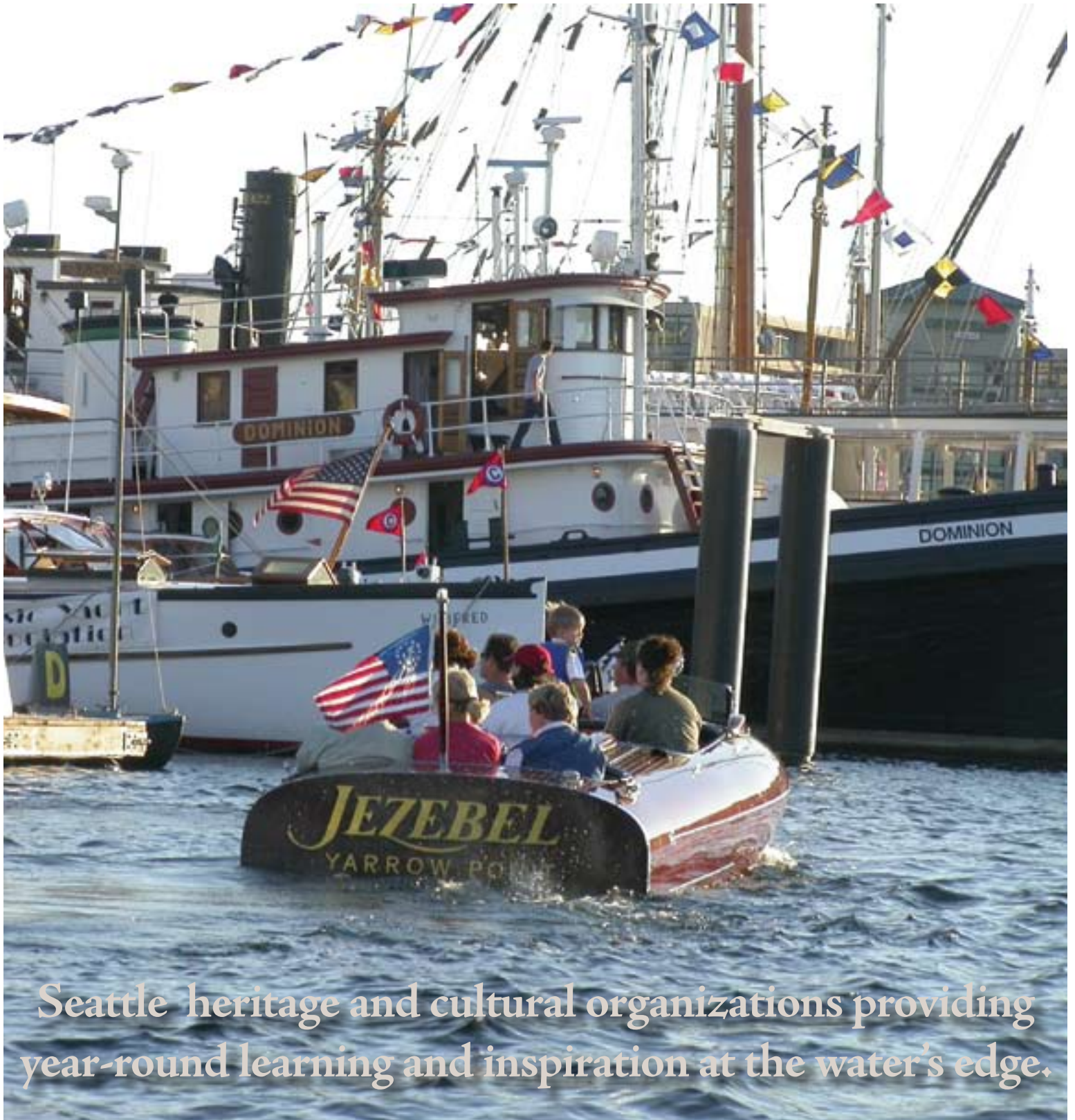


making history together at Lake Union Park



Seattle heritage and cultural organizations providing
year-round learning and inspiration at the water's edge.



Stephanie Bower, Architectural Illustration

Our beautiful city is fortunate to be defined by many diverse bodies of water. From Puget Sound to Lake Union through the Ship Canal to Lake Washington, from the Duwamish River to our four urban creek systems, these bodies of water in many ways define who we are as a city.

They frame our sensibilities and priorities by providing habitat for mammals, fish, birds and insects. For people, they enable us to enjoy boating, fishing, kayaking, swimming, and endless beach activities. The development of Lake Union Park realizes a longtime city vision to revisit and present the rich history of the site and its relationship to the water. The Olmsted Brothers, who designed the nucleus of our park system, envisioned a grand urban park at this site. Through our partnerships with Seattle Parks Foundation, The Center for Wooden Boats, the United Indians of All Tribes, Northwest Seaport, South Lake Union Friends and Neighbors (SLUFAN), the Museum of History & Industry, and others, we are able to turn vision into reality.

When newcomers first settled at the site, it was the home of the Duwamish people. Imagine their walking paths meandering through the timber, connecting the lake village with Native settlements to the east and west. Soon historic panels at the park will tell the whole history, from the arrival of the settlers through the building of the streetcar to the opening of the Ship Canal to the construction of The Boeing Airplane Company.

It is an exciting time to be leading Seattle Parks and Recreation, given the repeated generosity of the voters who have twice approved park levies since 2000. We owe them the best, and this is a park everyone in Seattle can take pride in and can visit again and again to celebrate all that went before and all that is still to come.

Timothy A. Gallagher
Superintendent, Seattle Parks and Recreation

This project was completed with funding and support from city, county, state and federal sources.



Introduction

About this Report

The City of Seattle is developing a vibrant new park on the shore of Lake Union that realizes the vision of several public and neighborhood planning initiatives: the City's public planning effort for Lake Union Park (2003), the South Lake Union Urban Center Neighborhood Plan (2007) and the Seattle/King County Maritime Heritage Task Force Report (2005).

This document presents key elements of a shared vision of more than twenty organizations who are working together to make Lake Union Park a place that creates community and celebrates its treasured roots. It summarizes an exciting array of current and proposed activities, programs and initiatives that bring authentic educational and recreational experiences to visitors.

Four sections make up the report: **History at Lake Union Park** describes the extraordinary strands of history that come together at Lake Union. **Native American Community** highlights the importance of this community gathering space. The park will be recognized nationally for its unique offerings of authentic **Hands-On Experiences** and will serve as an inspiration by **Completing the Loop** to connect communities and resources around the region.

The Working Group at Lake Union Park produced this report, which is the culmination of many individual research projects and working sessions. Detailed reports and meeting minutes are available at www.atlakeunionpark.org/working-group.

The Working Group at Lake Union Park

The Working Group at Lake Union Park includes more than 20 organizations dedicated to preserving and sharing Lake Union's maritime heritage, indigenous culture, natural and civic history and recreational treasures. This informal network includes organizations located in the park, whose vessels visit the park or that plan to move to the park in the near future, and many others.

Most members of The Working Group at Lake Union Park share space and work around Lake Union, providing a varied and engaging experience for the visiting public. Beyond this planning effort, its ongoing collaboration leads to strong programmatic synergies, shared skilled resources, and opportunities for financial and operational efficiencies. The beneficiaries are the irreplaceable historic collections that gain from strengthened stewardship and awareness, and the visiting public who enjoy the experience at Lake Union Park.



Expanding Beyond Lake Union Park

As this planning effort has progressed, it has become clear that while Lake Union Park will serve as a vital hub and anchor for exploration at Lake Union, the public experience encompasses the entire lake and will be dramatically enhanced with a second site at its north end. The Northlake Wharf would provide a second Lake Union destination, enabling travel between the sites by either trail or water and providing a facility for preservation work on the historic ships. Members of the Working Group have been joined by Wallingford and Fremont neighbors and businesses to champion the project.

Because space is limited in Lake Union Park, the Working Group is completing a survey of additional space needs that are required to support the delivery of this exciting array of programs, exhibits and events.

colleagues at Lake Union Park

Over 30 organizations make up the "at Lake Union Park" Working Group, bringing activity to the heart of Seattle.



On-Site Vessels

Northwest Seaport
www.nwseaport.org

Virginia V Foundation
www.virginiav.org

Puget Sound Fireboat Association
www.fireboatduwamish.org

The Center For Wooden Boats
www.cwb.org

Vessel Owning Clubs

North West RC Ship Modelers
nwrcsm.freeyellow.com

Antique and Classic Boat Society
www.acbs-pnw.org

Classic Yacht Association
www.classicyacht.org/pnw

Traditional Small Craft Assn.
www.tsca.net/puget

Antique and Classic Boat Society
www.acbs-pnw.org

Wooden Canoe Heritage Assn.
www.wcha.org

Visiting Vessels

Schooner Martha Foundation
www.schoonermartha.org

Grays Harbor Seaport
www.historicalseaport.org

Sound Experience/Adventuress
www.soundexp.org

Salish Sea Expeditions
www.salish.org

Northwest Schooner Society
www.nwschooner.org

Sailing Heritage Society
www.SailingHeritage.org

Yankee Clipper
www.sssyankeeclipper.org

Combatant Craft Of America
www.cg83527.org

NOAA
www.noaa.gov

MV Lotus
www.mvlotus.org

Heritage and Cultural Organizations

Museum of History & Industry
www.seattlehistory.org

United Indians of All Tribes Founda-
tion
www.unitedindians.org

Puget Sound Maritime
Historical Society
www.pugetmaritime.org

Discovery Modelers
Education Center
discoverymodelers@yahoo.com

Pacific NW Maritime
Heritage Council
nwnx@olywa.net

Northwest Native American
Basketweavers Association
www.nnaba.org

Puget Sound Productions
www.weswedell.com/ps/

Assn. of King County Historical
Organizations
www.akcho.org

Maritime Heritage Network
www.maritimeheritage.net

Wash State Office of Archeology and
Historic Preservation - National
Maritime Heritage Initiative
www.maritimeheritage.net/resources/mha.asp

Other Community Organizations

Seattle Flying Dragon Boat Club
leebjorklund@hotmail.com

Ballard Maritime Academy
<http://www.seattleschools.org/area/cte/academies/bmaindex.xml>

Washington Water Trails Assn.
www.wwta.org

Seattle Parks Foundation
www.seattleparksfoundation.org

National Park Service
www.nps.gov

Youth Maritime Training Assn.
www.ymta.net

Rotary Club Of Lake Union
www.lakeunionrotary.org

South Lake Union Friends And
Neighbors Community Council
www.slufan.org

South Lake Union Chamber
Of Commerce
www.sluchamber.org

Lake Union District Council
www.ludc.org

The Working Group meets at Lake Union Park on the second and fourth Fridays of each month (except August) from 10-noon. Contact betsy@cwb.org for information. All minutes are posted at www.atlakeunionpark.org\working-group.

Access to Experience

It's amazing that in a dense urban center, people can walk, sail, picnic and paddle right in the heart of Seattle, and it's due to a unique collaborative effort. To complement the incredible views, paths, plants and fountains at Lake Union Park, a collection of community-based historical and cultural organizations offer a rich mosaic of unique learning and recreational experiences.

The magic of this planning effort has been the synergy of meeting and working with people from several dozen different groups. At Lake Union Park, multiple grass-roots maritime organizations serve up authentic educational and recreational experiences driven by the passion that moves them to steward national historic landmark vessels and preserve skills that may otherwise be lost in a digital age. This iconic Seattle experience fills a unique and important niche both in preserving stories about Seattle's history and creating a canvas for new memories.

Our shared activities at Lake Union Park will enrich the community in so many ways. This is the place Seattle comes to get on the water. This is the destination for field trips and tourists looking to learn about the region's maritime history. This is the place you come to rent a rowboat to float miles away from your worries. This is the place for native people



to celebrate their traditional home on the water's edge. This is the place that creates community in South Lake Union.

I hope you enjoy perusing this publication. It's a work-in-progress! Feel free to

send your thoughts and your ideas for ways we can work together to continue creating and building this incredible new community resource.

Betsy Davis
Executive Director
The Center for Wooden Boats
betsy@cwb.org



Community Hub

We pass over it on bridges, pass through it on vessels. A vital city has been built around it. People live,



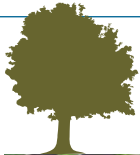
work and play on its edges. A robust renewal of its south shore neighborhood is underway. Yet it never has attained an identity besides "Lake Union".

The Center for Wooden Boats has energetically been researching the life and times of Lake Union to give due tribute to its identity, at last. The research process involved studying sources about its geology, first people habitation, and its 150 years of urban development. This involves reading primary documents, maps, interviews, firsthand observations through hikes, rows and sails and meetings beyond counting. We have found unexpected, funny, exciting and inspirational stories about the lake and its colorful people. There is stuff in Lake Union's biography for a dozen Hollywood movies.

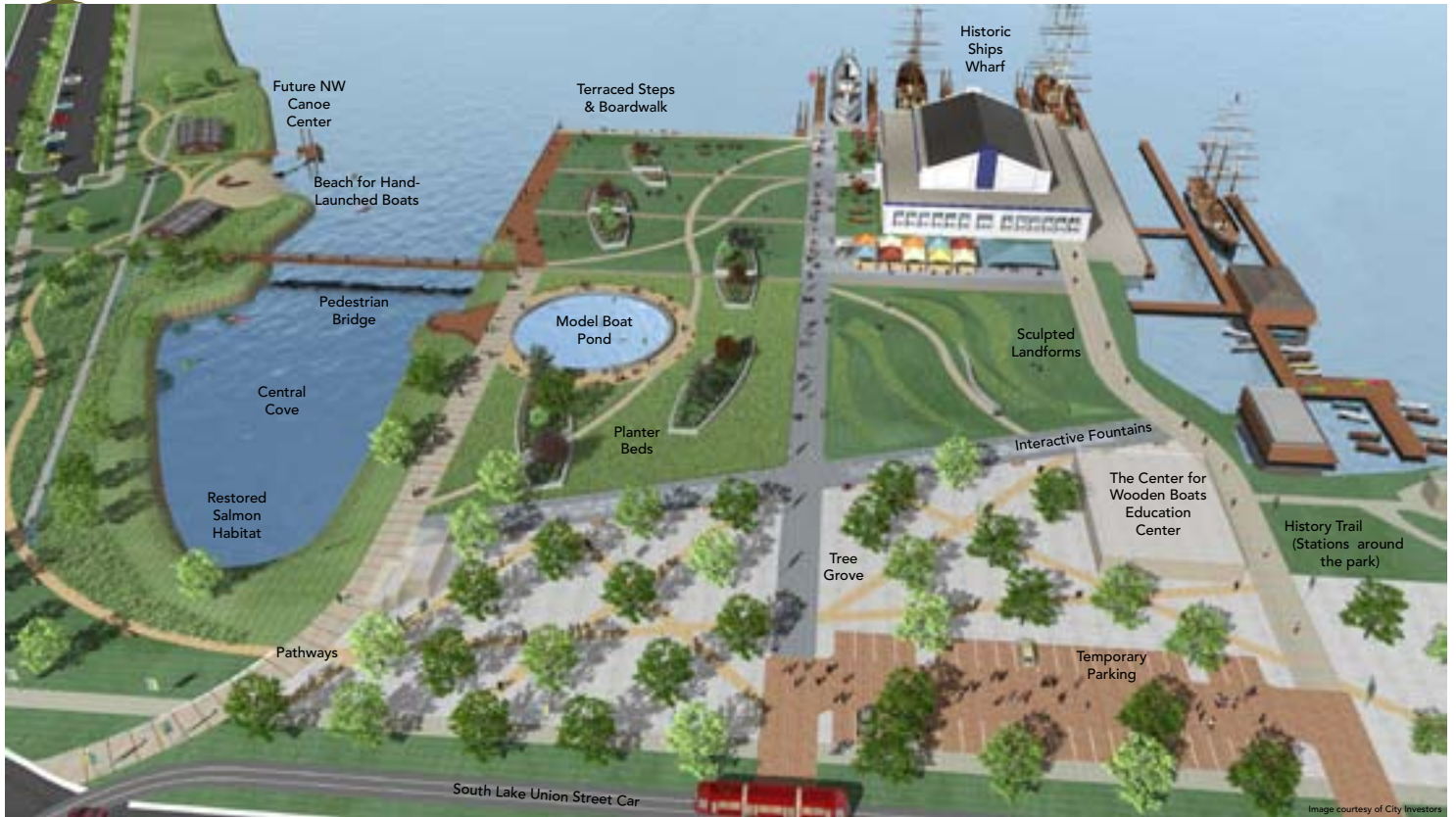
The goal of accumulating this information in essays, timelines, maps and sketches is to enhance the experience and widen the horizons of people who see the lake on foot, bike, vehicle, bus, streetcar or one of the lake's seaplanes. Our plan is to make the multiple aspects of Lake Union an integral part of the community fabric through informational plaques, tours, static and working exhibits, festivals, publications and hands-on activities.

The awareness of the full, rich history of Lake Union by our community can be the catalyst for the lake's future. Lake Union offers 700 acres of open space in the center of Seattle. It is the largest open space in Seattle's downtown. The lake can bind together all the neighborhoods around it. The lake can become the hub of recreation and education. Small craft can scoot around the edges and from shore-to-shore, neighbors can hop on a boat to visit neighbors, there can be tourist tours, school tours, regattas and environmental conservation. The lake can become a unique jewel of public benefit. It can be Seattle's Commons.

Dick Wagner
Founding Director
The Center for Wooden Boats
dick@cwb.org



The Future Lake Union Park



The summer of 2010 begins a new era for Lake Union Park, when this 12-acre waterfront park will complete its transformation and be open to the public. Seattle Parks Foundation secured over \$20 million for the park's improvement, and the first 1.6 acres is already open for all to enjoy.



SEATTLE PARKS
 FOUNDATION

Model Boat Pond



A major feature of Lake Union Park, the model boat pond, will attract families, enthusiasts, and bystanders. This regulation-size pond will be programmed by The Center for Wooden Boats where park visitors can rent model boats to sail.

History Trail



The Lake Union History Trail will draw people through the park and through the area's history. Interactive stations, medallions and markers will focus on the industrial, recreational, Native American, and natural stories of Lake Union.

Restored Beach



Kayakers, canoers, and other small boaters will now have a place to launch their journeys into Lake Union. The restored beach at Lake Union Park, on the west shore of Waterway 3, will be perfect for modern kayaks or cedar dugout canoes.

Historic Ships Wharf



Boaters large and small will appreciate the Historic Ships Wharf and West Wall, which offer space for temporary short-term moorage. Use of the docks is managed by CWB for Seattle Parks and Recreation. Pay close attention for when visiting vessels dock at Lake Union Park, offering tours and education.

Great Lawn



Looking for an ideal place for a picnic? The Great Lawn at Lake Union Park is the front lawn to the city, with a waterfront view, seaplanes and sailboats to watch, and paths to explore.

Terraced Steps



The Terraced Steps and boardwalk offer a great place to lounge, stroll, and enjoy the lakeside scenery at Lake Union Park.

Get the latest updates at www.seattleparksfoundation.org



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Lake Union is a mirror of our community, reflecting the history of those who have lived and worked on its shores.

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A strong presence on the shorelines of Seattle is of central importance to the regional pride we all share.

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Lake Union is truly remarkable for the range of activities that are possible right in the heart of the city.

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Connecting communities and points of interest around the lake and region.

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64 | At-a-Glance: Key Projects at Lake Union

Shared Values at Lake Union Park

- **Exploration and freedom:** Visitors define their own paths of exploration through the park rather than taking a prescribed tour. As they explore they may take a boat ride, learn to sail, view history or even become a part of the history themselves.
- **Involvement, participation and exposure:** Visitors to the park have the opportunity to engage with people, craft and history in the very heart of Seattle.
- **Access to history:** Through careful stewardship of last-of-their-kind buildings, vessels and archives, the heritage and cultural organizations at Lake Union Park enable visitors to connect authentically with the region's history.
- **Inclusiveness:** People from all walks of life enjoy the park on a daily basis. Outreach and new programs will promote cultural diversity and help broaden the scope of visitors to the park.
- **A feeling of openness:** Lake Union Park delivers on its promise to provide a sense of openness in the otherwise crowded metropolis of Seattle. Many programs provide access to Lake Union -- green space and blue space for the public to enjoy.
- **Collaboration:** We value the remarkable synergies that come from working together.
- **Passionate leadership:** Each organization brings energy and vitality through strong leadership teams and committed members, volunteers, staff and supporters who are all deeply committed to creating authentic lifelong learning opportunities for the public.

explore  at Lake Union Park

History at Lake Union Park

Lake Union is a mirror of our community, reflecting the history of those who have lived and worked on its shores and the vision and values that make us all passionate about sustaining this one-of-a-kind Seattle treasure for all to experience and enjoy.



