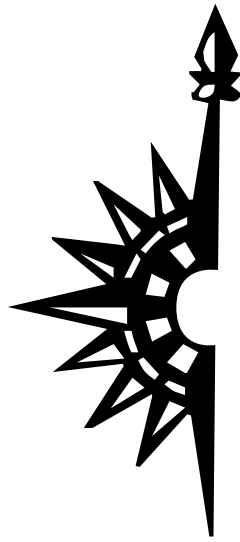


Port *of* EVERETT

The First 100 Years





Port of *EVERETT*

The First 100 Years



Acknowledgments

I wish to heartily thank all those who helped me locate and understand a wealth of information in order to present this brief history of the Port's first 100 years.

I'm so grateful for the fantastic communications and administrative team at the Port of Everett, especially Lisa Lefeber, Catherine Soper, Kyle Evans, and Emily Hammer, who not only provided me with this opportunity and offered enthusiastic ongoing support, but all of whom pitched in with feedback, ideas, knowledge, research and writing throughout the year-and-a-half-long project.

I also could not have completed this project without the aid of my fabulous project manager, Mary Jane Anderson, who pored through 100 years of Port minutes and resolutions to find the nuggets of information that lay within; she also served as a sounding board and copy editor, and

helped with additional research and writing.

My research rested heavily on the work of the local historians who preceded me with works of their own, especially the wonderful Lawrence O'Donnell and Jack O'Donnell, who served as boundless fonts of regional knowledge and were so very kind and generous with their time — and patient with my abundant queries; as well as Margaret Riddle, whose wonderful Historylink entries provided much information and context.

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My thanks to the affable and helpful Ken Hudson, Secretary-Treasurer and Business Agent

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And finally, my deep thanks to my husband and best friend, Sean McGee, whose support and encouragement kept me going through many long hours of research, writing and rewrites.

All of the above, and many others, contributed to the dynamic history we present about the Port of Everett today, and the work is better for it. Thank you so much!

Karalynn Ott

Lead Researcher and Writer

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CELEBRATING
125
YEARS

A story worth telling



Foreword

The year 2018 marks the Port of Everett's centennial year — our first 100 years as part of the community. To commemorate our centennial year, we present to you *Port of Everett: The First 100 Years*. This book — while quite the labor of love to pull together — brings to life the vast history of the Port of Everett from the early years to present day through a mix of stories, imagery, key dates and special features. The Port's history is presented by decade with key points of interest in that period, and more than 300 photos throughout. Each chapter paints a picture of the driving forces that helped shape the Port that decade, including community desires and world events. We hope you enjoy reading the book and learning about Everett's Port District history as much as we have enjoyed telling it.

Since the Port of Everett was formed on July 13, 1918, by a landslide vote of the citizens of Everett, the waterfront has continued to evolve and grow from a once-booming mill town and industrial haven to the thriving, balanced working and recreational waterfront it is today. While there has been a lot of change over the years, one thing has always remained constant — the Port of Everett's commitment to its mission of generating economic development opportunities, creating thousands of family-wage jobs and enhancing the quality of life in our region. The Port of Everett meets its mission through its operation of international shipping terminals, the largest public marina on the West Coast, real estate development, and by providing public access and environmental leadership for our waterfront. Through these activities, the Port of Everett supports more than 35,000 jobs in the region and contributes \$373 million to our state and local tax base.

This year, as we honor our past we also prepare for our future. The Port's moving forward with Strategic Capital Initiatives that will shape our next 100 years and allow the Port to continue delivering its critically important mission. We are modernizing our Seaport facilities to prepare for the next generation of cargo, creating a new waterfront community where people can live, work and play at Waterfront Place, reinvesting in our marine infrastructure to support the Marina of the future, and developing Riverside Business Park into a light industrial manufacturing hub. These projects will add nearly 5,000 new direct and indirect jobs to the waterfront when complete.

The Port of Everett would like to thank our sponsors who provided the resources to bring the book to print, The Daily Herald for their leadership and support with publishing the book and providing historical content and photos, and to all those that had their hand in helping pull this book together — especially Karalynn Ott for her thorough research and elegant writing — as well as Mary Jane Anderson, Catherine Soper and Kyle Evans who all played a key role in bringing this project to fruition by contributing to copywriting, editing, photo compilation and much more.

We would also like to thank the early residents of the Port District for believing in the value that the Port of Everett would bring to the community so long ago. Most importantly, we thank our current Port District residents for their continued appreciation of our work today.

To the current and past Port Commissioners, Executive Directors and Port staff — this is us!

Lisa Lefebber

Port of Everett Acting CEO



Port Gardner Bay

Port of Everett Seaport



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BNSF RAILROAD

BOND STREET

WEST MARINE VIEW DRIVE

529

529

PACIFIC AVENUE

WALL STREET

HEWITT AVENUE

CALIFORNIA AVENUE

EVERETT AVENUE

26TH STREET

25TH STREET

24TH STREET

23RD STREET

22ND STREET

21ST STREET

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19TH STREET

18TH STREET

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16TH STREET

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14TH STREET

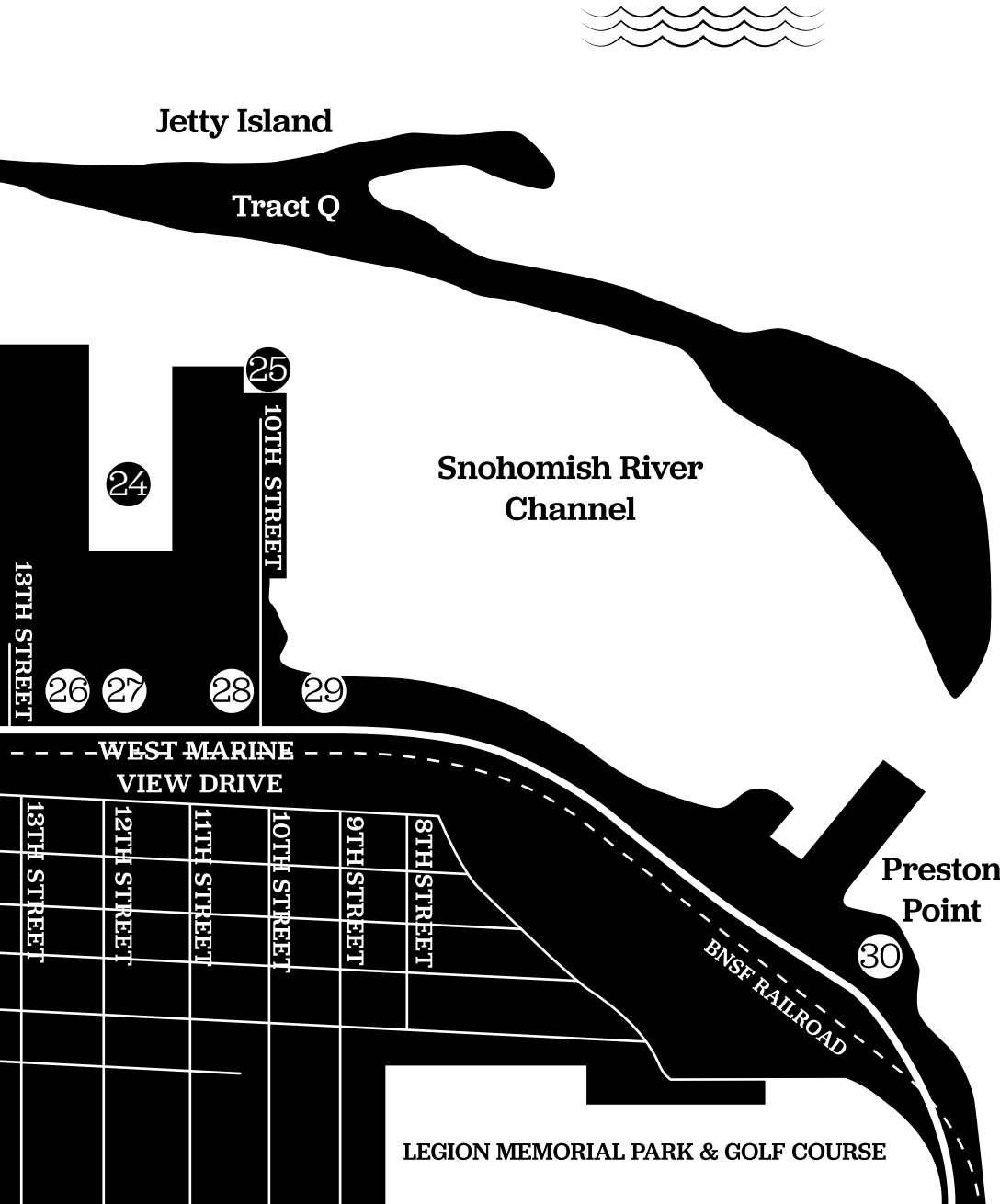
14TH STREET

Naval Station Everett

Tract M

Tract O

Port of Everett Then & Now | 1918–2018



- | | | |
|---|--|---|
| ① | Then: Bell-Nelson Mill & Weyerhaeuser Mill A | Now: Port of Everett Seaport, South Terminal |
| ② | Then: Everett Packing Co., later becoming Fishermen's Packing Corporation | Now: Port of Everett Seaport, Pacific Terminal |
| ③ | Then: Puget Sound Wire Nail and Steel Co. | Now: Pier 1 |
| ④ | Then: Tract 1, later becoming Pier 2, City Dock; site of the Everett Massacre | Now: Hewitt Terminal |
| ⑤ | Then: Everett Yacht Club, 1931 - 1968 | Now: Hewitt Terminal |
| ⑥ | Then: American Packing Co. | Now: Hewitt Terminal |
| ⑦ | Then: Oriental Dock | Now: Pier 3 |
| ⑧ | Then: Fishermen's Boat Shop, 1944 | Now: Forgotten Creek Trail |
| ⑨ | Then: Everett Flour Mill Co., later Puget Sound Pulp & Timber, then Soundview Paper Co., then Scott Paper Co., then Kimberly-Clark. | Now: Future Maritime |
| ⑩ | Then: Pier A | Now: Open Water |
| ⑪ | Then: Pier B | Now: Open Water |
| ⑫ | Then: Pier C | Now: Naval Station Everett |
| ⑬ | Then: Pier D | Now: Naval Station Everett |
| ⑭ | Then: Pier E | Now: Naval Station Everett |
| ⑮ | Then: Clark-Nickerson Mill | Now: Future Maritime |
| ⑯ | Then: Robinson Manufacturing Co., later Everett Plywood | Now: Naval Station Everett |
| ⑰ | Then: Everett Pacific Ship Building & Dry Dock WWII, later Western Gear Corporation | Now: Naval Station Everett |
| ⑱ | Then: Norton Terminal | Now: Naval Station Everett |
| ⑲ | Then: Clough-Hartley Shingle Mill | Now: Port Gardner Landing |
| ⑳ | Then: Everett Yacht Basin | Now: South Docks |
| ㉑ | Then: Fishermen's Boat Shop, 1947 | Now: Waterfront Place |
| ㉒ | Then: 14th Street Dock | Now: Central Docks |
| ㉓ | Then: Net Sheds & Everett Fish Co. | Now: Waterfront Place |
| ㉔ | Then: North Barge Berth | Now: North Docks |
| ㉕ | Then: Norton Avenue Boat Launch | Now: Jetty Landing and Boat Launch |
| ㉖ | Then: North Coast Casket Co., later known as Collins Building | Now: Craftsman District |
| ㉗ | Then: Fred K. Baker Mill, later becoming Hulbert Mill | Now: Port of Everett Property |
| ㉘ | Then: Jamison Lumber & Shingle Co. | Now: Port of Everett Property |
| ㉙ | Then: C-B Lumber & Shingle Co. | Now: Port of Everett Property |
| ㉚ | Then: Hibulb Village | Now: Preston Point |





CHAPTER ONE

1800s–1919

Early Everett and the Port of Everett's First Years

The first inhabitants around Port Gardner Bay — later site of the city of Everett — were the Native Americans of the Snohomish Tribe. After they signed the Treaty of Point Elliott in 1855 and relocated to the Tulalip Indian Reservation, the area was prepared for maritime development. The bay's natural deep-water harbor and plethora of old-growth forests in the nearby Cascade Range foothills drew a mix of settlers to set up shop there.

Port Gardner Bay and the Snohomish River to the east form the Port Gardner peninsula. These earliest shorelines included a mix of industries, such as lumber, cedar shingle and pulp mills, wood products manufacturers, iron works, shipbuilders, fisheries, canneries and a flour mill.

Things had started to gel in the last decade of the century when brothers Wyatt and Bethel Rucker, along with their mother, moved to the peninsula from Tacoma in 1889, and by 1890 they'd bought thousands of acres of bayfront property. That same year, the Ruckers were joined by Tacoma industrialist Henry Hewitt and East Coast businessman Charles Colby, and the group formed the Everett Land Company with the financial backing of John D. Rockefeller. (The Ruckers transferred half their land to the company as well.) The Everett

OPPOSITE: The Great Northern Railway line loaded with 40 boxcars of Neff and Mish shingles, the first rail cargo to leave Everett for Eastern U.S. markets in 1893.

Photo courtesy of University of Washington libraries, special collections division.

RIGHT: An 1892 view of Puget Sound Wire Nail and Steel Company, one of Everett's first iron works companies, located near what would later become Pier 1.

Photo courtesy of Everett Public Library, photographer Frank La Roche.



Land Company soon built the 14th Street Dock along the north bayfront, and set up a sawmill on it — creating a space for many smaller lumber and shingle mills to come.

The bayfront's first dock, however, was built for the Puget Sound Wire Nail and Steel Company (aka “the nailworks”), which opened in 1891 between what would be the foot of Wall Street and Pacific Avenue (Pier 1 would later be built in this area). Nearby, the Rucker Dock soon jutted into the tidelands at the base of Hewitt Avenue. (That dock would later be called City Dock, then Pier 2. City Dock would serve as the town's passenger and commerce transportation hub, and was the site of the infamous Everett Massacre in 1916. Pier 3, first called Oriental Dock, was later built by the Great Northern Railway around 1908.)

In 1891 and 1893, north-south and east-west rail lines connected the Everett waterfront to far-flung markets, paving the way for a lucrative port. This was in no small part due to the efforts of James J. Hill, who ran one of the lines — the Great Northern Railway. In 1900, Hill bought the Everett Land Company on the heels of a Wall Street crash — the “Panic of 1893” — a nationwide depression that led Rockefeller to cut his ties to the city, and left the Everett Land Company in receivership. Hill changed the name of the Everett Land Company to the Everett Improvement Company, and enticed many others to set up shop



LEFT: Workers inside the Puget Sound Wire Nail and Steel Company, circa 1893.

Photo courtesy of Port of Everett.

along the Port Gardner peninsula, including a man named Frederick Weyerhaeuser. David Clough, former governor of Minnesota, and his son-in-law Roland Hartley also made their way to the emerging city. Hill always believed the area's future lay in the wood products business, and his agenda included transporting these wood products east from Everett via his railroad. Almost overnight, Everett's economy transformed to one almost entirely based on timber processing, with mills lining Port Gardner Bay and the Snohomish River — these two bodies of water formed the Port Gardner peninsula. It was soon, assuredly, a mill town known as the “City of Smokestacks.”

But statewide, frustrations with private companies — mills, warehouses, stores, railroad lines, shipping terminals — dominating harbors and pushing forward with uncontrolled waterfront development while only looking out for their own interests led to calls for change. And with the planned 1914 opening of the Panama Canal, leaders in Washington state's port cities were also concerned about meeting the demands of an anticipated boom; they began asserting that only public ownership could help them modernize and expand enough to handle the increase in trade. The state's Port District Act was signed into law on March 14, 1911.





LEFT: This drawing of early Everett provides an artist's stylized perspective of the city and waterfront.

Photo courtesy of Jack C. O'Donnell collection.

OPPOSITE: Everett's turn-of-the-century industrial look leads to the local nickname, "The Pittsburgh of the West" with the Bell-Nelson Mill and others lining the bayfront, circa early 1900s.

Photo courtesy of Everett Public Library, photographer George W. Kirk.

Locally, the harbor area had first been controlled by Everett Land Company, then by Everett Improvement Company. The city's economy and waterfront were dominated by wood-products industries, including the huge Clough-Hartley, Clark-Nickerson, Weyerhaeuser, and Robinson Manufacturing mills along the south bayfront. The north bayfront was home to numerous small shingle operations, as well as three giant plants: C-B Lumber and Shingle Company, Jamison Lumber and Shingle Company and the Fred K. Baker Lumber Company (later, the William Hulbert Mill Company). If a vote to establish a port district passed, port management would officially transfer to public hands — but it would begin with most of the city's waterfront businesses under private control.

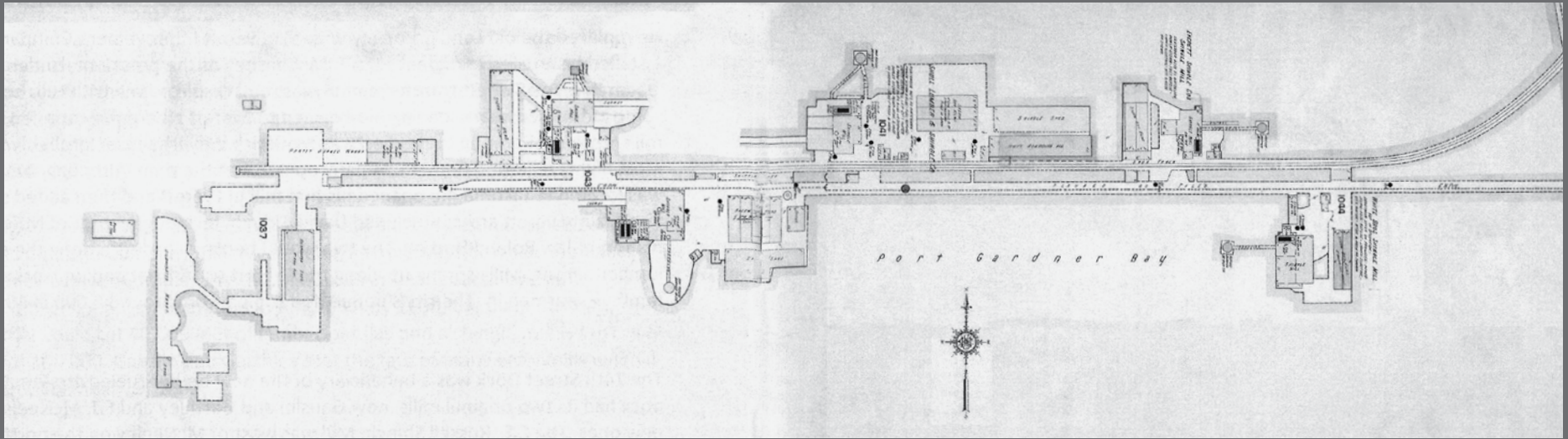
Yet during World War I (1914–1918), Everett had a commodity that was sorely needed — wood. Lumber was used to build ships, airplanes and barracks for troops. Everett hoped to get a big slice of the wood-supplier pie, and possibly a shipbuilding operation. During the war, Norway-Pacific Construction and Drydock Company opened a plant on Port Gardner Bay. A well-managed public port seemed like the answer.

The Port District Act allowed citizens of any Washington county to create a port district (encompassing all or part of that county) run by three commissioners, elected directly by voters in the stated district. Port commissions could levy taxes and (with voter approval) issue bonds for the purpose of acquiring, constructing and operating waterways, docks, wharfs and other harbor improvements, such as rail and water transfer and terminal facilities and ferry systems. The people of Everett liked this idea, and the Port of Everett was created by special election on July 13, 1918. The vote was 1,789 to 57 in support of creating the Port of Everett, the sixth port created under Washington's Port District Act of 1911.

DID YOU KNOW?

