

THIS PLACE

VENTURE
SEATTLE, WA



ALL HANDS ON DECK

Launching the
Maritime Washington
National Heritage Area

THIS PLACE

Fall 2020

Volume 3, Issue 4

A publication of the Washington Trust for Historic Preservation

- 1 | **GET INVOLVED**
- 2 | **ALL HANDS ON DECK**
Launching the Maritime Washington National Heritage Area
- 4 | **TRIBAL JOURNEYS**
- 6 | **LADY WASHINGTON**
Exploring our connections to the world's oceans
- 8 | **MARITIME TRADES**
Sailmaking as a way of life
- 10 | **THE REBIRTH OF POINT HUDSON**
A treasure of the Salish Sea
- 12 | **TAYLOR SHELLFISH FARMS**
A leader in the production of oysters, clams, and mussels
- 14 | **GIG HARBOR GETS READY**
Gearing up for the new National Heritage Area
- 16 | **WORKING WATERFRONT**
Balancing marine trades with waterfront redevelopment
- 18 | **TACOMA'S HIDDEN TREASURE**
Telling the bigger story: past, present, and future
- 20 | **MAIN STREET MATTERS**
Stories from Coupeville
- 22 | **SAN JUAN ISLAND HISTORY**
The last remaining farm homestead in Friday Harbor
- 24 | **SHERMAN HOG BARN**
Preserving agricultural history of Ebey's Landing
- 26 | **IMPACT OF MAIN STREET**
- 28 | **VINTAGE WASHINGTON GOES VIRTUAL!**
- 30 | **WHERE IN THE WA**
- 31 | **SUSTAINING SPONSORS**
- 32 | **THANKS TO YOU**

Cover photo: Restoration work on the *Adventuress*. Photo by Elizabeth Becker.

BOARD OF DIRECTORS

President

Holly Chamberlain, Vancouver

Vice President

Jeff Murdock, Seattle

Secretary

Ginny Butler, Spokane

Treasurer

Paul Parker, Olympia

Board Members

Kalpa Baghasingh, Bellevue

Teresa Bendito-Zepeda, Wenatchee

Logan Camporeale, Spokane

Gideon Cauffman, Oak Harbor

Megan Duvall, Spokane

Horace Foxall, Seattle

Betsy Godlewski, Spokane

Patrick Hanley, Vancouver

Ryan Hester, Seattle

Claudia Kiyama, Langley

Paul Mann, Spokane

Joe McDermott, Seattle

Elizabeth McGree, Yakima

Anneka Olson, Tacoma

Nancy Ousley, Seattle

Alanna Peterson, Seattle

Clare Petrich, Tacoma

Marie Strong, Seattle

Michael Sullivan, Tacoma

Mary Thompson, Anacortes

David Timmons, Port Townsend

Stephanie Toothman, Seattle

Staff

Chris Moore,
Executive Director

Kristy Conrad,
Development Director

Breanne Durham,
Main Street Director

Alex Gradwohl,
Project Manager

Jonelle McCoy,
Main Street Specialist

Jennifer Mortensen,
Outreach Director

Cathy Wickwire,
Operations Manager

Contact

Washington Trust for
Historic Preservation

1204 Minor Avenue
Seattle, WA 98101

206-624-9449

info@preservewa.org

preservewa.org



GET INVOLVED



DECEMBER 15 Sivinski Holiday Benefit

There's no place like Zoom for the holidays! Although we can't celebrate with you in person this year, we wouldn't dream of ringing in the holidays without our annual Sivinski Holiday Benefit! Join us online to celebrate another year of preserving the places that matter in our state as we announce the 2021 recipients of the Valerie Sivinski Fund, our grassroots grant program. We'll broadcast live from the Stimson-Green Mansion, complete with our (in)famous live raffle. Plus, after the official program concludes, all attendees will be invited to join a special afterparty with trivia and mingling!

preservewa.org/holidays

CAREERS IN PRESERVATION

Preservationists can be found in a wide range of professional roles including design, planning, economic development, construction, engineering, government services, education, tourism, nonprofits, and more. To demonstrate how far-reaching preservation is and to provide inspiration for those who want to get involved, we've been hosting virtual career panels with accomplished professionals.

preservewa.org/learn-with-us

BEER SAVES BUILDINGS

We're taking Pints for Preservation online and want you to nominate your favorite local brewery, housed in a historic building, as one we should feature. Submit your suggestions at:

preservewa.org/beer

For more information about Washington Trust events or programs, please visit preservewa.org, or call our office at 206-624-9449.

A note from the Director:

As you all know, the world has been turned upside down by the COVID-19 pandemic. Unfortunately, we at the Washington Trust have had to make some difficult decisions due to lost funding and reduced revenue. For the time being, this will be the last printed edition of our *This Place* magazine.

We will continue to bring you stories from across our state through our digital media sources, so be sure to sign up for our email lists at: preservewa.org/email.

Historic preservation is more important than ever as we work toward economic recovery and keeping our communities rooted in their history. We're still here fighting for the places that matter, so that during this time of uncertainty—and after it ends—our historic and cultural spaces will be there for our communities.

As ever,

Chris Moore, Executive Director

ALL HANDS ON DECK

Launching the Maritime Washington National Heritage Area

By Alex Gradwohl, Project Manager

Diving into Washington's maritime culture requires picking up a few new words and phrases. Our state's coastal communities are steeped in unique terminology, phrases, and ways of speaking. At times, navigating these distinctions can feel like learning a foreign language: the difference between a schooner and a sloop, a bowline and a clove hitch, an Olympia and a Kumamoto oyster. But other water-based phrases have fully made their way into our shared vocabulary: "learning the ropes," "clammed up," "a rising tide lifts all boats."

The language of maritime heritage speaks directly to the rich, diverse, and long-standing cultures—both historical and present-day—along our saltwater shores. Their stories, like their language, are unique, but also broadly influential to our country's development and identity.

The towns, cities, ports, villages, and other communities along Washington's waterfronts are plentiful and complex, each with its own distinctive character and past. But there are also many threads that, like language, tie our state's saltwater coastline together: shared histories, traditions, trades, crafts, and ways of living. The Maritime Washington National Heritage Area aims to both strengthen these connections and celebrate the many unique stories along our state's shores.

What is the Maritime Washington National Heritage Area?

In 2019, Congress designated the Maritime Washington National Heritage Area along 3,000 miles of Western Washington's saltwater coastline. Stretching from Grays Harbor County to the Canadian border, the heritage area includes 18 federally recognized tribes, 13 counties, 32 incorporated cities, and 30 port districts, as well as innumerable harbors, inlets, peninsulas, island shores, and parks—all connected by the nation's largest ferry system and an extensive highway network. The connection with the sea has shaped communities here since long before roads and railroads were built, and water-based transportation, trade, industries, and ways of life continue to flourish in the present day.

National Heritage Areas (NHAs) are designated by Congress as places where natural, cultural, and historic resources combine to form a cohesive, nationally important landscape. Through their natural and manmade resources, NHAs tell nationally significant stories that celebrate our diverse, living heritage. NHAs build public-private partnerships to better tell the stories of these places and support communities in maintaining and sharing their unique resources.

By working with communities to determine how to make heritage relevant to local interests and needs, NHAs can support historic preservation, economic development, natural resource conservation, recreation, heritage tourism, and educational projects on the local level. Existing NHAs across the country have organized national tourism marketing campaigns, collaborated to create region-wide visitor tours and experiences, run grant programs, offered technical support, led preservation projects, created statewide curricula, and much more.

In short, NHAs build partnerships and share stories that are important to America's identity, past and present. The Maritime Washington NHA celebrates the water-based stories and cultures of our state's saltwater shores—boosting tourism, strengthening maritime industries, and finding new ways to collaborate and share resources.

Who's running this ship?

Although supported by the National Park Service, NHAs are unique in that they are locally run and completely non-regulatory. There is no change in ownership of land within the NHA, no added rules or regulations, and participation is completely voluntary. Local governments, tribes, organizations, and members of the public can join in as much or as little as they wish.

Each National Heritage Area is facilitated and implemented by a local group. For the Maritime Washington NHA, that's the Washington Trust for Historic Preservation. We're thrilled to be embarking on this new and exciting journey for our state's saltwater shores and can't wait to bring you aboard.



Above: Learning about maritime, hands on!
Photo by Elizabeth Becker.

Right: Canoes passing a shoreside welcoming crowd at Lummi, near Bellingham, while other canoes and paddlers lined up in the background await their turn to be greeted and granted permission to land during the 2007 Tribal Journey to Lummi. Photo from Philip H. Red Eagle.

Steering Committee

Over the past few months, the Washington Trust has convened a Steering Committee to help guide the planning of the Maritime Washington NHA. This committee includes members from across the region, representing a wide range of public agencies, private industries, heritage organizations, and other maritime groups. Meet the Steering Committee members at:

preservewa.org/mw-nha

How can I get involved?

Over the next year, we'll be working with coastal communities to chart a course for the Maritime Washington NHA. We'll collaborate with museums, tribes, counties, cities, ports, parks, industries, trades groups, preservationists, environmental advocates, chambers of commerce, recreational guides, boating organizations, tourism agencies, individual businessowners, and anyone else who helps care for and share the stories of our state's maritime culture.

This planning process will be a bottom-up effort, with local communities shaping the future of the NHA. This themed issue of *This Place* features stories from some of the partners we've already connected with, but we know there are more of you out there, so join us! Throughout the first half of 2021, there will be lots of opportunities for you to share your views and ideas through virtual workshops, surveys, social media, focus groups, and more. These collaborative efforts will culminate in a management plan, which will serve as a framework for how we'll work together. Our goal is to collaboratively create a plan and return it for public review by Fall 2021.

Want to know how you can help navigate the seas ahead? Current information about the heritage area is always available at preservewa.org/mw-nha, where you can also subscribe to our email updates for information about upcoming events and opportunities to get involved.

We can't wait to set sail on this new adventure with you. Anchors aweigh! 🚢



TRIBAL JOURNEYS

By Philip H. Red Eagle

4 What we now know as Tribal Journeys started back in the 1980s and culminated in what would eventually be called “The Paddle to Seattle” in 1989 for the Washington State Centennial. The Paddle was initiated, constructed, and completed by our Elder Emmett Oliver (Chinook/Cowlitz), who went to Governor Booth Gardner in the mid ‘80s and requested that there be Native American participation in the Centennial programming. The Governor gave Emmett the nod, and then Emmett began the return of the canoes and the beginning of Tribal Journeys.

In the now-famous “Paddle to Seattle,” multiple tribes carved big traditional canoes and paddled from the Suquamish tribal lands on Agate Pass to Seattle’s Golden Gardens Park. An immediate outcome of the Paddle to Seattle was a second canoe journey to Bella Bella in 1993. It was that journey that led to the development of a canoe protocol.