Duwamish Nation welcoming the tall ship *Hawaiian Chieftan* to the Historic Ships Wharf August 2007. Historically, trade amongst native communities happened at this location, as did subsequent trade between native communities and European settlers.

History Starts Here

How Lake Union Reflects Seattle's History in Nine Significant Ways

An Essay by Lorraine McConaghy, Historian, Museum of History & Industry

Today, Seattle's Lake Union is an urban lake at the heart of a great metropolitan American city, an ocean port on the Pacific Rim. The physical lake offers a series of descriptive metaphors, characterizations that interpret human activity on the lake and its shore.

First, Lake Union has offered a mirror of human uses, as those who live and work on its shores have seen themselves in its waters. The lake was once fringed with wetlands and timber, fed by streams, and reflected the sky on its untroubled surface, dotted with waterfowl and slivered into patterns by canoes. Settlement brought change, as newcomers perceived the lake instrumentally and mastered it for their gain. The lake was renamed and reframed to reflect the busy ambitions of American settlers, pursuing industrial development, logging off the shores and reshaping them with dredging and with fill, using the lake as a conduit, a holding pond and a sump. At times a resource, at

times an impediment, American newcomers perceived Lake Union as subject to imperious need: in 1910-12, serious consideration was given to filling the south

end of the lake entirely, to provide more industrial land for the city, and only leave a northern channel through the lake. In these often cloudy waters, the users of the lake have looked back at themselves and their values.

Second, the lake has been the physical focus for shore uses, acting as an intensifying lens for those uses and perceptions – if Seattle was busy, Lake Union was busier, if Seattle's industries were polluted, the lake was most

polluted. If workers in Seattle were jobless and hungry, Lake Union was filled with floating shacks, off-the-grid housing in a floating Hooverville. If homes on the lake and its shores were unsewered, the lake became an open cesspool. If public transportation developed

continued on page 50



Photo above: The Kenworth Motor Truck Company got its start building heavy-duty trucks for the timber industry. It later expanded its line to include moving vans, delivery trucks, fire trucks, and buses. Kenworth is now a subsidiary of PACCAR. This 1934 photo shows men working on a bus in the Seattle Kenworth factory at Yale and Mercer streets on Lake Union's shore in Seattle. During the Depression, Kenworth relied heavily on bus companies for their business, as fewer trucks were being sold. Photo credit: MOHAI.

Lake Union Timeline






Now with
100% more
HISTORY!

12,000 years ago. A glacial lobe extends as far south as Olympia carving deep gouges between the Cascades and the Olympics that fill with fresh water, like Lake Union.

For years, salmon are respected by Native people both as a material necessity and a spiritual entity. Salmon are the protein basis of the diet but also serve as currency.

We seek to create authentic lifelong learning experiences while stewarding Lake Union's regional and national landmarks and highlighting the city's history.

Research and Planning Completed

- The Museum of History & Industry's Historian, Lorraine McConaghy, completed primary research to write the essay you can read in this document, which starts on the page to the left. Lorraine also created a working chronology and bibliography about Lake Union's history and compiled a collection of first-person accounts describing the Lake over time. 
- The founder of The Center for Wooden Boats and 50-year houseboat resident, Dick Wagner, wrote a series of reflective essays about Lake Union called "Legends of the Lake", available from The Center for Wooden Boats. 
- Interns from the University of Washington's graduate program in museology supported research efforts, including collecting oral histories about Lake Union. Another intern created an annotated list of articles about Lake Union's transportation history which have been published in the Puget Sound Maritime Historical Society's journal "The Sea Chest". 
- The Virginia V Foundation and Northwest Seaport hosted lively discussions with the *at Lake Union Park Working Group* to define a range of historic themes associated with each of their vessels. 
- In addition, CWB also engaged in a collaborative partnership with the UW's Information School to conduct a survey of available maritime archives in the region. Twenty-seven separate institutions responded affirmatively to the survey, helping us create a research network to enhance our collective heritage programs and exhibit efforts. 

Projects Undertaken

- The historical research completed through this grant served as a basis for a new self-guided boating tour about the history of Lake Union. With funding from Seattle Department of Neighborhoods and technical assistance by the National Parks Service, the map was developed and then tested by over 100 members of the public, in rowing, sailing and paddling boats. The guide is available from Washington Water Trails Association and at The Center for Wooden Boats and MOHA.




- To celebrate the opening of the new South Lake Union Streetcar and its stop at Lake Union Park, the historic research was used to create new interpretive signs featuring key transportation themes in Seattle's history.

What's to come at Lake Union Park

- Look for continuing public events at the Historic Ships Wharf and celebrating many aspects of the region's history. View the calendar at atlakeunionpark.org to find out what's happening any given day.
- Look forward to the completion of the new History Trail being developed by Seattle Parks and Recreation and Seattle Parks Foundation.
- In 2012, the Museum of History & Industry will join the Lake Union Park campus, bringing dynamic exhibits, innovative educational programs, lectures, workshops, family events and more to the community.



- The Northwest Native Canoe Center is also slated to open in 2012, bringing both heritage and contemporary cultural experiences.
- The *at Lake Union Park Working Group* of maritime and other cultural organizations continues to meet twice a month and share resources to tell the region's important historic stories. 

Lake Union Timeline

For over a thousand years, a stream drains Lake Union westward to a small waterfall into Shilshole Bay and creeks flow into the lake.

1850s, Early settlers encounter several Native American settlements along the shores of Lake Union, as well as the well-traveled trail to Elliott Bay known as the Pottlatch Trail.

Seattle's Maritime Legacy

Lake Union is home to an impressive fleet of nationally significant historic vessels. The public is invited aboard and can participate in protecting the ships and their stories for generations to come.



Few cities in the United States can claim a fleet of historic ships as impressive as those moored at Lake Union Park. The four National Historic Landmark vessels *Arthur Foss*, *Duwamish*, *Virginia V*, and the *Lightship #83* form the core of a fleet and periodically are joined by travelling landmarks such as the Schooner *Martha* (built 1907) and the motor yacht *Lotus* (built 1909). Together, these ships create a unique floating heritage exhibit with endless opportunities for interpretation and visitor interaction.

The National Historic Landmark vessels were chosen by the National Park Service for that designation both because they are significant examples of vessel types and because they are able to provide the public with a one-of-a-kind experience. As museum exhibits, historic ships offer visitors an educational experience at their own pace, using authentic artifacts to illustrate a narrative. Unlike museum

exhibits, however, historic ships completely immerse visitors in the actual environment. None who have stepped aboard the *Arthur Foss* will soon forget the narrow spaces and the

smell of diesel pervasive in a working tugboat, nor will passengers on the *Virginia V* fail to notice the quiet elegance of steam propulsion.

Adding to Landmark vessels at Lake Union Park are numerous other historic ships and smaller boats that enhance this core collection. The Center for Wooden Boats exhibits over 150 historic small craft that add interest and variety to the park. While some of the large and

small craft are exhibited year round, others come and go throughout the year, creating an environment where there's always something new to see. Together, this collection of historic vessels provides a rich narrative of Lake Union, Puget Sound and Pacific Northwest maritime heritage.

“The eclectic and period nature of the ships endow Lake Union Park with an evocative historical quality that complements the surroundings and immediately identifies the entire site as a cultural space.”

– Ray Ashley, Director,
San Diego Maritime Museum

Lake Union Timeline

In 1850, Lake Union and Lake Washington are separated by solid ground, over which Native people portage their canoes.

1852-1854, settlers Thomas Mercer and David Denny homestead on the lake's southwestern shore.

The Stories these Vessels Tell

Fireboat *Duwamish*

- History of Seattle fires and their effect on the region
- Maritime safety and vessels specifically designed for preserving safety
- Diesel-electric propulsion systems
- Seattle maritime industry – Duwamish River shipyards & such

Tugboat *Arthur Foss*

- The logging industry, 1900 -1970
- Direct-drive diesel propulsion
- Large-timber wooden ship construction
- The “Tugboat Annie” series and movie
- The local and regional towing business, especially that of the Foss Launch & Tug Company
- Training opportunities in the repair and maintenance of diesel engines.

Steamer *Virginia V*

- Reciprocating steam propulsion (triple expansion)
- Shifting modes of personal transportation (steamer, ferries, cars & bridges, passenger-only ferries)
- Impact of passenger ferries on urban development in Puget Sound and beyond – “whistle stop towns”
- Hands-on training opportunities to learn about steam technology & thermodynamics
- Development and history of modern Washington State ferry system

Lightship #83

- Reciprocating steam propulsion (double expansion)
- America’s coastal navigation systems & how they’ve evolved as technology improves
- Re-assignment to fit the needs of the Coast Guard
- The US Coast Guard and its contributions to coastal navigation

All Vessels

- Transportation prior to roads, bridges and highways
- Marine architecture and ship design (and how form suits function)
- Use and re-use of vessels over time
- Maritime & industrial labor
- Changes in marine propulsion & engines

Spot the National Landmarks!



National Park Service designates a National Historic Landmark when it is both important to American history and able to illustrate that history to visitors. Lake Union Park offers visitors the unique opportunity to experience multiple National Landmark vessels side by side at the Historic Ships Wharf. These vessels each represent important parts of United States’ history, from the early logging and fishing industries to defending the Pacific Coast during World War II. From left to right:

- 1 **Visiting Vessel Schooner *Adventuress* (1913).** Originally built for a gentlemen’s whale hunt, the *Adventuress* helped guide ships into San Francisco Bay for almost 40 years. She now serves as a classroom for environmental education and sail training, and regularly visits Lake Union Park on her Puget Sound voyages. Owned and operated by Sound Experience, based out of Port Townsend, WA.
- 2 **Tugboat *Arthur Foss* (1889).** The *Arthur Foss*’ long career began by towing sailing ships full of lumber and wheat across the treacherous Columbia River Bar. She left for Alaska during the Klondike Gold Rush, came to Puget Sound to tow logs, starred in the 1934 movie *Tugboat Annie*, and narrowly escaped the invasion of Wake Island during World War II. Owned by Northwest Seaport.
- 3 **Fireboat *Duwamish* (1909).** The city built the *Duwamish* at Seattle’s Richmond Beach to protect the waterfront’s wooden docks and warehouses from fires – a frequent hazard in the early 20th century. She became the most powerful fireboat in the world twice: first when launched in 1909 and later with new engines and pumps in 1949. She remained the most powerful until Los Angeles’ Fireboat #2 came into service in 2003 – almost 20 years after the *Duwamish* retired from service. Owned by the Puget Sound Fireboat Foundation.
- 4 **Lightship #83 (1904).** Until the 1970s, lightships like the #83 anchored near reefs and sand bars on both coasts and in the Great Lakes to warn ships away from hazards. Stationed where building a lighthouse was impossible, lightships were originally managed by the US Lighthouse Service and later became part of the Coast Guard. The #83 served in California at Blunts Reef and outside San Francisco, then came to the Pacific Northwest as a “relief” vessel for the Swiftsure Banks, Columbia Bar, and Umatilla Reef. During her 55-year career, the #83 rescued shipwreck victims. Owned by Northwest Seaport.
- 5 **Steamer *Virginia V* (1922).** Before highways, floating bridges, and government ferries, excursion steamers such as the *Virginia V* helped people travel through Puget Sound and other coastal areas of the United States. Known as the “Mosquito Fleet,” these boats carried passengers, market goods, and other light cargo on short trips between islands and mainlands. The *Virginia V* started her career on a Vashon Island route, making 13 stops on a 126-mile daily trip. Owned by the Virginia V Foundation and available for charters and dockside events.

Lake Union Timeline

John Ross arrives in **1853**, staking his claim on the Outlet (now the Fremont cut of the Lake Washington Ship Canal). He locates a water powered sawmill near today’s Seattle Pacific University.

Tugboat Story Time



What better way to introduce children to maritime heritage than through story time on an historic ship? Picture books about tugboats, garbage barges, ocean liners, and sea creatures come alive when read aloud in the tugboat *Arthur Foss's* galley or bridge.

A partner program of The Center for Wooden Boats and Northwest Seaport, Tugboat Story Time runs twice a month and during special events for pre-school age children and their parents. The program is drop-in and free of charge, making it an Editor's Pick on the local website ParentMap.com. For a full schedule, visit www.atlakeunion-park.org.



Lake Union Timeline

On **July 4, 1854**, Thomas Mercer holds a community picnic and suggests renaming the lake Lake Union, envisioning a future "union" between saltwater and freshwater.

Spotlight:

Engineer for a Day for High Schoolers

Excerpted from a blog by Adrian Lipp of Old Tacoma Marine

The Engineer for a Day program is really amazing for two reasons. First, the students are able to get up close to three very different power plants: a direct-reversing diesel, a diesel electric, and a reciprocating steam engine. Where else in the world can a member of the public can see all of these in one day - let alone one where high schoolers can be at the controls of each.




Second, it requires the cooperation of many different organizations. A typical Engineer for a Day program involves Northwest Seaport, The Center for Wooden Boats, the Virginia V Foundation, the Puget Sound Fireboat Foundation, the Youth Mariting Training Association and Old Tacoma Marine Inc—plus other supporters such as the Seattle Parks and Recreation that owns the Historic Ships Wharf at Lake Union Park where the program is held.

This is really encouraging, since the maritime heritage community that I worked in ten years ago almost never collaborated. Now, people are recognizing that collaboration is essential to preserving the historic ships in Seattle and in other ports. I think that preservation groups and museums need to follow some of the principles of for-profit corporations. Rather than treating some of the groups like a sick friend (high hopes, no demands on performance, and often no action), collaborative programs help pull them together by holding each accountable and demanding that they pull their own weight. The program also gives the collaboration an attainable goal to drive the weak organizations forward, while the strong organizations receive a new set of resources and a broader audience. I really enjoy watching the Engineer for a Day programs and other collaborative efforts pull the different groups together.

I've been helping run the Engineer for a Day program for three years now. The classes each start by dividing the participants into three groups, which each spend one hour following an engineer through the start-up procedure and then operating the engine. After the hour is up, they shut it down and then switch boats. After every group has been on every boat, we gather again to discuss the similarities and differences of each power plant. The class is very fast-paced and gets people excited about the engine rooms - not just the decks and the bridges. If we're lucky, we turn out some engineers, too.

We collaborate with local regional and national organizations to protect, preserve and provide access to Lake Union's maritime treasures.

Research and Planning Completed

- Dr. Ray Ashley, Executive Director of the San Diego Maritime Museum, visited Lake Union Park in Winter 2007 to evaluate and recommend options for interpreting the vessels at the Historic Ships Wharf as part of the Lake Union Park master plan. Dr. Ashley studied the individual vessels, consulted with the interested public, and worked with several governing boards to make informed recommendations that include using volunteer docents, living history programs, and publications to share the historic fleet with the public. 
- Northwest Seaport was awarded a federal Transportation Enhancement Act grant to rehabilitate the Lightship #83, starting by commissioning a Preliminary Engineering Assessment in 2007 to identify project goals and guide the process. Local marine contractor Old Tacoma Marine Inc. was selected in a public bid process and determined that replacing the Douglas fir deck is the highest priority for the Lightship #83, and should be augmented by restoring the ship's systems and performing environmental remediation.
- The Virginia V Foundation, Northwest Seaport and others defined long-term plans for collaboration at Lake Union Park.

Projects Undertaken

- Northwest Seaport dry-docked the *Arthur Foss* for a detailed condition survey and routine maintenance. The haulout was also an opportunity to host a marine surveying workshop in partnership with The Center for Wooden Boats and evaluate recommendations made by the Maritime Heritage Taskforce. The condition survey is currently being used to prepare a long-term maintenance plan.
- Graduate students in Nautical Archaeology from East Carolina University participated in a summer field school to document the Pacific schooner *Wawona*. The final report will help Northwest Seaport plan future preservation efforts and adds valuable information to scholarly knowledge of West Coast shipbuilding in the past century.
- On behalf of the Puget Sound Fireboat Foundation, Northwest Seaport received grant funding to repair the fireboat's air compressors. This project is important for preserving the diesel generators, and a first step towards restoring the water-pumping system.
- Tugboat *Arthur Foss* is now open for visitors on weekends. Volunteers help facilitate self-guided visits and docent guided tours.
- Engineer-for-a-Day program introduces high school students and others to the historical engines on a variety of vessels at the Historic Ships Wharf.

What's to come at Lake Union Park

- Following the recommendations in the Preliminary Engineering Assessment, Northwest Seaport plans to stabilize and restore the Lightship #83. By the end of the two-year project, the lightship will be open to visitors for tours and programs showcasing the unique role of lightships in transportation history.
- Northwest Seaport plans to open the *Arthur Foss* on more days of the week and provide more tours, and expand this program to the Lightship #83 following its upcoming rehabilitation project. Northwest Seaport is also exploring partnership opportunities with the Fireboat *Duwamish* and Steamer *Virginia V* to provide a unified visitor experience to the National Historic Landmark vessels.
- Northwest Seaport is working with MOHAI to define how original material from the Landmark ship *Wawona* can be used to help fabricate an exhibit about her history inside the Naval Reserve building.
- The Virginia V Foundation is expanding its dockside open-ship program on weekends at Lake Union Park.
- Both Northwest Seaport and the Virginia V Foundation are updating their long-range strategic plans to feature even more educational programs and opportunities for visitor experiences.

Lake Union Timeline 

In 1854, Thomas Mercer gets lost and travels for hours. He wrote, “ – As night came on, I became satisfied I had traveled too far to the east...however I was delighted to see a clearing ahead and a shakebuilt shanty that I concluded must be the ranch that Mr. Nagle had commenced improving some time before and which, I had understood, lay between Seattle and Lake Washington.” But it turned out to be his own home and clearing!

Visiting Ships

Lake Union hosts heritage vessels throughout the year as few environments can.

Seattle is blessed with a large number of heritage vessels. Whether the vessels were constructed long ago or built in modern times in order to tell a story from our past, these vessels immerse onlookers and onboard visitors in a historical experience as few other environments can. This immersion

experience is most powerful and lasting when the vessel is operational, when it can leave the dock with people onboard and demonstrate its historic purpose.

There is a loosely affiliated fleet of active heritage vessels that ply the waters of the Pacific Northwest and west coast and are owned by non-profits, for-profits, and private parties. Regardless of the format of legal ownership, at some level their stewards want to educate and interpret their boat as well as the activity and time period

in which their vessel is based. This desire varies from vessels operated exclusively for the purpose of education to prideful owners who will tell the story of their vessel if given a forum. Given the right support, a location could be established

that becomes a gathering place for these vessels in a way that

benefits the public and vessel preservation.

Lake Union is a natural spot to become that hub of regional programming for these active historic vessels. A large number of landmark vessels reside permanently in Lake Union, the history of the lake is inseparable from the history of maritime industry, and it enjoys a high profile with the residents of Seattle due to its geographic location.



Lake Union Timeline

In 1856 the Ross Sawmill is burned during the Treaty War.



The Classic Workboat Show invited 12 tugboats, fishboats, and research boats to the Historic Ships Wharf for a day-long celebration of the region's old-time marine industry. More than 500 visitors braved a blustery October day for boat tours, engine demonstrations, line-throwing competitions, Sea Scout Scuttlebutt, and a closing Tugboat Symphony played on bells, horns, and whistles. Northwest Seaport, The Center for Wooden Boats and Old Tacoma Marine Inc. collaborated to host the Classic Workboat Show.



Photo courtesy Northwest Seaport

We lead outreach to vessel owners to document their dockside needs, program open slips and produce boat shows at the Historic Ships Wharf.