We're Number Six

The Port of Everett was the sixth public port district created in Washington (beating out number seven, Tacoma, by a few months). The Port was preceded by the ports of Seattle, Grays Harbor, Vancouver, Bremerton and Kennewick. There are now 75 port districts throughout the state.

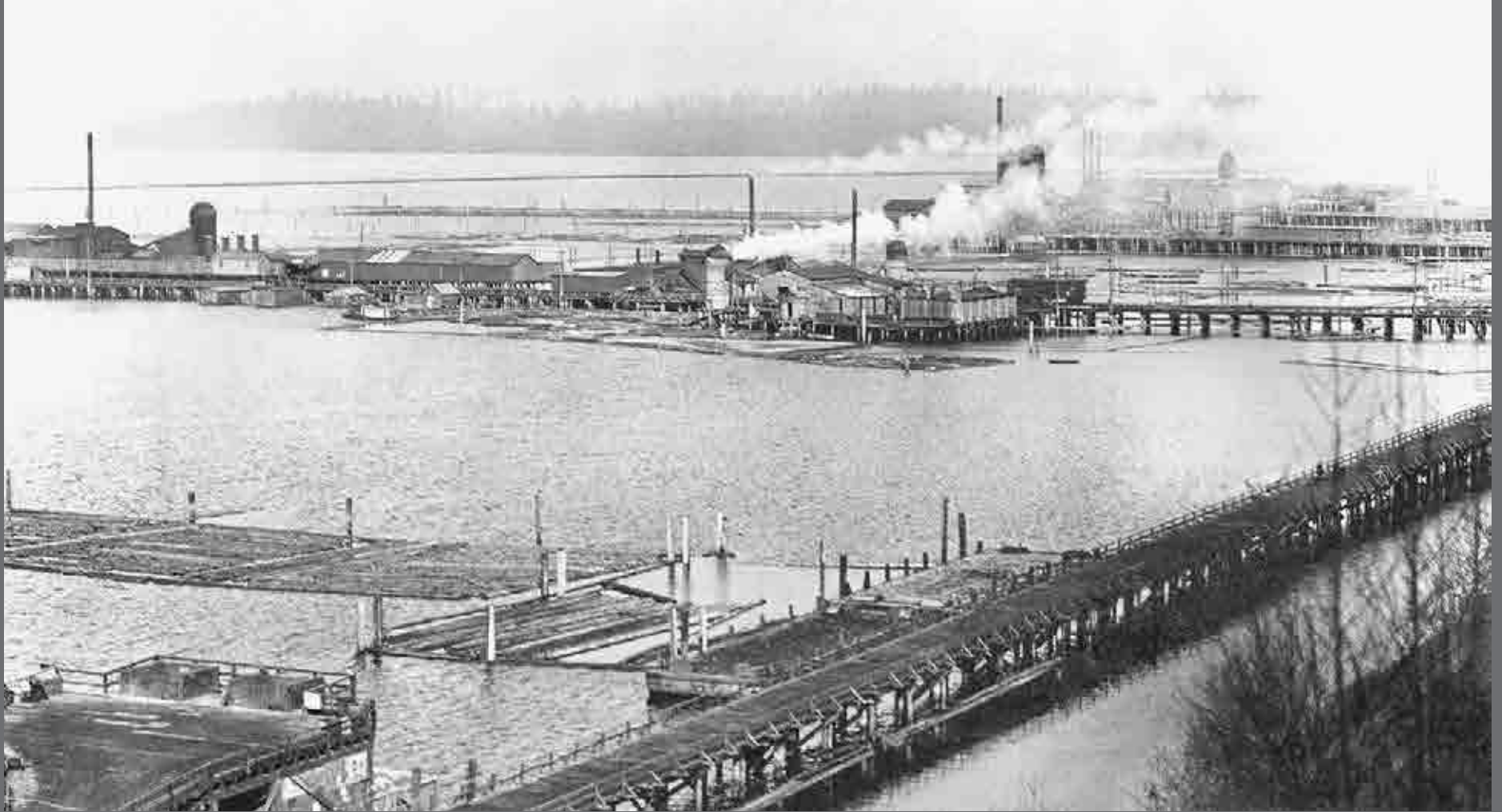


Mill Town at the 14th Street Dock

ABOVE: A drawing from the 1914 Sanborn Insurance Atlas shows mill buildings, structures and streets along the 14th Street Dock.

Photo courtesy of Port of Everett.

From the outset of its construction in 1892, the 14th Street Dock was made for lumber mills and rail cargo. It was built — jutting into the tidelands and nearly lining up as a virtual extension of 14th Street on the bluff above it — by the Everett Land Company for its own mill. Shortly after, that enterprise was joined on the dock by the Neff and Mish Shingle Mill. Over the decades many others occupied the dock — mostly smaller or short-lived mills, and never more than seven at any given time. But some were operated there, at least for a time, by giants of the era. The foot of the dock was next to the newly finished Seattle & Montana Railroad, and a spur was built out to the dock, offering both drive-on and rail access. After 1900, when railroad titan James J. Hill bought the Everett Land Company (renaming it the Everett Improvement Company), the push was on for mills, and the dock hosted plenty of them. From its beginnings until the 1940s (when there were just two mills remaining), 31 different names were recorded in the Polk city directories as 14th Street Dock mills. Some of those included names such as the C.E. Russell Shingle Mill (later the Hartley Shingle Company) and an early Jamison Lumber and Shingle Company mill (also called Cargo Shingle Company) run by Neil Jamison (later owner of the Jamison Mill Company, parent company to the longtime Jamison Lumber and Shingle Company at 10th Street).



ABOVE: A northern-facing view of the mills lined along the 14th Street Dock, circa 1915.



LEFT: A western-facing view of the 14th Street Dock, built by the Everett Land Company, lined with several small mills and a railroad spur to service them, circa 1916.

Photos courtesy of Everett Public Library.

RIGHT: Loading windjammers at the Clark-Nickerson Dock, located at the foot of 24th Street, circa 1902.

Photo courtesy of Port of Everett.

BELOW RIGHT: A 1901 Daily Herald article shows Weyerhaeuser believing that “Everett is All Right.”

Photo courtesy of Everett Public Library.

OPPOSITE: An early key of the Everett waterfront by Sanborn Map Company.

Photo courtesy of Everett Public Library.

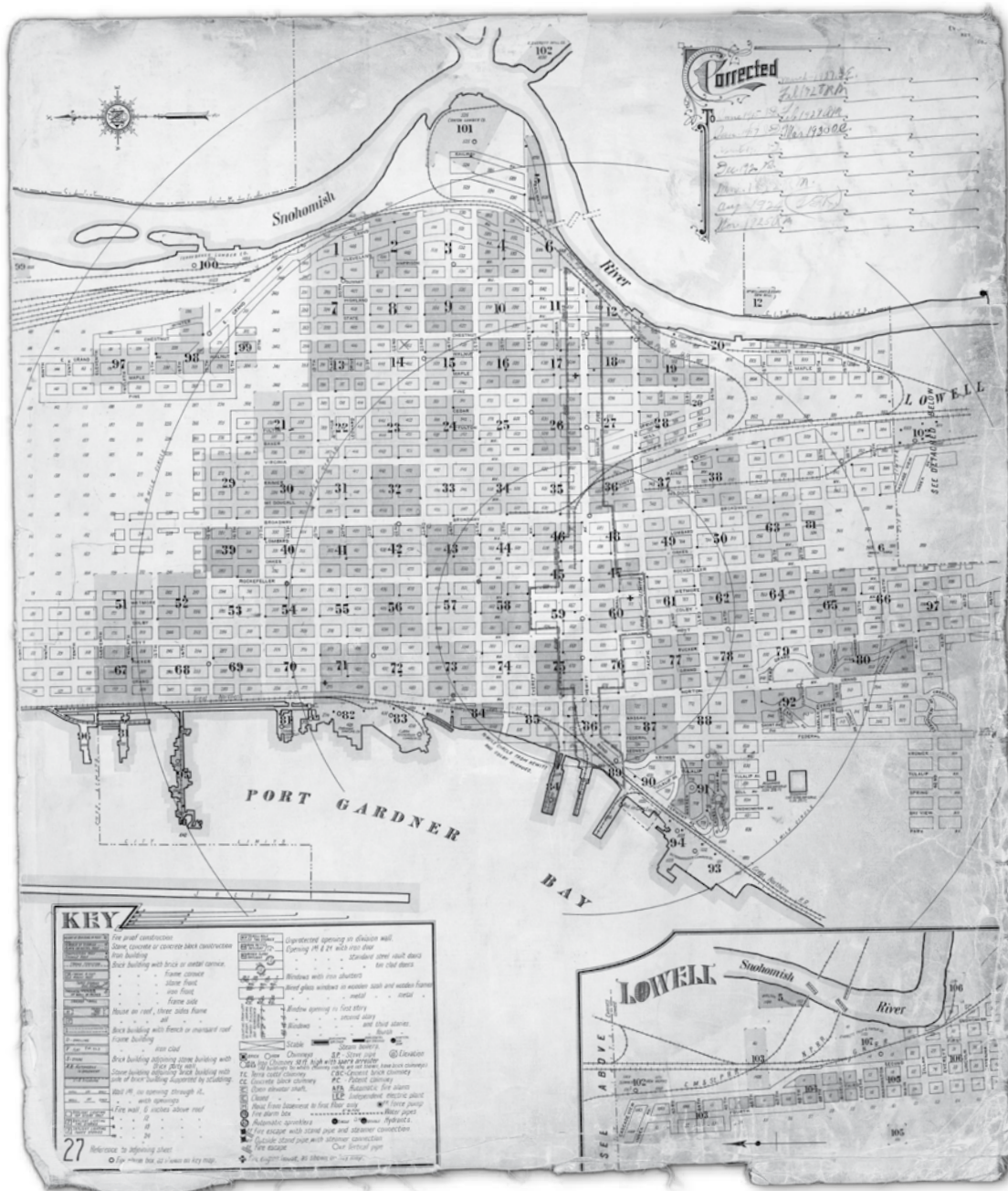
1855

On January 22, several Puget Sound-area Native American tribes sign the Treaty of Point Elliott at *Muckl-te-oh*, or Point Elliott (today’s Mukilteo), ceding much of their lands to the U.S. government, including a large village — Hibulb — at the northern tip of the Port Gardner Peninsula. The agreement guarantees hunting and fishing rights to local Native Americans and establishes several Native American reservations, including one for local indigenous peoples, which becomes known as the Tulip Indian Reservation. The treaty spurs additional European-American settlement in the area.

1890

The Everett Land Company is formed by Henry Hewitt Jr., Charles L. Colby and others, with financial backing from John D. Rockefeller. The group plans Everett as an industrial city. The city is named “Everett,” after Colby’s son.





1891

The Seattle & Montana Railroad from Seattle to Vancouver, B.C., is completed, linking Everett to major cities north and south. The line runs along Everett's waterfront.

In December, the *Charles W. Wetmore* steel-hulled "whaleback" freighter arrives at Port Gardner Bay, carrying goods for the area's fledgling factories, as well as iron with which to establish a bargeworks.

1891-1892

One of Everett's first businesses, Puget Sound Wire Nail and Steel Company, is established along Port Gardner Bay. The city's first dock is built bayside for the nailworks, around what would be the foot of Pacific Avenue (today the site of Pier 1.) Around this time the Rucker Dock (later City Dock, then Pier 2) is built at the foot of Hewitt Avenue; by the early 1900s that dock would become the major connecting point for both passenger and commercial travel.

1892

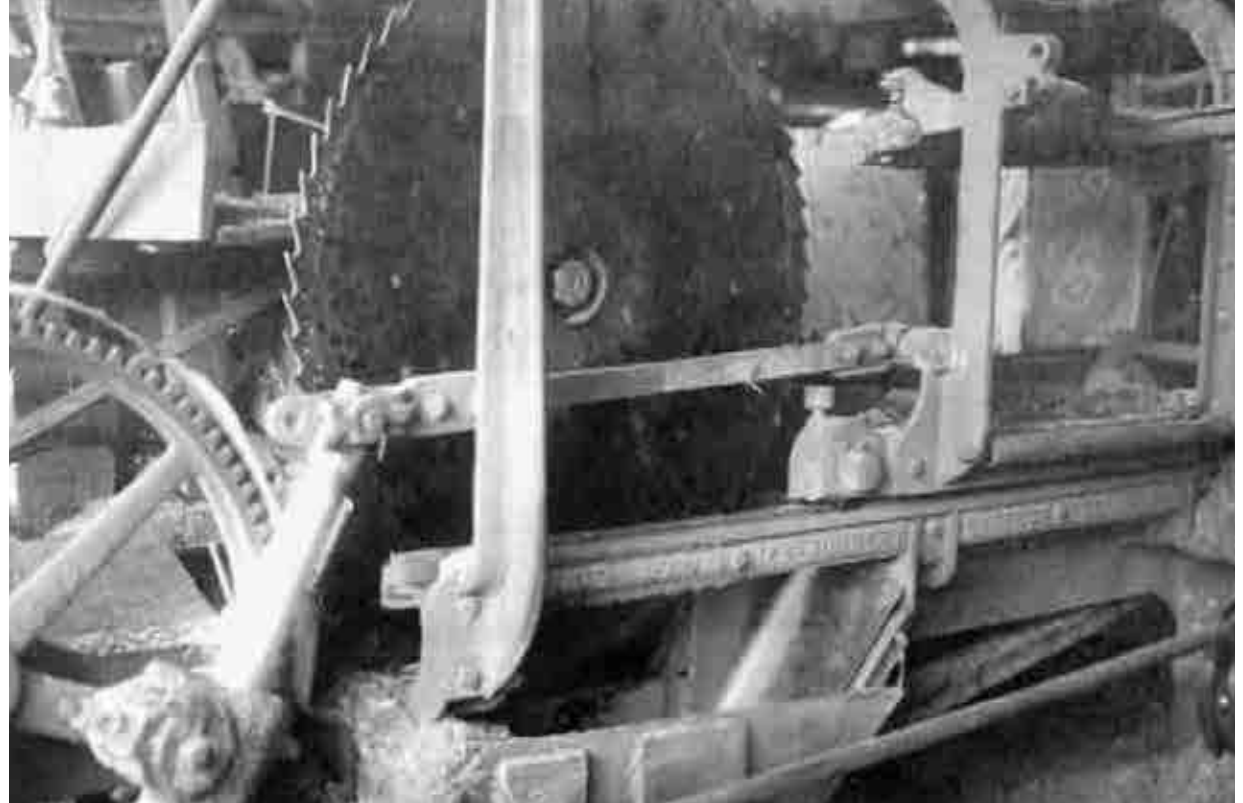
The Everett Land Company builds the 14th Street Dock and opens the first business on the west end of the dock, a sawmill. A few weeks later, the Neff and Mish Shingle Mill is built on the north side of the dock.

1893

The Great Northern Railway line from points in the Eastern U.S. is completed to Everett; boxcars of Neff and Mish shingles are the first rail cargo to leave Everett for Eastern U.S. markets.

The Everett Land Company submits a plan to the federal government to build a freshwater harbor at the mouth of the Snohomish River; work on a “training dike” made of loose stone begins in 1895 but plans are abandoned by 1897. (The site eventually becomes Jetty Island.)

The city of Everett incorporates.



ABOVE RIGHT: Shingle mill work was dangerous. This image of an upright shingle machine was taken as evidence in a court case for an injured worker. Sumner Iron Works of Everett built this machine and many others for use in local mills.

Photo courtesy of Everett Public Library.

RIGHT: A shingle weaver operating machinery at one of the waterfront mills.

Photo courtesy of Larry and Jack O'Donnell.



What's a Harbor Scheme?

Voters in the Port District may be familiar with the term “harbor scheme.” By Washington state law, public ports must present comprehensive harbor schemes (or simply, plans) to the public via newspaper announcements and a public hearing. The Port Commission must then officially adopt the plans before creating or paying for any improvements to the harbor.

The Port of Everett's first harbor scheme was drafted in 1919 by the Port's engineer, who was initially instructed to confine his scope of study to “that part of the harbor between the Snohomish River and the site of the West Coast Ship-building Company” (near City Dock). Following the engineer's report, the Port's recommended acquisitions (“by purchase or condemnation”) included three tracts: Tract 1, comprised of 1.71 acres to the west of the Northern Pacific Railway at the foot of Hewitt Avenue (City Dock); and Tracts 2 and 3, property around Front and Lincoln streets in Mukilteo. The estimated cost: \$178,000. Voters initially approved the plan, but as with many new ventures, the scheme was compelled to undergo a few revisions — initially by order of the state Supreme Court, which in 1923 ruled it “vague” after a lawsuit by the Everett Improvement Company against the Port's effort to take their land and tidelands by condemnation. The scheme was rewritten and additional tweaks were made to again please voters. It finally passed to all parties' satisfaction in 1925, and the Port had a solid plan to carry it forward.

1894

The steel-hulled whaleback, *SS City of Everett*, is launched.

1900

Great Northern Railway magnate James J. Hill buys the Everett Land Company and renames it the Everett Improvement Company. That same year he also sells to Frederick Weyerhaeuser 900,000 acres of Washington timberlands, with some of the logs cut there destined for Everett lumber mills.

RIGHT: Express Trolley traversing the Broadway Overpass, circa 1910.
Photo courtesy of Port of Everett.



BELOW RIGHT: A lone shingle weaver is shown (upper right) in this interior shot of a typical shingle mill.
Photo courtesy of Everett Public Library.

BELOW LEFT: The Clough-Hartley Mill head sawyer (seated, left) used the head rig saw to shape the log for further processing.
Photo courtesy of Everett Public Library.

OPPOSITE TOP: The Great Northern Depot, located upland, above the south bayfront, circa 1905.
Photo courtesy of Port of Everett.

OPPOSITE BOTTOM: Everett waterfront view showing Pier 1 to the left and City Dock to the right.
Photo courtesy of Port of Everett.





1901

American Tug Boat Company, founded in Everett by shingle mill owner David A. Clough and Captain Harry Ramwell, purchases the Towle-Thurston Towing Company of Everett, and with it the *R.P. Elmore*, which becomes the company's flagship. The company's tugboats become a fixture at the Port as a key part of the local lumber trade — used to move waterborne lumber (or “log rafts”) from place to place.

The Everett Flour Mill Company, which soon produces a popular brand of flour called “Best Everett,” opens bayside at the foot of 25th Street.



1902

Frederick Weyerhaeuser buys the Bell-Nelson Mill on the bayfront between Pacific Avenue and 33rd Street from James Bell and John Nelson, it's soon dubbed Weyerhaeuser Mill A (today the site of the Port's South Terminal shipping facility). The site was Weyerhaeuser's first mill in the Pacific Northwest.



ABOVE: The *Charles W. Wetmore* whaleback unloading at the Lowell Pulp and Paper Mill in January 1892.

Photo courtesy of the Everett Public Library, photographer Frank La Roche.



ABOVE CENTER: An 1892 view of the Puget Sound Wire Nail and Steel Company in the foreground, as the *Charles W. Wetmore* whaleback is docked.

Photo courtesy of Everett Public Library, photographers R. King and D. W. Baskerville.

ABOVE RIGHT: The first and only West Coast whaleback, the *City of Everett*, made in Everett, unloading at the Lowell Pulp and Paper Mill, circa mid-1890s.

Photo courtesy of Port of Everett.

OPPOSITE: An occasion worthy of a photograph in 1892 as citizens pose on the whaleback *Charles W. Wetmore*.