In 1994, Tom Heidlebaugh and I, along with other members of the Cedar Tree Institute—a cultural advocacy organization formed by Tom Heidlebaugh—began looking for a way to teach culture to the local tribes and other Native individuals in the area. We decided that the canoe should play a vital role in the development of this teaching program. Another, and stronger, element of the program would be the use of Traditional Ceremonies handed down by the elders of many of the tribes in the region. It would be these ceremonies that would bind the various tribes and tribal organizations into a contiguous movement toward traditional values and

processes. We also decided that these ceremonies and traditional practices would be placed in the canoe. The canoe would carry these practices and values and would teach the young people, and others who cared to learn, these elements.

We also decided that each journey should begin with a ceremony. During the ceremony, each person on a canoe journey must promise to conduct themselves according to the following Ten Rules of the Canoe, which were developed and presented in Tacoma at the Northwest Experiential Education Association Conference in 1990 by Tom Heidlebaugh and David Forlines:

Rule One: Every stroke we take is one less we have to make.

Rule Two: There is to be no abuse of self or others.

Rule Three: Be flexible.

Rule Four: The gift of each enriches all.

Rule Five: We all pull and support each other.

Rule Six: A hungry person has no charity.

Rule Seven: Our experiences are not enhanced through criticism.

Rule Eight: The journey is what we enjoy.

Rule Nine: A good teacher always allows the student to learn.

Rule Ten: When given a choice at all, be a worker bee—make honey!

The device for this ceremony is a copper ring necklace, and the ceremony is called the Copper Ring Ceremony. This copper ring is a constant reminder to each bearer of these ten rules. This “program” was first instituted in 1995 and 1996 while on a canoe journey titled the Full Circle Journey. This two-part journey around Key Peninsula started in 1995 with a paddle from the Skokomish Reservation to the Suquamish Reservation and concluded in 1996 with a second journey from Suquamish to Squaxin Island. There were three canoes and 50 participants on the first leg and seven canoes and 280 participants on the second leg. Ever since that journey, the Copper Ring Ceremony and the Ten Rules of the Canoe have remained a part of the annual Tribal Journeys. Tom Heidlebaugh died from cancer in 1997. I have made over 7,000 copper ring necklaces and conducted several hundred Ring Ceremonies since 1995.

Currently, after 25 years of annual journeys, there are up to 125 canoes and 10,000 participants arriving at each Hosting, meaning the ending site and ceremony for the annual journey. Over those years there have been 23 Hosts. Tribal Journeys was canceled in 2020 to meet safety precautions for COVID-19, but planning is underway for 2021. 🇺🇸



Above: Curt Hebron (left) and Danny Marshall (right) of Steilacoom carve a canoe named The Gift in 2007 at the Tacoma Sea Scout building on the Foss Waterway.

Upper right: Phil Red Eagle crafting copper ring necklaces in camp at the Paddle to Swinomish in 2011.

Middle right: Fifty hanging finished necklaces await presentation to paddlers.

Lower right: Native canoes crowded into the Hiram Chittenden Locks at Ballard, on their way from Puget Sound to Seattle’s Lake Washington, during the Paddle to Muckleshoot in 2006.



LADY WASHINGTON

Exploring our shared history and our connections to the world's oceans

By Richard Lauridsen, Development Officer, Grays Harbor Historical Seaport

We are Grays Harbor Historical Seaport, a 501(c)(3) educational nonprofit public development authority based in Aberdeen. For more than 25 years, we have provided hands-on educational opportunities for people of all ages and backgrounds aboard the tall ship *Lady Washington*. With a focus on teamwork and empowerment, our programs explore our shared history and our daily connections to the world's oceans.

Launched on March 7, 1989, the *Lady Washington* was built in Aberdeen by the Grays Harbor Historical Seaport as a full-scale replica of the original tall ship by the same name. *Lady Washington*, constructed as a brig (a two-masted rig with square sails),

was thoroughly researched by historians and traditionally constructed by skilled shipwrights. She was launched as part of the 1989 Washington State Centennial celebration. The new *Lady Washington* is a U.S. Coast Guard-inspected and certified passenger sailing vessel.

For over 25 years it has been our mission to provide educational, vocational, recreational, and ambassadorial activities and experiences that promote and preserve our maritime history. To reach our mission goals, we provide public engagement through K-12 educational experiences, hands-on tall ship sail training, and Merchant Mariner Credential workforce training. The *Lady Washington's* sailing route takes her up and down the Pacific coast of the U.S. Along the way, *Lady Washington* conducts regular public dockside tours and two- or three-hour adventure sails. These trips aim to give the public an experience of sailing as it has been done for hundreds of years and invites guests to join our crew in hauling lines and setting sails.

Our K-12 learning opportunities cannot be replicated in any classroom. Students board *Lady Washington* and are guided through the history of Pacific exploration and trade. Each year we engage thousands of students in our one-of-a-kind educational field trip: Voyage of Explorers. This hands-on maritime heritage program provides inquiry-based lessons that begin in the classroom and conclude with unforgettable activities aboard the tall ship.



Opposite: On the deck of the *Lady Washington*.

Right: The iconic *Lady Washington*. Photo by Rick Horn.



Our volunteer sail training program, Two Weeks Before the Mast (TWBM), is a 14-day crash course on life aboard a working tall ship. Participants live, work, and sleep on the vessel as a member of the crew while sailing and learning new skills each day. Many novice sailors who've participated in TWBM have gone on to become licensed captains and mates. Some join our crew to get up close and personal with history, to travel, or create lifelong friendships. Others join to start or grow their careers as professional mariners.

The Seafarer Collective (TSC) is a program of the Grays Harbor Historical Seaport with a mission of providing accessible learning platforms and career mentorship to aspiring professional mariners. TSC's three distinct educational paths are designed to support mariners at all stages of professional development. This program offers self-paced online courses, community industry panels, mariner mentorships, and U.S. Coast Guard licensing support.

Each TSC course is uniquely designed to prepare students for volunteer crewing opportunities onboard a variety of vessels. At the conclusion of their coursework, many Seafarer Collective students apply to the National Maritime Center to receive an entry-level Merchant Mariner Credential or Able Bodied Seaman Endorsement. Scholarships and grants are also available to qualified applicants in an effort to support equal access to TSC resources and learning pathways.

Through all of our public engagement, K-12 learning experiences, and maritime training programs, we seek to provide educational and recreational experiences that connect to our maritime history and the sea. Here at Grays Harbor Historical Seaport and aboard the *Lady Washington*, we look forward to the opportunities to benefit local communities and the partnerships with other maritime-related groups the Maritime Washington National Heritage Area will provide. ■

MARITIME TRADES

Sailmaking as a way of life

By Carol Hasse, Owner, Port Townsend Sails

I am blessed to love my work, cherish my community, and to have enjoyed 42 successful years making sails in the most beautiful place I can imagine: Port Townsend's Point Hudson Harbor.

I was inspired and encouraged by my family, my hometown of Camas, and the era in which I grew up to find the contribution I was meant to make in life. While dropping out of college to hitchhike alone through Europe and Turkey, hiking the Pacific Crest Trail from Oregon to Canada, and crewing on wonderful sailboats from the Columbia River to Mexico, Costa Rica, the Galapagos, and Hawaii might not have been the job search my parents had in mind, I eventually found what I was meant to do.

While Pacific cruising, I met many sailors who had built their own boats. I became determined to build a boat, too, and gain a trade in the process. Never mind that the only tools I'd ever seen or used were a hammer, wrench, and screwdriver. Once home from sea, I sought out friends I'd met as a "freshperson" at the University of Puget Sound. They were building a boat in Bellingham, and I joined the communal effort. The *Odyle*, our 47-foot Skookum ketch, was already well underway. My job was to help make her sails.

There is no sailmaking school; one must work for a sailmaker to learn the trade, and I was fortunate to get a job at Schattauer Sails in Seattle. Franz Schattauer, Master Sailmaker, earned his distinction through Germany's craft sailmaking guild. Despite my offshore miles, I still thought of sails as white

triangles. At the Schattauer loft, however, I learned how to make the Cape Horn worthy sails that have made Port Townsend Sails world-renowned.

After we completed our work, the *Odyle* sailed into Point Hudson in 1975 to join another communally built vessel, the *Moclips*. We had come to earn money for world sailing by working on a wooden power yacht that belonged to the man who then had the lease on Point Hudson. The charming 1930s Coast Guard buildings that surround the harbor were dilapidated and empty, and we set up shop and residence in many of them—for cheap.

Moclips' Sam Conner started a wooden boatbuilding shop on the bottom floor of the Armory Building, and I went to work upstairs making sails. Along with a handful of starry-eyed boatbuilders in the Boathaven, we became part of Port Townsend's nascent marine trades community and started the first Wooden Boat Festival and Foundation in 1978. I had swallowed the anchor (retired from sea service and settled down on shore) and, as secretary of the Wooden Boat Foundation Board, recorded our visions of a Point Hudson campus for lifelong learning of all things nautical. In 2005, the Wooden Boat Foundation merged with the Northwest Maritime Center, which has constructed a stunning facility at the harbor entrance. Point Hudson remains a home to the Wooden Boat Festival, year-round educational programs, a boat yard, many marine trades, and water-related businesses—complete with transient marina.

My work at Point Hudson has included training and employing over 30 sailmakers and making over 4,000 sails. It has enabled me to own a lovely wooden sloop (a one-masted sailboat) and allowed time for teaching sailing in the Northwest, Annapolis, and Tahiti. My work also involves sounding the alarm and rallying the troops whenever private development threatens our precious public harbor, its heritage buildings, maritime education opportunities, and marine trades. May Point Hudson always remain a treasure of the Salish Sea for mariners young and old! 🍷

Carol Hasse is a world-renowned sailmaker and the owner of Hasse & Company Port Townsend Sails, Inc. She is planning to retire in early 2021 after over 40 years as a sailmaker. Find Port Townsend Sails online at: porttownsendsails.com.



Above: Carol Hasse onboard her Nordic folkboat Lorraine.

Right: Storm staysail, created by Port Townsend Sails, on the Amel 53, heading from Point Hudson to Mexico.



Top: Sailmakers in the Port Townsend Sails sail loft working on a suit of tanbark (color) sails for a classic wooden boat out of Maine. From front: Alison Wood, Erica Georgaklis, and Lacey Capel. Erika is sitting on a sailmakers bench, a type of bench which is at least 300 years old.

Above: An asymmetric spinnaker with an inlaid dragon, made by Megan Hudson, maker of light air sails. Carol Hasse is pictured at front right.

THE REBIRTH OF POINT HUDSON

A treasure of the Salish Sea

By Eron Berg, Executive Director, Port of Port Townsend

The Point Hudson Marina and its surrounding upland district, at the edge of Victorian Port Townsend's downtown, are among the jewels of the Salish Sea. This historic marina and the century-old buildings that surround it—once a U.S. government quarantine station—have welcomed boaters for generations.