Research and Planning Completed

- Les Bolton, Director of Grays Harbor Seaport (home of Washington State's official tall ship, the *Lady Washington*) completed a research project and developed a series of recommendations about how to best promote our program on visiting vessels.
- Owners of 20 different historic vessels which sail in this area completed a survey describing their dockside support needs during the winter months.
- The City of Seattle has asked The Center for Wooden Boats to pilot the programming of the open slips at the Historic Ships Wharf for the last several years. Numerous boats have visited, including military vessels, fishing boats, tugboats, fantail yachts, vessels used for youth training and education, historic schooners and more.

Projects Undertaken

- The *at Lake Union Park* Working Group has produced several different boat shows at the Historic Ships Wharf.
 - Steamboat Show: July 2007.
 - *Lady Washington* - cultural reconciliation event: August 2007.
 - Workboat Show: October 2007.
 - Thunderbird Regatta: Aug. 2006 & 2007.
 - Ted Geary Show: West Coast Naval Architect. April 2005.
- Just as an art museum might have a visiting exhibit of selected artwork, the Historic Ships Wharf provides an opportunity to view an ever-changing selection of heritage vessels. Some recent visiting ships have included the following:
 - *Lady Washington*
 - *Hawaiian Chieftain*
 - Schooner *Zodiac*
 - Schooner *Adventuress*
 - Schooner *Martha*
 - *MV Lotus*
 - *MV Discovery*

What's to come at Lake Union Park

- Whether you come to Lake Union Park by land or by water, there will be an ever-changing array of interesting vessels to view and visit.
- New in 2008 is the new seawall on the west edge of the park and the new terraces on the north edge just west of the Wharf. The Center for Wooden Boats is now coordinating visiting vessels at those locations. To make reservations phone 206.382.2628.
- During their "off" season, many of the heritage vessels have maintenance projects to complete. Work is underway to research the feasibility of a North Lake Union location where the public could watch the maintenance projects underway.

Lake Union Timeline



David Denny's journal refers to the "bad winter" of 1856-7, when Lake Union is frozen over for several weeks

History Floating at Your Door

Boatshows and festivals provide ever-changing experiences.

Museums are known not only for their own unique collections, but also for the traveling exhibits that they bring. While our exhibit space is a little wetter than most galleries, The Center for Wooden Boats and its partners are no different in terms of bringing new and interesting artifacts to the public. Together we bring exciting traveling exhibits to residents and visitors alike. Annually, a number of historic boat shows and meets are hosted at CWB and along the Historic Ships Wharf. Here is just a sampling of the floating exhibits we have shared with Seattle.

Ted Geary: Naval Architect Boat Show and Exhibit



Historian Scott Rohrer, CWB, the Seattle Parks Department and many volunteers were instrumental in organizing and executing the Ted Geary Exhibit at The Center for Wooden Boats and the Historic Ships Wharf. The exhibit, on display for several weeks in the Spring of 2005, was a great opportunity to view many of the fabulous remaining Geary-designed yachts, large and small, and to learn about this incredibly talented yacht designer and sailor. The exhibit included guided tours of the several yachts including *Red Jacket*, *Malibu*, *Pirate*, *Blue Peter*, *Thea Foss* and others.



Historic Schooner Meet

In Washington, a number of historic schooners have come to Seattle for various occasions, including the 2008 dual schooner meet where the 136-foot historic *Adventuress* sailed alongside the 164-foot *Zodiac*. The sail was a reunion of sorts for the two gaff-rigged ships that were built in East Boothbay, Maine- the *Adventuress* in 1913 and *Zodiac* in 1924. Both were used as pilot schooners for the



San Francisco Bar Pilots outside the Golden Gate Bridge. The event also featured free dock-side tours at the Historic Ships Wharf.

Pacific Challenge Longboats



The mission of Pacific Challenge is to foster hands-on education through friendly competition using traditional ships. The event, hosted by a different port annually, is designed to test nautical skills and knowledge of young mariners aboard traditional longboats. The weekend event brings together youth, maritime mentors, and community supporters. The public is welcome to come see the challenge and learn about these great traditional ships!

Thunderbird Regatta and Exhibit

The Center for Wooden Boats, with the cooperation of the local Thunderbird Fleets, started a new tradition by hosting the first annual Lake Union Thunderbird Rendezvous & Regatta in 2005. Over two dozen Thunderbird owners from all over the Northwest flocked to spend the weekend at Lake Union. Boats came from as far south as the Columbia River, as far west as Port Townsend and as far north as Everett, bringing enthusiastic crews with them. Every Thunderbird Fleet on Puget Sound was represented – creating the largest Thunderbird gathering of this century.



Lake Union Timeline

David Denny builds Valley Farm in 1857 at 3rd Ave. N. and Republican St. The homestead is "on the swale" which runs through his claim, and ends in a willow marsh on Lake Union.

Seattle Welcomes Columbus' Niña!

The public was invited to step aboard what has been called the most accurate replica of a Christopher Columbus ship ever built. The 93-foot *Niña* was built by hand in Brazil for the non-profit Columbus Foundation, based in the British Virgin Islands. It was completed in 1991 in preparation for the 500th anniversary of Columbus' 1492 voyage to America. The original *Niña*, one of three ships on Columbus' discovery voyage, logged at least 25,000 miles under his command and was last known to be making a trading trip to the north coast of South America in 1501.

The *Niña* was on display at The Center for Wooden Boats from June 19-23, 2008. The public could board the ship for a self-guided tour.



Steam-powered Boat Show

Classic steam powered launches tooted and chugged from the docks at South Lake Union at this 2007 classic boat show. The public was invited to check out the collection of historic and replica steam powered boats, and even a restored turn-of-the-century steam powered car. Owners of the vessels were available for questions and even offered steamboat rides on Lake Union. The *Puffin*, a historic steam powered wooden boat in CWB's collection, offered extra boat rides, while the Steamer *Virginia V* was open for tours.

The show was organized in cooperation with the Northwest Steam Society, a non-profit volunteer organization, that was formed in 1973 for the mutual benefit of steam enthusiasts in the Pacific Northwest as well as the community.

Classic Workboat Show

Northwest Seaport created this show with support from The Center for Wooden Boats and the International Retired Tugboats Association. The 2007 weekend event welcomed hundreds of people, young and old, to get their hands dirty. The Classic Workboat Show featured demonstrations, exhibits and events celebrating these great historic vessels, including engine room tours and start-ups of six antique Washington Iron Works diesel engines. Tugboats, fishing boats, and research vessels were all on display and open for tours. This historic boat show was a rare chance to step aboard classic boats that not only continue working today but that helped defined the Northwest in its early times of trade and commerce.



Armed Forces Day Weekend Maritime Heritage Exhibit and Commemoration



On Armed Forces Day in 2007, sailors and the public were invited to a special day at South Lake Union. Two World War II Coast Guard veterans who were aboard one of 60 rescue boats during the 1944 D-Day invasion of Europe at Normandy, France were reunited with their actual wartime patrol boat during the 2007 Armed Forces Day ceremonies at Lake Union Park. Appropriately, the Lake Union Park site, its moorage and Armory building served as the Naval Reserve Center in Seattle from 1941 to 1998, and was used for training hundreds of Navy, Marine and Coast Guard reservists.

The event was sponsored by Combatant Craft of America and The Center for Wooden Boats, in cooperation with many others.

Lake Union Timeline



1869 Harvey Pike plats Union City at Portage Bay at the eastern end of Lake Union. Pike plans to dig a log chute between the two lakes.

Carrying Stories in Small Craft

The craft of small boats comes to life on Lake Union with working exhibits from regional, American and world maritime history.

The world of water is powerful, moody, and mysterious. It is uncomfortable, unpredictable and does not sustain human life, yet we are tied to the sea by many threads. Past cultures were born of the sea: Phoenicians, Greeks, Vikings, Polynesians, and Pacific Northwest Natives. Before history, our ancestors went afloat using the tradewind trails to new lands, new cultures. Boats carried the first people to Australia, Iceland, and Tahiti.

The prehistoric watercraft were small, made using hand tools of bone and stone and utilizing regional materials. Out of ingenuity and craftsmanship came small craft such as Welsh coracles, Aleut skin kayaks, birchbark canoes, Hawaiian catamarans and Northwest carved cedar canoes.

Colonial Americans needed dories for fishing, Washington crossed the Delaware in a bateau, cajun kids commuted to school in pirogues. Our cities were mainly located on navigable water for commerce. There were sailing lighters that shifted cargo from ship to shore. Longboats under sweep oars carried officers ashore. Elegant whitehall skiffs were water taxis for the chandleries and



Two Beetle Cats enjoying a jaunt on Lake Union.

waterfront taverns. Salmon were netted from thirty-foot open sailboats, oysters were tonged from open sharpie sailing craft, and lobsters were trapped in sixteen foot rowing boats. These craft were handled by a crew of one or two, oftentimes a father and son.

The stories of American history and world history are intimately tied to the small craft that provided the means of acquiring sustenance, trading, exploring and recreation. Small craft are the icons of our culture's creation; telling us about our cultural roots and our cultural connections. There is a rising tide of interest in small craft in which The Center for Wooden Boats has played a lead role. Our hands-on programs have embedded historic small craft in our community fabric.

The stories of our maritime heritage are a complex melding of courage, endurance, ingenuity, and craftsmanship. Such qualities are utilized in vessels of exploration, commerce, recreation, and combat, all with the common denominator of small craft. South Lake Union offers direct experience in them all.




Visitors to The Center for Wooden Boats can rent this Davis boat and go for a row on beautiful Lake Union.

Lake Union Timeline

In the **1870s**, coal from east King County is brought out to Seattle's waterfront bunkers by a complicated route. Mine owners construct a narrow-gauge railway to Lake Washington's eastern shore, then load the coal on the barge *Addie*, which is towed across to Portage Bay on the west side of the lake. The coal is transferred to yet another railway across the Montlake portage, and then the railcars roll onto the side-wheeled coal barge *Linna C. Gray* for the trip down Lake Union. The cars are landed by the barge at Valley Street and Westlake Avenue and drawn by locomotive from south Lake Union to the coal bunkers at the foot of Pike Street.

We preserve the boats and skills that make history a first-hand experience.

Research and Planning Completed

- Museum Consultant Anne Witty worked with The Center for Wooden Boats to help define a strategy for exhibits and interpretation of CWB's unique small craft collection. Planning recommendations cover collection composition, signage and interpretation, incorporation of oral histories, and long-term plans for exhibits. 

Projects Undertaken

- CWB has expanded accessibility to the collection by featuring boats from CWB's collection on CWB's new website (www.cwb.org).
- Thanks to the Norcliffe Foundation, CWB has started work to create a new Collection Catalogue. Work is underway on the first version which will describe the history of the boats that are available to the public to rent in CWB's livery.
- CWB has begun to collect oral histories from people who have built, used or have memories of the small craft in CWB's collection (viewable at www.cwb.org).
- CWB has rehung and added interpretation to all the boats viewable by the public in the Pavilion and in the Boathouse.

What's to come at Lake Union Park

- CWB's new Education Center at Lake Union Park will provide much needed space for maintenance of its historic fleet. The Education Center will feature Working Exhibits and also display more historic smallcraft.
- CWB has hired an Associate Curator who will be enhancing interpretive materials about the historic smallcraft in the collection and will develop rotating exhibits of photographs for display in the Boathouse Gallery.
- CWB plans to host the national meeting of the Museum Small Craft Association in the next five years.



Foreground: *Pirate*. Built 1926 at Lake Union Drydock. First west coast designed and built sailboat to win national competitions. Background: *Admirable*. Historic gilnetter used for fishing in the Northwest.

Lake Union Timeline 

This coal route is abandoned in 1877 and the *Linna C. Gray* is stripped and left lying on her side in the bulrushes just off shore on the southeast corner of Lake Union with a hole stove in her bow by a sunken log.

Stewardship for the Future

From roll-up-your sleeves instruction on classic diesel engines to boatbuilding, sailing and model building, preservation is an experience at Lake Union Park with long-lasting impact on both ships and people.

The most remarkable part of the museum collections at Lake Union Park these days are the vessels themselves. Listen to a kid's story while sitting on a boat that helped shape the history of Seattle. Take a class on diesel engines and learn how the technology evolved over time by seeing it in action on two different national landmarks. Go for a ride aboard the last of the Mosquito Fleet vessels. Or learn to sail the traditional Blanchard Junior Knockabout which was designed and built right here on Lake Union.

The various organizations that own the vessels and their related archival material are working together to enhance care for the collections. In June, six organizations attended a class on "paper conservation" to learn how best to preserve original boat plans (the "architectural drawings" for boats). The Center for Wooden Boats hired a maritime curator and a professional conservator to provide a "Conservation Assessment" of CWB's collection of classic small craft and have been implementing the recommendations, including designing a new system for stabilizing the historic small craft that are out of the water. The groups are collaborating on additional training sessions, including a workshop on strategic fundraising for collections presented by the nationally acclaimed "Conservation Center".

As technology develops there are more and more interesting ways to provide interpretive material about the collections at Lake Union Park. The reach of the collections grows with presentation on the world wide web as the groups collaborate on the new website www.atlakeunionpark.com. We've also created the first version of a self-guided cell phone tour and a self-guided walking tour to the historic elements found in Lake Union Park.

Building Shared Expertise



Over the past two years there have been several training sessions for members from the various organizations, including: paper conservation to preserve boat plans (shown above); new techniques for vessel documentation according to guidelines of Secretary of the Interior, and grant writing to federal agencies for collection preservation.

Documenting Historic Vessels





There is an urgent need to document historic vessels of our region before they disappear. CWB is working with the National Park Service to create one of the seven regional vessel documentation centers in the country at Lake Union Park.

Lake Union Timeline

In **1870** Thomas Mercer plats the southwest corner of Lake Union for development.

We use today's technology to document and enhance care for the collections and to make interpretive material available to the broadest possible audience.

Research and Planning Completed

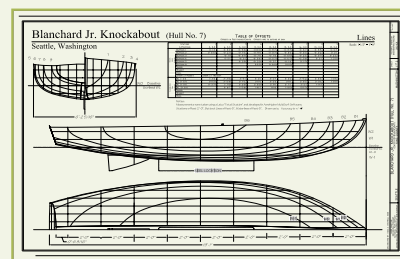
- We completed a survey of regional libraries, maritime museums, historic societies and archives to begin a shared list of published resources available on the region's maritime history. Survey results available for all to use. 
- The Center for Wooden Boats and Puget Sound Maritime Historical Society both received funding from the Institute of Museum and Library Services (the primary national funder for museums) to hire a nationally recognized conservator to provide a conservation assessment of their collections. The conservator, Jonathan Taggart, also surveyed the Museum of History & Industry's collection in the 1990s. 
- Puget Sound Maritime Historical Society, Northwest Seaport and The Center for Wooden boats have all selected the same Collection Management software, "Past Perfect".

Projects Undertaken

- The Center for Wooden Boats and Northwest Seaport worked with the National Park Service to document historic vessels. Northwest Seaport documented the *Wawona*. The Center for Wooden Boats documented the locally designed and built Blanchard Junior Knockabout sailboat and, with National Park Service, has submitted the final documentation to the Library of Congress. CWB sponsored a workshop with National Park Service with people from Port Townsend, Tacoma and Gig Harbor, as well as several Seattle organizations.
- CWB intern Shelly Leavens organized a paper conservation workshop for members of the maritime heritage community to learn how to store and repair historic ship plans. Participants included Northwest Seaport, Puget Sound Maritime Historical Society, Museum of History & Industry, National Archives and CWB.
- In March 2008, consultant Lee Price presented a workshop to the Working Group about grant writing for collections to federal agencies.
- Created unified cell phone tour with South Lake Union maritime organizations.
- CWB stabilized its non-floating collection of historic boats - rehanging them and building cradles.

What's to come at Lake Union Park

- Enhanced interpretation to continue to improve access to the region's history through the collections at Lake Union Park.
- MOHAI, which has been the major heritage organization working to collect, preserve, and interpret the diverse history of the region, will open its doors in the former Naval Reserve building in 2012.
- Expansion of the www.atlakeunion-park.org website to include archival resources of the various institutions.
- Northwest Seaport will be further documenting the *Arthur Foss* and *Lightship #83* through graduate student projects and summer field-work projects.
- Continue to build the skills to document historic small craft.



celebrate  at Lake Union Park



Lake Union: The Inside Story

The story of Lake Union goes beyond its shores and surface to include artifacts with much to teach us from the bottom of the lake.

What has happened on and around this lake is a microcosm of the evolution of Seattle from small communities of Native Americans, then settlers to the current multi-cultural dynamic metropolis. Lake Union's stories are about vision, commitment, ingenuity and courage. On this one small pond came Seattle's first railroad, ferry, resort, electric trolley, gasworks, World's Fair, electric generator, auto assembly plant, and Boeing's airport.

These are the reasons that The Center for Wooden Boats, on Lake Union (the first American hands-on small craft museum) has taken a leadership role in telling its story. Thousands of people live, work or cross over the lake on vehicles or vessels and they take the lake for granted. The lake's unique and amazing happenings are exciting history. The lake has earned the right to have an identity, to become a living museum, a city commons, an educational resource. CWB has already researched the stories of the lake's shore and surface. Now we are beginning to explore and document the inside story of the lake which we believe will be just as remarkable and exciting as the outside.

Since no comprehensive survey of Lake Union's bottom has ever been done we had to create our own strategy. We began with individuals who had anecdotal information about sunken boats and other artifacts in the lake. Then we began contacting agencies and business operations connected to the lake. Monthly meetings and a distribution list of potential collaborators were established. Some came to the meetings with sonar side scans showing sunken boats. Some on the email distribution list sent technical information. Many resources in history, archaeology and underwater technology were eager to help implement the mission of "Inside Story."

The collaboration was formidable but there was a missing link: how to proceed with the survey. The answer came when we asked Seattle's Divers Institute of Technology if they would help. Their response was, "*Divers Institute of Technology*

Inside Story Partners

Army Corps of Engineers
 Burke Museum of Pacific Rim Ethnology
 Dept. of the Navy, Underwater Archaeology Branch
 Diver's Institute
 Global Diving and Salvage Inc.
 King County Office of Historic Preservation
 Museum of History & Industry
 Puget Sound Maritime Historical Society
 Seattle and King County Freshwater Departments
 Seattle Harbor Police
 Seattle Parks and Recreation
 State Office of Archaeology and Historic Preservation
 Ross Laboratories, Manufacturers of Hydrographic
 Survey Systems
 National Oceanic and Atmospheric Administration,
 Pacific Hydrographic Branch
 Washington Department of Natural Resources

is very pleased to be part of your efforts in completing a comprehensive bottom survey of Lake Union. This falls directly in line with our Commercial Diver Training Curriculum, specifically in the areas of Underwater Search Techniques, Site Surveys and Report Writing." In addition, the Submerged Cultural Resources Exploration Team and the Underwater Admiralty Sciences Team have volunteered their skills and technical instruments for the project.

We now have teams ready to document and interpret the "inside story." Along with *Legends of the Lake* we can provide the overall story of the lake's cultural and natural history. With the accumulated information we can plan many ways to give Lake Union the identity it deserves.

celebrate at Lake Union Park

Lake Union Timeline

In the 1870s, clay deposits along the eastern Queen Anne hill slope encouraged brickmaking on Lake Union. In 1876, two brickyards produce about 750,000 bricks for city construction.

We are moving beyond the shore and surface, working with more than a dozen organizations to document for the first time the story from inside the lake with a comprehensive survey of the bottom of Lake Union.

Research and Planning Completed

- CWB has begun pulling together a large group of organizations and agencies to guide, oversee and physically contribute to implement the archeology project.
- There are monthly meetings and field-trips. Our meeting notes are distributed to the whole group. We have accumulated side scans that indicate cultural objects in the lake.
- We have the overall survey methodology defined, which will include documentation through measurements, photos, videos and location by latitude, longitude, and depth

Projects Undertaken

- A loose collection of organizations is now meeting on the first Thursday of each month at lunchtime to share notes about exploring the bottom of Lake Union.

What's to come at Lake Union Park

- Begin and complete the survey of the lake by Divers Institute of Technology, the Submerged Cultural Resources Exploration Team, and the Underwater Admiralty Sciences Team. Provide news releases and photos as various artifacts are documented. Establish a web site and email newsletter following the projects progress.
- Have displays at appropriate annual events (e.g. Lake Union Wooden Boat Festival and Seafair). Gather early surveying instruments and gather oral history from divers, marina operators and houseboaters.
- Provide guided boat tours of the historic sites and objects on shore, on surface, or on the bottom of Lake Union.
- Publish a map showing original and contemporary lake shoreline, historic sites around the lake and underwater historic artifacts.
- Provide exhibits, talks and publications on the cultural and natural history of the lake. Promote field trips for elementary, middle school and high school students that complement their learning goals.