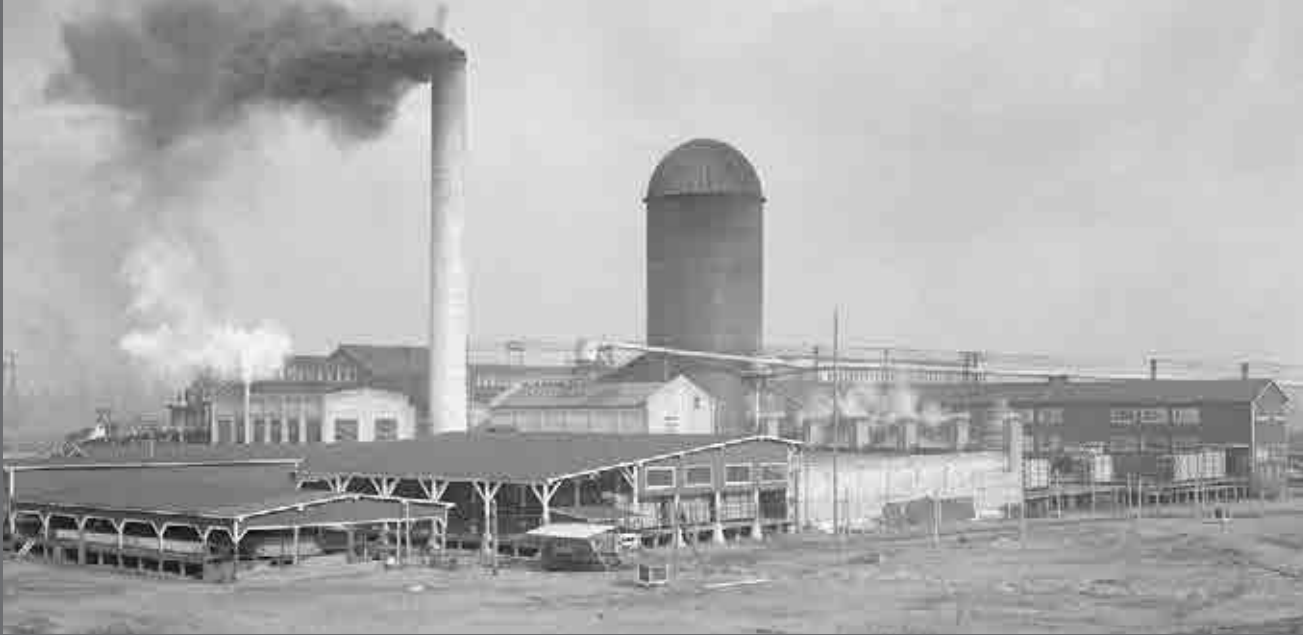
Photo courtesy of Everett Public Library, photographers R. King and D. W. Baskerville.

A Whaleback on the Bayfront

In late December 1891, the steel-hulled “whaleback” freighter *Charles W. Wetmore* arrived at Port Gardner Bay amid much fanfare. The *Wetmore* had begun its journey at the Lake Superior port town of Duluth, Minnesota, making stops in London, New York and, finally, Everett — where the captain and designer, Alexander McDougall, set up the Pacific Steel Barge Company (an offshoot of the American Steel Barge Company) along the northern end of Everett (later the site of Weyerhaeuser Mill B). He hoped to build more of his ships, envisioning that they would transform marine transport — delivering wheat, iron ore, coal and lumber throughout the Pacific, and reaching Atlantic ports via the Suez Canal. The *Wetmore* sported a unique design with a flat hull and a rounded, “whale-like” deck, designed to carry large loads while resisting water and wind. She brought with her to Everett some machinery “for the factories of Everett,” including iron for the construction of another whaleback, and equipment for the nailworks and one of the local mills. In September 1892 the *Charles W. Wetmore* went aground in Coos Bay, Oregon and was lost. Two years later McDougall’s Everett barge company launched the first and only West Coast whaleback, the *City of Everett*, the first American steamship to go through the Suez Canal and to circumnavigate the world. She was in use until 1923. A steel strike back east in the late 1800s put a halt to construction of whalebacks in Everett, and the Panic of 1893 finished off the venture.







Weyerhaeuser in Everett

In 1900, Frederick Weyerhaeuser and 11 investors bought 900,000 acres of timberlands in Washington state, forming the Weyerhaeuser Timber Company. By 1903, Weyerhaeuser owned more than 1.5 million acres of land in the state, and by 1920 the company operated 22 sawmills throughout the U.S. The timber company eventually had several mills around Everett, but two in particular left their stamp on the waterfront: Weyerhaeuser Mills A and B. Mill A was originally built by James Bell on the bayfront between Pacific Avenue and 33rd Street; Bell and a partner sold the plant to Weyerhaeuser in 1902. Weyerhaeuser built Mill B along the Snohomish River in 1915 hoping to capitalize on the Panama Canal, which had opened in 1914. At the time, it was their first state-of-the-art electric sawmill — older mills used steam power. Weyerhaeuser later added two more significant Everett mills, also on the Snohomish River: Mill C, in operation from around 1923 to 1977; and a kraft mill, from 1953 to 1992. For decades the company was Everett’s largest employer, with around 1,800 to 2,000 employees. Mills A and B were closed by the 1980s. The Mill A site is now the Port’s South Terminal, and the Mill B site is now the Port’s Riverside Business Park.



ABOVE: Weyerhaeuser employees line up for a photo in front of the Weyerhaeuser Office Building. The iconic structure was built in 1923.

Photo courtesy of Port of Everett.

TOP RIGHT: A group of ladies wave at the camera as they pose for a photo in front of the Weyerhaeuser Building.

Photo courtesy of Port of Everett.

TOP LEFT: The Weyerhaeuser Company’s Mill B site in 1915.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.

OPPOSITE: Ships loading wood products at Weyerhaeuser’s Mill A site, now the Port’s South Terminal.

Photo courtesy of Port of Everett.

1906

Lumber from Everett's mills helps San Francisco rebuild after a large earthquake and ensuing fires.

1907

The Clough-Hartley Shingle Mill opens on the bayfront at 18th Street.

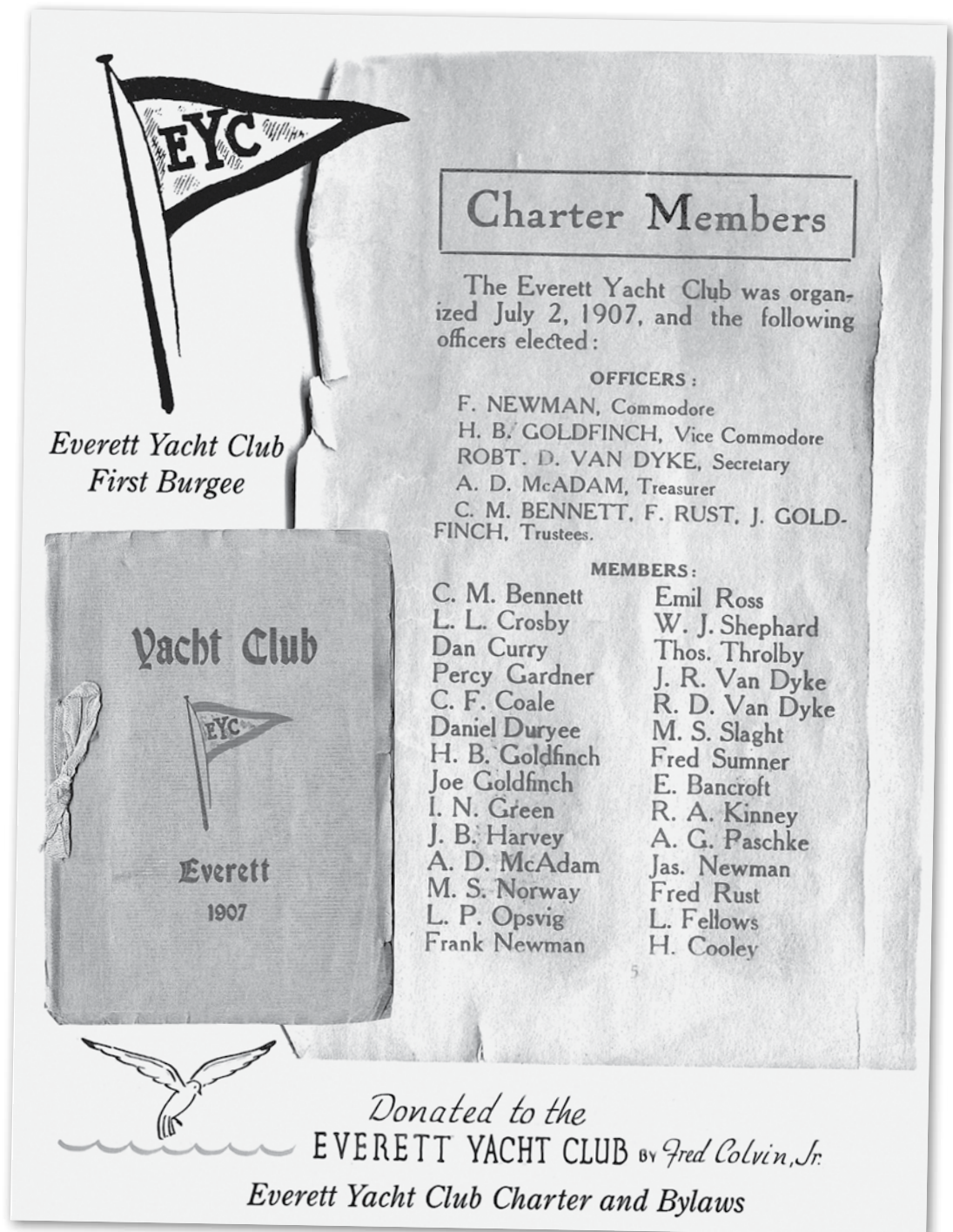
The growth of pleasure boating spurs formation of the Everett Yacht Club. The early clubhouse is on an offshore float at Camp No. 1, south of Weyerhaeuser Mill A. Access is only by water or via a walk down the Great Northern train tracks. In 1914, the Yacht Club moves an "acquired house" to their float to serve as a gathering spot.

1908

Around this time, Oriental Dock (later called Pier 3) is built by the Great Northern Railway.

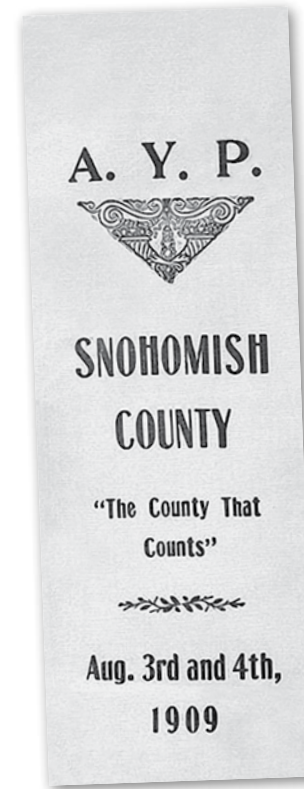
RIGHT: In 1907, with the growing number of pleasure boaters, the Everett Yacht Club was created. This photo showcases Everett Yacht Club's charter members, bylaws and first burgee design.

Photo courtesy of the Everett Yacht Club.



The East Side of Town

Though this book primarily studies the Port's main landholdings and activities along the Port Gardner bayfront, in Everett's early years there was quite a bit of development along the Snohomish River to the east as well. Significant industries along the river included the Rice Lumber Company, Sumner Iron Works, the Canyon Mill, the Eclipse Mill, two Walton Lumber operations, Swalwell's Landing (a hub for sternwheel steamer traffic) and the giant Lowell Pulp and Paper Mill, which operated for about 80 years.

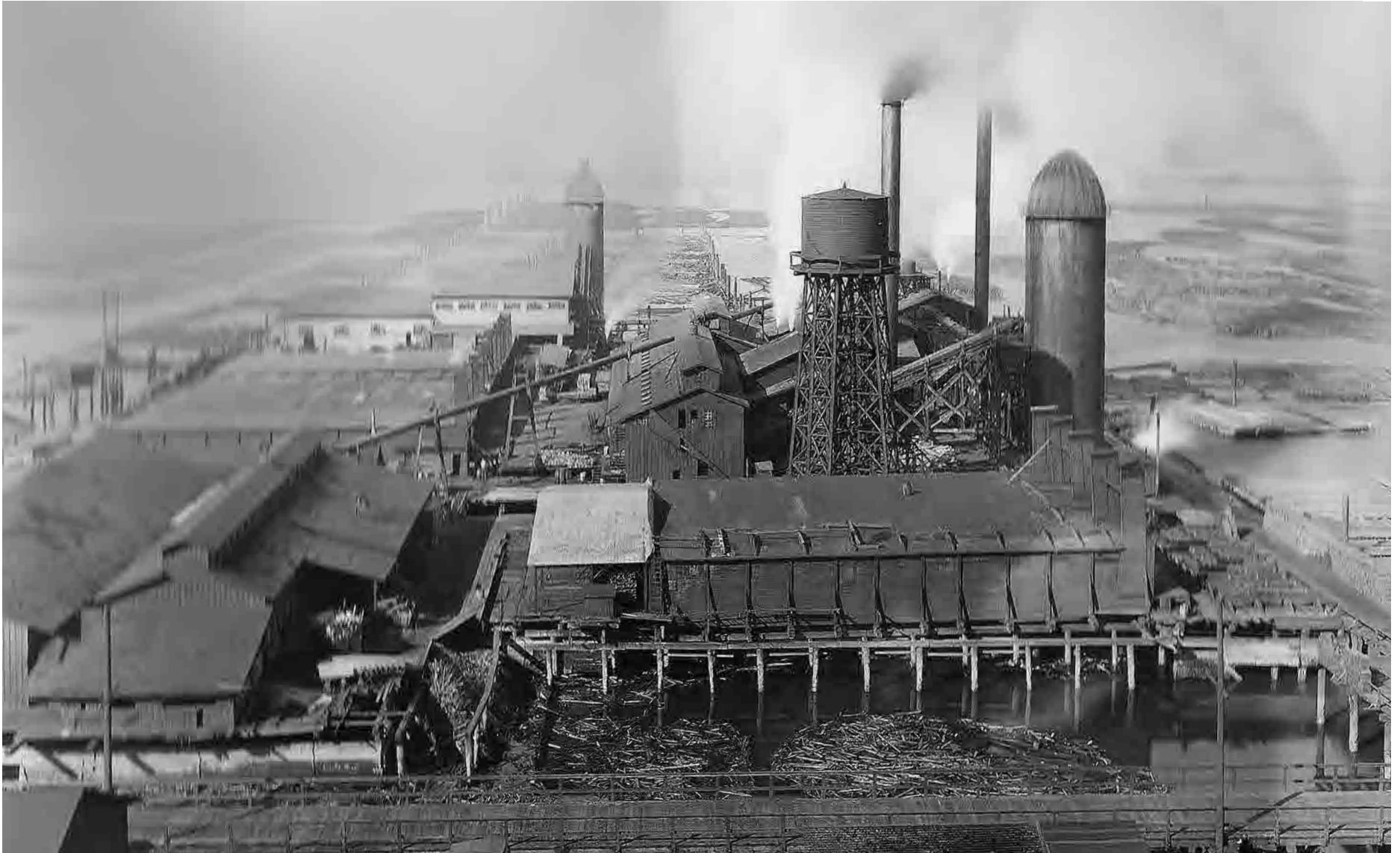


1909

An early world's fair, the Alaska-Yukon-Pacific Exposition, is held on the newly relocated University of Washington campus in Seattle. More than three million people attend, bringing a measure of national and international attention to the area. The fair promotes the region's sublime setting for motor boating, as well as its dense forests and bountiful timber. Commemorative days to honor a variety of organizations, professions and communities were established; the fair's Snohomish County Days were held on August 3 and 4.

1913-1916

Neil E. Jamison, already the owner of the Jamison Lumber and Shingle Company mill on the 14th Street Dock, forms Jamison Mill Company. By 1916 Jamison has built a new Jamison Lumber and Shingle Company plant at 10th Street and Norton Avenue on the north bayfront. (Jamison's 14th Street Dock mill is renamed Cargo Shingle Company, and is sold by 1919.)



A 1907 view of the Clough-Hartley plant, the world's largest shingle mill, located at the foot of 18th Street.

Photo courtesy of Everett Public Library.

1916

On November 5, the Everett Massacre, an armed confrontation between local authorities and members of the Industrial Workers of the World union, or “Wobblies,” happens at City Dock (today the site of the Port’s Hewitt Terminal).



Fun Times, Too

Though much of the bayfront’s early action focused on industry and simply building infrastructure, local residents still took time to enjoy waterfront recreation. This circa 1900 photograph captures bathers enjoying a dip in Port Gardner Bay.

Photo courtesy of Everett Public Library.



ABOVE: The Jamison Lumber and Shingle Company mill, circa 1915, located near 10th Street at the bayfront. The plant was a mainstay of the waterfront shingle industry for more than 50 years.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.



ABOVE RIGHT: A 1917 western-facing view of the Everett City Dock, the scene of the infamous Everett Massacre that took place on November 5, 1916.

Photo courtesy of Everett Public Library.

ABOVE: On November 5, 1916, the Wobblies arrived in Everett from Seattle aboard the steamer *Verona*, shown here a year later at City Dock.

Photo courtesy of Port of Everett.



The Everett Massacre at City Dock

Workers in Everett's shingle mills toiled long hours in dangerous conditions. "Shingle weaving" involved cutting cedar shakes using a series of unguarded saws and shears — causing many men to lose fingers or hands. And wages were unsteady due to the boom or bust nature of the shingle business. In the spring of 1916, shingle workers weren't earning the pay promised to them by mill owners; they went on strike. On November 5, at City Dock (today the Port's Hewitt Terminal), about 200 deputized Everett citizens exchanged gunfire with about 300 Seattle members of the Industrial Workers of the World



(also known as “Wobblies”) who had come to Everett to support the striking local shingle workers. The confrontation happened at City Dock — rather than 14th Street Dock, the hub of mill activity — because the Wobblies were arriving aboard the steamers *Verona* and *Calista* intending to speak out downtown, not at the waterfront. The citizen-deputies refused to let the Wobblies land (but the *Verona* made it to the dock) and shots rang out — no one knows who shot first. Two deputies and at least five Wobblies were killed, and nearly 50 were wounded between the two sides, in what became known as the Everett Massacre. When the steamers returned to Seattle, 74 Wobblies were arrested and sent to the Snohomish County jail in Everett. All but one, Thomas Tracy, were later released. Tracy was charged with murdering two deputies, but after a dramatic trial he was acquitted.

ABOVE: A street-level view of City Dock looking west in 1917, a year after the infamous Everett Massacre that took place there.

Photo courtesy of Everett Public Library.

LEFT: Industrial Workers of the World, better known as the Wobblies, were part of the labor dispute that became known as the Everett Massacre. This lineup of prisoners represents just a few of the Wobblies who were arrested following the shootout.

Photos courtesy of Everett Public Library.

RIGHT: The city of Everett hired famous pilot Terah Maroney to perform an aerial show over the waterfront on July 4, 1914. Maroney stayed in the Everett and Seattle area for at least a year, and was the first man to take William Boeing up in an airplane. It is believed that their seaplane ride is what convinced Boeing and his partner George C. Westervelt to go into the airplane manufacturing business.

Photo courtesy of Larry and Jack O'Donnell.