Over the last decade, however, the two jetties that shield the marina from southerly winds and storms have been battered to the point that storms combined with king tides can now sweep through the marina basin. In December 2018, such a storm required emergency workers to don life jackets in efforts to protect vessels. In addition, all elements of the crib-like jetties, which contain basalt rock within creosoted pilings tied together by cables, are failing. The buildings, mostly constructed in the 1930s, are in need of serious rehabilitation. Infrastructure that serves Point Hudson—roads and utilities—are strained by decades of steady use.

Port and partners stepping up

The Port of Port Townsend—the public agency responsible for not just Point Hudson but for two other marinas, a boat yard, an airport, several boat ramps, and other facilities crucial to the economic vitality of Jefferson County—is stepping up to the task so Point Hudson remains a safe haven for future generations of boaters, workers, and the general public. It is a daunting task, given that replacement of the jetties alone is estimated to cost \$14.7 million, but the importance of Point Hudson to the Port Townsend

and Jefferson County communities, along with boaters from all over the region, is undisputed.

As just one example, for more than 40 years Point Hudson has served as the home of the annual Wooden Boat Festival. For the 51 weeks of the year when Point Hudson is not jammed with wooden boats, it offers more than 50 slips to visiting boaters and additional slips to iconic vessels such as the *Martha* and the *Adventuress*, and it is the home port for the Puget Sound Express, a boat touring company, which offers a link to the San Juan Islands.

Point Hudson's national importance has been recognized by its inclusion in the new Maritime Washington National Heritage Area (MW-NHA). The Washington Trust for Historic Preservation envisions Point Hudson as a vibrant, year-round center of maritime activity and is partnering with the Port toward its rehabilitation to enhance the substantial activity that already occurs at the site.

The Port has launched a robust plan for Point Hudson, and almost every government entity in Jefferson County has signed on as a partner including the City of Port Townsend, Jefferson County, the Jefferson County Public Utility District, and the Jamestown S'Klallam Tribe. Every major non-profit in Jefferson County is also joining, including the Northwest Maritime Center (host of the Wooden Boat Festival), the Jefferson County Chamber of Commerce, Economic Development Council Team Jefferson, the North Olympic Development Council, the Port Townsend Marine Trades Association, the Marine Science Center, and the Port Townsend Main Street Program.



The jetties

The Port has hired Mott MacDonald Engineering to create a design for the replacement of the jetties. The south jetty, which takes the brunt of storm damage, is in the worst shape and is the first project in the proposed timeline. The planned replacement resembles the original historic structure but substitutes steel pipe for creosoted logs and adds harder rock. Thanks to an affirmative vote last November by Jefferson County taxpayers, funds for design work come from the Port. The total project exceeds Port financial resources and the Port is working hard to locate other resources. If successful, the jetty rebuild could be completed in 2022 or 2023.

Historical and cultural resources

Artifacts Consulting has been hired to document Point Hudson's historic and cultural resources in advance of the later phase of work targeted at the historic buildings and surrounding upland area. Since time immemorial, the beach spit and once swampy ground now home to the marina were used by and home to the S'Klallam people. Since European settlers arrived in the 1850s, several generations of buildings have come and gone. The Washington Trust for Historic Preservation will be deeply involved in this aspect of the project and will assist in identifying funding sources to support rehabilitation efforts through the newly created Maritime Washington National Heritage Area.

Above: Aerial view of Point Hudson, just northeast of downtown Port Townsend. Photo from the Jefferson County Chamber of Commerce.

Above right: Damaged jetty at Point Hudson. Photo from Frank Fujimoto.



Inclusion in the MW-NHA brings several benefits to the rehabilitation efforts for Point Hudson. Already, it has helped to mobilize the partnerships necessary to take this long-needed rehabilitation from vision to reality. The MW-NHA has served as a crucial catalyst for collaboration, serving as a facilitator for diverse interests from government entities to nonprofits to local tribes.

We look forward to the new opportunities the MW-NHA will bring in sharing the stories of Point Hudson with a wider audience. Partners throughout the heritage area will work to increase maritime-related tourism, appreciation for our coastal communities, and maritime storytelling through joint marketing, interpretation, and other collaborative efforts. The Port of Port Townsend looks forward to working with our friends along the saltwater coast to collectively "raise all boats" and celebrate our vibrant, living maritime culture as part of the MW-NHA. 🐟

TAYLOR SHELLFISH FARMS

A national leader in the production of oysters, clams, and mussels

By Bill Dewey, Director of Public Affairs, Taylor Shellfish Farms

The Taylor family has been farming oysters in Washington for five generations. After trying his hand at ranching in Arizona, the Taylor family's great-grandfather J.Y. Waldrip moved to Western Washington in the 1880s where he fell in love with oyster farming in Puget Sound. J.Y. Waldrip created a legacy now run by the family's fourth and fifth generations that has carried on for more than 100 years and has become the largest producer of farmed bivalve shellfish in the United States.

Like J.Y., the fourth Taylor family generation, Bill and Paul Taylor and their brother-in-law Jeff Pearson, are modern-day shellfish farming pioneers. They, along with their children and 500+ employees, have modernized shellfish production and built national and international markets for high-quality shellfish on a scale previously unrealized. Over the past three decades they have expanded production beyond oysters and Manila clams to include the iconic geoduck clam, mussels, and a variety of specialty half-shell oysters. The Taylor family has oyster bars in Seattle, Bow, and Vancouver, B.C., and builds their own boats and farming equipment at their headquarters in Shelton.

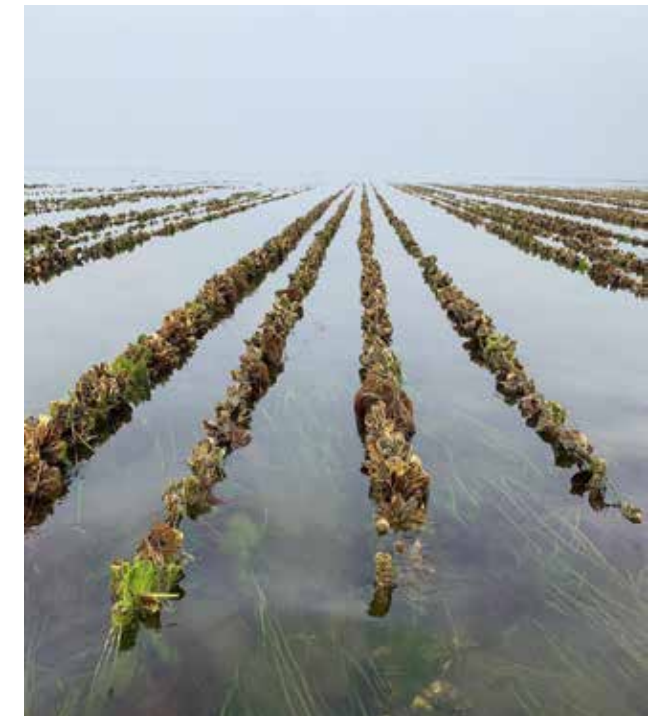
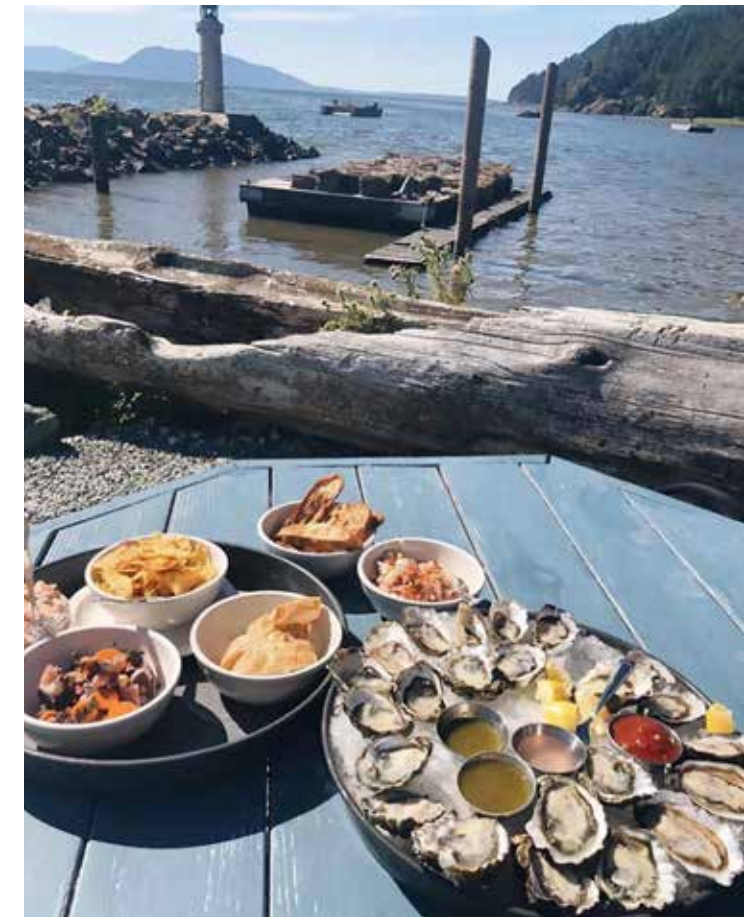
Taylor's shellfish begin their lives as microscopic larvae swimming in tanks in hatcheries on the Hood Canal and in Kona, Hawaii. After a few weeks at about

a quarter of a millimeter in size, they settle out of the water and transition to nurseries until they get up to the size of a pinky nail. At that point they are large enough to plant on the 14,000 acres of tidelands Taylor Shellfish owns or leases in Washington. How shellfish are grown depends on many factors such as tidal elevation, storms, bottom substrate, species, and the final product form desired (e.g., shucked oyster meat for stews and pan frying or single oysters in the shell for eating raw or barbecuing). Small specialty oysters and mussels are the fastest crops, growing for 12-18 months, while geoduck takes the longest at five to six years.

Shellfish farming is inseparable from Washington's history and maritime heritage. Washington leads the country in farmed shellfish production, and Puget Sound has been a major contributor to the industry since the late 1800s. Shellfish farming has influenced land ownership and legal codes since 1895, when the state encouraged the growth of the industry by passing laws allowing the sale of tidelands into private ownership specifically for the purpose of farming oysters and, later, other types of shellfish. Those laws are unique to Washington and have been foundational to the success of the Taylors and others in the shellfish industry.

The oyster also played an important role in securing Olympia as the state capital. After Washington became a state in 1889, the question of where the capital was to be located was hotly contested, with plenty of competition amongst cities from across the state. Olympia, which had been the territorial capital, launched a campaign of public meetings on the east side of the state to win votes. They wrapped up each of those public meetings with an oyster dinner, which drew lots of publicity. When Olympia won the election, the oyster dinners were given credit, and from then on, the native oysters were known as Olympia oysters.

The establishment of the Maritime Washington National Heritage Area is a tremendous opportunity to share the role shellfish played historically and continue to play today in Puget Sound. A great place to experience this and learn more is at Taylor's Samish Oyster Bar and Shellfish Market at 2182 Chuckanut Drive in Bow. This is a historic working farm where you can observe farm-related activities, learn from informational kiosks, tour a demonstration plot at low tide, as well as enjoy some of their fantastic shellfish with your favorite beverage. If you are not able to visit in person, you can always order shellfish online at buy.taylorshellfishfarms.com.