Not only did Diver Tim fix the dry dock, but he rescued staff member Edel's freshly painted hubcaps! Photo by Lauren Kuehne

Lake Union Timeline

1871, David Denny builds a second homestead at Dexter Avenue and Republican Street. The large family home, surrounded by orchards and gardens, overlooks Lake Union.

Natural History & Environmental Stewardship

Formed 15,000 years ago by the Vashon glacier, Lake Union is a geologic classroom whose aquatic habitat for species, plants (and even recreational activities) must be understood and cared for.

Geology

Lake Union was formed about 15,000 years ago by the Vashon glacier which at the time covered the entire Puget Sound. As this large ice mass receded during warming temperatures worldwide, it slowly carved out large swaths of land, creating lakes, mountains and hillsides and leaving behind stratified layers of sand, gravel and clay characteristically found in the Lake Union and Queen Anne Hill neighborhoods.

Likewise, human changes to Lake Union, from filling the shoreline with wood wastes to cutting away nearby Denny hill with water cannons, created a unique history of geologic change. Preserving access to this history offers opportunities to understand how the local geology has influenced where we do business, live and recreate.

Themes

- Vashon glacier
- Soil layers
- Filling the shoreline
- Location of present day parks

Interpretive Opportunities:

- Dredging the lake
- Photos from construction of Hiram M. Chittenden locks
- Photos from excavation of Lake Washington ship canal
- Filling in the lake
- Lumber mills
- Soil from Denny regrade
- Overlay maps of Lake Union
- Pre-Euro settlement with original lake boundaries
- Post Lake Washington ship canal
- Post shoreline filling
- Core samples from different sites
- Queen Anne hill
- Various points around the lake in the lake bottom

Salmon and Habitat Restoration

Salmon are possibly the most iconic and culturally significant species in Seattle. They are also one of the most threatened species in the region. It should be no surprise then, that a variety of habitat restoration and clean-up projects are underway around Lake Union to re-establish Sockeye, Chinook and Coho salmon habitat.

Little is known about the historic presence of salmon in Lake Union. Prior to the construction of the locks, Lake Union was connected to the Puget Sound on its western shore by a single outflow called Ross Creek. Since the locks however, Lake Union has become an important salmon migration corridor between Puget Sound and Lake Washington and the Green and Cedar rivers. Efforts are being made to clean up sources of pollution and restore critical salmon habitat.

Themes:

- Salmon: an icon of Seattle
- Lake Union migration corridor
- Changing perspective about habitat restoration

Interpretive Opportunities:

- Salmon predator habitat – docks, marinas, etc.
- Fish ladder at Hiram M. Chittenden locks
- Improvement projects
- Installation of light prisms in marinas
- Preservation of South Lake Union cove
- Shoreline planting of riparian vegetation
- Salmon census
- Fish dissection for chemical content

Lake Union Timeline

In the severe winter of **1875**, townspeople skate on Lake Union for several weeks.

In **1876** the military road is completed up the western shore of Lake Union.



Flora and Fauna

In the early 19th century the shoreline around Lake Union was made up of a variety of ecosystems ranging from marshes and streams to wet ravines and upland forests. Since the Euro-American settlement of Puget Sound in the 1850s the area's natural habitat has significantly changed. Today, the lake is more commonly surrounded by marinas and roadways than swamps and cedar forests and populated by boaters and business people rather than deer and muskrat. Despite these modern encroachments, some plant and animal species remain strong in the area, including migrating waterfowl, spawning salmon and non-native/naturalized plants.

Themes:

- Native vs. introduced plants and animals
- Plant microclimates
- Salmon and cedar: the animals and plants that helped build Seattle
- Habitat loss and restoration

Interpretive Opportunities:

- Plant identification - native, naturalized and non-native plants
- Walking tour of shoreline
- Botanical garden
- Dried/pressed plants
- Walking tour of restoration projects
- Plant habitat identification
- Urban environment
- Compacted soil
- Industrial pollution
- Animal habitat identification
- Salinized water
- Salmon predator habitat – docks, marinas, etc.
- Migratory bird habitat – parks, Union Bay Natural Area
- Interpreting bird habits

Water

The natural history of Lake Union paints a picture of apparently irreconcilable differences: it is a lake located in the heart of Seattle, close to downtown, surrounded by the Eastlake, Wallingford, and Queen Anne neighborhoods. It's a nexus of waterfront activities from boating to marine industry. However Lake Union is also a natural environment inhabited by diverse plants and animals inhabiting the land and water.

An examination of the aquatic environment of Lake Union helps to understand the impact historical changes have had over the past several hundred years.

Themes:

- Original boundary of Lake Union
- Lake Union/Lake Washington watershed
- Marine habitat
- Human impact and use
- Lake Washington Ship Canal
- Salinization of Lake Union
- Pollution

Interpretive Opportunities:

- Timeline of lake's use
- Native American passageway
- Pollution, runoff
- Recreation
- What's under Lake Union
- Images from below – stuff on the lakebed
- Topographical map of lakebed
- Overlays of fish passage
- Lake Washington Ship Canal
- Model of historic Lake Washington and Montlake Cut
- Model of historic Lake Union and Ballard Locks
- Model of salt water intrusion and water stratification –
- Salinization prevention methods in locks
- Temperature

Lake Union Timeline 

In 1878, the South Lake Union settlement at the intersection of Westlake and Roy includes 50 houses and 200 residents.

We are an active resource for the collection and publication of information about the natural history of Lake Union, providing museum and organization resources to identify and interpret artifacts and providing outreach and education to promote appreciation and protection.

Research and Planning Completed

- A CWB intern compiled a list of reference and resource materials about the natural history of Lake Union that will serve as a reference to development of future interpretive and educational materials.

Projects Undertaken

- Lake Union Park's redevelopment includes over a million dollars in shoreline restoration.
- The Puget Soundkeepers Alliance organizes an annual Lake Union cleanup in May, and another on the 5th of July. Contact them at www.pugetsoundkeeper.org.
- The Rotary Club of Lake Union meets weekly at The Center for Wooden Boats and has adopted stewardship of Lake Union for its core community service mission.

What's to come at Lake Union Park

- Provide exhibits, talks and publications on the cultural and natural history of the lake. Promote field trips for elementary, middle school and high school students that complement their learning goals.
- Watch for new structures at Lake Union Park to be built with the environment in mind: the green roof of the new Northwest Native Canoe Center and its rain catchment systems; MOHA's transformation of the Armory, meeting the LEED silver level, and preserving its historic character while creating exciting new experiences inside, and the new Education Center being designed and built by The Center for Wooden Boats, also being designed to meet LEED standards.



Birding at Lake Union Park

Lake Union Timeline

In 1879, a plank sidewalk runs all the way from downtown Seattle to the little town of Roy, down Fairview Avenue from 8th and Pine.

Native American Community at Lake Union Park

A strong native presence on the shorelines of Seattle is of central importance to the regional pride that all Seattle residents share.



Native American Community

Honoring native traditions builds respect for all peoples and cultural traditions and promotes stewardship of the natural environment.

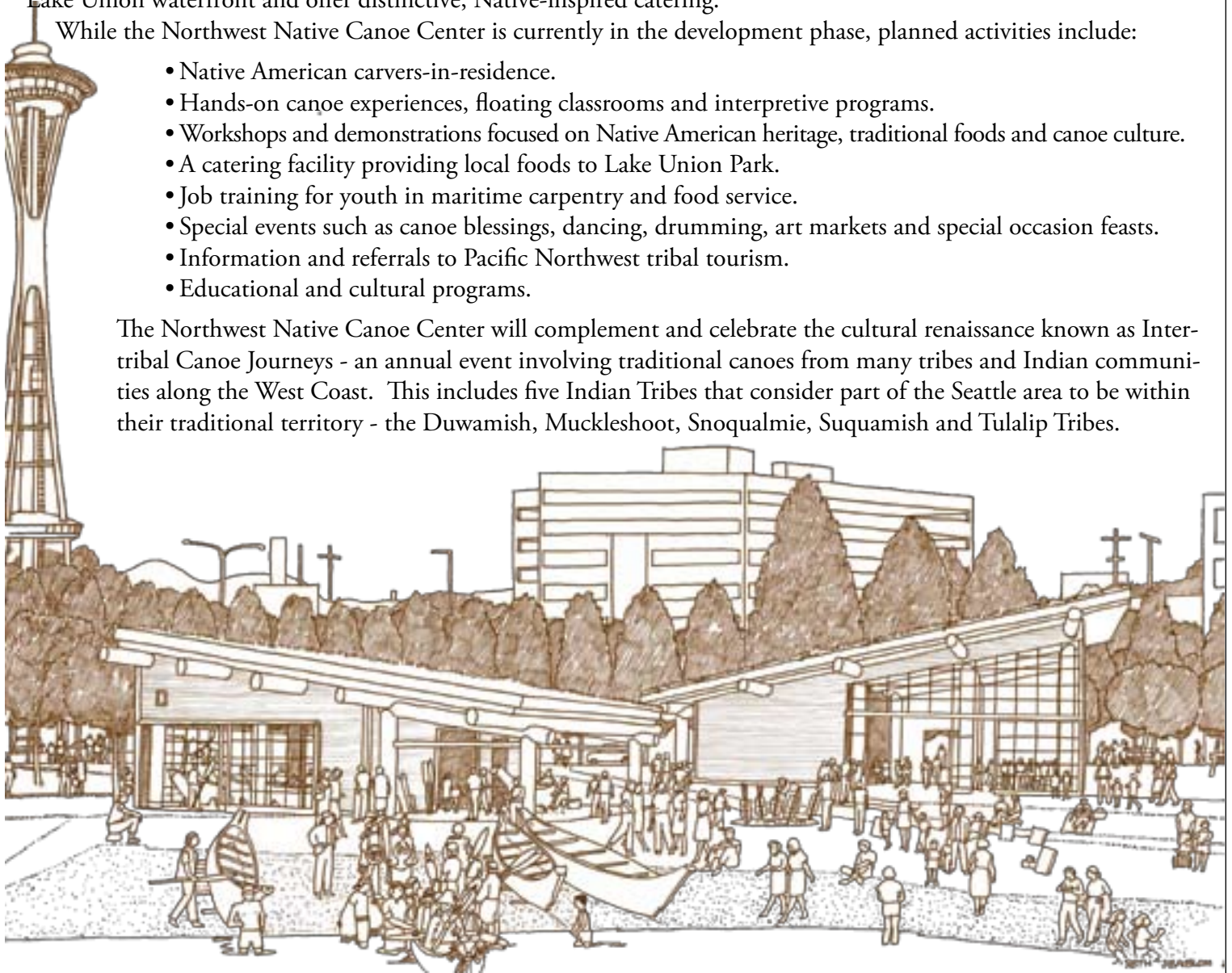
On the south shore of Lake Union, in the heart of downtown Seattle, a decades-long dream is becoming a reality. United Indians of All Tribes Foundation is developing the Northwest Native Canoe Center at Lake Union Park, where hands-on experiences will introduce visitors to Native American experiences while supporting the ongoing vibrancy of canoe culture traditions for the present and future generations.

The center will feature a range of activities highlighting indigenous maritime heritage, provide unique access to the Lake Union waterfront and offer distinctive, Native-inspired catering.

While the Northwest Native Canoe Center is currently in the development phase, planned activities include:

- Native American carvers-in-residence.
- Hands-on canoe experiences, floating classrooms and interpretive programs.
- Workshops and demonstrations focused on Native American heritage, traditional foods and canoe culture.
- A catering facility providing local foods to Lake Union Park.
- Job training for youth in maritime carpentry and food service.
- Special events such as canoe blessings, dancing, drumming, art markets and special occasion feasts.
- Information and referrals to Pacific Northwest tribal tourism.
- Educational and cultural programs.

The Northwest Native Canoe Center will complement and celebrate the cultural renaissance known as Intertribal Canoe Journeys - an annual event involving traditional canoes from many tribes and Indian communities along the West Coast. This includes five Indian Tribes that consider part of the Seattle area to be within their traditional territory - the Duwamish, Muckleshoot, Snoqualmie, Suquamish and Tulalip Tribes.



Lake Union Timeline

During the big snowstorm of **1880** residents almost starve to death, isolated at the distant town of Roy.

In the **1880s**, Lake Union is made accessible by streetcars and steamers -- real estate speculators plot the land all around the lake for growth.

Carving Cultural Connections

The Carving Cultural Connections program at The Center for Wooden Boats would not exist without Haida canoe carver, Saaduuts. As an Artist-in-Residence, Saaduuts shares his culture and values with all people. His example has inspired hundreds of Seattle students to value hard work, diverse cultural traditions and to steward the natural environment.

In 2001 Saaduuts worked with Alternative School #1 and established his highly successful program “Carving Cultural Connections.” By working in collaboration with Saaduuts, his students have come to treasure the memories of seeing his work and theirs result in a beautiful canoe that was gifted to the people of Hydaburg, Alaska.

In addition to his ongoing work with Seattle school students, Saaduuts welcomes visitors to come observe and even participate in the art of carving new canoes from carefully selected logs. The work process is lengthy and allows time for discussion of important values, pride in work and respect for the forest that produced the straight grained wood required for each canoe.

A strong native presence on the shorelines of Seattle is of central importance to the regional pride that all Seattle residents share. By celebrating and teaching his central values, Saaduuts guides Seattle toward healthy recreation, appreciation of all peoples whose history touches the water, and the priority of maintaining a healthy environment for future citizens and visitors.



Raising of the honor pole gifted by the Tlingit village of Klawock, Alaska. Photo Credit: Jack Storm.



CWB Artist-in-Residence Saaduuts is explaining the Haida canoe recently carved by volunteers under Saaduuts' instruction. Photo Credit: Larry Roth.



Blessing the ancient red cedar log brought to the CWB carving shed by the United Indians of All Tribes. Photo Credit: Larry Roth.

Gatherings, workshops, school and community partnerships and the new Northwest Native Canoe Center will celebrate the rich native traditions of our region.

Research and Planning Completed

- The United Indians of All Tribes have completed design and planning for a new Northwest Native Canoe Center at Lake Union Park. Working with architecture firm Jones & Jones their design has received city approval.



Projects Undertaken

- The Center for Wooden Boats has piloted several programs led by Artist-in-Residence, Haida Carver Saaduuts, as part of the program “Carving Cultural Connections.”
- The Northwest Native American Basketweavers Association began to offer workshops and demonstrations with The Center for Wooden Boats.
- In August 2007, the Blue Heron Canoe family and their skipper Mike Evans, representatives of the Duwamish, greeted the ships *Lady Washington* and *Hawaiian Chieftain* and invited them to the Historic Ships Wharf. This event featured a cultural reconciliation ceremony.
- During 2007, a new honor pole was installed at The Center for Wooden Boats. It was carved by five Tlingit native high school students from Klawock, Alaska, in thanks for a canoe gifted to their community, which had been carved here in Lake Union Park.
- On April 30, 2008 the United Indians produced a traditional salmon bake at the grand opening of Lake Union Park.

What's to come at Lake Union Park

- The Northwest Native Canoe Center will bring even more events and educational programs celebrating the rich native traditions of our region.



Northwest Native American Basketweavers Association (NNABA) provides demonstrations and workshops at The Center for Wooden Boats.

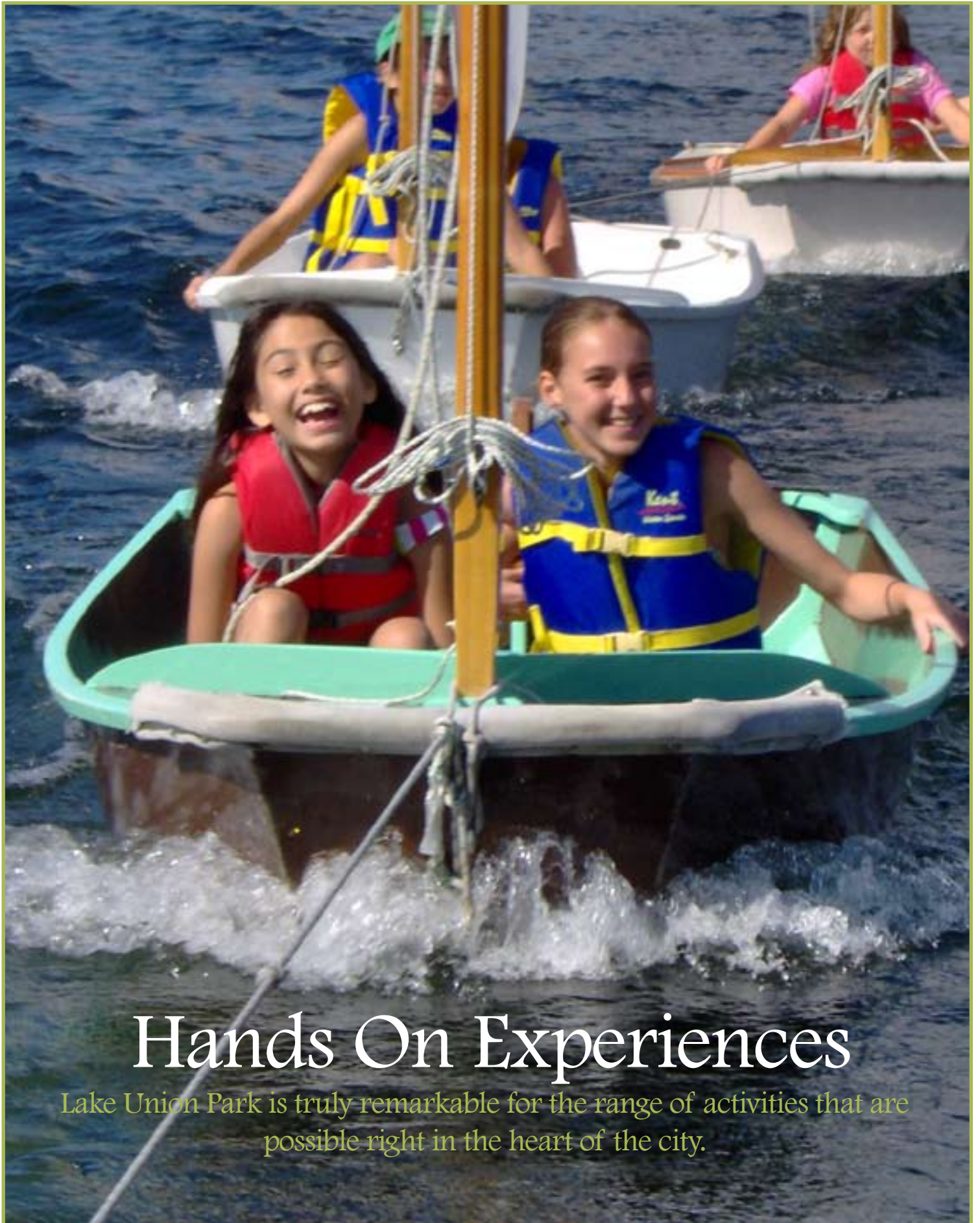


paddle Lake Union Park

Lake Union Timeline

In the **1880s** Western Mill is the largest sawmill on Lake Union, producing 15,000 board feet per day and employing about 50 men. A nearby Chinese laundry and the Lake Union Furniture Company employ dozens more.

In the **1880s** Chinese farmers grow fruit and vegetables on leased property at the Denny homestead on Lake Union.



Hands On Experiences

Lake Union Park is truly remarkable for the range of activities that are possible right in the heart of the city.

Recreation

Lake Union Park offers a tremendous array of year-round recreation and cultural opportunities that take full advantage of both land and water.



Seattle Flying Dragon Boat Club

The Flying Dragon Boat Club has an open invitation to the public to try out one of the oldest team sports in the world. Dragon boats have been a part of Chinese history and culture for more than 5,000 years and competitive racing of dragon boats actually dates back 2,400 years, making it the oldest continuously-practiced team sport in the world.