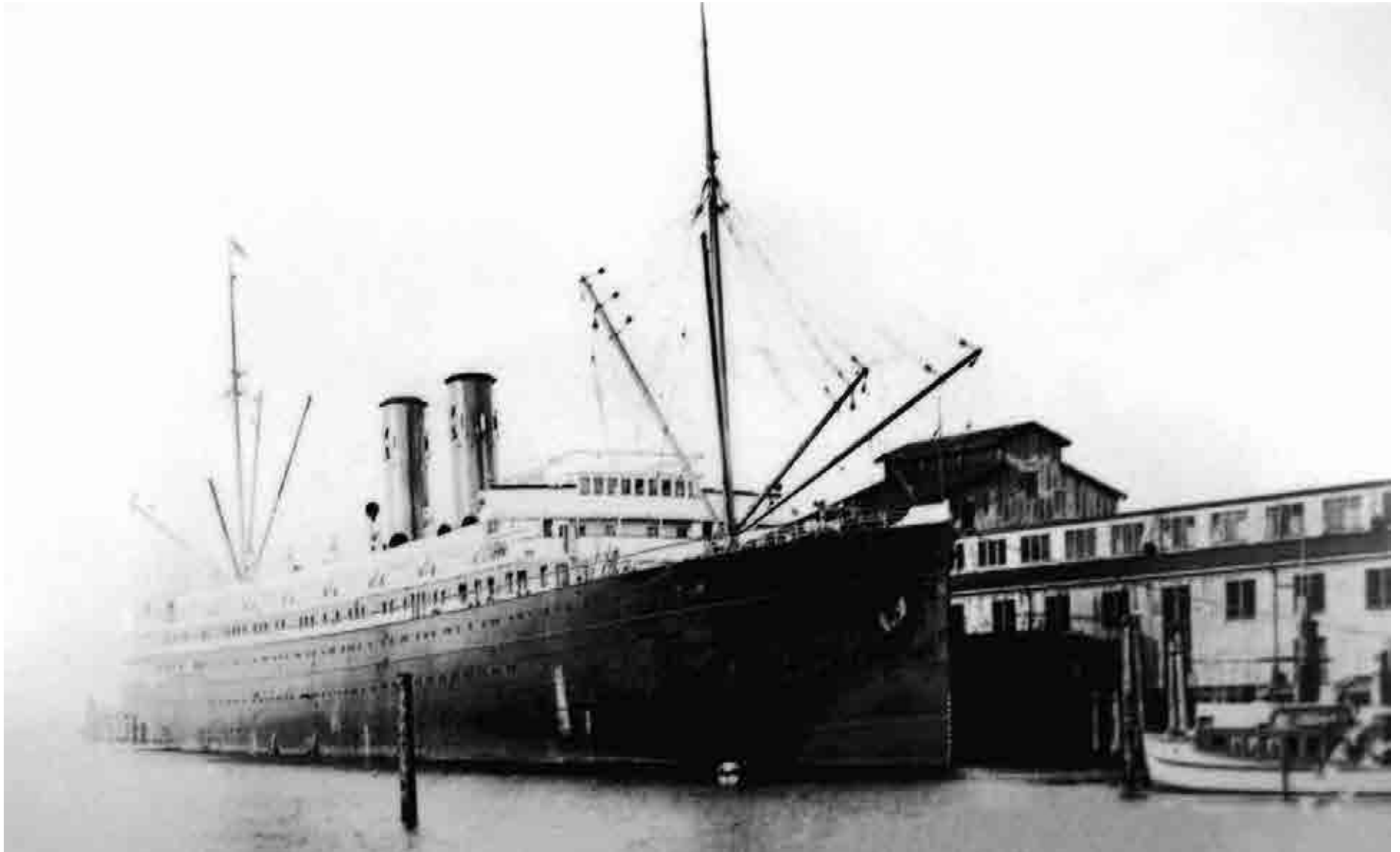
BELOW RIGHT: C-B Lumber and Shingle Company, located at the foot of 9th Street, began operation around 1914.

Photo courtesy of Everett Public Library.

BELOW: This circa 1915 postcard view looking northwest shows 14th Street was still served by the wooden Norton Avenue trestle. The trestle was replaced with earthen fill and represents what is now known as West Marine View Drive.

Photo courtesy of Jack C. O'Donnell Collection.





The passenger ship *Congress*, tied up at Oriental Dock, circa 1913. Oriental Dock was built in 1908 and would later become known as Pier 3.

Photo courtesy of Port of Everett.

PORT COMMISSION IS APPROVED BY ALMOST UNANIMOUS BALLOT

By a practically unanimous vote, Everett and vicinity voted Saturday for the creation of the Port of Everett. The statistical returns give 1,842 for and 45 votes against the proposition.

The vote for the commissioners was not canvassed, and will not be taken up until the official count is made. The commissioners receiving the most votes, will serve three years, the next two, and the third one. Besides the three nominated — Albert Burke, C. W. Miley and A. D. McAdam—some of the voters wrote in other names, but these were few.

The vote by precincts, as far as reported officially, follows:

Precinct	For	Against
No. 1	48	1
No. 2	22	0
No. 3	45	1
No. 4	33	1
No. 5	38	1
No. 6	41	1
No. 7	38	1
No. 8	34	0
No. 9	44	0
No. 10	47	0
No. 11	39	0
No. 12	37	0
No. 13	42	1
No. 14	46	1
No. 15	40	0
No. 16	40	0
No. 17	39	0
No. 18	29	0
No. 19	27	0
No. 20	40	0
No. 21	34	0
No. 22	38	0
No. 23	36	0
No. 24	34	0
No. 25	30	0
No. 26	32	0
No. 27	38	0
No. 28	32	0
No. 29	30	0
No. 30	32	0
No. 31	30	0
No. 32	30	0
No. 33	30	0
No. 34	30	0
No. 35	30	0
No. 36	30	0
No. 37	30	0
No. 38	30	0
No. 39	30	0
No. 40	30	0
No. 41	30	0
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No. 48	30	0
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No. 91	30	0
No. 92	30	0
No. 93	30	0
No. 94	30	0
No. 95	30	0
No. 96	30	0
No. 97	30	0
No. 98	30	0
No. 99	30	0
No. 100	30	0

PORT DISTRICT ELECTION POLLS OPEN TO EIGHT

The polls for the port district election remain open this evening until 8 o'clock, and it is expected that, as usual, the bulk of the vote will be cast between 5 and 8 o'clock. The vote this afternoon, in most of the precincts reported, was light, but it is expected that the total vote will be unusually large for an election of this character. Great interest has been aroused in the port project and there is apparent a determination to take advantage of the opportunity to fit Everett and environs for the commercial activities that are here or promised.

TOO LATE

WANTED—two in private home or sister's care Herald.

WANTED—Gambler, 2804 home; all con.

FOR SALE—A fine 2824

FURNISHED or one or two home with Address B-11

MONEY TO LOAN or city; straight or ment. Willis, Walsh Block.

FOR SALE—Guernsey milk cow, tuberculin tested. W. E. Jennings, Marysville, Wash.

EDITORIAL

The citizens of Everett will vote for or against the formation of a port district Saturday afternoon and at the same time will ballot on port commissioners. There is no contest over the latter office. Everett needs the necessary official machinery that will enable it to improve its harbor and provide proper facilities for the industrial and commercial growth that should come to it.

This city has been handicapped by the lack of such facilities and has been unable to acquire them because it did not possess the proper organization for that purpose. A port district and port commission provide the methods whereby the desired results can be attained.

There are great opportunities before Everett if this city does its share. It has lost some because it was not ready for them; it can afford to lose no more. To make ready will mean the expenditure of some money, but not a great deal, and every cent spent will return a hundred fold.

Pacific commerce is only on the eve of a tremendous expansion that will follow the war. Everett must share in this commercial development.

A vote Saturday for an Everett port district is a vote for a progressive city.

The Citizens' Vote

THIS PAGE: A few Daily Herald clippings about the Port of Everett on July 13, 1918. Photos courtesy of Everett Public Library.

The day Everett's citizens voted on creating the Port — July 13, 1918 — the news was dominated by World War I: war-related stories covered nearly every page of The Daily Herald. But buried on page 10 was the humble little story with the headline "Port District Election Polls Open To Eight" and the comment that "... it is expected that the total vote will be unusually large for an election of this character. Great interest has been aroused in the port project and there is apparent a determination to take advantage of the opportunity to fit Everett and [its] environs for the commercial activities that are here or promised." Indeed, Everett's citizens voted 1,789 to 57 to tax themselves and create the "Port of Everett." They elected the first three Commissioners — A. D. McAdam, C.W. Miley and Albert Burke — that day as well. Soon after, the Director General of the U.S. Emergency Fleet, Charles Schwab, visited Everett and promised to build Pacific Coast shipyards there — and keep them busy. The Armistice of November 11, 1918, however, quickly ended many of those plans.

The Port's First Actions

Besides choosing an official seal and deciding on a regular meeting time and place, in August 1918 the Port of Everett got down to business with its first lease, signed with the West Coast Ship-Building Company, for part of the harbor in front of and abutting the north 500 feet of Tract 1/City Dock, and in front of and abutting Tract 2, some of the Everett tidelands. This was dubbed an emergency measure “for the construction of vessels for the United States government” for World War I. The lease: \$86 per year.

The Port's first proposed tax levy (for August through December 1918, and all of 1919) was \$33,810. It hired its first two employees: C. M. Williams was the attorney/assistant secretary for the Port Commission, and Taggart Aston was the engineer for the Port. Williams' starting salary was \$150 per month; Aston's was \$300 per month. The first boat the Port purchased — for travel in the harbor — was the *Dolphin*, bought for \$1,000.

1917

In early April, the United States enters World War I by declaring war against Germany.

1918

On July 13 the public votes to create the Port of Everett — in large part to attract wartime industries. It passes with ease, 1,789 to 57. The first three elected commissioners are A.D. McAdam (a local contractor), president; C.W. Miley (president of Cascade Savings & Loan Association), secretary; and Albert Burke (president of Burke Motor Car Company). The Port District boundaries cover most of the city of Everett at the time, as well as portions of the city of Mukilteo and unincorporated Snohomish County. Today, the Port District boundaries remain unchanged.

On November 11, an armistice ends World War I, and the newly created Port of Everett reassesses its focus.

1919

The Port develops its first harbor scheme, aiming to acquire properties around Mukilteo, as well as City Dock. (It's later revised and eventually finalized in 1925.)

In June, a delegation of Mukilteo citizens asks the Port Commission to help them build a ferry landing at Mukilteo to better connect them with Whidbey Island to the west.





CHAPTER TWO

1920–1929

Establishing the Port in Earnest

In 1920 and 1921, the region struggled with the effects of a national economic downturn in the transition from a wartime to a peacetime economy following World War I — but in 1923 an earthquake in a country far across the Pacific Ocean got the fledgling Port’s lumber export business rolling. That year, the Great Kanto earthquake, with an estimated Richter magnitude of 7.9, struck Japan’s Tokyo-Yokohama metropolitan area. The death toll was estimated to have exceeded 140,000; more than half of the brick buildings and one-tenth of the reinforced concrete structures in the region collapsed. Japan needed to rebuild, and Everett’s lumber mills were happy to oblige, kick-starting the Port’s timber export business.

While the early waterfront had included a diversity of industries — from the Puget Sound Wire Nail and Steel Company nailworks to timber-based industries to a flour mill — by the 1920s the lumber and shingle industry was firmly the main driver of Everett’s economy. Everett packing businesses were busy as well. In the 1920s, American Packing Company and Everett Packing Company (which had taken over the old nailworks plant on Pier 1) were located along the south bayfront on the piers near the Tract M home of the fishing fleet. In 1928 alone, the fish canneries processed 69,000 cases of salmon. That same year, local fishermen organized

OPPOSITE: Employees of American Packing Company packing strawberries, circa 1920.

Photo courtesy of Port of Everett.



ABOVE: A look inside American Packing Company where strawberry packing is underway, circa 1920.

Photo courtesy of Port of Everett.

ABOVE RIGHT: A 1920 view of the newly constructed ferry landing at Mukilteo, built to support boats running between Mukilteo and the town of Clinton on Whidbey Island to the west.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.



Fishermen’s Packing Corporation and bought Everett Packing Company, putting themselves at the helm of not just their boats, but their canning operations, too.

In 1928, in a special public vote, the 14th Street Dock area, the jetty and land at Preston Point were approved to be added to the Port’s holdings. (They were formally added in 1929.) The moves gave the Port control over properties it would not only have for decades to come, but would also prove extremely useful. The 14th Street Dock gave the Port operational control of a central business hub (as well as site for later marina activities); the jetty would continuously prove its worth as a spot to deposit dredged sediments, offer log and watercraft storage (and later, recreation), and — in combination with Preston Point — create a method to potentially close off the silty Snohomish River from the harbor.

The rest of the early waterfront infrastructure was also well in place. By the middle of the previous decade Norton Avenue had been constructed on wooden pilings west of the railroad tracks. (This main north-south artery would decades later be known as West Marine View Drive.) Pier 2 at the foot of Hewitt Avenue (also known as City Dock — still best known as the site of the 1916 Everett Massacre) was the major connecting point for both passenger and commercial travel, as well as a hub through the 1920s for the “Mosquito Fleet” (the hundreds of steamships that carried early travelers throughout the Puget Sound region beginning around the 1850s) on Port Gardner Bay.

And after repeated requests from a private ferry operator and area residents, in 1920 the Port built a ferry landing at Mukilteo for boats running between there and the town of Clinton on Whidbey Island to the west. The landing, while rebuilt many times over, still provides ferry service today through the Washington State Ferries system.

Not Only Was Industry Slow to Start the Decade, So Was the Port

In the first few years, the Port apparently received several letters from companies asking what it does. The Port's response: "Nothing yet!" Again, in February 1922, the Port noted that it had received inquiries "from the University of Washington, United States Shipping Board, Washington City, and also United States Shipping Board Emergency Fleet Corporation, San Francisco, each asking information from the view point that we are a going Port." The Port answered, saying plans were as yet prospective, "not having crystallized into operating facilities at this date." They worked at remedying that throughout the 1920s, dreaming up plans for land acquisition, and for export and import terminals with "modern appliances" to assist with rail and water freight transfer. By the end of the decade, it had picked up the jetty and 14th Street Dock properties, as well as land at Preston Point.

1920–1921

The country experiences a post-World War I slump.

1920

The Port Commission, responding to a request from a private ferry operator based in Clinton, on Whidbey Island, and others, decides to build a ferry landing on the tidelands it controls in Mukilteo. The Commission must first ask permission from the county, which gives its blessing. Ferries are later run there by the Puget Sound Navigation Company (the Black Ball Line) and eventually, in 1951, by the Washington State Ferries system — which provides service at the site today.

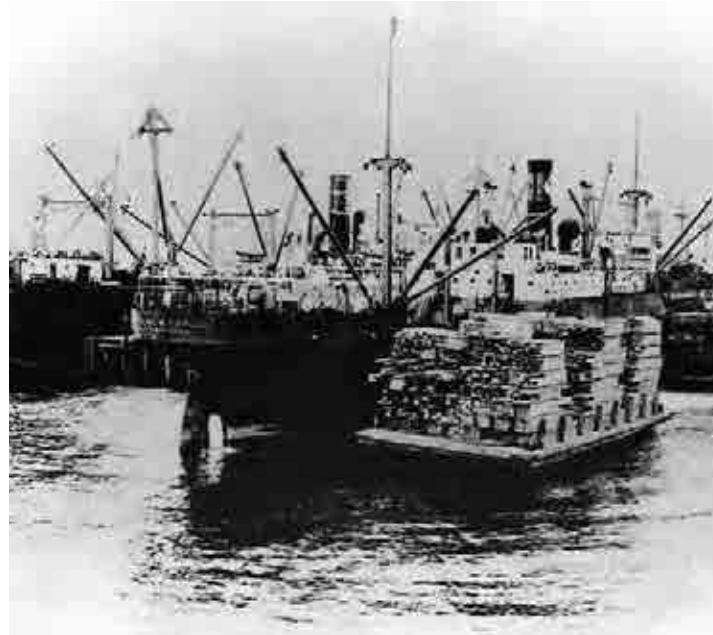
1923

A magnitude 7.9 earthquake strikes Japan; Everett's timber business booms as it exports lumber products to the stricken Pacific island nation.

The ornate, Gothic-style Weyerhaeuser Office Building is built at the site of the company's first Everett plant, Mill A (the site of today's South Terminal shipping facility). The building's hemlock interior woodwork and fir walls showcase the company's local wood products.

TOP LEFT: Exporting loads of lumber at the Port of Everett, circa 1925. It was the main driver of the city's economy at the time.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.



TOP RIGHT: The Mukilteo ferry in operation, circa 1920.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.



MIDDLE RIGHT: Around the 1920s, the canning and packing industry was second only to wood products as a key industry on the waterfront. This image shows workers at Fishermen's Packing Corporation, located bayside between Wall Street and Pacific Avenue, providing canning services for local fishermen.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.



BELOW LEFT: The Hulbert Mill included both a lumber and shingle mill, and in 1926 opened a casket factory (North Coast Casket Company, later known as the Collins Building), which made use of all the mill scraps to make caskets.

Photo courtesy of Everett Public Library.



BELOW RIGHT: The North Coast Casket Company building, later known as the Collins building.

Photo courtesy of Port of Everett.





Timber Floating

Since the Everett area was first logged in the 1800s, the primary place to move and store the cut logs (called “timber floating”) has been through and in water: it’s a cheap holding place, it makes the logs easier to move via the numerous local waterways, and the water cleans the logs, preserves them, and helps keep pests away — if the water is fresh water. Salt water has a problem though: it harbors small crustaceans that bore into submerged logs, causing damage. So you might understand the desire by Everett-area timber businesses very early on to create a freshwater harbor. Timber transport and storage via water still continues today; logs prepared for export through the Port of Everett are now inspected and debarked for environmental reasons prior to being floated and loaded waterside directly onto ships — a great number of them bound for China. In 2016 alone, the Port of Everett Seaport loaded 204,000 tons of logs, followed by another 250,000 tons in 2017.

ABOVE LEFT: Log storage along the waterfront.

Photo courtesy of Port of Everett.

ABOVE RIGHT: Log booms floating in the water near City Dock.

Photo courtesy of Larry and Jack O'Donnell.

1925

The Everett Yacht Club asks about berthing facilities near its location on the south waterfront; the Port responds that it has “insufficient funds for carrying the brunt of such improvement and has no means of financing same at this time.” However, the Port notes, they’re “willing to cooperate with the Yacht Club or others in any way possible to further the aims of a berthing place for small water craft,” giving an early hint at a commitment to providing public marina facilities.

1926

The iconic 60,000-square-foot North Coast Casket Company Building (later known as the Collins Building), opens at the foot of 12th Street. The three-story, post and beam structure is built by the neighboring Hulbert Lumber Company as a casketmaking factory; the casket shells are built from the mill’s scrap and end material. The building’s most prominent visual feature is three horizontal bands of divided-light wood-sash windows that wrap nearly around the building’s perimeter (except for its northwestern corner), with one band on each floor. The extensive windows provide plentiful natural light.

1926

The Everett Flour Mill Company is demolished. It had operated at what's now 25th Street and West Marine View Drive from 1901 to 1921. (Its demise makes way for the massive Puget Sound Pulp and Timber Company to take over the site in the next decade, followed by Soundview Paper Company, then Scott Paper Company, and the Kimberly-Clark plant after that.)



1927

The Port creates a special fund to purchase Tract M — near Piers 1 and 2 and the Everett Yacht Club — from the Everett Improvement Company for \$19,000. The Port begins making improvements and the tract serves as home base for the commercial fishing fleet, early pleasure boats, and later home to the Everett Boathouse at the foot of Hewitt Avenue.



ABOVE: A 1920s view of American Packing Company at the foot of California Street.

Photo courtesy of Port of Everett.

ABOVE LEFT: Passenger steamer *City of Everett*, part of the Puget Sound mosquito fleet, berthed at City Dock in the 1900s.

Photo courtesy of Port of Everett.

MIDDLE LEFT: A group of local Everett Norwegians on a boat in front of the Everett Fish Company, circa 1920s. The grandson of the owner of Everett Fish Company, Steve Chase, later revived the company name with his own canning operation on the north bayfront in the 1950s.

Photo courtesy of Ray Fosheim.

1928

A fire consumes five dry kilns and several million shingles at the mighty Jamison Lumber and Shingle Company, which had opened on the north bayfront in 1913 and produced over a million shingles a day by 1926. The company rebuilt and was a formidable force into the 1950s.



BELOW LEFT: By the 1920s, Everett's lumber exporting business was in high gear. This image shows the *Mary D* log ship docked at Pier 1 to load log exports.

Photo courtesy of Port of Everett.



