhabitants and navigational, commercial, and recreational uses.

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Commencement Bay’s sheltered, deep water anchor-
age 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 oversea vessels. By 1967 more than 55 steamship lines utilized the port’s deep-water facilities.

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