Join the paddling crew on a 42' dragon boat while sightseeing on Lake Union. Each meeting with new participants includes an introduction to the sport followed by an hour-long outing. All equipment provided and no experience required. For everyone 18 and older (12 if with a parent).



Kayaking

Visitors can paddle their way around the lake. Lake Union's shoreline now totals about seven nautical miles and many more miles are available in Portage and Union bays, the Ship Canal, and Salmon Bay. Paddlers can bring their own kayaks or rent from a number of local shops including the Northwest Outdoor Center and Agua Verde Cafe Paddling Club.

Lake Union Park also now has kayak racks so that travelers can safely store their boats while exploring the rest of what Lake Union Park has to offer.



Boat Rentals at the CWB Livery

At The Center for Wooden Boats, the boats are our exhibits – some are historic and even rare vessels – that we are excited to share with the public. Boats available for rental include rowboats, canoes, pedal boats, keelboat sloops and a number of other sailboats. A check-out is required before renting sailboats.



Outreach by Sailing Heritage Society

Thousands of cancer patients, caretakers and families have sailed aboard the Schooner *Mallory Todd* as a respite from the pain, stress and emotional burdens of physical illness.

Lake Union Timeline

In 1885 the horsedrawn streetcar route is completed from downtown Seattle to Lake Union. Launches leave the landing at South Lake Union, carrying passengers to the north shore for 25 cents.

In 1887 a substantial log chute is dug across the Montlake portage.

Ship Models: Hands-on Heritage and Fun for Kids of All Ages!

At Lake Union Park, ship models let kids of all ages get their hands on maritime heritage ashore and afloat. The Discovery Modelers Education Center, currently located in the historic Naval Reserve Building, uses ship models to carry on the traditions and skills of that art and to preserve and pass on the importance of our maritime heritage. The organization does this through hands-on education, including classes, seminars and workshops for people of all ages and abilities led by master model makers. Discovery Modelers also sponsors a major annual model exhibit and presents historical interpretive programs for groups from elementary school students to senior citizens.

Members of Discovery Modelers have created large-scale (1"=1'0") models of three vessels of historic significance to the Northwest: *HMS Discovery*, Captain George Vancouver's ship of Northwest exploration, 1791-1795; the Schooner *Exact*, which brought the founders to Seattle in 1851, and *Beaver*, the Hudson's Bay Co.'s 1835 sidewheeler that was the first steam vessel on Puget Sound. Currently displayed in the Naval



Reserve Building, the models are complete with ship's boats and in-scale figures of the officers, crew and passengers. Discovery Modelers also maintains a resource library of books, periodicals and ship and boat model plans and drawings for model makers and serves as a focus for ship modeling organizations throughout the Northwest.

The Center for Wooden Boats has a fleet of Ted Geary designed pond boats for captains of all ages to sail around the model boat pond. Visitors can even buy boatbuilding plans to make their own. In addition, during festivals and events and on many weekends at CWB, kids can make their own wooden toy boats.

The North West R/C Ship Modelers is a support organization for radio control boat and ship modelers in the Seattle area. Currently there are more than 100 members, making it one of the largest clubs of its type on the West Coast. Models include commercial ships, warships, tugboats, submarines, work and fishing boats, pleasure craft and sailboats. All boats are steam, sail or electric powered. The group hosts a number of events and meetings, including monthly "Fun Floats" on certain weekends.

Music at Lake Union Park

Songs heard on ships two hundred years ago or new songs about the ships of today - singing keeps our maritime traditions fresh and alive at Lake Union Park.

Sea chanteys were used aboard sailing ships to get crews to pull together when raising sails, hauling anchors, and doing the heavy work aboard ship. The lyrics are lively and amusing, poking fun at the captain, cook and first mate. In their spare time, sailors sang 'forebitters', which might be ballads or humorous songs. Ship crews were ethnically diverse, so songs of the sea blend the traditions of many cultures, including African-American, Caribbean and Celtic influences.

There are many talented Northwest maritime musicians who keep these traditions alive, while adding new songs that celebrate the Northwest's connection to the water. These professional musicians provide leadership for the public to participate in live music. The 'call and response' form of sea chanteys makes it easy for anyone to enjoy singing along. No special musical skills are needed.

Northwest Seaport offers two ongoing music programs: the Chantey Sing and the Maritime Concert Series. The Center for Wooden Boats, the Virginia V, and other historic vessels serve as

the music venues. A wide selection of maritime music CDs is available for sale at these events. Visit www.nwseaport.org/music.html for times and locations.

The Northwest Seaport Chantey Sing, held on the second Friday night of every month, is a free event open to the public of all ages. Anyone can lead a song, or just join in the chorus. There is a different guest song leader every month, to keep the music rolling.

The Northwest Seaport Maritime Concerts offers performances by outstanding maritime musicians. These feature superb vocal harmonies with innovative accompaniment on a variety of acoustic instruments. Audiences join in singing the choruses.

Music at the annual Wooden Boat Festival is a collaboration between the Center for Wooden Boats and Puget's Sound Productions (www.livelocalmusic.org), a non-profit organization whose mission is 'community through live music.' Professional musicians perform several days of free music from folk, maritime, and other genres.



Lake Union Timeline

In 1888 investors organize the West Street, Lake Union and Park Transit Company, applying for a franchise to build an electric streetcar line along Western Avenue from Pike Street to Cedar, up Depot Street (Denny Way) and to the lake. The extension to Lake Union opened in 1890 along what is today Westlake Avenue.

1888, The Seattle Lakeshore and Eastern Railroad links the north shore of Lake Union with the waterfront in 1888, running from Salmon Bay and then east to Kirkland and beyond.

Take a Ride on a Maritime Treasure



Virginia V was constructed in 1922 by the West Pass Construction Company of Lisabuela, Washington to transport passengers and freight between Seattle and Tacoma. *Virginia V* was one of the colorful armada of coastal steamships known affectionately as the "Mosquito Fleet" which provided the arterial connections that linked the maritime communities of Puget Sound. By mid-20th century the proliferation of roads and automobiles had supplanted the Mosquito Fleet but by that time *Virginia V* had migrated successfully into the excursion business where she acquired a strong following. She is designated a City Landmark by both the cities of Seattle and Tacoma and in 1992 she was registered as a National Historic Landmark. Call 206.624.9119 for more information.



Above left: The steamboat *Puffin* offers free rides during selected weekends and at the Lake Union Wooden Boat Festival.

Above right: Workshops in building canvas and cedar-strip canoes are offered by The Center for Wooden Boats.

Below: *The Hawaiian Chieftain* frequently visits the Historic Ships Wharf at Lake Union Park offering tours and public rides.



Free Rides Sundays 2pm

Free rides are available every Sunday at 2 p.m. at Lake Union Park (weather permitting). The following companies also take the public out on the water:

Argosy Holiday Cruises + 1.800.642.7816

Fremont Avenue Ferry Ice Cream Cruises + 206.713.8446

Northwest Outdoor Center + 206.281.9694

Moss Bay Boat Rentals + 1.877.244.8896

Agua Verde Restaurant and Paddle Club + 206.545.8570

Cedar Wave Custom Yacht Charters + 206.355.0133





Clockwise from above: Sharpie *Betsy D* passes by the Naval Reserve during a free public sail; Loading passengers for a public sail; Students on an expedition aboard the Longboat *Discovery*; The Schooner *Zodiac* makes frequent stops at Lake Union Park during and between educational programs; Trying out traditional dragonboating.

Selected photos courtesy Shawn Murphy



Lake Union Park hosts activities for the community year-round.

Research and Planning Completed

- The Center for Wooden Boats is currently piloting a management strategy for the open slips at the Historic Ships Wharf, whereby historic vessels can pay for their moorage by providing public benefitting programs, such as free rides on Sunday afternoons.

Projects Undertaken

- At the community festival held over 4th of July weekend (The Lake Union Wooden Boat Festival) over 1,500 people got out on the water for free rides during 2007.
- At Lake Union partners published a calendar of events on the website www.atlakeunionpark.org.

What's to come at Lake Union Park

- Organizations at Lake Union Park will collaborate to present year-round activities.
- More rides.
- More boats.
- More fun.

Experience the Craft

Lake Union partners offer a wide array of classes and workshops to the public and invite visitors of all ages to enjoy hands-on experiences with history and craft.



toy boat building



caulking



canoe carving



cedar hat making



family boat building



sailing



bronze casting



sail making



engine theory

The Center for Wooden Boats Program Catalogue features classes and events hosted by CWB and other Lake Union partners such as the Northwest Native American Basketweavers Association, Northwest Seaport and the Discovery Modelers Education Center. With over 80 different classes held each year, there is something for everyone.

Lake Union Timeline

In 1887 a substantial log chute is dug across the Montlake portage.

1888, The Seattle lakeshore and Eastern Railroad links the north shore of Lake Union with the waterfront in 1888, running from Salmon Bay and then east to Kirkland and beyond.



Expert craftspeople, educators and volunteers make learning fun, and new facilities will support a growing community interest.

Research and Planning Completed

- CWB Lead Boatwright Heron Scott determined best practices and strategies for “working exhibits” at Lake Union Park by researching and visiting leading maritime museums.
- A new volunteer docent program is growing to provide visitors with more information about what they are seeing as they explore the ships and activities in the park.
- Northwest Seaport and Discovery Modelers Education Center have piloted marketing their programs in The Center for Wooden Boats Program Catalogue.



Projects Undertaken

- The new *at Lake Union Park* website (www.atlakeunionpark.org) features the programs and exhibits of all the organizations at the park.
- Ongoing working exhibits at The Center for Wooden Boats.
- New partnership with Northwest Native American Basketweavers Association which piloted demonstrations and classes in Spring, 2008.
- "Open Ship" weekends at the Historic Ships Wharf
- New facilities are planned for Lake Union Park, which will feature working exhibits and support hands-on programs and workshops.

What's to come at Lake Union Park

- The Center for Wooden Boats is building new outdoor program pavilions that will be used for classes, exhibits and demonstrations.
- The Center for Wooden Boats is also designing and building a new Education Center in the park to support the growing activities.
- United Indians of All Tribes is designing and building a new Northwest Native Canoe Center on the west shore of the park.
- MOHAI, which will move into the Armory in 2012, will bring volunteer opportunities, educational programs, and special events that allow the community to have a hands-on experience with history.
- In order for the public to watch and participate in the major restoration projects on the historic vessels, the feasibility of opening another public site on the north end of Lake Union is being researched. At that location potentially larger projects could be undertaken and serve as a complement to those happening in Lake Union Park.

craft Lake Union Park

Lake Union Timeline

1889 – Tugboat *Wallowa* (later *Arthur Foss*) built in Portland, Oregon, by David Stephenson for the Oregon Railway & Navigation Company.

1889 One of the Northwest's largest tanneries is established at Edgewater on Lake Union.

Kids Learning with Hearts, Hands and Minds

Lake Union is a place where young people can get excited about life and learning while connecting with a diverse community of staff and volunteers and the natural environment. It's a place kids can develop confidence through experience and transform what they believe they are capable of.



The world of boats is compelling because it is both fun and challenging. Our programs strive to incorporate both elements. We strive to draw young people into the full breadth of activity and to get young people excited about life and learning. Our goal is to provide a personal experience in which each student can experience maritime activities while interacting with the natural world, connect with our organizations' multigenerational community of staff and volunteers and engage in hands-on learning.

We offer a broad range of programs to engage kids during their entire student life from Discovery Modelers' model building classes to Northwest Seaport's "Engineer for a Day". CWB offers instruction in sailing in classic wooden boats and with an emphasis on sailing for the joy of it and the life lessons that it can provide. CWB also provides the opportunity for kids to build boats they will sail in, or to volunteer as a valued member of the community. CWB offers hands-on outdoor activities where kids actually get to be involved in the tasks and exhibits of the museum. At CWB, kids sail, repair boats, build boats, move docks, work in the livery, learn to navigate and teach others how to sail.

These programs are truly unique because of the commitment to engage kids in hands-on ways and the recognition that youth participants become unique members of the community. Kids who have taken sailing classes have gone on to volunteer in the shop, teach sailing lessons and more; one even pursued training so he could assist with tugboat operations. These kids have found value and community and in doing so help to role model opportunities for other program participants.



Lake Union Timeline

1889, The great Seattle Fire levels the city, and production at Lake Union's brickyards and sawmills skyrockets to meet the demands of rebuilding.

1889 One of the Northwest's largest tanneries is established at Edgewater, on Lake Union.

On July 1, **1891**, Latona Bridge opens, and is today essentially replaced by the University Bridge.

Programs for Underserved Youth

Pay What You Can

The “Pay What You Can” program was initiated in 2008 by The Center for Wooden Boats’ Youth Program staff.

CWB has listed suggested prices for all youth sailing classes and simply asks that each participant “Pay What You Can”. The costs of each class are reflected in its suggested price; however, financial assistance is available.

If students and/or families are in a position to pay more than the suggested price, additional funds will contribute directly to making youth sailing classes more widely accessible.

Scholarship-Funded Field Trips

The Center for Wooden Boats provides hands-on educational opportunities for a variety of age groups and curricular needs. Central to this theme is providing opportunity for all students. Scholarships are available for field trips to all schools that couldn’t otherwise afford such an experience.

“I made a boat.
It was perfect.”
- Age 6

Drop-In Sailing for Homeless Youth

The Center for Wooden Boats aims to provide life-changing experiences to anyone who wants it. Every week, a group of young, energetic students can be seen on CWB docks rigging up Blanchard Junior Knockabouts and preparing to launch.

Partnering with YouthCare Shelter Support Services’ Orion Center - open to homeless youth ages 13 to 21 - CWB offers a safe, open place where teens and young adults can access the water for free.

“Everyone is so enthusiastic and helpful - it makes me want to be a sailor too...”

- Cicely A.

Semester Intensive Program for At-Risk

The intensive semester program is designed specifically for at-risk and underserved kids to ensure that not only do they participate in one activity at CWB, but that they come back repeatedly and become part of our community.

CWB is seeking to develop ways to increase the quality/depth of kids’ experiences and to have a lasting impact on their lives.

“I think I learned to be patient with different kinds of people and different kinds of activities.”

- Kyla, Waskowitz Program

T.A.P. The Anchor Program

Northwest Seaport’s Anchor Program creates career pathways for at-risk inner city youth by providing the training needed for entry level jobs in the maritime industry.

The first TAP training session started in early May on the *Arthur Foss*. Since then, additional support for office space has been provided by the Northwest Schooner Society, and NWS is working with the *Virginia V* Foundation to create additional opportunities.

“I actually learned how to sail.”

- Elena B., CWB Youth Sailing Student

Lake Union Timeline

In 1891, Fremont incorporates - a lakeshore boomtown whose growth is powered by the electric streetcar.

In 1891, Latona is a little northshore suburb - a depot, post office, saw-mill and boat landing - booming on Seattle, Lakeshore and Eastern Railroad business.

Learning for Every Stage

Ages 2-5 Learning Goal: Exploring the Environment

- Tug Boat Story Time
- Umiak field trips
- Exploring the History Trail
- The Lake Union Wooden Boat Festival
- Model pond boats
- Sunday Public Sails
- Building toy boats

Ages 5-11 Learning Goal: Education that Blends Learning and Playing

- Exploring the History Trail
- Field trips
- Visiting the museums
- Tours of visiting vessels
- Docent tours of the historic ships
- Learning to sail
- Building boats, pond boats, boat models
- Voyaging in *El Tóros*
- Model Pond Boat regattas

Ages 11-14 Learning Goal: Fostering Ownership and Peer Interaction

- Sailing lessons/expeditions
- Boat building
- Model pond boat building
- Field trips
- Youth-at-risk
- Education about Virginia V
- Canoe carving
- Touring visiting vessels
- Internships and volunteering

Ages 14+ Learning Goal: Building Responsibility and Independence

- Sailing lessons and expeditions
- Internships
- Youth-at-risk
- Volunteering
- Seattle Parks & Rec. O2 Program
- Model Pond Boat building and regattas
- Canoe Carving

Spotlight:

Kids Learn More than Sailing Variations on Dinghy Sailing Classes at The Center for Wooden Boats



Shiwrighs and Sailors

Students learn to build El Toro dinghies then launch them and learn to sail them.



Words on Water

These classes delve into maritime tradition through sailing, reading, journaling and field trips.



Life Under Your Boat

Kids learn about the lake as they're learning to sail by observing the many cycles constantly at work below the boat. Offered by CWB in partnership with Salish Sea Expeditions.



Media Pirates AHOY

A bold primer in both sailing fundamentals and renegade film-making brought to you jointly by 911 Media Arts and CWB.

Lake Union Timeline

1890s. One stop on Denny's streetcar is Jensen's Grove, a wooded German beer garden at corner of Eastlake and Garfield – it stayed a favorite spot until the Prohibition in 1915.

In **1890**, the U.S. Army Corps of Engineers endorse the "northern" ship canal alternative, using Lake Union as the link between fresh and salt water.

Scientific Sailing Adventures with Salish Sea Expeditions

Salish Sea Expeditions is a 501(c)(3) nonprofit organization established to provide an opportunity for students to design and conduct real scientific research from the decks of a sailing vessel on Puget Sound. These innovative "science-under-sail" programs are tailored for students from fifth to twelfth grades.

The majority of Salish's programs occur aboard *Carlyn*, a 61-foot yawl built in 1996 according to the U.S. Coast Guard safety standards. *Carlyn* belongs to Four Winds Westward Ho Camps and is leased by Salish each year during the spring and fall. *Carlyn* is designed specifically to meet the unique needs of experiential education programs. Her layout and rig are intended to allow maximum student participation in all sailing and science operations.

Education Programs with Sound Experience aboard the historic Schooner Adventuress



United we break down cultural and economic barriers to experiential learning, building cultural memories that enrich individuals and the community. We offer an inter-generational learning environment offering role models and building mutual respect.

Research and Planning Completed

- Over two dozen organizations have defined an interest in offering educational programs for youth at Lake Union Park and developing shared plans for the future, including programs aboard visiting vessels.
- An experienced teacher and curriculum designer researched museum best practices for youth education.
- The Center for Wooden Boats piloted new programs and established new methods for systematic evaluation of programs (funding from the Paul Allen Family Foundation).

Projects Undertaken

- Through collaborations among partnering organizations new programs have been established.
- CWB created its first annual open house for teachers to come to Lake Union Park and see what educational resources are available to them.
- In Fall 2007 CWB hosted the first roundtable for maritime outdoor educators from Port Townsend's Northwest Maritime Center/Wooden Boat Foundation, Salish Sea Expeditions and Sound Experience to discuss shared issues around risk management and program evaluation.

What's to come at Lake Union Park

- Look for a new curriculum guide to Lake Union Park for teachers, which will describe the range of unique educational opportunities at Lake Union Park and provide materials to support the field trips before and after in the classroom.
- We're looking at expanding some of the youth education programs as the trail develops around Lake Union.

Lake Union Timeline

In **1892**, a wooden trestle is completed linking the Fremont neighborhood to the foot of Queen Anne Hill.

1894. The Edgewater tannery employed 30 men in 1894.

Completing the Loop

Connecting Communities and Points of Interest Around the Lake and Region

From shore to shore and in between, our rich maritime and cultural heritage connects communities and individuals to Lake Union



Lake Union Timeline

1897 – Pacific schooner *Wawona* built in Fairhaven, California, by Hans Ditlev Bendixsen for the Dolbeer & Carson Lumber Company

1903 – The Olmsted Brothers plan a system for Seattle's parks, but were unable to include a desired park at the south end of Lake Union due to existing industrial activity.

1904 – *Lightship #83* is built in Camden, New Jersey, by the New York Shipbuilding Company for the United States Lighthouse Board, and travels around Cape Horn to the Blunts Reef lightship station near Cape Mendocino.

Connecting Neighborhoods

Completing the Loop around Lake Union

Before there were cars in Seattle, there were bikes.

The city began paving downtown streets with bricks in 1893, primarily due to the clamor for better bicycling surfaces. A series of bicycle paths was created around Lake Union and up to the military post on Magnolia, between Ballard and Fremont, and out to Lake Washington.

On September 19, 1896, nearly 200 cyclists paraded with lanterns on their bikes to celebrate the opening of the Lake Union Path. It stretched 2.5 miles up the east shore of the lake and consisted of sidewalks, streets, bridges and a dedicated bike path. Later, it was connected with a half-mile path on the north side and other links.