Weyerhaeuser Office Building: Local Beauty

To many of us, the intricate Weyerhaeuser Office Building may look more like a house than a place of business. And that was likely the point. Designed by Northwest architect Carl Gould and built in 1923 (Gould designed much of the University of Washington campus, the administration buildings at Seattle's Ballard Locks and the Everett Public Library) at the company's Everett Mill A site, the 6,000-square-foot, one-and-a-half story building was meant to showcase the Weyerhaeuser Company's local wood products — such as fir, cedar and hemlock — many of which were used in homes at the time. One of the unique features that a typical home might not have: a 160-ton concrete and steel safe, used to store all the money from the company's local lumber sales. The building has been moved three times since it was built: first to Weyerhaeuser's Mill B site on the Snohomish River in 1938; then to 18th Street and Norton Avenue (now West Marine View Drive) in 1983; and finally, in 2016 to the Port's newly named Boxcar Park.

LEFT: Weyerhaeuser Company executives and Everett police officers pose for a photo in front of the Weyerhaeuser Building, located at the Mill B site, circa 1940s.

Photo courtesy of Port of Everett.

1928

The Everett Airport, also known as Ebey Island Airport, is dedicated. The site, a project of the Port of Everett and Commercial Air Transport, is the first Snohomish County airport. (The airport, no longer in existence, was located near today's Smith Island, off Highway 529 between Everett and Marysville.)

Puget Sound fishermen purchase the Everett Packing Company and organize the Fishermen's Packing Corporation — a cooperative to provide canning services for local fishermen. In time, the co-op would grow to some 225 members.

1929

The massive Clough-Hartley shingle mill on the bayfront at 18th Street — considered the largest of its kind in the world when it opened in 1907 — closes its doors. In 1916, Clough-Hartley's daily shingle production was said to be 1.5 million, but by 1928 Edward Hartley reportedly said he knew of at least four bayfront cedar mills that had been operating at a loss since 1923. Reasons cited included obsolete machinery, competition from composition roofing and difficulty in getting enough quality red cedar — a mill staple.

RIGHT: Dedication of the Ebey Island Airport in 1928.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.

FAR RIGHT: Aerial shot of the Ebey Island Airport, circa 1928.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.

BELOW: Ship docked at Pier 1 with the early commercial and pleasure boat marina in the forefront, circa 1920s.

Photo courtesy of Port of Everett.

OPPOSITE TOP: Aerial view of the Everett waterfront, circa 1928.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.

OPPOSITE BOTTOM: Boat building at the Tract M boat harbor (located between Piers 1 and 2), June 1929.

Photo courtesy of Port of Everett.

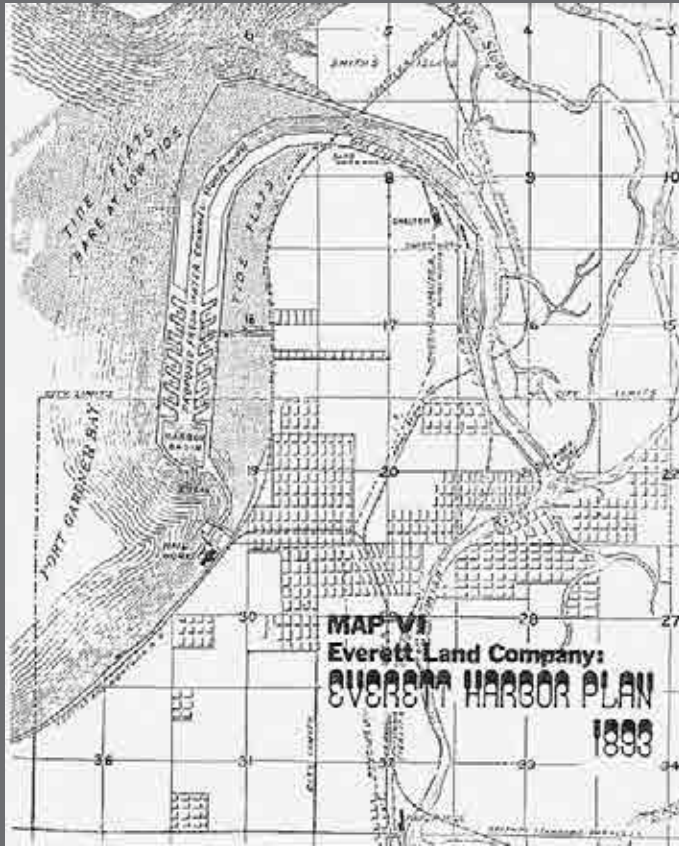


Come Fly with Us

Indeed, at one time the Port of Everett did have a hand in a local airport — called both “Everett Airport” and “Ebey Island Airport” or, as some simply called it, “the airport property on Marysville Highway.” Discussions of having a “public flying field” on Port of Everett property began in 1927 when the Port partnered with an outfit called Commercial Air Transport Company. The next year, it had taken off. Photographs of the airfield’s dedication in April 1928 show quite a crowd (mostly of men in suits) gathered in front of a hangar. The runway ran across the northwestern triangular tip of land between Steamboat Slough and Union Slough; today drivers cross over the old runway site every time they drive northbound between Everett and Marysville on State Route 529.

Over the years the airport offered flying lessons, air taxi and sightseeing services; hay from its runways was cut and sold as well. Pilots could discern the direction of the airport from signage painted on the roof of the North Junior High School at 25th Street and McDougall Avenue in Everett.

In 1942 the airport became part of the war effort when the Port deeded the land to state of Washington as “emergency turnaround points in state primary highway #1 for use of the armed forces of the U.S.” The airport was in operation until the completion of new Highway 99 lanes and bridges in 1954. By that time, Snohomish County Airport (Paine Field) to the south had been in operation for nearly 20 years. The Port sold the property to Marysville resident Robert Pautz in 1949 for \$10,000.



LEFT: Map depicting Everett Land Company's 1893 Everett Harbor Plan. Photo courtesy of Port of Everett.

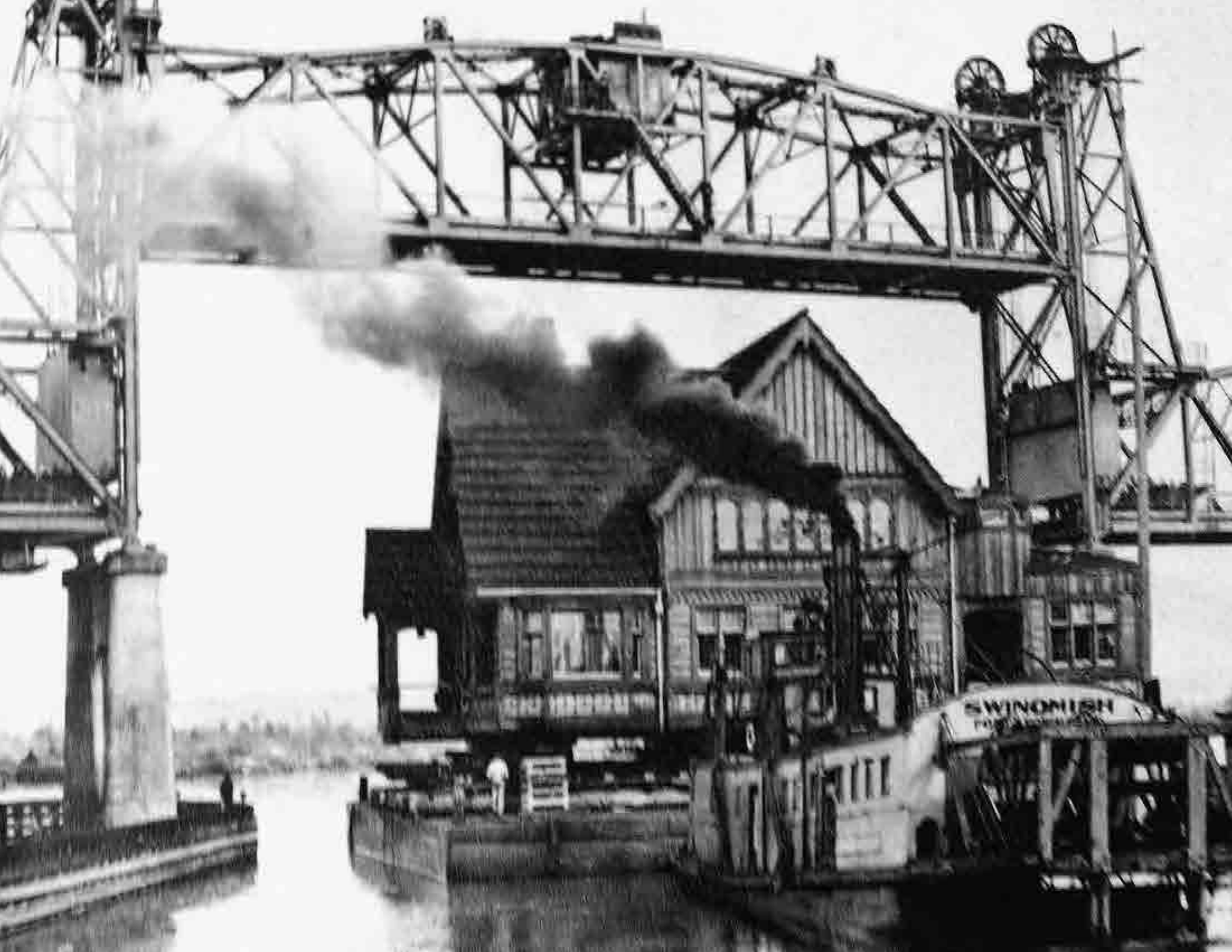
The Early Jetty: Industrial Haven

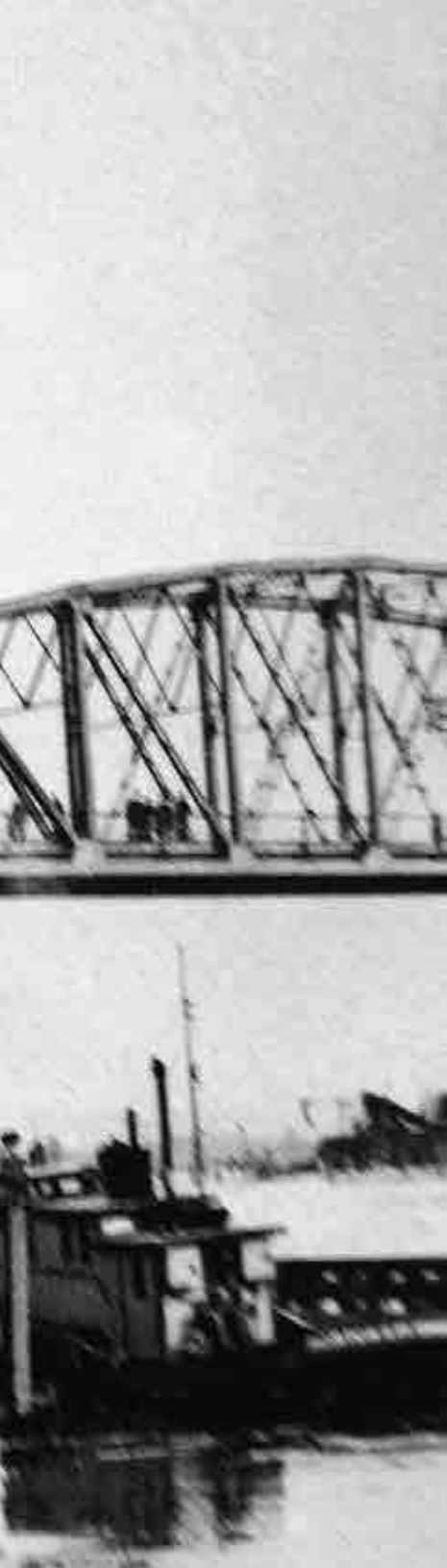
When the Port acquired the jetty in 1929, it was seen as a site for mere industrial or utilitarian use, not the recreational and wildlife haven it's used as today. Soon after the Everett Land Company created its 1893 plan to build a freshwater harbor at the mouth of the Snohomish River, the jetty was built as a start to the scheme — a mere “training dike” made of loose stone or “riprap.” That plan was abandoned after several tries, but the jetty has served as a spot for many industrial uses over the decades, from a site to deposit dredged soils and old boats to a log boom storage site.



1929

After a special public vote the previous year, the Port acquires the 14th Street Dock and the jetty (later dubbed Jetty Island), as well as land at Preston Point, from the Everett Improvement Company. The move gives the Port control of a central business district and keeps alive hopes to close off the Snohomish River between the jetty and Preston Point to alleviate the need for harbor dredging, as well as to create a freshwater harbor. The jetty also offers a site for industrial use and potential development projects.





CHAPTER THREE

1930–1939

Adjusting to the Great Depression

The Great Depression took its toll on the people and businesses along the Everett waterfront, along with the rest of the country. Some new businesses, such as the Puget Sound Pulp and Timber Company, joined the waterfront. Others, such as Weyerhaeuser Mill A, adjusted their operations. And some industries floundered; by 1937, Super Shingle (later named Super Mill Company) was the only remaining mill on the 14th Street Dock. The Port of Everett saw opportunity though, and began acquiring property along the dock from private owners.

The 1930s brought an end to most of the “Mosquito Fleet” steamers, which became obsolete because of their outdated machinery, as well as the addition of new roads throughout the region. And the privately owned Black Ball Line offered diesel/electric-powered car and passenger ferries; they established regular routes, including one that docked at Mukilteo, where the Port owned a landing.

Interest in recreational boating grew steadily and the Everett Yacht Club responded, building a two-story clubhouse at the south waterfront in 1931 (today the site of the Port’s cement storage dome). The Yacht Club later tacked onto the structure the retired steamer the *Black Prince*, putting the dry-docked vessel into service as a distinctive meeting room and annex.

OPPOSITE: The iconic Weyerhaeuser Office Building was saved and moved via barge from Weyerhaeuser’s Mill A site to its Mill B site along the Snohomish River in 1938. This was the first of three relocations for the building to date.

Photo courtesy of Port of Everett.



ABOVE: An image of the well-known, 60-foot wooden-hulled purse seiner, the *Pt. Defiance*. The vessel serviced the commercial fishing industry for a century and ended up homeporting in Everett in the 1940s.

Photo courtesy of Vince "Butch" Barcott.

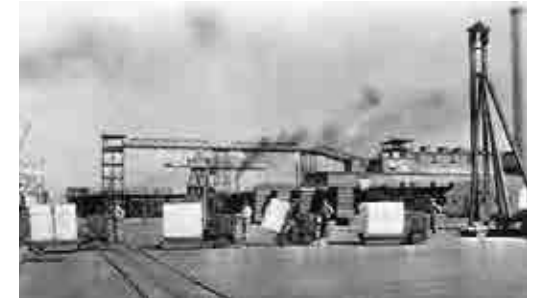
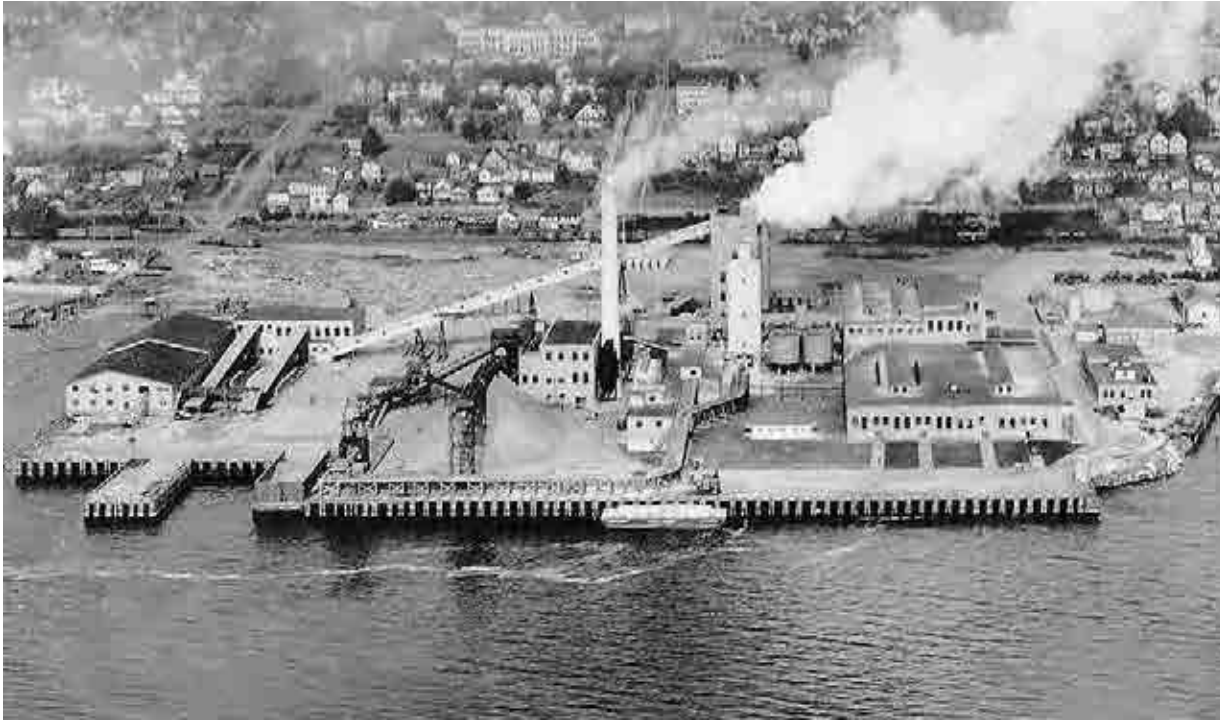
ABOVE RIGHT: A skiff is launched from every purse seiner. The seine is attached to the end of this skiff, which is then used to pull the net out and, finally, purse the net around the catch.

Photo courtesy of Kathy Padovan Wilson and Patricia Lee Padovan Myers.



The commercial fishing industry was settled in nearby, too, west of the Great Northern Railway between Piers 1 and 2 at what was called "Tract M." In the 1930s, reportedly more than 800 men earned their living at sea, trolling for the area's rich catch, which included salmon, halibut, ling cod and crab. Around 100 purse seiners, tenders and scows operated for the Fishermen's Packing Corporation co-op, which had organized on the south bayfront in 1928 — though by the end of the 1930s the group had moved to Anacortes, Washington, to save on costs.

Discussions between the fishermen and the Port on how to improve their base at Tract M were ongoing throughout the decade, however. In 1932, fishing boat owners asked about improving their mooring facilities and adding storage. The Port's facilities at Tract M were used by the purse seine fleet for winter storage, and boats were hauled up to dry and undergo repairs there as well. But the area was crowded, so in 1937 fishermen lobbied for a net shed — a space for them to stash and work on their seine nets and other fishing gear. The Port agreed to provide some sheds, and in 1938 it did so when it moved the fishing operation north to "Tract O" bayside at the foot of 21st Street (now part of Naval Station Everett).



Dredging and filling projects ramped up throughout the decade as well; federal funding was used to remove silt from the basin south of the 14th Street Dock, creating a deep harbor. (That silt, as with many other dredging projects, was pumped over to Jetty Island.) The U.S. Army Corps of Engineers also helped with the removal of shoaling in the upper harbor. This material was used to fill in the area underneath and around the old wooden pilings of the Norton Avenue trestle, creating a smoother, more permanent waterfront thoroughfare. And in 1938, a new Norton Avenue viaduct over the Great Northern Railway tracks at 22nd Street was built, furthering improvement to the flow of waterfront traffic.

And finally, at the Seaport, in 1937 the International Longshoremen's and Warehousemen's Union (ILWU) was formed — a group that brought together a mix of former Industrial Workers of the World (IWW) and International Longshoremen's Association (ILA) members. The ILWU primarily represents dock workers on the West Coast of the mainland United States, and in Hawaii, Alaska and British Columbia, Canada. Today, more than 14,200 ILWU workers are employed at West Coast ports, and Locals 32, 98 and 52 all serve the Port of Everett, respectively as longshoremen, walking bosses/foremen, and marine clerks.