Top: Seafood at Taylor's Samish Oyster Bar and Shellfish Market in Bow along Chuckanut Drive.

Above: Acres of oysters growing as far as the eye can see in Samish Bay.

Upper left: Picking up the manila clam harvest in Samish Bay in the Janet.

Left: Harvesting Manila clams in Little Skookum Inlet.

buy.taylorshellfishfarms.com

GIG HARBOR GETS READY

Gearing up for the new Maritime Washington National Heritage Area

By Stephanie Lile, Executive Director, Harbor History Museum and Mary DesMarais, Executive Director, Gig Harbor Downtown Waterfront Alliance

Saws buzz and hammers bang on the Gig Harbor waterfront, just as they have for more than a hundred years. With maritime preservation projects underway at the Harbor History Museum, Gig Harbor BoatShop, and Skansie NetShed, it's easy to see how maritime heritage shaped today's Gig Harbor. Modern businesses have helped keep that heritage alive as well, including Arabella's Landing and Gig Harbor Marinas, both occupying sites of early logging and boatbuilding businesses.

As the region looks to its new National Heritage Area status, making the case for national significance of our local history is at the forefront. The Harbor History Museum has recently received a Save America's Treasures Grant from the National Park Service for the restoration work being done on the 1925 wooden purse seiner (a fishing boat that uses a special type of net), the *Shenandoah*. This, coupled with major funding from the Washington State Heritage Capital Projects Fund, is not only restoring an iconic Gig Harbor-built fishing boat, it has inspired the creation of a whole new maritime gallery.

This new gallery will interpret the long fishing tradition in Puget Sound as well as the innovation and adaptation of maritime industries through local craft such as *Thunderbird Hull #1*, the

Squally-Severtson Canoe, passenger and car ferries, and other small boats used for transport and trade.

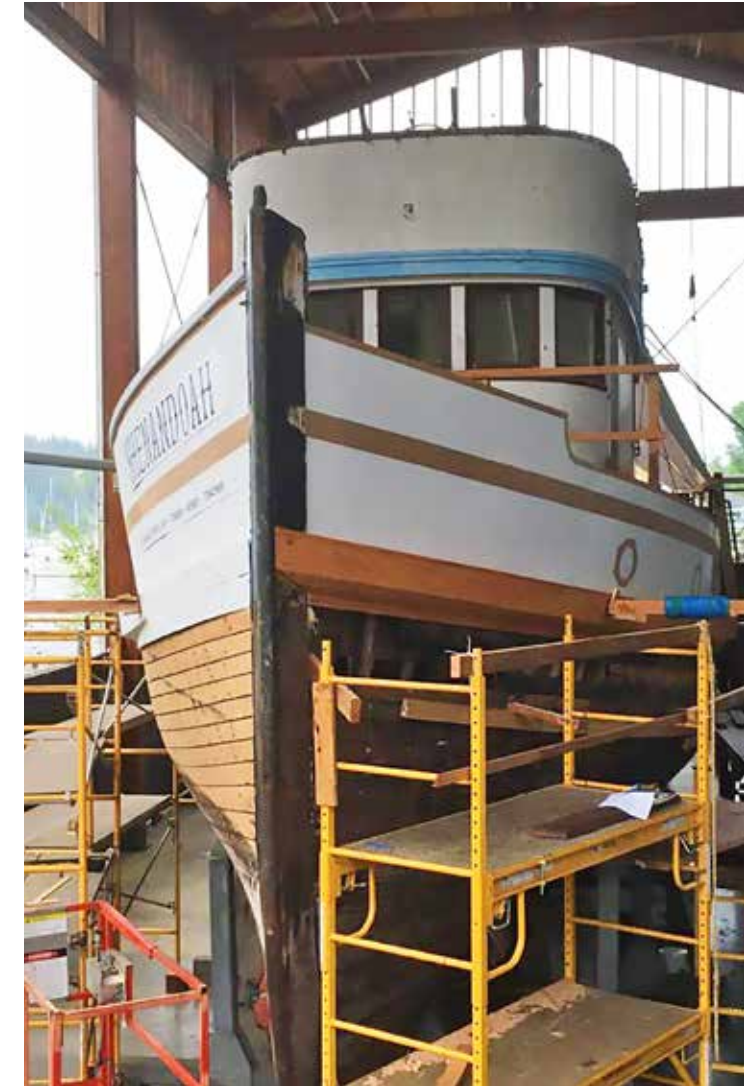
Down the waterfront from the museum is the Gig Harbor BoatShop, dedicated to teaching boatbuilding and restoration. The BoatShop has worked hard to maintain the traditional boatyard use of the building and site that is now a city park. With a small livery of restored launches and rowboats as well as classes and workshops, the BoatShop preserves skills and processes unique to our Northwest maritime heritage.

Dotting the Gig Harbor waterfront are several interesting structures known as netsheds. Some 19 netsheds line the waterfront, with two now being designated as historic structures within city parks. The most recent netshed restoration can be found at Ancich Park, along with a wonderful installation of tiles etched with the names of local fishing boats and their skippers.

Downtown, next to Jerisich Dock in Skansie Park, is the much-loved Skansie Netshed. Interpreted for the public by the Skansie NetShed Foundation, the netshed has been preserved much as it was used by the Skansie brothers Antone and Vince. Special programs at the netshed, like "Fish Like a Girl," bring little-known history to life for residents and visitors alike.



Gig Harbor's Main Street Program, the Gig Harbor Downtown Waterfront Alliance, is a strong community partner that recognizes the importance of Gig Harbor's maritime heritage and helps promote all of the aforementioned efforts. Even in this time when COVID-19 has shuttered so many visitor sites, Gig Harbor is quietly preparing for all the possibilities of coordinated programming and promotion that the new Maritime Washington National Heritage Area will bring. From "tree to sea" and "sea to table," our heritage and natural resources are inextricably linked. Gig Harbor's museum and heritage sites are poised, like salmon waiting for the removal of a dam. The time has come to celebrate and share our incredible stories of immigration, innovation, and preservation. 🐟



Above left: The new maritime gallery planned to house the *Shenandoah* at the Harbor History Museum.

Above right: The *Shenandoah* under restoration.

Right: The historic Skansie Netshed in downtown Gig Harbor.

WORKING WATERFRONT

Balancing marine trades with redevelopment on the Bellingham waterfront

By Deb Granger, Program Manager,
Working Waterfront Coalition of Whatcom County

On the shores of the Salish Sea, at the gateway to the San Juan and Canadian Gulf archipelagos, sits Bellingham, a town of 100,000 people. With its vibrant maritime and commercial fishing economy, Bellingham has embraced and is proud to share its significant maritime economy, heritage, and culture.

With the closure of Georgia Pacific's large pulp mill over a decade ago, citizens anticipated new development on Bellingham's waterfront. However, to ensure that our skilled workers—including commercial fishermen, boatbuilders, fitting and repair workers, and all those whose labor contributes to the maintenance of a vibrant waterfront—were not ousted in the face of impending gentrification, the Working Waterfront Coalition of Whatcom County formed in 2015.

With over 130 active members, the coalition works to preserve and promote the economic vitality of the working waterfront to all the citizens of Whatcom County. To better understand the value of that economic contribution, we co-sponsored an economic impact study with Western Washington University's Center for Business and Economic Research. This study found that Whatcom County's maritime sector contributes over 6,000 jobs and makes up 7% of our county's workforce.

Our coalition is comprised of members from six categories: manufacturing/boatbuilding, commercial fishing, seafood processing, marine trades, charter/broker/passenger boats, and marine chandleries. These members work collaboratively with the Port of Bellingham to secure a place at the



Opposite: Bellingham waterfront with Mount Baker. Photo by Tore Ofteness.

Left: American Seafoods factory trawler unloads product at the Bellingham Cold Storage facility.

Below: Reefnet fishing near Lummi Island.



table in decisions regarding our waterfront uses. This collaborative work and advocacy succeeded in reducing rental rates for marine trades companies. Additionally, we are partnering with the port to provide updated recommendations for the required "Comprehensive Scheme of Harbor Improvements"—a mandated planning process. While the waterfront redevelopment effort at the former Georgia Pacific property remains a work in progress, the coalition continues to ensure that the balance of marine trades with the proposed redevelopment efforts provides authenticity, vibrance, and continued economic energy to our waterfront and region.

Additionally, the coalition formed the Whatcom Working Waterfront Health Trust, a statewide association health plan, offering quality health plans to Washington maritime companies. To address the workforce needs of our companies, we also formed the Whatcom Working Waterfront Foundation, a 501(c)(3) entity to provide worker education and training programs in the form of scholarships to Bellingham Technical College and the soon-to-be-launched Marine Service Technician Apprenticeship Program.

We are also excited to announce the fall kickoff of the Bellingham Docks Market which will provide our local fishermen with the opportunity to sell their healthy, quality seafood to local people direct from their boats or in shoreside stalls. The opportunity for our community to come down to the water's edge, wander through the harbor, shop the docks, visit with fishermen, and purchase this delicious immune-boosting protein source provides a win-win as we all contend with the COVID-19 pandemic during the winter months.

With an active all-volunteer board and representative decision-making, the coalition continually seeks opportunities to position our maritime sector and waterfront as a vibrant economic engine. Because a bluff separates Bellingham's downtown core from the waterfront, our residents are often unaware of the bustle and energy that happens in our boatyards and waterfront. The coalition partnered with the port to create and install seven permanent interpretive signs offering pedestrians information about the types of commercial fishing boats and more. Quarterly newsletters, social media, and events such as Blue Drinks and Bellingham SeaFeast also help tell the story of our working waterfront members and their families.

The Working Waterfront Coalition has accomplished much in our five short years and looks forward to working collaboratively with the Maritime Washington National Heritage Area. We also look forward to working with many interested citizens to shine a spotlight on our exciting maritime heritage and culture. To learn more, please visit our website, whatcomworkingwaterfront.org, check us out on social media, and stay tuned for more waterfront wonders. 🐟

TACOMA'S HIDDEN TREASURE

Telling the bigger story: past, present, and future

By Brent Mayson, Executive Director, Foss Waterway Seaport

The Foss Waterway Seaport occupies the last remaining section of Balfour Dock—a once nearly mile-long, continuous heavy timber frame warehouse that defined Tacoma's waterfront for almost a century. Built in 1900, the remaining 350-foot-long portion of the dock straddles the shoreline immediately beneath Tacoma's downtown. Originally designed and built in the bridge-building language of 19th-century railroad engineering, this remaining portion now supports the largest maritime heritage and education center on the West Coast.

Foss Waterway Seaport celebrates Tacoma's rich maritime heritage—past, present, and future—through a range of exhibits, events, and programs. Exhibits within the Seaport are designed to showcase the history of the region and the life residing in and around its waters.