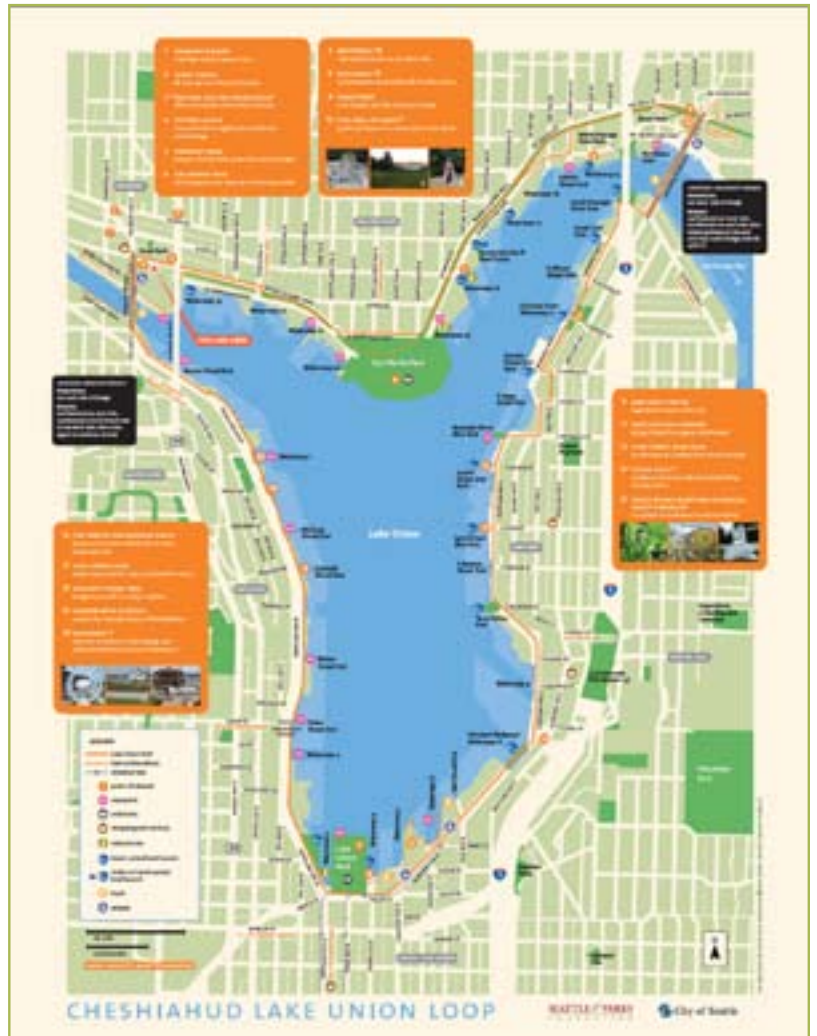
The Lake Washington path started at 8th and Pine Street in downtown Seattle but, to avoid the traffic, this route begins a bit north of the city center at Denny Park. Today Historic Seattle has charted out a 15.6 mile bike path that follows much of the original Lake Union trail and also includes many fine paths along Lake Washington.

Cheshiahud Lake Union Loop

The idea of a loop trail around Lake Union gained new momentum with the release of Seattle Parks Foundation's Bands of Green report in 2007. Since then, Seattle's Department of Transportation, Seattle Parks and Recreation and the Parks Foundation have worked with the community to name, design and begin work on the 6.2-mile Cheshiahud Lake Union Loop. Already, directional signs have been installed and two segments by the Fremont and University bridges have been improved.

The Cheshiahud Lake Union Loop will be a safe, continuous, landscaped bicycle/pedestrian route that will zjoin existing trail segments and connect the more than 30 waterways and street-ends along the lake and Gasworks and Lake Union Parks. The Cheshiahud Loop will also provide an appealing way to celebrate Seattle's rich maritime, industrial, Native American and natural history, including interpretive signs placed throughout the route.

The pathway is named to honor the Duwamish chief known to Seattle residents as John Cheshiahud or Lake Union John. Dubbed "the last Lake Union Indian" during his lifetime, Cheshiahud's ancestral home was on Lake Washington, at the mouth of McAleer Creek, and he later lived at other sites on the lake. Cheshiahud and his second wife, Madeline, spent more than twenty years in their cabin on Lake Union's Portage Bay and journalists interviewed him there. After Madeline's death, Cheshiahud moved to the reservation at Port Madison, where he died in 1910 at 90 years of age.



Lake Union Timeline

In 1905 Lake Union is an industrial lake, including cooperages, saw-mills, boatyards and brickyards.

1880-1910, John Cheshiahud (known as Lake Union John) and his wife Madeline, live at the east end of Portage Bay. The couple carve canoes and weave baskets, continuing the resilient Native cultural traditions.

Northlake Wharf: Two Ends of the Same Lake

We envision that communities at the north end of Lake Union will soon enjoy new ways to access and experience the lake and maritime history.



Northlake Wharf, at the old Metro-King County site on north Lake Union near Gasworks Park, will bring maritime history to life with public access to heritage vessels and opportunities to use and enjoy traditional wooden craft. Imagine a place where tourists and residents could interact with the traditional waterfront of Seattle. The casual observer could watch trainees learning ship carpentry from master craftsmen, school children could learn by experiencing firsthand the Northwest's surviving maritime treasures and the organizations serving as curators of these artifacts could engage the public in the rich maritime history of the Pacific Northwest while completing their annual maintenance. Under the collaborative direction of The Center for Wooden Boats and Northwest Schooner Society, the Northlake site would complete our goal to be the pre-eminent, hands-on museum by combining the personal scale of small vessel use with the spectacle of traditional ship maintenance.

Like its campus at South Lake Union, The Center for Wooden Boats would operate Northlake Wharf as a park, a classroom for traditional skills, a small boat center, a repair and maintenance facility and a museum. Most importantly it would be a place to give Wallingford and Fremont neighborhoods access to their waterfront and a community space for gatherings, meetings and classes.

We will make the facility dynamic and publicly accessible. The large warehouse will house many of the CWB functions displaced by renovation of the Naval Reserve and construction of a new city park. CWB will direct the work on the Metro warehouse in consultation with all stakeholders. It will be configured with maximum flexibility. Classrooms for traditional skills instruction, for example, would also be made available for community gatherings.



Northlake Wharf (top) transforms a former fuel dock into an interpretive maritime activity center, complementing Lake Union Park at the south end.

Lake Union Timeline

Beginning in **1905** and continuing for more than 50 years, the Blanchard Boat Company builds Lake Union "Dreamboats" on the lakeshore at Fairview Avenue East.

1906, Seattle Gas Light Company opens the coal gasification plant on Brown's Point on the north shore of Lake Union; the soot and smoke from the gas plant plague Wallingford.

In **1907** Washington State sells Lake Union shoreline to fund the Alaska-Yukon-Pacific Exposition, giving owners clearance to build out and over Lake Union.

Northlake Wharf

- ✦ 1/3 acre of Seattle's disappearing undeveloped waterfront preserved for public use
- ✦ Multi-use space including interpretive shop, classrooms, sail loft, community space for meetings and gatherings
- ✦ Piers renewed for use by Seattle's large landmark vessels and variety of small craft, including public kayak launch
- ✦ Summer operations - small boat activity
- ✦ Winter operations - restoration & interpretation of historic ships
- ✦ Creating community space and waterfront access for Fremont and Wallingford



We are working together to transform the former county fuel dock into an interpretive maritime activity center that supports preservation of heritage vessels and provides opportunities for public access.

Research and Planning Completed

- Survey of organizations managing historic vessels (including those moored at Lake Union Park) to determine facilities needed for maintaining these ships as historic exhibits.
- Northwest Seaport hauled the *Arthur Foss* (via funding from 4Culture) and assessed the issues of involving the public in learning as historic vessels are hauled out of the water for maintenance.
- Historic Seattle and The Center for Wooden Boats met with community organizations to assess their interest in the project.
- The Wallingford Community Assn, South Lake Union Friends and Neighbors, the Fremont Community Council and Seattle Parks Foundation have written letters of support for the project.

Projects Undertaken

- Multiple conversations with the current owners of the property, Metro/King County, to find out their interest in pursuing this use. A Memorandum of Understanding has been signed between Metro/King County and Historic Seattle.

A number of productive meetings have helped CWB and its partners lay the groundwork for a truly special use of the space at North Lake Union.



What's to come at Northlake Wharf

- Public meetings to further refine the "program plan" for the space.
- Complete lease negotiations with Metro/King County.
- Assessments of the current facilities.

Lake Union Timeline

In 1909 Alaska-Yukon-Pacific Exposition visitors enjoy gondola and excursion boat rides on Lake Union.

1909 – fireboat *Duwamish* built in Richmond Beach, Washington by the Richmond Beach Shipbuilding Company for the Seattle Fire Department.

1914. Seattle City Light opens the steam plant on Lake Union to generate electricity.

Regional Renaissance

Lake Union is a regional centerpiece of a proposed new Heritage Area celebrating our maritime roots and the importance of our regional waterways.

The culture of maritime Washington is a confluence of thousands of years of Native American canoe journeys, early American scientific exploration, modern and historic international maritime trade, marine highways, working waterfronts and U.S. military use.

For hundreds of years, until the later 19th century, North America's great rivers served its inhabitants as primary highways for trade and expansion. Now, the shipyards and boat shops that once surrounded our country's waterways are disappearing, taking with them the boatwrights, apprentices, tools and knowledge, skills and folkways that have defined our country for generations. Yet the country's development can be traced along its waterways and, fortunately, these same waterways are now home to a diverse and vital array of museums and groups, from heritage societies to ports to Native American tribes and intertribal organizations, that have worked diligently to protect and celebrate our living maritime history.

Today, Washington's maritime heritage community is working towards a new regional partnership. Recognizing



This map shows sites where maritime heritage vessels, museums, and programs are located throughout coastal areas of Washington.

that this region is uniquely positioned because of its geography and rich maritime history, the State of Washington has undertaken an initiative to inventory and document these diverse resources and invest in the development of heritage tourism. One outcome of this initiative will be a proposal for the nation's first National Heritage Area that focuses exclusively on maritime history. The appeal is tremendous to travelers who are drawn to the recreational, historic and aesthetic qualities of our regional waterways: historic attractions that tell the story of the early explorations of Washington State, the history of fishing and shipbuilding in the Pacific Northwest, the development and operation of the Mosquito Fleet in Puget Sound, Victorian Seaports such as Port Townsend and Port Gamble, Naval history such as the Naval Undersea Warfare Museum and USS Turner Joy in Bremerton, and Native American use of the waterways. The grand stories that these regional assets will tell are of exceptional quality and interest.

We are working with Washington's maritime heritage community towards the creation of the first National Heritage Area with a focus on maritime history.

Research and Planning Completed

- Pacific Northwest Maritime Heritage Council convened symposium to discuss National Heritage Area designation.

Projects Undertaken

- National Heritage Area feasibility study underway
- King County Destination Heritage brochure features Lake Union Park as "portal" maritime destination.

What's to come at Lake Union Park

- More visitors coming to Lake Union Park as a destination for Heritage Tourism.

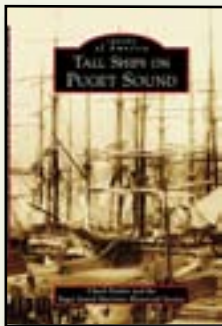
Lake Union Timeline

1914, Pacific schooner *Wawona* sold to Robinson Fisheries of Anacortes, Washington, and begins summer seasons in the Bering Sea fishing for cod.

1914, fireboat *Duwamish* battles the Grand Trunk Pacific Dock fire, helping save Colman Dock from the blaze.

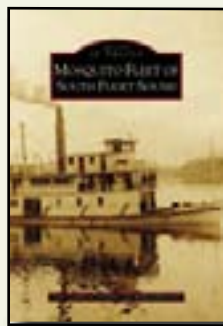
1915, Prohibition closes Jensen's Grove, a German-style beer garden.

Recommended Reading



Tall Ships on Puget Sound by Chuck Fowler

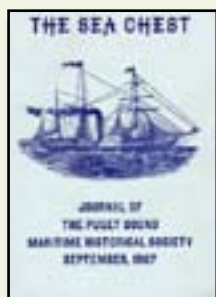
This engaging pictorial history tells of the tall ships that came to the Pacific Northwest beginning in the mid-1700s. This groundbreaking book features 180 rare photographs and illustrations that chronicle the history of tall ships on Puget Sound.



Mosquito Fleet of South Puget Sound

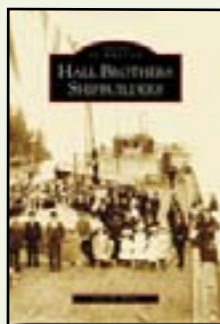
by Robin Paterson & Jean Findlay

Before the advent of roads in western Washington, steamboats of the Mosquito Fleet swarmed Puget Sound. From 1853 to modern car ferries in the 1920s, this volume chronicles the heyday of steamboating.



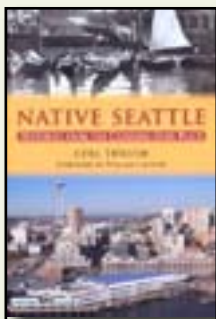
The Sea Chest published by PSMHS

The Sea Chest is published quarterly and is free to all members of Puget Sound Maritime Historical Society. Additional copies may be obtained, while available, for \$5.00 per copy. Call 206.624.3028 for more information.



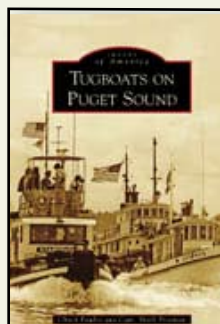
Hall Brothers Shipbuilders by Gary White

Hall Brothers designed and built some of the finest sailing ships ever constructed on the Pacific coast. Legends in their own right, the Hall Brothers constructed 108 vessels for merchants in the Northwest, San Francisco, and Hawaii. This book de-



Native Seattle by Coll Thrush

This book chronicles the breathtaking and traumatic change Seattle's Native people have endured, and the resiliency with which they have reconstituted themselves. It describes the 'lost' places of the Indian landscape. But they're not really lost — they live today under the city's 21st-century skin.



Tugboats of the Puget Sound by Chuck Fowler & Capt. Mark Freeman

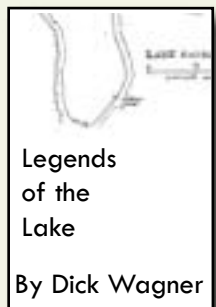
No other vessels have captured the imagination of shore-bound seafarers like tugboats. Beginning in the 1850s when the first steam-powered tugboats arrived in the Sound. This book, featuring 200 rare historic images and carefully researched text.

And don't miss...

Washington's maritime heritage website. www.maritimeheritage.net.
Free Encyclopedia of Washington State History www.historylink.org



Lake Union's Virtual Museum.
www.lakeunionhistory.org/museum/Home.html



Legends of the Lake by Dick Wagner

Founder of The Center for Wooden Boats and long-time Lake Union resident has written a series of reflective essays about Lake Union, available at CWB.

Lake Union Timeline

1916, The first Boeing planes are built and take their test flights at Lake Union.

1916. Seattle Yacht Club moves to Portage Bay.

The Lake Washington Ship Canal's grand opening is July 4, 1917 and Lake Union becomes a freshwater harbor open to the world.

❖ History Starts Here ❖

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outlying Seattle, Lake Union's ferries, streetcars and railroads far more intensively developed the lakeshores, ringing and criss-crossing the lake. The lake offers a case study in the adaptations of the natural world to human intervention in an urban setting; its waters, in a test tube, allow us to understand the lake's biological health and suggest remedies for its future.

Third, Lake Union has offered visionaries an open window to the future. In 1854, Thomas Mercer renamed this Indian lake for the "union" it would one day make, linking Lakes Sammamish and Washington to the saltwater of Shilshole Bay. In 1913, Ford began to assemble cars in a plant at South Lake Union, producing affordable private transportation that would transform the world. Three years later, William Boeing designed, built and flew his first from-scratch plane at Lake Union, opening the skies. In the 1920s and 1930s, Lake Union Dry Dock began building pleasure boats in a multiple production fashion for the high-end market, a process later extended by other lake builders for the middle-class market. Towards the end of the 20th century and into the 21st, Lake Union appealed to leading-edge research and development in biotechnology and other high technologies, as visionaries

constructed a new working community on its shore, looking into the future.

These three images – the mirror, the lens and the window – allow us to explore the lake as metaphor, to interpret its history in visual and literary ways. A set of themes allows us to explore the lake intellectually, and provide a different interpretive framework useful for understanding. These thematic approaches, like the three metaphorical approaches, are not topically fixed in time and space, but are enduring. For instance, Lake Union remains an Native Lake, though a Duwamish village no longer exists on its southwest shore.



The Black River ran out of the southern end of Lake Washington. It flowed south through Renton, and then veered west and merged with the Green River to form the Duwamish River. In constructing the Lake Washington Ship Canal, the lake was lowered 8.8 feet. By October the water level had sunk to the same level as Lake Union. In the process, the Black River dried up, and the outfall from Lake Washington became the ship canal. Photo credit: MOHAI

Lake Union Timeline

1917, Fremont Bridge is opened and the Stone Way bridge is dismantled.

1919, University Bridge opens to automobile traffic.

1919, Lake Union Dry Dock opens for business, building and repairing ships that reach saltwater through the new Lake Washington Canal.

❖ History Starts Here ❖

Lake Union is a Natural Lake.

Carved by a glacier, fed by streams, alive with fish, animals and birds, the lake experience was once determined by the seasons. In winter, the lake often froze, in early fall its water was alive with salmon returning up the falls at Ballard, then swimming against the stream's current into the lake and up the lake streams. In summer, birds dove into its waters, fishing or catching insects. Cougars, bears and deer paced the heavily wooded shoreline, and smaller creatures – beaver, otter, muskrat – lived in the wetlands. Today, Lake Union remains a Natural Lake, though its physical and biological characteristics have varied dramatically with time. The lake has always been a habitat and it continues to be, but its waters can be made cleaner and cooler, its streams reclaimed from culverts, its shorelines planted in its historic vegetation – a new balance can be struck between man and nature. Cougar and bears will never live on Lake Union again, but salmon,



shellfish, frogs and birds of every sort can and should. Lake Union mirrors our values as a city, and is a lens that intensifies our perceptions of ourselves and of urban nature; if we see the lake as a natural place, we will treat it differently.

Lake Union is a Native Lake.

Duwamish Lushootseed speakers called Lake Union the "small lake," a diminutive of the name for large lake, or Lake Washington. This lake figured in the stories, songs and deep memory of the people who made their home here. The most recent scholarship on Lake Union as a Native space is Coll Thrush's *Native Seattle: Histories From the Crossing-Over Place*, which maps numerous Native sites on the lake. The Duwamish village at the lake's southwest corner was remembered by many European settlers, and some of the village activities noted and described: house construction, canoe-carving, fishing, basketry and weaving, gaming and play, food preservation and preparation, and storytelling. Seattle's first wagon road, from Elliott Bay to Lake Union, followed a Native trail; all early settlers walked Indian trails. Settlers' early lake uses – brickyards, sawmills, tanneries – became increasingly disruptive of Native ways of life. But Native uses of the lake are not at the extremes: either total use or no use at all. Instead, evidence suggests a gradual accommodation of Native people to new lake uses, including the resilience of traditional culture and assimilation to a new culture. "Lake Union John" and Madeline Cheshiahud lived the last three decades of their lives on the shore of Portage Bay, until John – finally alone – traveled to the Port Madison Reservation to die. But the Duwamish never "disappeared" from Lake Union and – joined by other urban Indians from many tribes – they undoubtedly worked as laborers in shipyards, mills and other industries. Research needs to be done to document their presence on the late 19th and 20th century lake. Today, Native people have an enduring presence on Lake Union, as canoes are once again carved at the south lake, as an honor pole is erected there and as Native people work together to build an interpretive facility on the lakeshore.

Lake Union Timeline

In the **1920s**, dozens of surplus World War I wooden warships are moored in Lake Union.