ABOVE LEFT: The year 1930 brings Puget Sound Pulp and Timber Company to Everett, beginning more than 80 years of paper production on the Everett waterfront.
Photo courtesy of Everett Public Library, photographer J.A. Juleen.

TOP RIGHT: Pulp product being loaded at the Puget Sound Pulp and Timber Company dock, March 21, 1934.
Photo courtesy of Everett Public Library, photographer J.A. Juleen.

BOTTOM RIGHT: Loading shingles on the Everett waterfront.
Photo courtesy of Port of Everett.



ABOVE: Canning fish catch in Everett.

Photo courtesy of the Jack C. O'Donnell Collection, photographer J.A. Juleen.



TOP: A cooperative fish processing plant operated in Everett to serve the fishing industry throughout the region.

Photo courtesy of Jack C.O'Donnell Collection.

ABOVE RIGHT: A boatload of fish arrives for processing, circa 1931.

Photo courtesy of Port of Everett.



The Commercial Fishing and Canning Alliance

Local and reliable, canning operations were important to commercial fishing. In the 1920s, the Everett Packing Company and the American Packing Company were located on the Port's piers near Tract M — the local fishing fleet's home base. Yet because these canneries were privately owned, the fishermen didn't have much say about whether or not the canning operations would be available to them when they needed to process their freshly caught fish. In 1928, when the Fishermen's Packing Corporation co-op was organized, fishermen returning with a catch could rest easy, knowing their own cannery would be ready for them. Co-op members hailed from Everett, Tacoma, Bellingham and Seattle — and it was a blow to the Port when the group left for Anacortes in 1938, where it continued to operate at least into the early 1960s.



1930

Puget Sound Pulp and Timber Company is built at the foot of 26th Street, once the site of the Everett Flour Mill Company, beginning more than 80 years of pulp and paper production in Everett. But hard economic times during the Great Depression force the company to later sell to Soundview Paper Company, which continues into the 1950s under that name. The site later becomes Scott Paper Company, then the Kimberly-Clark mill.



1931

The Everett Yacht Club opens a new clubhouse on land leased from the Port. The two-story building sits on a bayside site just west of the Great Northern Railway Depot, near Pier 2/City Dock. A lighthouse tower (replete with a blue and white blinker light) anchors the club's northeast corner.

ABOVE LEFT: Interior shot of an Everett mill, circa 1930s.

Photo courtesy of Port of Everett.

ABOVE RIGHT: Ship docked at Puget Sound Pulp and Timber Company, March 9, 1930.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.

TOP: A view across the water of the Soundview Paper Company, the largest pulp mill in the world during its operation, circa mid-1930s.

Photo courtesy of Port of Everett.

RIGHT: The *Black Prince* in Dead Man's Slough ready to head downriver with a tow of logs. On top deck, left to right: Mrs. and Mr. Charles W. Wright with son Vernon, and Mrs. Bird, cook. On main deck, left to right: F. M. Elwell and Frank Anderson, deckhands, and Wesley Harbert, fireman.

BELOW: The *Black Prince* was decommissioned in 1935 and became the Everett Yacht Club's official meeting room in 1936, as shown in this image.

Photos courtesy of Everett Yacht Club.



The *Black Prince*

For decades, the *Black Prince* was a well-known local fixture, first as a working vessel that moved goods (including many logs for Everett's prolific sawmills) along the region's waterways — and later as a unique part of the Everett Yacht Club. The 112-foot-long sternwheel steamer was built in 1901 for the Snohomish and Skagit River Navigation Company, formed by captains Charles Wright, Charles Elwell and Vic Pinkerton. Wright reportedly came up with the name *Black Prince* after a dream he'd had about an all-black boat. (The 'Prince, however, in photographs appears mostly white or cream in color.) In 1922 the *Black Prince* was purchased by Captain Harry Ramwell, owner of the American Tug Boat Company. The vessel continued to work the area's waterways until she was decommissioned in 1935 and offered by Ramwell to the Everett Yacht Club for one dollar. The boat, after a remodel and dry-docking on timbers next to the club (then just north of Pier 1, bayside), was dedicated as the Yacht Club's official meeting room on July 3, 1936. The *Black Prince* annex soon became an integral part of the club's programs, as well as a hub for community functions — including Everett High School dances. The boat was dismantled in 1956 to make room for a larger, modern addition at the site. Today at the Yacht Club's current Central Docks location, on display are the *Black Prince's* captain's wheel, as well as a model of the beloved watercraft.



ABOVE: While on its tour of Pacific Coast ports in July 1933, the USS *Constitution* visits the Port of Everett, docking at Pier 1. During its weeklong stay, the vessel attracts nearly 56,000 visitors.

RIGHT: In 1935, Puget Sound Pulp and Timber Company sells its site to Soundview Paper Company, which continues operations into the 1950s.

Photos courtesy of Port of Everett.



1933

Local morale gets a boost when the USS *Constitution* (“Old Ironsides”), on a tour of Pacific Coast ports, visits Everett — docking at Pier 1 from July 7th to the 14th. The striking, wooden-hulled, three-masted heavy frigate is on a three-year tour around the country as a public “thank you” to everyone who, from 1925 to 1930, helped raise nearly \$1 million to restore the deteriorating vessel, which was built in 1797. Nearly 56,000 people visit the frigate during its time in Everett. (The *Constitution*, the oldest commissioned ship in the United States Navy and a National Historic Landmark, is now harbored in Boston.)

1935

The Everett Yacht Club buys the *Black Prince* from the American Tug Boat Company for one dollar. The sternwheel steamer is placed on a permanent cradle next to the club’s building; in 1936 it becomes the Yacht Club’s official meeting room.

1937

An immense fire razes the shuttered Clough-Hartley Shingle Mill located at the foot of 18th Street on the bayfront. A 40-mile-per-hour gale wind reportedly whips flames through the structure; it takes firefighters several hours to control them. The building was mostly empty — the business closed in 1929 and its machinery had been removed. The flame's sparks landed in a log basin between 14th and 18th streets.

Local commercial fishermen, based near the Everett Yacht Club and the old City Dock (at the Port's Tract M) at the time, propose that the Port build a net drying and storage shed. The Port agrees and sets them up with facilities at Tract O, at the foot of 21st Street.

Pacific Coast members of the American Federation of Labor's International Longshoremen's Association (ILA) form the International Longshoremen's and Warehousemen's Union (ILWU).



ABOVE: William Hulbert Mill Co. promotional piece, circa 1938, designed by Hal Ringen.

Photo courtesy of Jean (Ringen) Lilley.

LEFT: A typical Hewitt Avenue saloon. In the left foreground, the patron's missing left-hand fingers suggest he is a shingle weaver at a waterfront mill.

Photo courtesy of Everett Public Library.

FAR LEFT: Looking south along Tract Q (later known as Jetty Island), June 18, 1937.

Photo courtesy of Everett Public Library, photographer J.A. Juleen.

1938

After the bayfront Weyerhaeuser Mill A is converted to a pulp mill, the Gothic-style Weyerhaeuser Office Building is saved — and moved by barge to the company’s Mill B site on the Snohomish River on the north side of Everett. (The building will serve as office space until that mill closes in 1979.)

The Fishermen’s Packing Corporation co-op, organized on the Everett waterfront in 1928, relocates north to Anacortes, Washington.

The new Norton Avenue viaduct over the Great Northern Railway tracks at 22nd Street is built for \$60,000, easing vehicle access to the waterfront.

The Port Commission approves \$190,000 in bonds for the enlargement of Tract O, the new commercial fishing moorage site.

DID YOU KNOW?

“Longshoremen”

In the clipper ship days, dock labor was unorganized and often recruited at the last minute with the cry of “Men along the shore!” This gave us the term “longshoremen.” The work of unloading and loading ships’ cargoes was unsafe and the pay was low — and every man pretty much had to look out for himself.



ABOVE: Ship heading into port to load timber product, June 18, 1937.

Photo courtesy of Port of Everett.

RIGHT: The original Everett Yacht Club two-story clubhouse was built near City Dock (Pier 2), immediately west of the Great Northern Depot, in 1931. The *Black Prince* was placed adjacent to the building in 1936, becoming the Club’s official meeting room. This picture of the building remodel was taken in July 1940.

Photo courtesy of the Everett Yacht Club.





EVERETT BOAT HOUSE

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CHAPTER FOUR

1940–1949

Pitching in During World War II

As with nearly every other corner of the globe, World War II permeated activity at the harbor this decade, starting in 1942 when the federal government saw the inherent value in Everett's location and deep-water port — and used the War Powers Act to take over the 62-acre Tract O, the relatively new home of the commercial fishing fleet, to build the Everett Pacific Shipbuilding and Dry Dock Company. The shipworks, located at the foot of 21st Street along Norton Avenue, employed more than 6,000 men and women who built ships, barges, harbor tugs and mobile dry docks for the U.S. Navy. The operation ran there from 1942 to 1949 and started out with a bang, launching 49 watercraft in its first 36 months alone.

The federal government provided some funds as restitution for the takeover of the property, however, and the Port used the money to relocate the commercial fishing fleet again — this time to the 14th Street Dock — as well as to build new sheds there for the fishermen to dry and repair their nets. At the same time, the Port began filling the area underneath and around the dock. The Port filled the area north from 14th Street to about 12th Street, leaving the old dock as the southern boundary of the earthen fill. After the war ended in 1945, the Port added more earthen fill to this area, a project that would continue over the next several decades.

OPPOSITE: Classic shot of a young girl looking out into the Port of Everett boat harbor, located between Piers 1 and 2, circa 1940s.

Photo courtesy of Port of Everett.



ABOVE: By the late 1940s, a barge breakwater and floating log rafts were left along the north bank of the mouth of the Snohomish River.

Photo courtesy of Larry and Jack O'Donnell.

ABOVE RIGHT: This Auxiliary Personnel Lighter (APL-30) was built by Everett Pacific Shipbuilding and Dry Dock Company in 1944. It served as a floating barrack ship that could hold 800 servicemen.

Photo courtesy of Larry and Jack O'Donnell.



Pleasure boat moorage was also on the move, shifting from its home in the shipping terminal area between Piers 1 and 2 to the 14th Street Dock small boat basin (now called Central Docks). With both fleets' relocations, the 1940s brought to an end the major industrial focus in the Port's north bayfront area, ushering it into a period that focused heavily on fishing and leisure use. Fishermen's Boat Shop, an important support facility to commercial fishing, relocated there, and fish canneries such as the Bozeman Canning Company were eager to set up shop in the area as well.

The war created a market for wood products, but the mills experienced a labor shortage as the military took much of the potential workforce. Besides it being a homeland security necessity to staff the Naval shipyard, workers could earn more there, as well as at a bomber plant that The Boeing Company had built in Seattle to the south. This situation finally prompted the federal government to "freeze" people in their jobs so they couldn't leave the mills — to take higher-paying shipyard jobs, for example. The labor shortage also brought women into the work force in numbers never before seen.

Throughout the decade, the Port kept pushing forward. It received ongoing requests for additional boat moorage and sites for lease — for marinas, boat service stations, canneries and similar uses, and it didn't want to lose that business. In addition to creating land through earthen fills, the Port Commission



informed the city that it was interested “in any tax title tidelands that might be disposed of” and asked that it be notified “anytime any sales were contemplated.” Near the end of the war, the Port focused on trying to regain properties that had been taken over by the military, such as the Mukilteo ferry terminal and the shipyard area at Tract O. But the Navy would control that land, which included the old fishing boat moorage and net sheds, until January 1959.

The Port also continued to pursue the idea of closing the gap between Preston Point and the north end of the jetty “as a postwar project” — a project many had been wanting to do since the 1920s. The goal was to stop further silting of the harbor, as well as to create a freshwater storage site for logs. The Port made progress in 1944 by reaching an agreement with mill owners in the north end of the harbor for the eventual closure of the river channel there, but the plan remained in flux through the end of the decade. The project eventually was abandoned; the strong Snohomish River currents made the harbor too difficult to enclose.

In the late 1940s, a proposal to start development of the jetty as a site for industries and deep-water terminals was considered by the Port Commission. The jetty’s 2,000 acres comprised the last large undeveloped tract in Puget Sound and could potentially be the key to future industrial development in Everett, as well as the in entire Puget Sound region. However, no action was taken on the proposal.



ABOVE: The new 28-foot Swift, built by the Morris Brothers, joins Everett’s fleet and is ready to be launched into the water at Tract M for its new owner, circa 1940.

Photo courtesy of Larry and Jack O’Donnell.

TOP: An ad touting the Soundview Pulp Company, circa 1940.

Photo courtesy of Larry and Jack O’Donnell.

ABOVE LEFT: A view of the marina from the Everett Yacht Club building when it was located between Piers 1 and 2.

Photo courtesy of Port of Everett.



ABOVE: An April 15, 1945, news article regarding a shipbuilding delivery by Everett Pacific Shipbuilding and Dry Dock Company to the U.S. Navy.

TOP: Everett Pacific Shipbuilding and Dry Dock Company marketing material from 1942.

Photos courtesy of Larry and Jack O'Donnell.



What's a Floating Dry Dock?

One type of vessel that Everett's Pacific Shipbuilding and Dry Dock Company built during World War II was a mobile, or "floating," dry dock that the U.S. Navy could use as a temporary base to service war ships while out in the Pacific Ocean. By having mobile dry docks available at sea, fewer ships had to make the often long journey to a facility at a major port — allowing them to remain in the Pacific for up to a year or more. One of the better known of these floating dry docks was the Advance Base Sectional Dock USS *Artisan*, constructed in 10 sections during 1942 and 1943 by the Everett Shipbuilding Company along with other builders in California and Louisiana. When completed, the USS *Artisan* was reportedly 927 feet long and 28 feet tall (keel to well deck), with an inside clear width of 133 feet, 7 inches. Her official commissioning ceremony took place at Everett on May 10, 1943. She served in the New Hebrides islands, the Philippines and several other Pacific Ocean commissions until she was placed out of service in the 1980s. Her sections were later parted out for other uses.

ABOVE: An empty dry dock located at the East shipyard next to Pier D (now part of Naval Station Everett), circa 1940s.

Photo courtesy of Port of Everett.



Doing Their Part During the War

Beyond the Pacific Shipbuilding and Dry Dock Company enterprise, other ventures in the Port community participated in the 1940s war effort. In 1942, the Port's airport (off Highway 529 between Everett and Marysville) was handed over to the Civil Air Patrol and Washington state for "emergency turnaround points in state primary highway #1 for use of the armed forces of the U.S." The *Black Prince* at the Everett Yacht Club became the headquarters for the U.S. Coast Guard Auxiliary Flotilla, which patrolled Port Gardner Bay — and many Yacht Club members joined the cause. Sea scouting was encouraged, and the club opened up its facilities to servicemen of all military branches.

ABOVE: Everett Pacific Shipbuilding and Dry Dock Company (now part of Naval Station Everett) produced maritime vessels on the Everett waterfront during WWII.

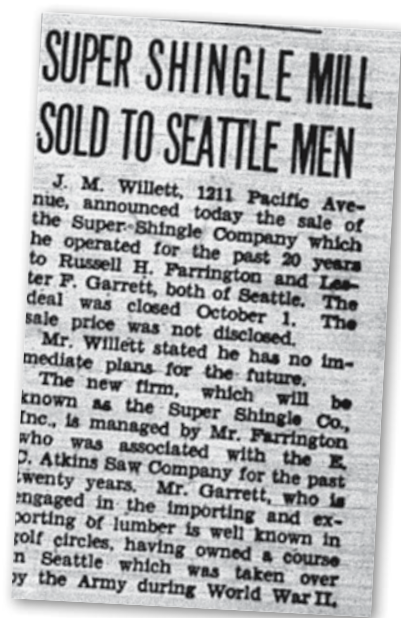
Photo courtesy of Port of Everett.

1941

Japan bombs the American fleet in Pearl Harbor, Hawaii, on December 7, prompting the United States to join World War II.

1942

With the onset of World War II, Tract O at the foot of 21st Street on Norton Avenue (now West Marine View Drive) is taken over by the federal government via the War Powers Act, and the huge Everett Pacific Shipbuilding and Dry Dock Company plant is built there. This prompts a move of the commercial fishing fleet to the 14th Street Dock. The Port had been awarded \$233,500 for facilities taken over by the Navy, and new docks were created for the boats. A new net shed structure was built as well, serving as a workspace and storage area for the fishermen for decades to come. Pleasure boat moorage also eventually moves to this site.



ABOVE: A December 5, 1947 news article regarding the sale of Super Shingle Company, the only remaining mill on the 14th Street Dock.

Photo courtesy of Larry and Jack O'Donnell.

ABOVE RIGHT: Anglers return from a fishing derby to collect their prizes, circa 1939. Fishing derbies have been a common recreational pursuit for decades.

Photo courtesy of Port of Everett, photographer J.A. Juleen.

RIGHT: Local residents enjoy what is now Pigeon Creek Beach on the port's bayfront just south of the Weyerhaeuser Mill A plant.

Photo courtesy of Larry and Jack O'Donnell.

FAR RIGHT: This 1942 view shows a portion of the Everett commercial fishing fleet in off-season storage.

Photo courtesy of Jack C. O'Donnell collection, Wide World Photo for Seattle Times.





1943-1949

The Port discusses postwar projects, including closing the gap between Preston Point and the north end of the jetty to stop further silting in Everett harbor and to alleviate ongoing problems with storing logs in salt water. The plan is eventually scrapped; powerful Snohomish River currents make the project unfeasible.

1944

The Bozeman Canning Company is the first fish processing plant to open on the Port's north bayfront, east of the new commercial fishing net sheds "on the new Fourteenth Street Port fill." The company is later called the Pictsweet Canning Company (1946), then eventually the Everett Fish Company.



ABOVE: Light cruiser anti-aircraft, *San Juan* (CL-54), in Everett, circa 1945.

Photo courtesy of Port of Everett.

LEFT: This 1946 image shows commercial fishing and pleasure boat moorage relocated to the 14th Street small boat basin (now Central Docks).

Photo courtesy of The Daily Herald.

1945

With the Japanese surrender on September 2, World War II ends.

1946-1947

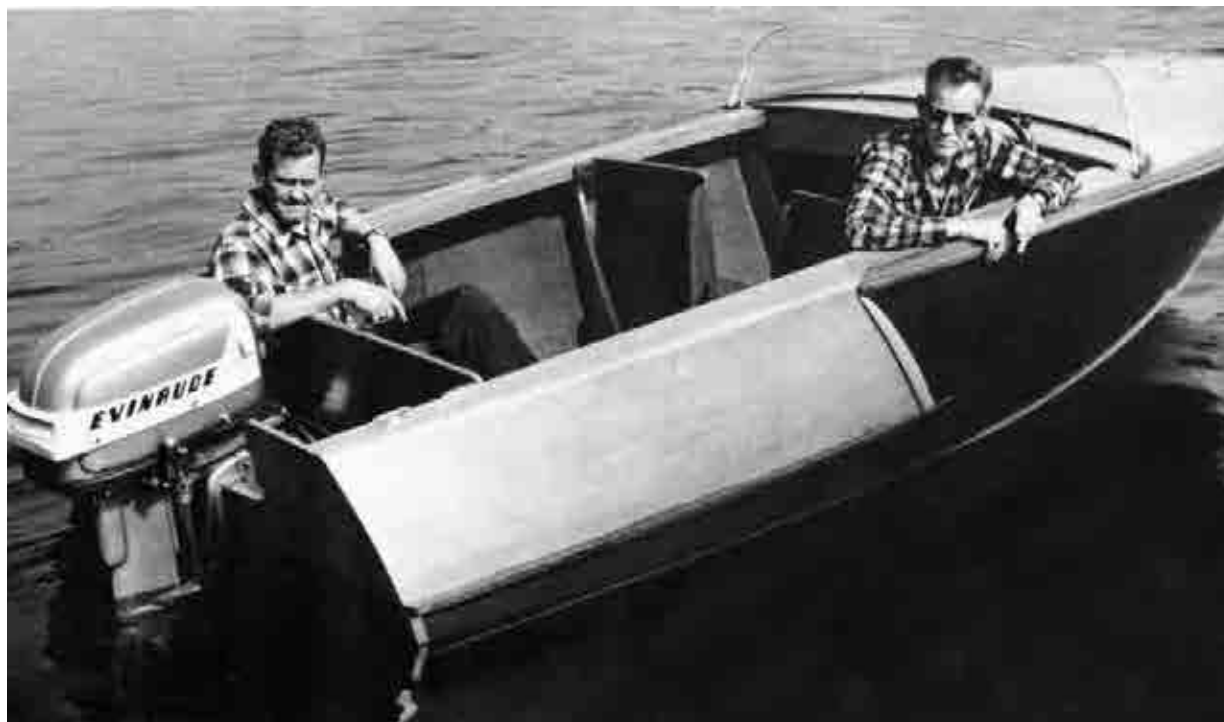
Fishermen's Boat Shop (renamed Everett Shipyard in the 1980s), an important support facility to commercial fishing and initially located at the foot of Bond Street on the Port's south bayfront, relocates to the north bayfront near the foot of 14th Street.