Puyallup People: First on the Waterways allows visitors to walk through a snapshot of the many changes that the Puyallup Tribe has experienced in the past two centuries. From the land on which they have long settled to the maintenance of their fishing

rights, this exhibit explores the ever-changing world of the Puyallup people.

Where Rails Met Sails celebrates the Northern Pacific Railroad and its impact not only on Tacoma but the entire Puget Sound region. A major renovation of this exhibit is planned for 2021.

The exhibit on *Balfour Dock* explores the history of Tacoma's waterfront warehouses. Visitors can learn about the longshoremen who once worked along the docks, see the tools they used in their daily labors, and witness the transformation of the building that now houses Foss Waterway Seaport. This exhibit is also scheduled for major renovations in 2021.

The Seaport's humpback and fin whale skeletons are sure to wow and amaze. Visitors can stand next to a real fin whale skull (a whopping 17 feet longer than the average human skull) and get a sense for how big these majestic animals really are.

The Pacific Northwest is world famous for the delicious salmon and other fish that come from the Pacific Ocean. The *Sport and Industry Fishing* exhibit provides visitors the chance to see the tools used by industry and sport fishermen alike.

When cities began to form along the coast, entrepreneurs saw an opportunity. Swarms of buzzing steamboats could be seen across the water, ferrying people and goods between the growing Puget Sound communities, and quickly gained a nickname: the Mosquito Fleet. From model ships to helmsmen's wheels to the men and women who worked the boats, *Mosquito Fleet: The Ferry Fleet of South Puget Sound* lets visitors walk through this brief but bustling period of history.

Renowned for their fine lines, beautiful finish, and nearly identical builds, the canoes built by the Willits Brothers earned a place among other local legends of Puget Sound. See these stunning Willits Brothers canoes up close and personal, catch a peek of the only non-canoe boats ever built by the brothers, and learn more about the methods that they used to craft these immaculate vessels.

The Foss Waterway Seaport Heritage Boat Shop is an active workspace where volunteers of all skill levels preserve the integrity of historic boats, build small watercraft, and learn traditional woodworking skills. As stewards of the maritime history of Tacoma and Puget Sound, the shop prides itself on preserving the techniques of various regional boatbuilders. A major renovation of the boat shop is underway this fall. Visitors are always welcome to visit, ask questions, and join the team!

Tacoma, like most of Western Washington, has been shaped by its maritime heritage. From the Puyallup Tribe to the Mosquito Fleet to the legendary Willits canoes, maritime history is about telling the bigger story: one that brings together old and new, the Pacific and Puget Sound, large craft and small. The Seaport, along with other museums and the Maritime Washington National Heritage Area, aims to engage more of the public and better share the history, drama, and excitement of our maritime heritage. 📌



Above top: The Foss Waterway Seaport Museum.

Above middle: Historic photo of stacks of wheat in the Balfour Dock building.

Above lower: The present-day cavernous interior of the former Balfour Dock building, now the Foss Waterway Seaport Museum.

Left: Interpretive panels from the exhibit Puyallup People: First on the Waterways.

STORIES FROM COUPEVILLE

By Kathy Baxter, President, Coupeville Historic Waterfront Association

From the time of earliest human settlement, the Salish Sea has been the carrier of goods and people, hopes and dreams. Coupeville in Central Whidbey is located on Penn Cove, one of the first calm harbors you will reach once you have come through the Strait of Juan de Fuca. It is no accident that Front Street, which sits at the water's edge, became the commercial center of the island as ship captains built houses and set up trade here, supplied by the farms on Ebey's Prairie.

By the early 1900s, before there were bridges or ferries connecting Whidbey to the mainland, a robust fleet of private boats made regular stops in Coupeville. Flat bottom boats would come into the cove, pull up to the buildings, and wait for low tide when they would rest on the sand. The Kingfisher Bookstore on Front Street still has its original loading doors on the lower level water side. The loading doors would swing open, and the shopkeeper would throw out a plank to unload

the boat. With the rising tide, the paddle-wheeled boats would set off again. The water teemed with these boats. One newspaper man wrote, as he looked out on the cove, that the boats were so thick they looked like mosquitoes swarming on a pond. From then on, these boats were known as the Mosquito Fleet.

On a foggy morning in 1922, with 80 passengers aboard, the steamship *Calista* set out for Seattle. The *Hawaii Maru*, on her way into port, collided broadside with the *Calista* nearly severing the *Calista* in two. Knowing that if he stopped, the *Calista* would immediately go down, the captain of the *Hawaii Maru* continued on, pushing the *Calista* for another 28 minutes, giving all on board a chance to climb the rigging, get onto lifeboats, or board the tug that had come to the rescue.

The Sherman family were on board the *Calista* that day, bound for Seattle to see a play. After the collision, they boarded one of the lifeboats but became tangled in the davit—the small crane system



that suspended and lowered lifeboats. Luckily, Grandpa Sherman took out his pocket knife and was able to cut them free. Thanks to Grandpa Sherman's quick thinking, they were in their seats in time for the play that evening—although when asked later, they admit that they didn't remember much about the play itself. To this day, all of the Sherman offspring receive a pocket knife with strict instructions to keep it sharp! We thank our dear departed storyteller and historian Roger Sherman for this story.

Today, Front Street in Coupeville is the darling of history buffs, with three major restoration projects currently underway. Meg and Brad Olson's Kingfisher Bookstore will feature their cargo door when their restoration is complete. (You might also want to look for the outhouse suspended off the back of the building.) The old Coupeville Cash Store is being restored from tip to toe—owners Von and Barbara Summers have dedicated themselves to a project that will present a faithfully restored historic face to the street. The Granville Haller House, which was listed as Most Endangered by the Washington Trust in 2013, is an ambitious project of Historic Whidbey undergoing a complete reconstruction and restoration. Largely untouched since the 19th century, it stands at the end of the business district as a sentinel of the past. When complete, it will house exhibits of the Haller family's time in Coupeville, as well as an old-time mercantile and soda fountain.

The pride and determination of these owners have been met with generous support from the community, the Friends of Ebey's Landing National Historical Reserve, and the Governor of Washington. The Coupeville Historic Waterfront Association also proudly supports these efforts through our Historic Waterfront Facade and Preservation Grant Program.

Through this COVID-19 season, our merchants and restaurants have worked hard and thoughtfully to open their doors safely and with health protections in place so that our visitors can experience a little touch of those early settler times as they stroll the streets of historic Coupeville. We look forward to welcoming you to historic Coupeville and to all the opportunities that the Maritime Washington National Heritage Area will bring to our region. 🍷

Opposite: Hybrid of historic and present-day views on Coupeville's Front Street. Image courtesy of the Trust Board of Ebey's Landing National Historical Reserve, University of Washington Libraries Special Collections, and Jeri Goldstein.

Above: Historic photos of the steamship Calista before and after her sinking.

Below: The original loading doors of the now Kingfisher Bookstore on Front Street.

Bottom: The historic Haller House under renovation by Historic Whidbey.



SAN JUAN ISLAND HISTORY

A step back in time to the last remaining farm homestead in the town of Friday Harbor

By Kevin Loftus, Executive Director, San Juan Historical Museum

The San Juan Historical Museum is located in the historic seaport town of Friday Harbor on San Juan Island, honored by the National Trust for Historic Preservation as a Destination of Distinction in 2008. The San Juan Historical Society, established in 1961, operates the San Juan Historical Museum which has been welcoming and educating residents and visitors alike on its campus since 1966. The museum was established with a generous donation of property that had once been the core of the James and Adeline King Farm, Friday Harbor's last remaining homestead farm.

The mission of the San Juan Historical Society and Museum is to share and interpret the story of the peoples of San Juan Island. We collect, exhibit, and preserve for future generations historical data and artifacts illustrating the rural heritage of San Juan Island. In recent years we have fostered a relationship with the Samish Nation and feature artifacts representative of what their forebears had used. Additionally, exhibits of 19th and early 20th century life on the island include photographs, furnishings, and memorabilia from island pioneers of European descent.

A recent grant from the Washington Trust for Historic Preservation's Valerie Sivinski Fund made possible the replacement of the cedar shingle roof and chimney restoration on the 1894 King Farmhouse, the most significant of several historic

buildings on the museum campus. While the work has been completed, gratitude for this investment in historic preservation is ongoing.

The James and Adeline King homestead was established in the 1880s and grew to encompass 445 acres for dairy cattle, sheep, and orchards with about 300 pear and apple trees. Today, as a museum campus, it includes eight buildings. Four are original to the farmstead, including the farmhouse, carriage house, milk house, and stone storage house for root vegetables and fruit. An additional four buildings complete the collection: the 1891 Scribner Cabin, 1894 San Juan County Jail, Etta Egeland Resource Center, and a modern barn which houses the Museum of History and Industry (MHI), a "museum within a museum."

The Scribner Cabin was relocated from its original location on private property outside of town, and the County Jail, also relocated, once stood next to the County Courthouse. Both were brought to the museum to preserve the buildings and the stories they can tell about San Juan Island history. The MHI interprets and exhibits the living history of four industries that shaped and sustained San Juan Island for generations: fishing, farming, logging, and limestone quarrying and processing. The logging and limestone exhibits are available for exploration now, while the farming and fishing exhibits are currently under development.



Ongoing research by dedicated volunteers in the Etta Egeland Resource Center ensures that more island stories will be collected and preserved and that the archival collection of 5,500 images will continue to grow.

Annual community events held on the grounds have included Island Rec's Music on the Lawn summer concert series and the Kiwanis Pig War Picnic. Group tours for school children and senior centers help fulfill outreach goals to visitors of all ages coming from mainland communities around Washington State and beyond. Additional visitors from across the country often come to the museum as part of the Road Scholar educational travel program.

The San Juan Historical Society and Museum looks forward to representing a distinct island culture of resilience within the new Maritime Washington National Heritage Area and to sharing historical stories from the people and industries of this island surrounded by the Salish Sea. ■

Above: Road Scholars visiting the museum campus.

Left: An elementary school class field trip.

Below left: The annual Pig War Picnic.

Below right: The King Farmhouse during the recent roof replacement.



Heritage Barn Grants

SHERMAN HOG BARN

Preserving the agricultural history of Ebey's Landing

By Cheryl Engle, Owner, Sherman Hog Barn

Several years ago, I applied to the Heritage Barn Grant Program to rehabilitate the barn my father, Wilbur W. Sherman, built in 1942. Constructed using lumber torn down from the barracks at Fort Ebey, the barn is 200 feet long and 60 feet wide. Dad originally used the barn to raise hogs, and in the ensuing years, the barn also housed sheep, turkeys, cattle, and squash. In 1973, my husband and I took over the farm operations using the barn for cattle. Cattle are very hard on barns and the barn is old, so lots of repairs were needed.