1922, steamer *Virginia V* built in Maplewood, Washington, for the West Pass Transportation Company; begins Colvos Passage route on west side of Vashon Island

1922. The *Atlanta*, built at Lake Washington shipyards in Kirkland, takes passengers on 2-hour tour of Elliott Bay, the Ship Canal, Lake Union and Lake Washington.

❖ History Starts Here ❖

Lake Union is an Industrial Lake

The Duwamish managed this lake and its shores to provide abundance. Their harvests included foods of all sorts, bark and reeds, timber for construction, trees for canoe-making, ducks, fish and shellfish, wapatoes, berries and other wetland foods. They used every tool available to them to shape their world – stone, fire, wood, weir, corral – within the respect for that world taught by their beliefs. American settlers brought different beliefs and formidable tools – steel and cast iron, steam-power, mills and engines – to much more aggressively manage Lake Union and its shores.

Industries on Lake Union were dependent on the lake, and always used the lake in some way: its water in an industrial process, as a storage pond, as a dump, as a water highway. The first road from Elliott Bay to Lake Union was used to haul timber from the lakeshore down to Henry Yesler's waterfront mill. The first sawmill on the lake itself was water-powered, and opened in 1853 or 1854 at the lake's Ross Creek outlet, on the south side of the westward-running creek, turning timber into lumber. Though the mill was burned during the Treaty War attack in 1856, other industries soon followed on the lakeshore: brickyards, tanneries, and cooperages. The big steam sawmill at southwest Lake Union opened in 1882; the brickyards in the late 1870s produced

750,000 bricks per year, a figure that grew substantially when Seattle rebuilt after the 1889 fire. After the opening of the Lake Washington Ship Canal in 1917, the quantity and nature of industry on Lake Union changed dramatically.

Study of the city directories for various industrial categories shows an evolving picture of industry on Lake Union. Tanneries and cooperages disappeared or at least declined, displaced by shipyards and boatyards, homeports for fishing vessel fleets, asphalt plants, assembly plants, sawmills and lumberyards. On the north, southeast, south and west, Lake Union was ringed by wharves and warehouses, served by railroad spurs. This working lake, providing blue-collar jobs for thousands, endured through the mobilized defense industrial boom of the 1940s.

The industrial lake today houses very different kinds of industries than the blue-collar factories of the past. Manufacturing recombinant DNA is the highest kind of high-technology one can imagine, and a far cry from the proud – and brief – production of furniture in the Western Mill. Aside from ship and boat construction, most industry on Lake Union was heavy and basic, often engaged with natural resources like timber, fish, and coal. High technology has brought jobs back to Lake Union, but very different ones than the roughneck labor of the 1920s.



Brace and Harcourt Mill, Seattle, ca1910. David Denny opened the Western Mill on the lake's southern shore in 1882. A small community soon grew up around the lumber mill. In 1899 John S. Brace and Frank Hergert, both previously employed at the Western Mill, purchased it and changed the name to Brace & Hergert. A fire destroyed the mill in 1909 and it was then rebuilt on newly filled land north of Valley Street, as shown in this photograph. The mill continued under the ownership of Brace and Hergert until 1921. Photo credit: MOHAI

Lake Union Timeline

1922, The Houseboat and Home Protective League is founded to serve 5,000 houseboat residents.

In 1923, Seattle first zones Lake Union's shore, putting an end to the mingling of residential and industrial uses.

In 1926 an R-class sloop (sailboat) named *Pirate* was christened and launched on Lake Union in Seattle.

In 1927 naval architect Ted Geary designed the 39" model pond boat based on the R-class sloop *Pirate*.

❖ History Starts Here ❖

Lake Union is an Engineered Lake

Native people used weirs, fire and corrals to manage the lake and its shore; they may have used dams to create ponds and channels to drain wetland, they cleared and maintained prairies near the lake. Their engineering of the lake was in part limited by their tools but to a greater degree, their fundamental understanding of the natural world restricted the extent of their intervention. American settlers did not share these scruples, and saw the lake as a resource and an asset readymade for dramatic reinvention. Tom Mercer's 1854 vision of a ship canal, linking the eastern lakes with saltwater, was not fully realized until 1917. For decades, the engineering problem of the lakes was their poor access to saltwater – shipbuilding on Lake Washington was limited to ships that had a shallow enough draft to float out the Black River at high tide. But Lake Union was virtually landlocked, blocked by the narrow outfall at Fremont and the outflow at Ballard, and blocked by solid land at Portage Bay, at Montlake. Efforts to dig a log chute between Lake Washington and Lake Union began as early as 1881, and projects to widen and deepen the creek running west from Fremont to the waterfall at

Ballard were ongoing as well. These efforts were initially conducted by workers with hand tools, but their ultimate goal was highly sophisticated: to create a manmade channel, engineered to further commerce, industry and transportation.

The lake's shores were dramatically engineered as well. "Bad" logs, wood scrap and sawdust from the Western Mill were used to fill the wetlands at south Lake Union, obliterating traces of the Duwamish village and eventually extending the shoreline well to the north – Valley Street was once at the water's edge or under water, and the Harcourt-Brace mill and the Naval Reserve Armory building were constructed entirely on fill. Electric streetcar lines on the lake's eastern and western shores were originally built on low trestles out over shallow water, and then filled in to create Westlake Avenue and the shore on the lake's east side. At the lake's northern end, the Seattle, Lakeshore and Eastern Railway was itself built on pilings, and later filled in, to create Northlake. And the 1907 sale of much of the lake itself to help finance the Alaska-Yukon-Pacific Exposition encouraged land-owners to extend their docks and moorages far into the lake, and to extend the shoreline with rock and fill drawn from many sources.

The Ship Canal dramatically transformed Lake Union, with consequences both intended and unintended. Designed and built in the same era as the Panama Canal, with the same sublime self-confidence, the Lake Washington Ship Canal had profound effects all along its length and beyond, lowering Lake Washington by nine feet, shrinking the lake, enlarging islands, drying wetlands, creating beaches, draining Mercer Slough and putting an end to the Black River from which the native communities drew sustenance from and travelled upon. This federal civil engineering project made it possible to militarize and industrialize the lakes.

The regrading of Denny Hill profoundly transformed the geography at the south end of Lake Union, and removed a visual and actual separation of the lakeshore from Seattle itself. The development of the



Several small canals once connected Puget Sound, Lake Union and Lake Washington. These waterways were large enough to move logs but too small for boats. They were replaced by the Lake Washington Ship Canal, which opened in 1917. Photo credit: MOHAI

Lake Union Timeline

1929, Tugboat *Wallowa* purchased by Foss Launch & Tug Company during their expansion from Tacoma to Seattle.

1929, The United States Coast Guard moves the Lightship #83 from Blunts Reef to San Francisco

1932, The Aurora bridge opens and tall ships must leave Lake Union.

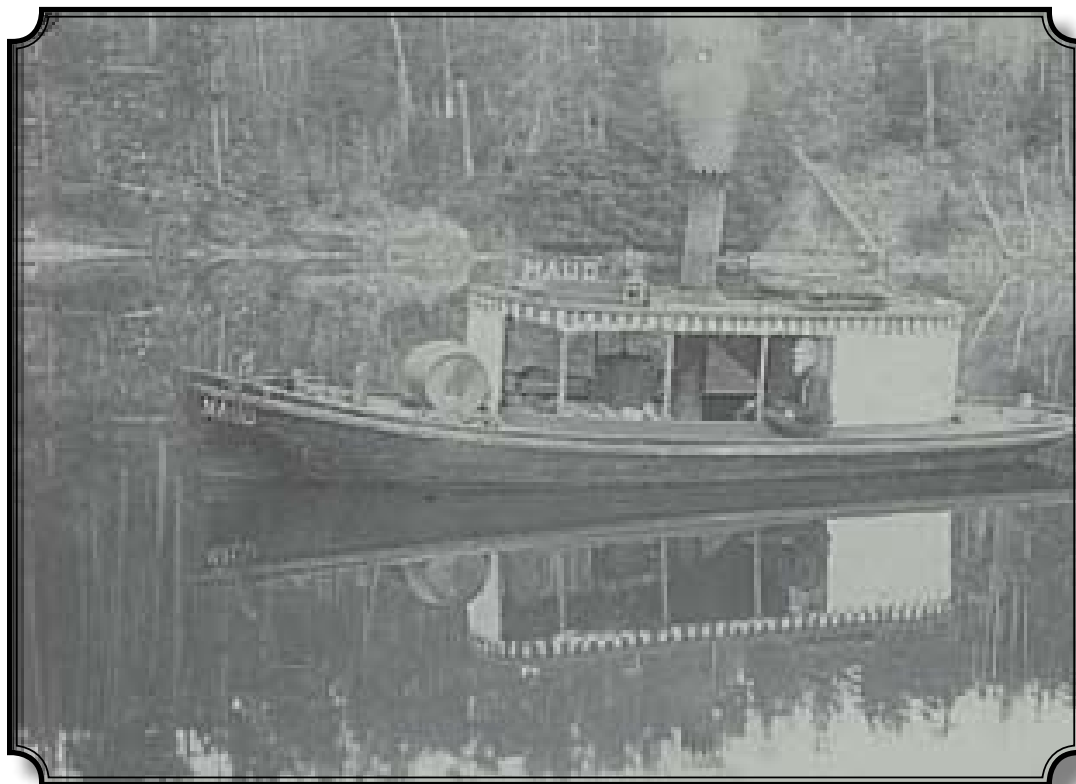
❖ History Starts Here ❖

new regrade – newer than the older Cascade milltown neighborhood – brought more warehouses and light manufacturing to inland South Lake Union, enhancing the area as a working-class neighborhood.

Lake Union is a Transportation Lake

Of all the interpretive approaches to Lake Union history, transportation offers the richest topic for thematic interpretation. Through transportation, all other aspects of Lake Union can be accessed. At times, Lake Union itself provided opportunities to transportation, as its open surface offered the quickest route from here to there.

The carved freshwater canoe was an elegant solution to lake transportation, offering speed and stability to its users. For decades, the easiest way to get around was to travel by boat, and nearly every early settler journal, letter or reminiscence refers to hiring Native canoes, and paying Duwamish guides to explore Elliott Bay or the lakes. Settlers soon began to use metal tools to build the boats with which they were familiar in Nova Scotia, Boston or Atlanta, and to travel the lakes in rowboats, skiffs, wherries and small sailboats. But early steamboats and steam launches built on the shore of Lake Union, like Western Mill's *Maud Foster* or the foot-ferry *Latona*, soon began moving people and goods up and down, and around, the lake. However, waterborne transportation was limited by the lake's natural boundaries before 1917. Not only that, Lake Union itself limited some transportation opportunities, forcing the construction



*Captain S.P. Randolph on Lake Union in the steamboat Maud, Seattle.
Photo credit: MSCUA University of Washington Libraries, photo coll 273*

of streetcars out on pilings and trestles, and bridges to cross the outfalls at Fremont, and east on the Portage Bay lake extension.

The limitations and opportunities of pre-Ship Canal transportation on Lake Union are illustrated by its role in the 1870s in the transportation of coal to the Pike Street bunkers. Coal mined in Newcastle and Black Diamond was transported by tramway to a dock on the eastern shore of Lake Washington, where the narrow gauge cars were rolled on to barges for transportation to Montlake. There, the cars rolled onto rails, and were pulled across the land dividing Union Bay on Lake Washington from Portage Bay on Lake Union. Then the cars were once again rolled onto tracks on the deck of the sidewheeler scow *Linna C. Gray*, and pulled down Lake Union to a rail line at the south end, and once again transferred to shore. Starting in 1871, these coal trains were pulled by Seattle's first locomotive to Elliott Bay, down to the coal bunkers at Pike Street. The water links in this intricate,

Lake Union Timeline

1934, Tugboat *Wallowa* leased to MGM to film "Tugboat Annie" in Lake Union and Puget Sound; after filming, *Wallowa* is rebuilt as modern diesel tug *Arthur Foss*.

1934, steamer *Virginia V* nearly destroyed at the dock during a gale known as the "great hurricane" of the 1930s.

1938, Works Progress Administration workers begin construction of the Naval Reserve Building - the Armory - at southwest Lake Union.

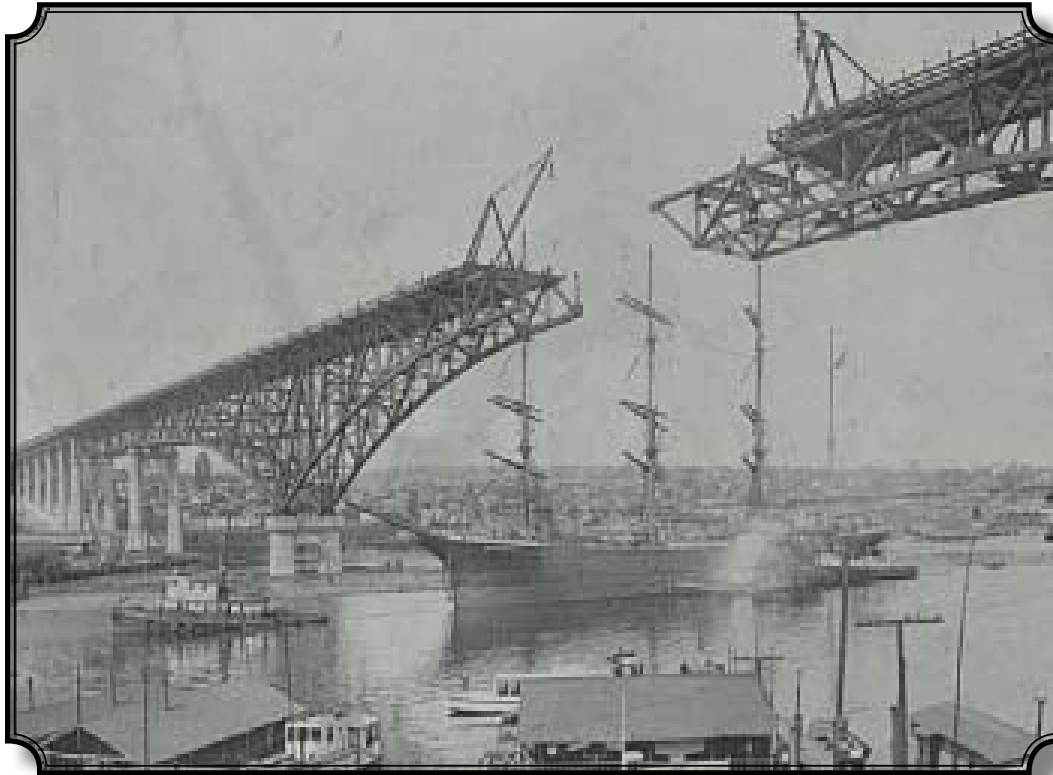
1941 – Tugboat *Arthur Foss* leaves Wake Island bound for Honolulu, hours before the Japanese Navy invades; later, the Navy appropriates the tug and uses her until engine problems leave her at the dock

❖ History Starts Here ❖

continued from page 54

risky coal transportation chain required the unloading and loading of coalcars from barges onto track; on the other hand, it was cheaper and easier to convey barges than to construct a railroad. However, in 1878, the Seattle and Walla Walla Railroad reached the coalfields, and coal trains overnight replaced the Lake Union route.

After the opening of the Lake Washington Ship Canal, Lake Union exploded with uses and industries that required waterborne transportation to and from Lake Washington and Shilshole Bay, through the locks and the canal. Lake Union Drydock began to build auto ferries, fishing vessels and other large craft. Barged coal, gravel and sand, gasoline and petroleum products, machinery, building materials, and ships of every sort came into Lake Union from Puget Sound. The lake housed dozens of vessels, wintering over, and stored surplus ships, either left over naval vessels from World War I or superannuated ocean and coastwise commercial barks and schooners. Whalers traveled through Lake Union on their way to winter grounds in



Monongohela, a three-mast full rigged sailing ship, being towed from Lake Union during the construction of the Aurora Bridge. The last tall ship to leave Lake Union before the Aurora Bridge is completed. Photo credit: Puget Sound Maritime Historical Society.

Meydenbauer Bay, on Lake Washington. Boatyards, repair yards and chandleries sprang up on the lake, to serve a growing market for private sailboats and powerboats. Huge booms of logs were towed from Kenndale and Newport through the Montlake Cut,

to mills on Lake Union. Fishing boats, ferries, survey ships and

naval vessels left Lake Union for Puget Sound. And the lakeshore became the site of many intersections between rail and water, ringed with railroad spurs, served by lumbering trucks.

The Boeing Airplane Company began in a boathouse hangar on Lake Union. Building prototypes that owed as much to techniques of boat construction as to aeronautical engineering, William Boeing and his team built and tested a series of bi-floatplanes, eventually developing an airmail business that plied the air between Lake Union and Victoria. Today, Lake Union continues to be a busy floatplane terminal, completing the options of land, air and water transportation.

Lake Union Timeline

1942, Steamer *Virginia V* brought to the Columbia River for passenger and freight service between Astoria and Portland; later seized for debts and sold to new owners who returned her to Puget Sound

1963, The City of Seattle commissions its first study of Lake Union.

1970, Wawona is designated a National Historic Site on the National Register of Historic Places.

❖ History Starts Here ❖



The B & W was the first Boeing product, named after the initials of its designers, William Boeing and Navy Lt. Conrad Westervelt. Boeing and a handful of workmen built this plane in 1916, in a converted Lake Union boathouse, at the foot of Roanoke Street. Photo credit: MOHAI

Lake Union is a Residential Lake

The development of public transportation fostered creation of residential neighborhoods on Lake Union's shores. When Thomas Mercer and David Denny first made their claims at South Lake Union, they followed the path made by Native people down to saltwater, widening it to a wagon road. The settlers built log cabins, and then homes; David Denny leased land to Chinese market gardeners, and China Gardens at south Lake Union were intensively cultivated to provide fruit and vegetables to residents in the urbanizing port city of Seattle. Successful early industries – the brickyards and sawmills – encouraged the development of blue-collar neighborhoods, like the Cascade Neighborhood, in which people lived where they worked. These little communities of the 1870s and 1880s, like Roy and Ross, preceded the streetcars, and were distant enough from town to seem very isolated during harsh winters. Preliminary census and city directory research suggests that boardinghouses for single men (and some women) existed side-by-side with modest family homes. Foot

ferries to Latona and Wallingford served more distant, almost exurban, communities.

The construction of electric streetcars that carried passengers up the west and east sides of the lake encouraged development of residential suburbs at Fremont, Edgewater, Latona and Wallingford, along the eastern lakeshore and further out at the north end of the lake. Additionally, especially on the northeastern shore of Lake Union, summer cottages were built that were sufficiently distant from heavy industry to offer cheap and pleasant recreation. Fremont grew up as a blue-collar milltown neighborhood, surrounding its own sawmill, but the streetcars permitted residents to easily travel into Seattle for school, work and shopping. In the 1920s, a Wallingford attorney might travel the early streetcar down to work, followed later in the day by his wife and children, as they traveled into town to shop at the Pike Place Market for fresh fish and vegetables, and at Frederick and Nelson's for shoes and clothing. The streetcars were followed by trolleys, and then by buses.

The residential uses of the lake and its shores continued into the 20th century, to the present day. A thorough study that integrates city directories, census enumeration districts, historic photographs (including the WPA photos) and oral history will provide a better understanding of the residential lake. However, as public transportation allowed urban functions to differentiate, more affluent residents relocated away from the city's jobs to strictly residential neighborhoods, riding public transportation and later private transportation to work in a distant part of the city. People who remained living close to their jobs were more poorly paid, had fewer choices or were more closely tied to the churches and synagogues, schools or other cultural institutions of their neighborhood. And as Lake Union de-industrialized after World War II, those blue-collar jobs declined, and the neighborhoods changed. Many lakefront industries closed their doors, and neighborhood single-family houses became divided into rental units for city dwellers or were demolished. Houseboat living began as a cheap, off-the-grid housing

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Lake Union Timeline

1970, Ivar's Salmon House opens on the north shore of Lake Union.

1970, Tugboat Arthur Foss is donated to Northwest Seaport by Foss Maritime.