The city of Mukilteo is incorporated.

1948

The Morris brothers bring their boat-building skills from Bellingham, Washington, to the Port's bayfront. The brothers — J. Paul and Walter "Walt" Morris — are soon to become key figures in the industry. They begin building small, wooden speedboats under the Morris name on the 14th Street Dock.

The Morris' all-plywood pleasure crafts — the first being 12- to 16-foot "Runabouts" — were by all accounts high-quality boats. The brothers would also design a 32-foot Bristol Bay gillnetter for the fishing industry; the vessels had wooden hulls and red cedar planking. (At least one of these, the *Robbie*, was still being used by an Everett fisherman in 2010.)



ABOVE: Paul and Walter Morris, founders of Morris Boats, opened their doors at the Port of Everett in 1948 and began building pleasure boats for the Bryant Company in Seattle. Several different models carrying the Bryant label were produced over the years. These boats were "sleek, fast, fun, and best of all, affordable" and helped launch a small power boat craze during the post-war years.

Photo courtesy of Morris Family Collections.

LEFT: This photograph, probably taken to capture the image of an extremely low tide, also provides a good view of the fishing fleet and the net sheds.

Photo courtesy of Port of Everett.

Dredging and Filling

The Snohomish River, which feeds fresh water into Port Gardner Bay and gives shape to the Port Gardner Peninsula, has throughout the Port's existence also created a never-ending chore: dredging. Since its early years, dredging has helped keep the Port's shipping and navigation channels open; the ongoing activity has also helped create Jetty Island — a favorite sediment placement site. (Though at times, sediments have also limited boat access to the island.) Over the decades, sediment continued to be a challenge to the Port and its properties. The U.S. Army Corps of Engineers and the Port each have separate dredging responsibilities: The Corps maintains the Snohomish River Federal Navigation Channel to keep navigation safe and reliable for commercial traffic. The Port maintains the basins and berths under its jurisdiction, including areas in and around the marinas and shipping facilities. With its naturally deep-water harbor, the Seaport requires minimal maintenance—but the marinas and the modern-day Jetty Landing and Boat Launch require dredging every five to ten years.

Meanwhile, the Port has taken part in operations over the years to “create land” by filling parts of the bayfront. The 1940s were a particularly noteworthy time for this, as the Port filled the area from the 14th Street Dock to about 12th Street. For example, the North Coast Casket Company building (later known as the Collins Building) was built in the 1920s on pilings over Port Gardner Bay tidelands and was originally surrounded by water. But from 1940 to 1949 the site was filled with dredged Snohomish River sediment and eventually paved. Today, all buildable properties west of the bayside railroad tracks were created from fill.

1948

By this date, several barges had been sunk along the north bank of the mouth of the Snohomish River for a breakwater. This was a common method of disposing old boats at the time; some are still there today, off the north end of Jetty Island.

The Everett Sail and Power Squadron group of boating education volunteers is formed in an effort to teach the influx of post-war pleasure boaters how to be better and safer boaters. Programs over the decades include vessel safety checks, staffed information booths, life jacket stations, and marina cleanup days. The group still serves the Port of Everett today.

1949

The Port sells its Ebey Island airport property on Highway 529 between Everett and Marysville for \$10,000 to Marysville resident Robert Pautz.

Although many hoped the huge Everett Pacific Shipbuilding and Dry Dock Company plant would shift from wartime production to peacetime ship repair, by the end of the decade the yard was closed. The site was later used by Western Gear, a heavy machinery manufacturer. Today the area is part of Naval Station Everett.



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CHAPTER FIVE

1950–1959

Contributing to the Postwar Boom—and the Korean War Effort

Even with the Korean War breaking out at the start of the decade, the 1950s brought a growing sense of prosperity and confidence to the region. Returning World War II veterans were settling the area, and the U.S. economy was on an upswing with people feeling optimistic and ready to relax.

The Port felt these changes, too. At the beginning of the decade it was busy trying to regain control of properties that had been taken over by the U.S. armed forces during World War II — along with those that came available from any source post-war. In April 1951 the Port manager was instructed to “notify the city commissioners that the Port of Everett is interested in purchasing any waterfront property which they now own, or may own in the future.”

And it worked. Throughout the decade the Port collected several longtime waterfront properties, including Pier 1 (from American Tug Boat Company), the City Dock property at the foot of Hewitt Avenue (from the city of Everett) and Pier 3 (given to the Port by the Great Northern Railway).

In Mukilteo, two major activities were underway. The United States Air Force built a “tank farm” in 1950 to provide fuel for a fighter squadron stationed at Paine Field in Everett. And in 1952 the Port of Everett began

OPPOSITE: A dockside view of the old pleasure boat marina and Pier 1, with pleasure boats in the foreground and cargo ships in the background.

Photo courtesy of Port of Everett.



ABOVE: The northern end of the Mukilteo Tank Farm, showing two of the 10 above-ground fuel tanks.

ABOVE RIGHT: A 1954 view of Piers 1 and 2, with the SS *Theogennitor* loading lumber product bound for Korea at Pier 1.

OPPOSITE LEFT: The passenger steamship *Verona* at sea, part of the Mosquito Fleet.

OPPOSITE RIGHT: The passenger steamship *City of Everett*, part of the Mosquito Fleet, was built in 1900 and ran between Everett and Seattle to the south for many years. The vessel was renamed the *Liberty* during WWI. In 1923, she was rebuilt for ferry service to Bainbridge Island, and was eventually rebuilt a second time and renamed the *Ballard*.

Photos courtesy of Port of Everett.



constructing a new ferry dock and landing just south of the tank farm to serve the nascent Washington State Ferries system, which in 1951 had taken over the Black Ball Line.

Pleasure boating took off like a speedboat. Everett Yacht Club membership swelled, and local boat builders, like the Morris brothers, were busy cranking out well-crafted boats to a community that couldn't get enough of them. In 1954 the Port Commission began working on plans to redesign the 14th Street small boat basin, reporting that they'd had to turn away many pleasure boats for lack of moorage space — hence the need to increase capacity. The work continued throughout the decade. And for a time, seaplane flights operated at Port property, too, at the 14th Street boat moorage.

A few mills remained, and they encountered a variety of fortunes. The Hulbert Mill was snuffed out by a fire in 1956; around the same time, C-B Lumber sold out to the Summit Timber Company. Jamison kept busy pumping out shingles, and Super Shingle remained rooted on its 14th Street Dock site. On the south bayfront, the Soundview Pulp Company continued under that moniker into the early 1950s, but then changed to Scott Paper-Soundview, and later to Scott Paper Company, followed by Kimberly-Clark. The arrival of Scott Paper during this era was a major boon for Everett. The facility expanded several times over the ensuing few years, pushing the work force to more than 1,600 and boosting local building construction.



The “Mosquito Fleet”

Before the Puget Sound region had many roads, bridges or even railroads, people would generally travel around the area by steamships going from port to port. These “steamers” were so common — hundreds of them plied area waters — that they were dubbed the “Mosquito Fleet” because people said they were like a “swarm of mosquitoes.” It seemed that every settlement, no matter how small, had a pier or float to welcome the boats. One of the more famous of these vessels was the *Verona*, which brought a gaggle of “Wobblies” to Everett’s City Dock from Seattle — thus sparking the Everett Massacre in 1916. The Mosquito Fleet worked the waters here from the 1850s through the mid-1930s, when rail and road transportation outpaced the steamers. By then, all that remained was the Puget Sound Navigation Company’s fleet (also known as the Black Ball Line), which in 1951 transformed into today’s Washington State Ferries system. But one of the current ferry routes — between Mukilteo and Clinton (on Whidbey Island) stems from an agreement with the Port of Everett in 1920 to create a landing at Mukilteo during the “Mosquito Fleet” era. Now, as Puget Sound’s population booms and gridlock on the region’s roadways becomes unbearable, locals hint of one solution: a new, modern “mosquito fleet” of boats to help move people around. It’s merely a whisper now, but anything’s possible.

1950

The Korean War begins when North Korea invades the South. The conflict prompts the U.S. federal government to reactivate military operations at Paine Field, where a fighter squadron is stationed. To supply the planes with fuel, the government builds 10 large fuel tanks, dubbed the Mukilteo Tank Farm, on approximately 3,200 linear feet of Mukilteo’s prime waterfront property.

1951

The new state-run Washington State Ferries begins operations on Puget Sound, taking control at 3 a.m. on June 1 from the Puget Sound Navigation Company (the Black Ball Line), which had been operating privately run ferries in the region for decades. The new ferry system leases the Port’s holdings at the Mukilteo ferry landing and dock. Lease terms are \$1,800 per year for the Port’s entire tract at the landing.

Perhaps in a sign of the growing recreational use of the marinas, the Port begins hearing complaints from the public about boats speeding in the 14th Street small boat basin. The Port’s response: it will do what it can to “curb this speeding menace.”

1951

The Port authorizes an operator to rent space for a seaplane base at the 14th Street small boat basin, “at regular boathouse moorage rates.” There’s not much mention of it in Port records after that — but at least one photograph of a seaplane at the docks remains.

In December the Port purchases Pier 1 from American Tug Boat Company for \$105,000. The following year the Port rehabs the structure so that ships can be berthed on both sides of the pier at the same time.

1953

An armistice brings a cease-fire, but not a true end, to the Korean War; fighter operations at Paine Field will continue into the next decade and the Mukilteo Tank Farm remains in use.

1953-1955

Scott Paper Company (which had merged with Soundview Pulp Company in 1951) opens a paper-making plant next to its pulp mill. By 1955, the mill had been expanded to accommodate four paper-making machines. Employment at the site increases to more than 1,600.



ABOVE: This circa 1950s photo shows a seaplane at the 14th Street Dock.

Photo courtesy of Port of Everett.

RIGHT: A 1952 view of Soundview Pulp Company, which merged with Scott Paper Company in 1951.

Photo courtesy of Port of Everett, photographers Pringle and Eklund.



1954

The pleasure boat marina moves north to the 14th Street area (now called Central Docks), but the old marina at the foot of Hewitt Avenue, between Piers 1 and 2, still remains in 1954. By the early 1970s, the area had been filled to create what is now Hewitt Terminal.



ABOVE LEFT: The old pleasure boat marina, between Piers 1 and 2, circa 1953.

Photo courtesy of Port of Everett.

BELOW LEFT: Longtime area fisherman (and later, Everett Fish Company owner) Steve Chase with some of his employees, circa 1951.

Photo courtesy of Otto Chase.

LEFT: A cargo ship docked at the Port of Everett's Pier 1 on September 6, 1954, just three years after the Port purchased Pier 1 from American Tug Boat Company.

Photo courtesy of Everett Public Library; copyright The Daily Herald, photographer Jim Leo.



ABOVE: At the peak of Morris, Inc. production, they could produce three boats a day.

Photo courtesy of Morris Family Collections.

ABOVE CENTER: The demand for pleasure boating in the area allowed the Morris brothers to contract with Bryant's Marina in Seattle, making boats in Everett under the Bryant name.

Photo courtesy of Morris Family Collections.

ABOVE RIGHT: Boats were painted in the Morris, Inc. paint shop at the 14th Street Dock.

Photo courtesy of Morris Family Collections.

FAR RIGHT: A Morris, Inc. advertisement in the May 1950 *Marine Digest*.

Photo courtesy of Larry and Jack O'Donnell



Boat-Building Brothers

The Morris brothers — J. Paul and Walter “Walt” Morris — grew up around the Port of Everett; their parents — J. O. and Almeda Morris — were principals of the Everett Packing Company. So it seemed only natural when in 1948 the brothers began building speedboats in the 14th Street Dock area as Morris, Inc. The pair built both commercial and pleasure boats, but were perhaps best known for a racy, all-plywood boat often referred to as a runabout. In 1950 the Morris brothers began building boats for the Bryant Company in Seattle, and throughout the decade they built several different models under that label. The boats were by all accounts quick, well made, inexpensive — and just plain fun.

<p>1111 BROWN ST. EVERETT, WASH. PHONE CR. 2555</p>	<p>He was a former Alaska prospector and explorer. He was the father of aviator Josephine Hutchison. During World War II, he served with the Army Engineers.</p>
<p>MORRIS, INC. STORM KING BOATS EVERETT - BELLINGHAM - WASHINGTON</p>	<p>MORRIS, Inc. Boat Builders STORM KING BOATS Repairs, "Hot-Outs" 16 St. John Everett WA 98115</p>
<p>EVERETT TENT and AWNING CO. "Established 1892" Boat Covers and Curtains • Hatch Covers • Sails 2916 Hewitt EVERETT Bayview 8215</p>	
<p>AMERICAN TUG B</p>	



DID YOU KNOW?

Jetty Bathing Beach in the 1950s

As locals began pushing for a swimming beach on the jetty, the Port found that it needed to strike a delicate balance between offering the jetty for safe recreation desired by the public and being aware of the needs of the tug companies — such as the American Tug Boat Company — that moved and stored logs along the jetty. The Port conducted testing of the waters around the jetty to determine the amount and location of any possible contamination. After negotiations with American Tug Boat, the Port finally found a location for a bathing beach, though the tug company smartly requested that the beach area be “removed from their lease in order to disclaim them from all liability.”



ABOVE LEFT AND RIGHT: Interior shots from the Everett Yacht Club, a view of Pier 1 through the window, circa 1953.

LEFT: Cargo ship the *Golden Mariner* docked at the Port of Everett's Pier 1, June 12, 1954.

Photos courtesy of the Port of Everett.

1956

The *Equator*, a former schooner and steamer built in 1888, is left on Jetty Island the week of August 15 as part of a breakwater with other discarded vessels. (The boat would later be rescued and placed on the National Register of Historic Places. Its colorful history includes an 1889 voyage through the South Pacific with the writer Robert Louis Stevenson, and service as a Puget Sound tug until the mid-1950s.)

The beloved yet timeworn *Black Prince* is razed to make space for a new Everett Yacht Club addition. Hereafter, the club promises that its meeting room, wherever it might be, will always be known as the Black Prince — as of 2018, it still is.

In August the Hulbert Mill is destroyed by fire, taking with it around \$500,000 worth of buildings and lumber, as well as the neighboring Jamison mill office. The searing blaze buckles nearby railroad tracks and threatens businesses and homes along Grand Avenue on the bluff above the mills. The Collins Building remains unharmed, however, because of its elaborate sprinkler system — such systems had already been in regular use since the 1880s. The fire marks the end of the connection between the casket company and its parent mill.



TOP: The 14th Street small boat basin with commercial fishing and pleasure boat slips in 1954.

ABOVE LEFT: In 1956 the Hulbert Mill at the foot of 12th Street caught fire and was destroyed. Fire swept up the bluff and threatened the houses on Grand Avenue. Thanks to the elaborate sprinkler system, the Hulbert Mill's casket factory, the Collins Building, survived the blaze.

ABOVE RIGHT: Port of Everett advertisement for the Seattle Boat Show in 1955, touting the "best and quickest way to boating and fishing — via Everett."

LEFT: Fork lift removing bales of wet lap pulp on July 14, 1955.

Photos courtesy of Port of Everett.



1957

After decades of trying to purchase the City Dock property at the foot of Hewitt Avenue, the Port is finally able to buy it from the city of Everett. The cost: \$36,500.

The Bozeman/Pictsweet Canning Company on the north bayfront becomes the Everett Fish Company; its seafood processing business is thriving.

1958

Spurred on by requests from members of the Everett Yacht Club and the community at large, the Port starts the process to create a bathing beach on Jetty Island, with a launch at 14th Street. There's also a proposal for a private ferry service to the island and concessions on the jetty.

1959

The Great Northern Railway gives Pier 3 to the Port of Everett.



ABOVE: In the foreground, sporty Morris-built Bryant boats are ready to be trucked to Seattle. Stairs from Grand Avenue to the waterfront appear in the background. In the early 1900s, residents who lived on Grand Avenue — mostly fisherman and mill workers — used wooden staircases located at 12th, 14th, 19th and 21st streets to access the waterfront. The stairs disappeared in the 1970s.

Photo courtesy of Larry and Jack O'Donnell.

LEFT: A 1958 aerial view showing the Mukilteo Tank Farm with 10 above-ground fuel tanks. The Tank Farm was owned and operated by the U.S. Air Force for refueling fighter planes at nearby Paine Field.

Photo courtesy of the Mukilteo Historical Society.

Eyerhaeus Company





CHAPTER SIX

1960–1969

Moving From the Smokestacks Age to the Jet Age

The 1960s reshaped Everett from solely a midcentury lumber, fishing and pleasure boating community to one that added a new dimension — jet city. In 1967 The Boeing Company set up shop for its 747 jumbo jet by building a massive aircraft manufacturing plant in south Everett. By 1968, the Port’s huge storage dome at the south bayfront became a daily visible reminder of this change; the dome was built to house alumina, a prime ingredient of aluminum — which in turn was a key component in making airplanes.

Boeing’s arrival coincided with a decline, however, in the region’s wood-products industries as the decade saw the lumber and shingle industry say goodbye to the Port’s bayfront. When the Super Mill Company plant closed in 1962, it ended some 70 years of shingle mills at 14th Street. Summit Mill Company moved its plant to Darrington, Washington, and fires finished off the Jamison plant and the closed Pilchuck Shake and Lumber Company. Everett — and along with it, the Port — quickly shifted to being largely dependent on the aircraft industry, as well as other types of cargo, such as cars.

The Port kept moving forward, taking down the shuttered Super Mill plant and developing the 14th Street small boat basin into an expansive, modern marina, dubbed at the time as the Everett Yacht Basin. The site

OPPOSITE: A full rail delivery of Volkswagens arriving at the Port of Everett on June 12, 1963. Weyerhaeuser’s Mill A is in the background.

Photo courtesy of Port of Everett.

RIGHT: A 1965 aerial view of the newly expanded Everett Yacht Basin (now the Port's Central Docks), creating approximately 950 slips for commercial and pleasure craft.

Photo courtesy of Port of Everett.

OPPOSITE TOP: The restaurant on top of the Space Needle (then called the Eye of the Needle), sat on a giant doughnut-shaped track and turntable. Shown here is a test run conducted by the manufacturer, Western Gear Corporation, in their Everett parking lot in 1961. A makeshift platform with table and chairs was placed on the 94.5-foot-diameter ring, and a waitress/model served coffee to the architect, designer and other dignitaries. With its one-horsepower motor, the turntable made one complete rotation in an hour.

Photo courtesy of the Alfred H. Fast Collection on the Space Needle, Museum of History & Industry, Seattle.

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OPPOSITE BOTTOM RIGHT: Pacific Tow Boat *Sea-Vamp*, circa 1960s.

Photo courtesy of the Port of Everett.

OPPOSITE BOTTOM LEFT: Various fires continued to flare up here and there along the waterfront. Two warehouses and a pier were damaged during a fire at the Weyerhaeuser plant on the Everett waterfront on September 19, 1961.