In 2007, we applied for and received a Heritage Barn Grant to restore the barn, most importantly replacing beams and siding. Since the original interior was made with rough cut 1x12 lumber, we had to find someone with a saw mill to cut the siding for the interior. We used shiplap siding to replace any sections on the exterior that had rotted out. Once the shell of the barn was repaired, we began the arduous task of fixing 208 windows. The windows were in terrible shape, but with the help of a neighbor, daughters, and grandchildren, we repaired all 208 of them. Some windows were replaced as needed, some were repaired, and all were painted.

The next issue with the barn was the roof. Two layers of shingles under a metal roof allowed

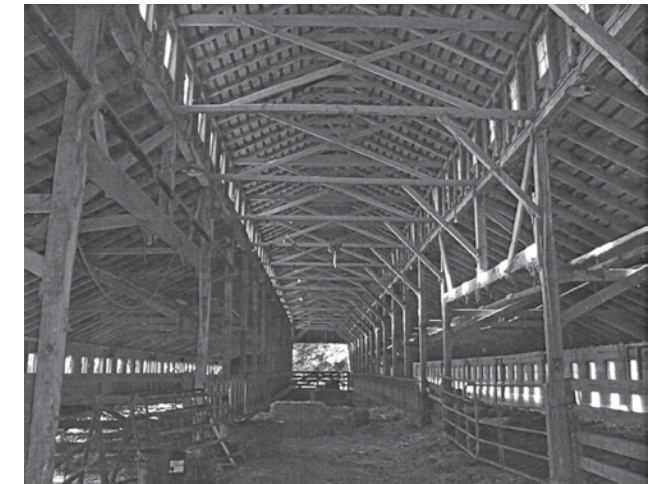
enough space for a rodent problem. In 2018, I wrote a proposal for the Ebey's Forever Grant Program and received \$10,000 towards repair of the roof. The same year, I wrote another matching grant proposal to the Heritage Barn Grant Program and received additional funding. The project was an exercise in patience for everyone. The year was extremely wet and not safe to do the barn roof repair, and then the original contractor backed out of the project. Finding another contractor was quite a task, but we finally found a team that was willing to accomplish the task of removing the old shingles and then put the metal back up on the roof.

I am grateful that I have been able to use the grants available through Ebey's Landing National Historical Reserve and the Washington State Department of Archaeology & Historic Preservation. It is important to keep the old barns that embody the history of our farming communities in the best condition possible. 🍷

The Heritage Barn Initiative is a program of the Department of Archaeology & Historic Preservation (DAHP) and is managed by the Washington Trust for Historic Preservation. For more information, please visit: dahp.wa.gov/heritagebarngrants.

Right: Interior of the Sherman Hog Barn.

Below: Removal of old roofing materials in process at the Sherman Hog Barn.



Above: View of the Sherman Hog Barn from Hill Road before rehabilitation in 2007.

Left: Sherman Hog Barn at Ebey's Landing National Historical Reserve.

THE IMPACT OF MAIN STREET

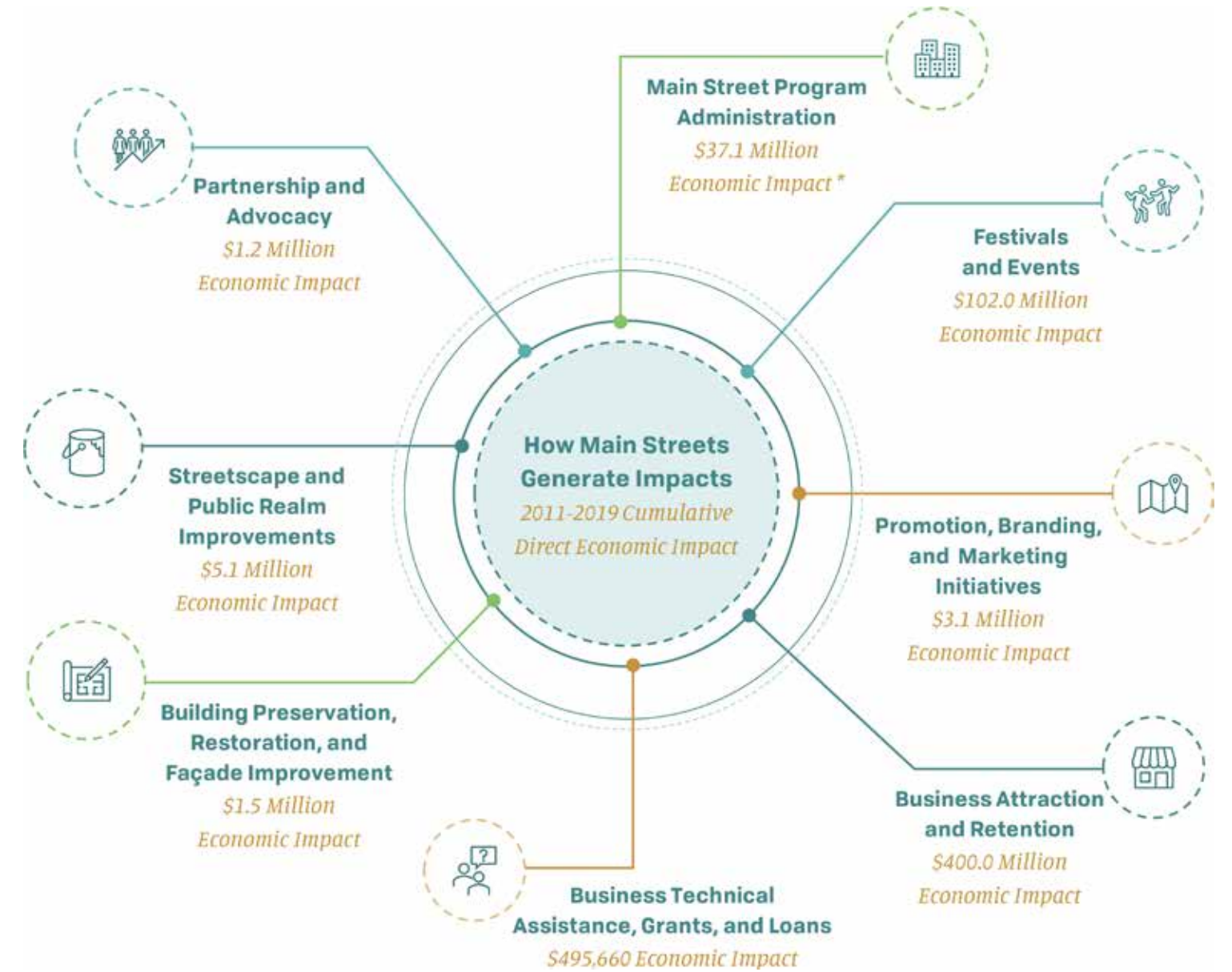
By Breanne Durham, Main Street Director

In 2019, the Washington Trust commissioned a study of the impact of the Washington State Main Street Program (WSMSP), managed by the Washington Trust in partnership with the Department of Archaeology & Historic Preservation. The findings, released in July 2020, paint a detailed and data-driven picture of the tremendous economic, fiscal, and community impact of Main Street in Washington State.

Washington's Main Street Communities are charged with the tall order of helping to transform communities, celebrate historic character, and

revitalize local economies. In keeping with the Main Street Approach, their programmatic efforts generate substantial positive economic, fiscal, and community impacts in their local communities and across the state.

Main Streets create a sense of community and vibrant, healthy, interconnected neighborhoods. Many of Main Street's key objectives—such as preservation or placemaking—are built into their programmatic efforts. These community and social benefits help make Washington's Main Street Communities desirable places to work, visit, and live.



Main Streets foster strong local economies. Since 2011, the Washington State Main Street Program (WSMSP) helped generate an additional \$550.3 million in sales for Main Street businesses across the state, supporting 6,405 jobs at such businesses when accounting for business-to-business transactions and employee spending. WSMSP brings 8,537 jobs, \$397.7 million in salaries, and \$821.7 million in sales to the state.

The positive impact on economic activity generates additional state tax revenue. The increased business growth and revenue generated in Main Street Communities create sales tax, property tax, and other types of revenues for the state. In fact, this additional revenue exceeds the state's annual state expenditures for WSMSP. For every dollar the state has allocated to the program, the economic activity generated in Main Street communities has generated \$1.58 back to the state in tax revenues. Between 2011 and 2019, WSMSP has received \$18.3 million (2019 dollars) in state funding and has generated \$28.9 million (2019 dollars) in additional state tax revenues.

All that said, Main Street goes far beyond numbers. Much of WSMSP's programmatic focus is less about economic activity and more about building strong, livable communities. The total impact of Main Street includes historic preservation, downtown vibrancy, and community pride.

WSMSP serves 65 towns and cities across the state, 34 of which are the focus of this study due to their robust nonprofit operations, tracking of reinvestment statistics, and participation in the Main Street Tax Credit Incentive Program.

Opposite: Main Street Community collage with images from Chelan (upper left), Yakima (lower left), Pasco (center), Olympia (upper right), and Bellingham (lower right).

VINTAGE WASHINGTON GOES VIRTUAL!

By Kristy Conrad, Development Director

With 2020 officially the year of the “pivot,” our annual Vintage Washington went virtual for the first time in its history—which enabled participation by guests from across the state, the nation, and even the world, resulting in record-breaking attendance!

The event, which every year shines a spotlight on the work of our Most Endangered Places advocacy and showcases important preservation projects across Washington State, took place via Zoom on September 10. Serving as our Vintage Washington virtual hosts were Executive Director Chris Moore and Outreach Director Jennifer Mortensen, with support from board members Holly Chamberlain and Patrick Hanley. The program kicked off with an inspirational message from Representative Derek Kilmer, who celebrated recent preservation wins and urged guests to continue fighting for the places that matter in Washington State.

While 170 attendees from across the globe tuned in, many of them sipping on Most Endangered Mules and Vintage Old Fashioneds—signature event cocktails provided by our friends at Kaspars Catering—we highlighted several important campaigns from our Most Endangered Places program. Two incredible saves were the focus of much

celebration. Tacoma’s Elks Temple, originally listed as a Most Endangered Place in 2003, was reopened in April 2019 as a hotel, performance venue, and bar/restaurant complex after a spectacular renovation by McMenamins. The Valley Schoolhouse in Stevens County, added as a Most Endangered Place in 2017, was successfully relocated to the Valley Fairgrounds in July 2020 in a herculean moving project that saw the Schoolhouse trucked down a state highway amidst utility companies, volunteers, and fascinated onlookers. For their work helping save the Valley Schoolhouse, movers Jeff Monroe and Don Shaw were presented with a Washington Trust Honor Award.

Three additional Most Endangered Place campaigns were highlighted as “in progress.” The LaCrosse Rock Houses and Station in Whitman County, which date from the 1930s and were added to the Most Endangered Places list in 2016, have been partially restored by the nonprofit LaCrosse Community Pride, who hope ultimately to create a heritage museum and Ice Age floods center at the site. Another campaign, led by Historic Seattle and other partners, is working to #SaveTheShowbox, one of Seattle’s preeminent music venues which was added to our Most Endangered Places list in 2019.