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Seattle's first electric streetcars began carrying passengers in 1889. By 1892, the city had 48 miles of electric streetcars and 22 miles of cable railway. In the mid-1890s, motormen were paid 22 cents an hour, but only while the cars were rolling. They weren't paid for the time it took to get the cars ready in the morning, keep them clean, or put them away at the end of the day. Photo credit: MOHAI

solution, in which a shack was constructed on a floating platform – perhaps made of barrels and two-by-fours. Oral history retains memory of these dilapidated houseboats in the 1940s and early 1950s as tilting, rotting, mildewed shacks, often with standing water on the floor. In the 1960s and early 1970s, the old beach cottages and houseboats were cleaned up but still housed a bohemian community of impoverished artists, writers, students and free spirits who became involved in efforts to redeem the lake and rehabilitate the residential houseboat and vacation bungalow communities. In 1971, the last train ran on the Seattle, Lakeshore and Eastern Railway line along the north shore of Lake Union, and the Burke-Gilman trail officially opened on the old railroad bed in 1978. Ivar's Salmon House opened on the northern shore in 1970 and Gas Works Park opened in 1973. Ten years later, the Center for Wooden Boats opened at south Lake Union. By

the 1980s, Lake Union was reinventing itself, and residential interest slowly began returning to the lake and then exploded spectacularly. Today, the lake is ringed like an amphitheater with condominiums and apartments, high-end liveboards and houseboats, all focused on the spectacle of Lake Union. The post-industrial lake has gentrified, and lake living has become a luxury which few can afford but many desire.



Houseboats have been popular in various parts of Seattle for many years. Plain and fancy summer houseboats showed up on Lake Washington soon after the opening of the Yesler cable car line in 1888. Both upper class and working class people lived in houseboats on Lake Union. Photo credit: MOHAI

Lake Union is a Civic Lake

Today, we perceive Lake Union as the city's central park, an in-city lake for recreation and reflection, to soothe urban spirits and tempers. As CWB founder Dick Wagner puts it, "Lake Union is our blue space." Our current civic values support parks on Lake Union, walks and bike rides around Lake Union, historic ships and museums on Lake Union – but in the 20th century, the lake's civic role was very different. Lake Union was a sewer and a dump, and a place for noxious industrial processes that generated power for the city.

Lake Union was a convenient receptacle for human

Lake Union Timeline

1973, Gas Works Park opens, winning the prestigious Award of Design Excellence for landscape architect Richard Haag.

1974, The first Duck Dodge is held – the summertime Tuesday night informal race of boats under sail on Lake Union, from catamarans to flatties.

❖ History Starts Here ❖

waste. After settlement, the population rose around the lake, and streams washed garbage, urine and feces into the lake. Industries built outhouses out over the lake for workers, and the houseboat and liveaboard population ran untreated sewage directly into Lake Union. In the 1950s, oral history documents the presence of visible, floating excrement on the lake's surface. At the same time that Lake Washington's beaches were closed because of similar pollution from residents ringing that lake, so also had Lake Union become a toxic soup as human and industrial wastes combined.

But the lake had also housed a series of refuse dumps, to which Seattle's garbage and trash were brought by wagon and then by truck for incineration. This by-

product was used to fill the lakeshore and wetlands. The lakeshore, particularly the marshy and shallow south end, became a backwater of derelict boats, barrels, tires and other junk.

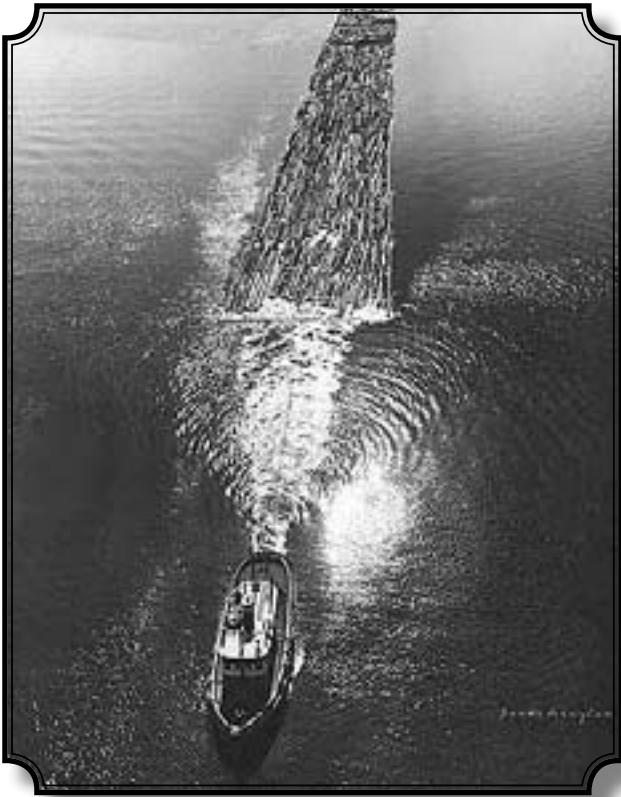
In 1906, the Seattle Gas Light Company opened a coal gasification plant on Brown's Point, at the north end of

the lake. The Gas Works, as it was called, was a smoky, dirty, smelly civic enterprise that generated gas to heat houses throughout north Seattle. When the wind blew to the west, the plant ash settled on fresh varnish and paint at boatyards on Lake Union's northwestern shore and stifled residents in Fremont. When the wind blew to the east, the ash pallid the sun for residents of Wallingford. The gas plant operated for 50 years, turning coal into gas, and closed in 1956, and then lay dormant for decades. Its reinvention as an award-winning city park both commemorates the lake's civic industrial past in the rusting machinery and provides a spectacular public portal to Lake Union and Seattle.

Lake Union fulfilled its civic role as a place for



Starting in 1906, the Gasworks supplied gas made from coal to north Seattle homes and businesses. The factory was shut down in 1956, and transformed into the award-winning Gas Works Park, opened to the public in 1975. Photo credit: MOHAI



For years, there was no easy or cheap way to move logs, coal and other resources from the east side of Lake Washington to Lake Union and Elliott Bay. The Seattle, Lakeshore and Eastern Railway began service in 1887, and the Lake Washington Ship Canal opened a water highway from the Cascades to Shilshole Bay in 1917. This 1955 Josef Scaylea photo shows a boom of logs under tow, in Lake Union. Photo credit: MOHAI

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Lake Union Timeline

1976, The first annual Lake Union Wooden Boat Festival is held.

1978, The City of Seattle converts 12 miles of former Seattle, Lakeshore, and Eastern Railroad tracks to create the Burke-Gilman Trail that runs from Gasworks Park to Kenmore.

❖ History Starts Here ❖

noxious but necessary public service industries. It was a convenient place to manufacture gas; likewise it was a convenient place to generate electricity. In 1914, Seattle City Light began construction of the steam plant on the southeast shore of Lake Union, to burn coal to make steam



During World War I, the University of Washington had a U.S. Navy training station on the shores of Lake Union. Before the camp closed in 1919, over 5,000 men had been trained there for both naval and naval aviation units. In this image, taken on the deck of a moored ship, four sailors use an unidentified training apparatus. They may be learning how to sight and position deck guns. Photo credit: MOHAI

to provide electricity to the growing city. In operation for sixty years, the Steam Plant was reinvented as a high tech research, development and production facility for the biotechnology firm Zymogenetics.

Lake Union's civic role has also been expressed through military uses. Arguments for the construction of the Lake Washington Ship Canal included an abortive plan to establish a Naval Academy of the West – a Seattle Annapolis – on the south shore of Portage Bay. Puget Sound is one of the three great West Coast harbors, and access to the lakes for U.S. Navy and Coast Guard ships was an important argument for the construction and funding of the Canal. In the early 1920s, the Sand Point Naval Air Station was under construction on the western shore of Lake Washington, and the United States Naval

Reserve Building – an armory and training center – opened at south Lake Union in 1941 to train generations of sailors, marines and reservists. During World War II, shipyards on both Lake Washington and Lake Union built for war, and Boeing's plant on the Renton shore of Lake Washington built and tested seaplanes for the U.S. Army Air Corps. The U.S. Coast and Geodetic Survey, and later NOAA, established a base on Lake Union as soon as the Ship Canal opened a pathway to the sea, and contracted with the Lake Washington Shipyards and Lake Union Drydock throughout the late 1920s and 1930s to build and repair survey ships. On the World War II homefront, Lake Union factories built for war, from trucks to ships to planes.



During the war years, South Lake Union was abuzz with activity both on land and on the water. This aerial picture shows the Armory building with a warship docked at the lake. Photo credits: MOHAI

Lake Union is a Maritime Lake

The word “maritime” suggests more than just waterborne – it refers specifically to the sea, to saltwater. Duwamish people participated in a canoe culture

Lake Union Timeline

1983, The Center for Wooden Boats moves to the south end of Lake Union.

1992, The Virginia V is designated as a National Historic Landmark Vessel.

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that ranged from the freshwater and saltwater canoes appropriate to lake, river and bay, to the wide-ranging canoe culture of Northern Indians. Many Native geographic names refer to waterborne experience, for instance, “Shilshole” for threading the needle, as a canoe entered the stream’s original small opening or “Enatai” for “on the other side,” of the Mercer Slough. In the 1850s, when Seattle was founded, the United States was a seafaring nation. Most of the earliest settlers of Seattle arrived in sailing ships and steamers – on whaling ships from New



Like modern freeways, Seattle’s lakes and waterways were the primary roads for commerce into and out of the city. Photo Credit: MOHAI

Bedford and the Cape Verde Islands, on Hudson’s Bay Company ships from England and Hawaii, on schooners from Portland and steamers from San Francisco. The U.S Navy first visited Puget Sound in 1841, linking Oregon Country into the cruising ground of the Pacific Squadron. Puget Sound’s treacherous currents and unpredictable winds made sailing ships impractical for meeting schedules, and settlers began to build small steamers at once. It was natural that they would do the same on Lake Union and Lake Washington. *The Linna C. Gray* and the *Maud Foster* were two of the earliest steam-powered workboats

Blanchard Built Boats



The Center for WOODEN BOATS



The Blanchard Boat Co., one of the many great boatyards in Seattle, was in operation from 1904 to 1969. Some of Seattle’s most prominent yacht designers began their careers as shipwrights at this yard, including Ed Monk, Ben Seaborn, and Bill Garden. Located on the North side of Lake Union, the Blanchard Co. built everything from dinghies to 100’ luxury motor yachts. Blanchard boats are still known throughout the West Coast for their grace and quality.



© 1994, J. Blanchard in Ketchikan on Lake Union. One of the many designs designed and built by the Blanchard Boat Co. during the 1910s and 1920s. The house for the owner stands on a hill overlooking the yard in Ketchikan which was used for sailing lessons and is available for rent.



Building of the 42' launch for the N.J. Blanchard Boat Co. 1910-1918. From Blanchard standing on the waterfront. The site has been the business district of Puget Sound for 100 years. The Blanchard yard was built by the Blanchard yard and built a series of boats that included yachts, launches, and motor boats. The yard was built by the Blanchard yard and built a series of boats that included yachts, launches, and motor boats.



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on the lake, foot ferries soon followed. Boatyards looked more like lumberyards than factories, as wooden boats were built from plans and offsets in cradles on shore, employing skills, lore and tools that passed from generation to generation.

When the Lake Washington Ship Canal opened, Lake Union's maritime experience was dramatically transformed. After 1917, it was not only possible to repair ocean-going ships that could fit through the Chittenden Locks, it was also possible to build such ships from scratch. Lake Union Drydock began building and repairing saltwater vessels of all kinds, and a host of boatyards built smaller craft. Among many others were the N.J. Blanchard Boat Company, which opened in 1905, the Vic Franck Company, opening in 1926 and Anchor Jensen's Motorboat Company in 1927. Building Lake Union dreamboats, elegant sailboats, hydroplanes, and inexpensive cruisers, the Lake Union boatbuilding industry both pioneered and kept alive rich traditions of craft and skill.

Seattle's fishing fleet made its home at Fisherman's Terminal, on Salmon Bay, providing safe haven for hundreds of vessels. Along the waterway between

Ballard and Lake Union, are located Crowley Marine Services and the headquarters of historic Foss Maritime. Along the northern shore of Lake Washington, the



Founded in 1889, the Foss Maritime story is a quintessential example of the American Dream: Thea Foss, a young Norwegian immigrant and her husband, Andrew, turned one rowboat into what eventually became a world class fleet of tugboats. Here the Foss tug Barbara motors along the waterfront in 1936. Photo Credit: MOHAI



For many years, commercial fishermen have kept their boats at Fishermen's Terminal, in Salmon Bay. In this photo, taken in about 1918, fishermen are checking and mending their gill nets. Photo Credit: MOHAI

Northlake Shipyard repairs a variety of ocean-going steel-hulled ships.

Today, a collection of historic ships calls south Lake Union their homeport, including the 1889 Oregon-built *Arthur Foss*, one of the oldest wooden tug still running on the West Coast, the 1904 New Jersey-built *Relief* or *Swiftsure*, a lightship stationed off Washington's coast in 1951, the Richmond Beach-built *Duwamish*, a 1909 fireboat, the *Wawona*, a three-masted 1897 lumber schooner and codfishing vessel, built in California, and long in service in Puget Sound, the troller *Twilight*, built at Fisherman's Terminal in 1933, and the *Virginia V* built in 1922, at Maplewood, a remarkable representative of Puget Sound's wide-ranging Mosquito Fleet. These ships and others represent many stories that link Lake Union to the sea, as a constantly changing population of boats and ships pass through the locks, to visit the lake.

Lake Union Timeline

2000, The City of Seattle acquires the Naval Reserve Building and five acres of surrounding land from the U.S. Navy.

2000, *Twilight*, a commercial salmon troller built in 1933, is donated to the Northwest Seaport collection of historic vessels.

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Lake Union is a Recreation Lake

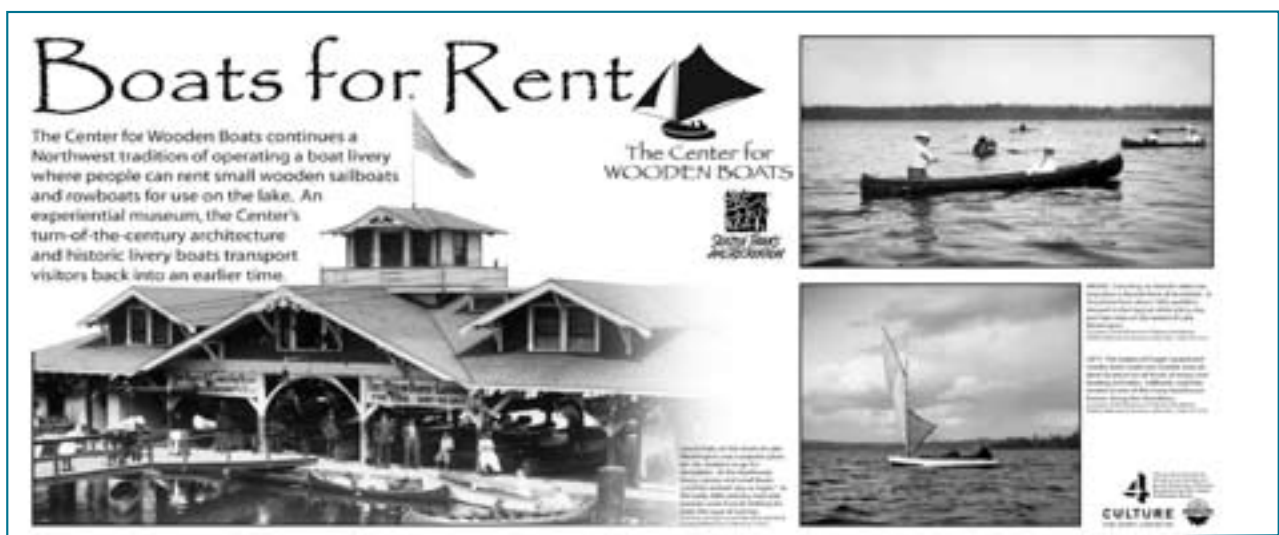
The lake has offered the pleasures of water and wind in every weather since humans first inhabited its shores. Watching the stars and moon by night over the lake, walking its shores under the trees of 150 years ago or along today's trail, the lake offers the calming beauty of water. On the lake, over time, people have enjoyed the water in canoes and rowboats, sailboats and kayaks, and powerboats of every sort.

One of the earliest photographs of Lake Union shows two ladies of the 1880s resting among the trees on the northwest lakeshore. They were strolling, perhaps picnicking, in their long dresses and elaborate hairstyles – they look like they are considering sketching the scene. On the opposite shore, Jensen's German Beer Garden offered lowbrow fun and relaxation at a stop on the streetcar line. Here Seattle families could come with a picnic lunch, and spend a Saturday or Sunday at a picnic table, drinking beer, listening to an oompah band, enjoying sunny weather and a beautiful view while the kids played on the lawn.

The city became conscious of Lake Union in the wake of Century 21 – standing on the artificial eminence of the Space Needle, locals saw their city through new eyes, the eyes of their visitors. While Gas Works had closed in 1956, it had simply shut down – by 1962, it was one of many eyesores on Lake Union, joining

dilapidated warehouses and wharves, closed factories and mills, in a neglected Seattle backwater. Between 1970 and 1985, the lake was dramatically re-imagined, and redevelopment began. Slowly, Lake Union became less a derelict post-industrial working lake, and more an urban amenity. Locals became increasingly conscious of scarce open space and the rare, precious opportunity to offer city residents blue skies and blue water in the heart of the city. Kites and kayaks, bicyclists and joggers found their way to spaces on Gasworks Hill and south Lake Union.

These are nine different ways to interpret one single history – the natural and human history of Lake Union. While each thematic section has selected people, places and events from the lake's historic narrative, none is exhaustive or conclusive. There is no historic topic that cannot be explored, using Lake Union as the framework: labor history, Native history, women's history, industrial history, economic history, history of race and ethnicity, maritime history, political history – like all local history, Lake Union's gives us the opportunity to take distant, difficult topics and make them personal and nearby. The opening of the Lake Washington Ship Canal placed Lake Union on a water pathway that led from the Cascade foothills through the lakes, to Puget Sound, to the Pacific Ocean and the world.



Lake Union Timeline

2007, 200 people gather to celebrate the erection of the Honor Pole at Lake Union Park, carved by the Tlingit tribe of Klawock, Alaska, a gift to honor the canoe carved by Saaduuts, artist-in-residence at The Center for Wooden Boats..

2008, The first section of the Cheshiahud Lake Union Loop Trail opens for walking and biking.

2010, Lake Union Park will be completed – 12 acres of green space in the heart of the city, adjacent to nearly 600 acres of blue space, the lake itself.

At-a-Glance: What's Next at Lake Union



Stephanie Bower, Architectural Illustration

At Lake Union Park's partner organizations provide an exiting range of events, exhibits, workshops, and recreational programming to engage visitors in the history, culture and recreational enjoyment of our region.

Highlights of what's to come ...

- Lake Union Park will provide rich interpretive materials for educators and park visitors and a wide range of opportunities for lifelong learning. The whole, magically stronger than the sum of its parts, offers a dynamic new civic resource in the heart of Seattle.
- At the Historic Ships Wharf a tugboat as old as the State of Washington will once again serve as an ambassador across Puget Sound, and restoration projects such as replacing the deck will prepare National Landmark *Lightship #83* for visitors aboard. With active ships like the *Virginia V* and visiting historic vessels, the park will be a signature location for getting aboard and one-of-a-kind experiences.
- In 2012, the doors of the landmark Navel Reserve Armory will open on the Museum of History & Industry's new regional history museum, an interactive experience that will bring Seattle's exciting story into the 21st century, connecting thousands of visitors each year with the power of history and its impact on the future. With a storied past, dramatic architecture, and stunning waterfront setting, the Armory is the perfect home for MOHAI's new museum and will help complete the dynamic cultural campus emerging at Lake Union Park. (For information, visit www.historyismoving.org.)
- United Indians of All Tribes will open the new Northwest Native Canoe Center on the shores of Lake Union. The Center will be a distinctive cultural resource, and will emphasize the importance of Native American culture as a precursor and modern participant in Seattle's history, and will also help connect urban Indians to the land and the water.
- The Center for Wooden Boats will open a new Education Center in the park to support its popular (and growing) programs and exhibits.
- The Northlake Wharf will transform the former county fuel dock at North Lake Union into an interpretive maritime activity center for community access.
- A comprehensive survey of the bottom of Lake Union will be well underway and add to Lake Union's emerging cultural identity.