The effort has garnered nationwide attention and led to The Showbox’s official designation as a City of Seattle landmark, though the building will not be saved from demolition until a preservation-friendly buyer is confirmed. Lastly, the campaign to save Holy Rosary, an iconic fixture of Tacoma’s skyline, has been bolstered by successful fundraising led by our local partner Save Tacoma’s Landmark Church, but the Archdiocese has not withdrawn their intention to demolish the church and local leaders are now beginning a multi-year evaluation of local parishes to determine the fate of Holy Rosary.

The Vintage Washington program was also the occasion for the announcement of two new additions to our Most Endangered Places list. The first addition is the 1888 former railroad-boom hotel known as St. Elmo’s in Palouse, nominated by the Friends of St. Elmo’s organization. A cornerstone of Palouse’s Main Street, St. Elmo’s was threatened with demolition when the current owners found rehabilitation of the building more expensive than anticipated, but those owners have agreed to put the building back on the market in the hopes of finding a buyer who can help save it. The second addition to our Most Endangered Places list is The Chancery in the Riverside Historic District of Spokane, nominated by Spokane Preservation Advocates. Originally built in 1910 from designs by famed architect Kirtland Cutter, The Chancery served as headquarters first for the Western Union Life Insurance company and subsequently for Spokane’s Roman Catholic Diocese, but its current owners are presently evaluating redevelopment scenarios for the block on which the building sits. The Washington Trust is committed to working with both projects to try to find solutions to save these important historic sites.

Altogether, our first-ever virtual Vintage Washington was a tremendous success, drawing attendees from across Washington State, across state lines (North Carolina! Michigan! California!), and even across international borders (Australia! India!) and raised more than \$17,000 in support of our ongoing Most Endangered Places advocacy work. We’re grateful to the many members, board members, sponsors, donors, and other guests who were in attendance and whose kind words and gestures of support mean so much to our preservation efforts. If you missed the live event, check out the recording on our YouTube page at youtube.com/preservewa. If you were unable to attend and donate the day of, you can always make a donation at preservewa.org/donate.

Next year’s Vintage Washington fundraiser will also be virtual and held in May 2021. We look forward to seeing you all then for more updates on campaigns to save Washington’s Most Endangered Places! 🍷



Opposite: Our Vintage Washington hosts (left) and special guest Derek Kilmer (right).

Right: The two newly listed Most Endangered Places, The Chancery in Spokane (upper) and St. Elmo's in Palouse (lower).



A special thanks to our Vintage Washington sponsors:



preservewa.org/donate

WHERE IN THE WA

By Cathy Wickwire, Operations Manager

Little did we know that the photo in our Summer 2020 issue of *This Place* would generate the most responses of any historic resource ever featured, with most responding for the first time! Although maybe it shouldn't be a surprise since the object featured turned heads from the moment it was launched in July of 1935. Bob Kopperl of Seattle was the first to identify the rusted remains of the once great vessel, the *M/V Kalakala*, or "flying bird" in Chinook Jargon. Bob also knew that the City of Kirkland had purchased this portion with its distinctive portholes along with several others. Doug Henry of the Migizi Group, Inc., in Bothell added that the *Kalakala* had sadly been dismantled in 2015 with portions of it saved and sold. Correct guesses soon followed from John McDonagh of Port Townsend, Kelsey Doncaster of Yakima, Tia Scarce of Edmonds, Don Glickstein of Seattle, and Jo Cowling of Shelton. Don also related that the pieces owned by the City of Kirkland are awaiting a public art project for the Cross Kirkland Corridor trail in remembrance of the *Kalakala* having been built in Kirkland.

Ken Johnsen of Kirkland not only sent in a correct guess but provided photos of the *Kalakala* before and after its demise. He identified the portion in the photo as having been salvaged from the front of the *Kalakala*, just below the wheelhouse, and noted

that additional major parts can be found at Salty's restaurant near Alki Beach in Seattle. It's fitting that Louisa Malatos of Seattle sent in the final guess because of her family's connection to the company that built it. Louisa is a great-granddaughter of Joshua Green, who first made his fortune in the Puget Sound shipping and ferries industries before turning to banking. He sold his interest in the Puget Sound Navigation Company in 1927, after which time it became known as the Black Ball Line.

It was Alexander Peabody of the Black Ball Line who purchased the burned-out hull of the ferry *Peralta* in 1933 and had it towed from its original home in San Francisco to the Lake Washington Shipyards in Kirkland for its dramatic Art Deco redesign. From its launch in 1935 to its last days with the Washington State Ferries in 1967, the *Kalakala* is thought to have carried some 30 million passengers before being auctioned off to an Alaska owner for use in the fish processing and packing industry. It was there that Seattle sculptor Peter Bevis first saw the *Kalakala* in 1985 and determined to bring her home. Although the vessel was successfully towed to Seattle in 1998 and arrived to great fanfare, multiple efforts to ensure its preservation over the next 16 years were ultimately unsuccessful. Sadly, it proved more popular as salvage and scrap material than as a floating vessel, but hopefully, it will live on in these remnants. For more information on the storied history of the *M/V Kalakala*, visit HistoryLink at historylink.org/File/312.

Kirkland can be visited virtually on our Revisiting Washington website as a side trip of the Teanaway to Seattle portion of the Idaho Line to Seattle Tour.



Above: The *Kalakala* in the last year of her life while stored in Tacoma's Hylebos Waterway. Photo from Kenneth G. Johnsen.

Right: Washington map from the RevisitWA app showing the Kirkland side trip (in blue) that is part of the Idaho Line to Seattle Tour (in red).



revisitwa.org/tours

2020 SUSTAINING SPONSORS

The work of the Washington Trust would not be possible without the generous support of our sponsors. Interested in joining our sponsor ranks? Contact Development Director Kristy Conrad at 206-624-9449.

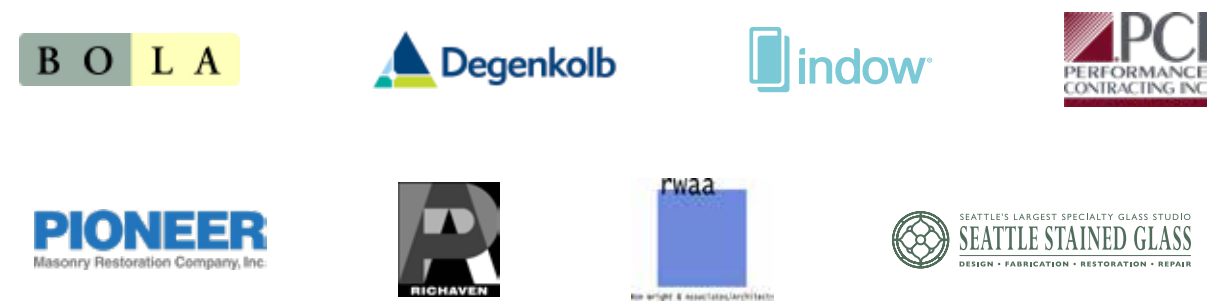
Gold (\$5000+)



Silver (\$3000-\$4999)



Bronze (\$1500-\$2999)



Advocate (\$750-\$1499)



THANKS TO YOU

Only through membership dues and contributions is the Washington Trust able to accomplish our mission to help preserve Washington's historic places through advocacy, education, collaboration, and stewardship. The Board of Directors and staff sincerely thank those who contributed this past quarter:

Preservation Circle (\$1000+)			
Judy Barbour, <i>Seattle</i> Jon Beveridge, <i>Snohomish</i> Laura Brisbane, <i>Lynden</i> William G. Burnett, Jr., & Ruth C. Burnett, <i>Medina</i> Ginny Butler, <i>Spokane</i> Allison Campbell & Jason Loan, <i>Tacoma</i> Jon & Mary Campbell, <i>Walla Walla</i> Rochelle Campbell, <i>Tacoma</i> Jennifer & Phil Carter, <i>Seattle</i> Holly Chamberlain & Charles Mitchell, <i>Vancouver</i> Bruce & Sarah Chapman, <i>Seattle</i> Anne Fennessy, <i>Seattle</i>	Hank & Lisa Florence, <i>Walla Walla</i> Betsy Godlewski, <i>Spokane</i> Susan Goff, <i>Olympia</i> Karen Gordon, <i>Seattle</i> Laura B. Gowen, <i>Bainbridge Island</i> Pam & Jay Green, <i>Seattle</i> Bert Gregory, <i>Seattle</i> Gee & Janet Heckscher, <i>Gig Harbor</i> Ryan Hester & Kara Main-Hester, <i>Seattle</i> Adam Hutschreider, <i>Seattle</i> Douglas Ito, <i>Shoreline</i> Harold & Mary Donn Jordan, <i>Greenwood, VA</i>	Claudia Kiyama & Guillermo Gonzalez, <i>Langley</i> John & Pat Lantz, <i>Gig Harbor</i> Gretchen Luxenberg, <i>Freeland</i> Paul & Janet Mann, <i>Spokane</i> Martin Smith Inc., <i>Seattle</i> Bill & Colleen McAleer, <i>Seattle</i> Joe McDermott, <i>Seattle</i> The McGregor Company, <i>Colfax</i> Miller Hayashi Architects, LLC, <i>Seattle</i> Tom & Sue Moore, <i>Portland, OR</i> Jeffrey Murdock & Mathew Albores, <i>Seattle</i>	Nancy Ousley & Carla Anderson, <i>Seattle</i> Alanna Peterson, <i>Seattle</i> Janet & Paul Rogerson, <i>Bellingham</i> Dan & Elaine Say, <i>Seattle</i> David Strauss & Judith D. Swain, <i>Seattle</i> Steve Stroming, <i>Issaquah</i> Marie Strong, <i>Seattle</i> Michael Sullivan, <i>Tacoma</i> Mary & Dick Thompson, <i>Anacortes</i> Stephanie Toothman, <i>Seattle</i> Lydia & Jose Vila, <i>Lake Forest Park</i> Virginia Voorhees, <i>Seattle</i> Maggie Walker, <i>Shoreline</i>

EVERGREEN MEMBERS			
Brian Anderson, <i>Tacoma</i> Christopher Bradley, <i>Graham</i> Toni Doane, <i>Vashon</i>	Karen Gordon, <i>Seattle</i> Kristen Griffin, <i>Coupeville</i> Matt & Abby Inpanbutr, <i>Seattle</i> Diana James, <i>Seattle</i>	Reuben McKnight, <i>Vashon</i> Jennifer Meisner, <i>Seattle</i> Linda & Larry Milsow, <i>Spokane</i> Ann Roseberry, <i>Richland</i>	J. Todd Scott, <i>Seattle</i> Kelsey Wildstone, <i>Burien</i> Eugenia Woo & Alex Baker, <i>Seattle</i>

MEMBERSHIP CONTRIBUTIONS

Patron (\$500-\$999)	Advocate (\$250-\$499)	Contributor (\$100-\$249)	Nonprofit Level (\$75)	Individual (\$10-\$50)	Household (\$51-\$99)
Judy Barbour, <i>Seattle</i> Susan Goff, <i>Olympia</i> Pierce County Landmarks & Preservation, <i>Tacoma</i>	Laura Allen, <i>Spokane</i> Kelly Clark, <i>Hansville</i> Adam Hutschreider, <i>Seattle</i> MarLen Kaiser, <i>Seattle</i> Lawrence Kreisman & Wayne Dodge, <i>Seattle</i> Frank & Maureen Santoni, <i>Sammamish</i> W. Preston Woodall, Jr., D.O., <i>Tacoma</i>	City of Burlington, <i>Burlington</i> City of Ellensburg, <i>Ellensburg</i> City of Port Townsend, <i>Port Townsend</i> Lani Doely, <i>Seattle</i> Kyle Elliott, <i>Seattle</i> Linda Floyd, <i>Portland, OR</i> Edwin Garretson Jr., <i>Uniontown</i> Harrison Goodall, <i>Langley</i> Tim & Addy Hanley, <i>Spokane Valley</i> Hartline Betterment Organization, <i>Hartline</i>	Cashmere Museum & Pioneer Village, <i>Cashmere</i> Commencement Lodge #7 Knights of Pythias, <i>Dupont</i> Downtown Walla Walla Foundation, <i>Walla Walla</i> Eugenia Woo & Alex Baker, <i>Seattle</i>	Nancy Anderson, <i>Gearhart, OR</i> Jeanette Bader, <i>Vancouver</i> Phyllis Beaumonte, <i>Renton</i> Kim Bishop, <i>Seattle</i> Mark Blitzer, <i>Seattle</i> Jane Brahm, <i>Mercer Island</i> Lois Crow, <i>Seattle</i> Char Eggleston, <i>Roseburg, OR</i> Mark Fabich, <i>Seattle</i> Don Glickstein, <i>Seattle</i> James Grafton, <i>Seattle</i> Patrick Hall, <i>Everett</i> Rod Hanna, <i>Everett</i> Michael Housley, <i>Tukwila</i> Robin Jacobson, <i>Friday Harbor</i> Brian Kamens, <i>Tacoma</i> Sheila Klokkevold, <i>Soap Lake</i> John Munroe, <i>Seattle</i> David Nicandri, <i>Tumwater</i> Thomas Pagano, <i>Tacoma</i> Tiffany Picotte, <i>Spokane</i> Bridget & Paul Piper, <i>Spokane</i> Carolyn Priest, <i>Waitsburg</i> Raymond Rast, <i>Spokane</i> Joann Roomes, <i>Coupeville</i> Janice Rutherford, <i>Eugene, OR</i> Ann Sharley, <i>Spokane Valley</i> Holly Taylor, <i>Burton</i> Steve Walker, <i>Bellingham</i> Joan Walters, <i>Bainbridge Island</i> J. Russell Whalen, <i>Seattle</i>	Gerald Hansmire, <i>Seattle</i> Paul & Marcene Hendrickson, <i>Dayton</i> Diana & Les Kutas, <i>Sammamish</i> Jeffrey Ochsner & Sandra Perkins, <i>Seattle</i>

ADDITIONAL GIFTS

Youth Heritage Project	Vintage Washington	General Support
Lummi Indian Business Council, <i>Bellingham</i>	Nicole Abercrombie, <i>Seattle</i> Alexander Birmingham, <i>Kirkland</i> JoAnna Birmingham, <i>Redmond</i> Jeff & Robin Conrad, <i>Middleton, ID</i> Michael Davis, <i>Seattle</i> Julie Dougherty Winger, <i>Coupeville</i> Nancy Finegood, <i>Eaton Rapids, MI</i> Hank & Lisa Florence, <i>Walla Walla</i> Taylor Graham, <i>Vancouver</i> Patrick Hall, <i>Everett</i> Adam Hutschreider, <i>Seattle</i> Darcey McAllister, <i>Newberg, OR</i> Katie McVicar, <i>Seattle</i> Tracy & Eric Pozil, <i>Seattle</i> Rafn Company, <i>Bellevue</i> Shawn & Amy Reiersgaard, <i>Snoqualmie</i> Swenson Say Faget, <i>Seattle</i> Trevina Wang & David Hasenstab, <i>Seattle</i> Eugenia Woo & Alex Baker, <i>Seattle</i>	Conner Anderson, <i>Seattle</i> Authentic Restoration Services, Inc., <i>Spokane</i> Kalpa Baghasingh, <i>Bellevue</i> Feliks Banel, <i>Seattle</i> Margot Blacker, <i>Ojai, CA</i> Boeing, <i>Seattle</i> Vanver Brown, <i>Seattle</i> Patrick Burke, <i>Seattle</i> Michael Cady, <i>Seattle</i> Rochelle Campbell, <i>Tacoma</i> Logan Camporeale, <i>Spokane</i> Holly Chamberlain & Charles Mitchell, <i>Vancouver</i> Bruce & Sarah Chapman, <i>Seattle</i> Jeffrey Dayton, <i>Garner, NC</i> Toni Doane, <i>Vashon</i> April Doiron, <i>Port Orchard</i> Lindsay & Megan Duvall, <i>Spokane</i> Char Eggleston, <i>Roseburg, OR</i> Anne Fennessy, <i>Seattle</i>

Michael Flannery & Dean Lynch, <i>Spokane</i> Horace Foxall Jr., <i>Seattle</i> Steve Franks, <i>Beaverton, OR</i> Paul Gleeson, <i>Port Angeles</i> Betsy Godlewski, <i>Spokane</i> Mariah Hanley, <i>Seattle</i> Patrick Hanley, <i>Vancouver</i> Craig Holstine, <i>Tumwater</i> Jim & Jerri Honeyford, <i>Sunnyside</i> Julie Hourcle & Richard Paynter, <i>Longview</i> Larry Johnson, <i>Seattle</i> Claudia Kiyama & Guillermo Gonzalez, <i>Langley</i> Gina Knoke, <i>Olympia</i> Robert Mack, <i>Tacoma</i> Patrick McCutcheon, <i>Ellensburg</i> Cara McDermott & Scott Gardner, <i>Seattle</i> Elizabeth & Mike McGree, <i>Yakima</i> Daniel Miles, <i>Seattle</i> Linda & Larry Milsow, <i>Spokane</i>	Joanne Moyer, <i>Spokane</i> Allison & Tom Munch-Rotolo, <i>Pullman</i> Jeffrey Murdock & Mathew Albores, <i>Seattle</i> Anneka Olson & Clayton Aldern, <i>Tacoma</i> Blair & Janet Paul, <i>Langley</i> Alanna Peterson, <i>Seattle</i> Andrew Phillips, <i>Seattle</i> Grace Pleasants, <i>Anchorage, AK</i> Katie Pratt, <i>Port Orchard</i> Sharon Provins, <i>Seattle</i> Janet & Paul Rogerson, <i>Bellingham</i> Dan & Elaine Say, <i>Seattle</i> David Shockley, <i>Spokane</i> Daniel Shotton, <i>Seattle</i> Dennis Strickland, <i>Seattle</i> Steve Stroming, <i>Issaquah</i> Michelle Weaver, <i>Seattle</i> Westerly School of Long Beach, <i>Long Beach, CA</i>
--	--

This publication has been financed in part with Federal funds from the National Park Service, Department of the Interior administered by the Washington State Department of Archaeology & Historic Preservation (DAHP). However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior or DAHP nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or DAHP. This program received Federal funds from the National Park Service. Regulations of the U.S. Department of Interior strictly prohibit unlawful discrimination in departmental Federally Assisted Programs on the basis of race, color, national origin, age, or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C Street, NW, Washington, D.C. 20240.

Join the Washington Trust for Historic Preservation as a member and help save the places that matter in Washington State!

Your membership supports our work in advocating for Washington's historic and cultural places, revitalizing historic downtowns through the Washington State Main Street Program, and offering educational and experiential programs that inform and inspire new audiences to join the preservation movement.

Individual and corporate memberships are available at a variety of price points, and annual membership fees are fully tax-deductible! Questions? Email Development Director Kristy Conrad at kconrad@preservewa.org.

Membership Benefits:

- Complimentary tour of the historic Stimson-Green Mansion for member and guest.
- Advance invitations & discounted admission to events like RevitalizeWA, VintageWA, and the Sivinski Benefit.
- Access to rent the Stimson-Green Mansion for private events and meetings.
- Access to scholarship funding to attend Lobby Day in Washington D.C. (as available).
- Access to Valerie Sivinski Grants (as eligible and pending a competitive process).
- A tax deduction—the Washington Trust is a 501(c)3 nonprofit organization.

Membership Levels: *(Please select one)*

Individual / Household:

- \$50 Individual
- \$75 Household
- \$100 Preservation Contributor
- \$250 Preservation Advocate
- \$500 Preservation Patron
- \$1000 Preservation Circle
- Other \$ _____

Nonprofit / Corporate / Government:

- \$75 Nonprofit Organization
- \$100 Preservation Contributor
- \$250 Preservation Advocate
- \$500 Preservation Patron
- \$1000 Preservation Circle
- Other \$ _____

Corporate sponsorship opportunities with additional benefits are available beginning at \$750. Contact us for more information.

Students, seniors, and those on a limited income, we graciously appreciate any amount you are comfortable contributing.

Member Information

Name(s) _____

Company/Org. Name (for organizational membership) _____

Address _____

City/State/Zip _____ Phone _____

Email _____

Additional Giving

In addition to my membership, enclosed is a gift to the Washington Trust of \$ _____ to:

- support the Most Endangered Places program
- provide Valerie Sivinski Fund grants
- maintain the historic Stimson-Green Mansion
- assist the area of greatest need
- other: _____

The Washington Trust welcomes tax-deductible gifts of stock or other securities, whether they have appreciated or declined in value, and we are able to work directly with your broker or financial advisor to facilitate the gift. As always, we suggest that you consult with your independent financial, tax, or legal advisor for specific help with your particular situation before you proceed with such a donation. Contact us for more information.

Payment Information

I am enclosing a check payable to the **Washington Trust for Historic Preservation** or WTHP

Please bill my credit card: Master Card Visa

Card # _____ Expiration Date _____ CV2 Code _____

Billing Address _____

Signature _____

My employer will match my gift *(please send form from employer)*

Or join online at:
preservewa.org/membership



WASHINGTON TRUST
FOR HISTORIC
PRESERVATION

1204 Minor Avenue
Seattle, WA 98101

Non-Profit Org.
U.S. Postage
PAID
Seattle, WA
Permit No. 3063

Sivinski Holiday Benefit

There's no place like Zoom for the holidays

Join us online to celebrate another year of preserving places that matter in our state as we announce the 2021 recipients of the Valerie Sivinski Fund, a grant program that funds grassroots preservation projects.



We'll broadcast live from the Stimson-Green Mansion—complete with our annual raffle—and after the official program concludes, attendees will be invited to join a special afterparty with trivia and mingling!

December 15 - 5:00pm

Purchase your event and raffle tickets today: preservewa.org/holidays