Photo courtesy of Everett Public Library; copyright The Daily Herald Company, photographer Ken Knudson.



offered around 950 slips for commercial and pleasure craft — and it was nearly 100 percent occupied by 1966. The old boat basin between Piers 1 and 2 was phased out and filled in, and the Everett Yacht Club moved north — it built a new clubhouse in 1968 — to the general site of what had once been the end of the 14th Street Dock. The Yacht Basin (today the site of Central Docks) included an expanded and improved section for the fishing fleet, too, and the Everett Fish Company expanded in 1964. Boating and fishing were in cruise mode.

Throughout the 1960s the local community and the Port continued to work together to create space on Jetty Island for public access and recreational use and got creative with ideas on how people could reach the island — which at the time the Port still called “Tract Q” — a site which locals had become quite attached to.



1960

The Port has various discussions throughout the year about activating Jetty Island (known back then as “Tract Q”) for public access and recreational use. Ideas for access include installing a cable, a walkway and a suspension bridge. The Port considers industrial uses on the jetty as well. For the time being, the city of Everett’s Park Board is allocated a portion of the jetty, including a beach, to be used for picnicking and water activities during the summer of 1961.

1961

The Heavy Machinery division of Western Gear Corporation moves into the old Everett Pacific Shipbuilding and Dry Dock Company site (now part of Naval Station Everett). The company develops the 94.5-foot-diameter, doughnut-shaped turntable (as well as gears and a motor) to power the rotating restaurant (then called Eye of the Needle, now SkyCity Restaurant) in Seattle’s Space Needle, built for the 1962 World’s Fair.



1962

The Super Mill Company (formerly Super Shingle) plant closes, bringing to an end 70 years of 14th Street shingle mills.

The World’s Fair in Seattle spurs regional excitement and promotion. Nearly 10 million people attend the fair.

1963

One hundred citizens show up at a Port meeting, many to voice objections to a Seattle company's proposal to site a garbage dump on Jetty Island. Some of the local community expresses to the Port that it already very much enjoys using the jetty as a bathing beach rather than as an industrial property, as is part of the Port's long-term plan. Seattle's garbage never came to the jetty.

Four thousand Volkswagens are imported through the Port.

1963-1966

The prolific boat-building Morris brothers cease constructing boats for the Bryant Company of Seattle and go on to create new companies, one of which is the marina supplies and equipment shop Boatland USA, housed in their old boatmaking building.

1965

A local Kiwanis Club builds a sun shelter on the jetty and tries launching a ferry to and from the island. That idea has to be abandoned when too much sediment clogs the route.



The Boeing Company Comes to Everett

By the mid-1960s, Boeing was already a large company, but it was stumped when considering where to build its huge 747 airplane, designed to carry 490 passengers. “In the 1960s,” the company says, “the design for the new 747 was so big that no factory that Boeing had at the time could house it.” Even its 1.7-million-square-foot Plant No. 2 in south Seattle, where thousands of B-17 bombers were produced during World War II, wasn’t adequate. So Boeing scouted locations where it could build new production facilities for the jumbo jet and chose a site near Paine Field in Snohomish County, Washington — securing Everett as a jet city, and the Port of Everett as a key mover of aerospace cargo, for decades to come. What sealed the deal? “This location offered access to rail service and maritime shipping, as well as an airfield,” says the company. “Also, under a tight schedule, it was important to have a site near the company’s engineering talent.” The now 98-plus-acre assembly building today produces the 747, 767, 777, 777X and the 787 airplanes. The Port of Everett handles all of the oversized, ocean-going parts for the widebody jets.

TOP LEFT: Employees working in The Boeing Company factory, January 17, 1967.

TOP CENTER: The second Boeing 747 jumbo jet rolling out on March 5, 1969, before delivery to Pan Am, the first airline to use a 747 in commercial service.

TOP RIGHT: A view inside the Everett Boeing plant on January 17, 1967.

Photos courtesy of Everett Public Library; copyright The Daily Herald Company, photographer Jim Leo.



1965

The Port of Everett dedicates a new, 950-slip modern marina at the old 14th Street small boat basin south of the filled property and dubs it the Everett Yacht Basin; the marina (now the Central Docks) is built for both commercial and pleasure boats. (The old marina, between Piers 1 and 2, is eventually removed and filled to create Hewitt Terminal.)

1967

The Boeing Company opens its Everett assembly plant to build its 747 jumbo jet. The vast complex is the largest airplane manufacturing facility in the world.

It's a rough year for mills: fires claim the longtime Jamison Lumber and Shingle Company plant and the shuttered Pilchuck and Lumber Company. Columbia Veneer shuts down after just a few years of operation, and Summit Mill Company (formerly C-B Lumber and Shingle Company) moves its plant to Darrington, Washington.

In June, local dentist Eldon Schalka leads an effort to rescue the *Equator* from a breakwater along Jetty Island. The boat had been connected with the poet and novelist Robert Louis Stevenson (1850-1894).

LEFT: The 1960s brought The Boeing Company to Everett, putting aerospace at the forefront. This image shows one of the first 747 airplane components to come out of the company's Everett factory, circa 1967.

Photo courtesy of Port of Everett.

1968

The Alumina Dome is built along the south bayfront near Pier 1; the rounded structure is a key addition for the Port as a site to import and store bauxite — also called alumina — which is used to make aluminum, a vital material for the aerospace industry as well as for household goods.

The Everett Yacht Club builds an expansive new two-story waterfront clubhouse with views of the Snohomish River and Port Gardner Bay. The site — at the current Yacht Basin, still the Yacht Club's location today — includes a guest moorage dock, a stage, a cocktail bar and a dining room with a sunken dance floor, plus a second-floor meeting room (dubbed the *Black Prince*), which includes a bar and a kitchen. The old clubhouse is demolished.

Cruise-A-Home, maker of luxury pleasure cabin cruisers, establishes itself on the Port's bayfront. The company offers two main boat styles — dubbed "Corsair" and "Crusader" — which are marketed in British Columbia, southeast Alaska and the West Coast of the United States.



ABOVE: A circa 1968 view of the future site of the Alumina Dome beginning construction between Pier 1 (right) and Pier 2 (center); Pier 3 is shown on the far left.



MIDDLE LEFT: 1964 Everett High School homecoming princess Sue Richards poses with Don Granberg on a forklift loaded with Weyerhaeuser product.

BOTTOM LEFT: The Port of Everett's newly installed electric crane in operation at Pier 1 to handle alumina, forest product and other general cargoes.



BELOW: A fire at Piers A and B (now the location of Naval Station Everett), circa 1967.

Photos courtesy of Port of Everett.





LEFT: Demolition of the former Everett Yacht Club, located between Piers 1 and 2, to make way for Port of Everett shipping terminal expansion, August 8, 1968.

Photo courtesy of Port of Everett.

BELOW: Various stages of the new, two-story Everett Yacht Club clubhouse under construction in 1968 on the north bayfront.

Photos courtesy of the Everett Yacht Club.



DID YOU KNOW?

Everett Yacht Club Around the Port

The Everett Yacht Club has grown and changed along with the Port of Everett over the past century, with more changes surely to come in the future.

The first clubhouse after the group is formed in 1907, is located on an offshore float at Camp No. 1, south of Weyerhaeuser Mill A.

The 1927 location is near Piers 1 and 2.

The “new” clubhouse with lighthouse tower is built bayside in 1931, west of the Great Northern Railway Depot.

The *Black Prince* annex is added to the clubhouse in 1935-1936.

The 1956 addition is built to replace the *Black Prince*.

The 1968 new two-story waterfront clubhouse is built at the Everett Yacht Basin (its current meeting location).

The waterfront clubhouse, which operated as a conference center for years, is slated to be remodeled into a waterfront restaurant and hospitality features. The Port is working with the Everett Yacht Club on their future location on Port property.

1968

The Port offers a “summer recreation ferry service to the Jetty” and its “saltwater park” and later notes a “generally favorable public response for [the] Jetty Recreation program... [from] July 20 through August 11 a total of 2,287 persons had been carried to Jetty.” The Port also approves a resolution to partner with Washington State Parks to create a Jetty Park (now referred to as Jetty Landing).

1968-1969

A national economic crisis hits the Puget Sound region hard when airlines cut back on orders for all aircraft, including those for Boeing’s new 747 jumbo jet, slowing production. At the Everett plant, the number of employees drops from 25,000 to less than 7,000. (By 1973 however, the dollar had stabilized, the economy had begun to improve, and Boeing orders went up, bringing relief to the region.)

1969

In February, Boeing tests its 747 jumbo jet — christened *City of Everett* — with a maiden flight taking off and landing at Paine Field.



What’s in the Dome?

One of the more curious structures along the bayfront is the large white dome that rises between Piers 1 and 3 at the Port of Everett Seaport. Built in 1968, for years it stored an ore — alumina — for making aluminum, which can be used for many things, from household foil to airplanes. After the alumina business tapered off in the early 2000s, the Port leased the dome to the Lehigh Northwest Cement Company, which retrofitted the 55,000-ton bulk storage facility to import and distribute cement to support construction activity in Washington state. Although cement shipments started in 2007, the Great Recession in 2009 severely impacted the construction industry, limiting the demand for cement for several years. Shipments resumed in 2014; the first ship to arrive carried 32,000 tons of cement. The dome can handle 500,000 to 700,000 tons of cement each year (at capacity, it holds the equivalent of 40,000 dump trucks) and the operation employs about 35 people, many of them members of the International Longshoremen’s and Warehousemen’s Union. Approximately 100 additional jobs are generated by way of truck drivers, tug operators, ship operators and others.



LEFT: Pouring the Alumina Dome concrete ring on August 1, 1968.

OPPOSITE: A view during construction of the center of the Alumina Dome with its walls going up on November 21, 1968.

BELOW LEFT: This shot from February 26, 1969, shows the facility taking on its dome shape. The structure is eventually dubbed the Alumina Dome (today, it's simply known as "the Dome" and is used to store bulk cement).

BELOW RIGHT: Aerial view during construction of the Alumina Dome between Piers 1 and 2, at the site of the former small boat basin, March 27, 1969.

Photos courtesy of Port of Everett.



RIGHT: The Cruise-A-Home company made their debut at the Seattle Boat Show in 1968 with a 37-foot model. Later, the company would produce two models, the Corsair 40, shown here, and the Crusader 31.

Photo courtesy of Port of Everett.

FAR RIGHT: The city of Everett's first Salty Sea Days festival launches in 1970 at the new Everett Yacht Basin (now the Port's Central Docks). The new, two-story Everett Yacht Club building is shown top right at the end of the pier, with Jetty Island in view at the top of the image.

Photo courtesy of Port of Everett.



BELOW RIGHT: A 1961 aerial view of the south bayfront, showing Piers A, B, C, D and E. Today, Piers C, D and E are part of Naval Station Everett. At some point, Piers A and B were removed (see map at front of book).

Photo courtesy of Everett Public Library; copyright The Daily Herald Company, photographer Ken Knudson.

OPPOSITE TOP: Longshoremen unload and transport Volkswagens into the cargo yard, circa 1969.

Photo courtesy of Port of Everett.

OPPOSITE BOTTOM LEFT: May 23, 1969 Daily Herald article, GOING UP: "The giant electric powered crane going up on the Everett waterfront will be one of the largest structures in town. The monster will be used primarily for unloading of alumina, a task that will take five or six days a month.

But the rest of the time the crane will be available for general use, including loading of logs."

Photo courtesy of Port of Everett.

OPPOSITE BOTTOM RIGHT: Loading pipe onto a ship at the Port of Everett, July 11, 1969.

Photo courtesy of Port of Everett.

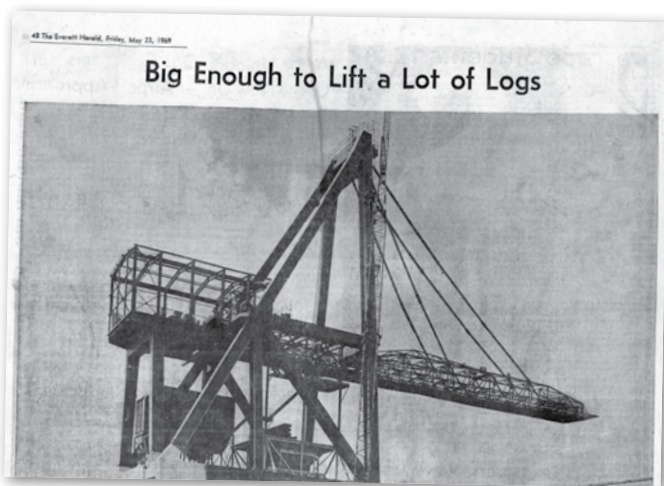




DID YOU KNOW?

The Post-Mill Era

When the Super Mill Company (previously Super Shingle, founded in 1929) closed on 14th Street in 1962, it brought an end to the “Mill Town” era that had existed at the site for 70 years — since the former 14th Street Dock and its resident sawmill were built by the Everett Land Company in 1892. The bayfront’s once-pervasive shingle and lumber plants had been dwindling for decades, though, as they succumbed to hard economic times (including competition from composition roofing and a shortage of quality cedar) or were lost to fires. But their exit opened up working waterfront space that could offer opportunities for recreational use, such as the extensive public marina that now sits at the former 14th Street Dock site, as well as a variety of other businesses. One wood-products business continued to flourish, though: Nord Door Company had moved to the Port’s north bayfront area in the 1940s, and by 1965 it was the largest maker of fir doors in the world.







CHAPTER SEVEN

1970–1979

Serving Pleasure Boating and Commercial Fishing

By the 1970s Boeing was Everett’s largest employer, and Port business was tightly tied to the aerospace company. The Seaport needed to keep up. Construction to create a new Pier 3 (next to the original 1908 Pier 3) and an expanded Hewitt Terminal left little room for Pier 2, once the site of the old City Dock; the structure was razed in 1972. Late in the decade the vintage Pier 3 exited the same way many older structures at the Port have: by fire. The Port also spent most of the decade filling, cleaning up and transforming the site at 21st Street and Norton Avenue into the Norton Terminal for cargo operations.

Improvements continued at the Everett Yacht Basin — by 1972 there were slips for 822 pleasure boats and 180 commercial fishing boats. The Port also created a public boat launch with six lanes at 10th Street, dubbed at the time the Norton Avenue Boat Launch, to serve the area’s growing number of recreational boaters.

A downturn for the commercial fishing industry would cause the number of working vessels to fall dramatically over the next few decades. In 1974, *United States vs. Washington*, better known as the Boldt Decision, upheld the treaty fishing rights of the local Native American tribes, which greatly curtailed the amount of fish that non-natives could catch. Fish runs were dwindling as well, leading to a one-two punch to the local fishing community.

Tidewater Plywood, the last of the wood-products mills on the north bayfront, left by the early 1970s. By the end of the decade boat and marine industries filled the area, including Cruise-A-Home, which offered a fiberglass pleasure craft that was part houseboat and part cruiser. It would become a popular fixture in Northwest waters.

OPPOSITE: A full log barge leaving the Port of Everett, circa 1970s.

Photo courtesy of Port of Everett, photographer Pete Kinch.

1971

Charles Jordan Marine Park, a quiet respite near the bayfront at the 14th Street Marina (today the Central Docks), is dedicated during Everett's Salty Sea Days celebration. Jordan, a beloved citizen activist, had served at that point as the Port of Everett's attorney for 25 years (outlasting several commissioners, he served through 1972). Jordan — who was known for his dedication to the Port and his desire to see it prosper — attended nearly every Port meeting — and was tasked with reviewing and representing the Port in innumerable legal reviews and actions large and small. The park was designed in 1970 by internationally known landscape architect Richard Haag, famous for his work on Gas Works Park in Seattle and on the Bloedel Reserve on Bainbridge Island. The park, which some dubbed "Mt. Montezuma" or the "Missile Silo," was deconstructed by 2010; it is now part of the summer Everett Farmers Market site.

Boatland USA (the Morris marina supplies and equipment shop) closes and the Port purchases its assets, including its building on Norton Avenue where the Morris brothers built their popular pleasure boats in the 1950s and 1960s.



ABOVE: Pacific Tow Boat Tug *Sea Chicken*, towing a jet from the Port of Everett to Wiggums Hollow Park by Hawthorne School, circa 1970s. Tugs have been a constant presence at the Port of Everett, providing vessel assist services and moving a variety of cargo via water.

Photo courtesy of Port of Everett, photographer Ken Knudson.



ABOVE: The Port of Everett shipping terminals, before the former City Dock (Pier 2) was removed to make way for the Hewitt Terminal Expansion and the Pier 3 rebuild, circa early 1970s.

BELOW LEFT: In the early 1970s, construction on the Port of Everett’s Hewitt Terminal Expansion was well underway.

BELOW CENTER: Port officials and citizens gather for the Hewitt Terminal Expansion groundbreaking ceremony in the early 1970s.

BELOW RIGHT: Photo from 1973 of the Port of Everett’s Hewitt Terminal and new Pier 3 under construction.

Photos courtesy of Port of Everett.



1971-1973

The Port undertakes the design and construction of the Hewitt Terminal expansion, between Piers 1 and 3. The terminal, already the site of the Alumina Dome, will also be used as a hub for the American Tug Boat Company, among other things. Project plans include the addition of a new Pier 3 that can handle heavier loads (and is later upgraded in 1992 and 1993).

1972

The Port agrees to lease an old paint shop on 13th Street to the Everett Firefighters Local 350 for use as a “look-in” museum where visitors could peer through large windows to see old-time fire engines, hoses, helmets and gear. The annual rent: \$25. The museum, a popular tourist stop, stays in operation into the early 2000s.

The Port, acknowledging the “7,000 listed trailer boaters located in Snohomish County” and thus “recognizing a need for a public boat launch ... that can be reached by all users” proposes to create one, in partnership with the city and county — the beginning stages of what is now known as the Jetty Landing and Boat Launch.

1972

Pier 2, site of the old City Dock (and the infamous Everett Massacre), is demolished to make room for the new Pier 3 and Hewitt Terminal expansion project. Pier 2 had been in disrepair in its later years; in 1969, the manager of American Tug Boat Company told the Port that he'd have to make repairs to the pier "to keep it from falling into the bay."

The *Equator* is placed on the National Register of Historic Places on April 14, the first Everett property to receive this designation.

TOP LEFT: The iconic *Equator* vessel at the 14th Street drydocks.

Photo courtesy of Bob Mayer.

TOP RIGHT: The *Equator* vessel resting in the mud of the Snohomish River on April 14, 1972.

Photo courtesy of The Daily Herald Company; copyright The Daily Herald Company, photographer Jim Leo.



The *Equator*

The *Equator* has already had quite a lifetime of journeys. The boat was built in 1888 as a two-masted schooner by renowned San Francisco boat builder Matthew Turner. In 1889 the poet and novelist Robert Louis Stevenson (1850–1894) sailed on the *Equator* from Honolulu to the Gilbert Islands. While aboard, he began writing his novel *The Wrecker*. (Stevenson is best known for writing *Treasure Island* and *The Strange Case of Dr. Jekyll and Mr. Hyde*.) The boat later served as a tender to an Arctic whaling fleet and as a Puget Sound tug. She was abandoned on Jetty Island in 1956 but was pulled from there in 1967 by a group of locals who hoped that she could someday again be seaworthy. The 87-foot vessel was stored at Fishermen's Boat Shop (a decades-old and prominent boat-building and repair business then sited at the foot of 14th Street) for several years, and a foundation was created to restore her. In 1972, the *Equator* was placed on the National Register of Historic Places — the first Everett property to receive that designation. Her recent resting spots have included the Port's Marina Village and the Jetty Landing and Boat Launch, where the ship now resides, drydocked in a shed at the corner of 10th Street and Craftsman Way. Over the years, preserving the *Equator* has proved a challenging project and restoration funds have fallen short. Choices on what do with the crumbling boat have included demolishing her, returning her to the jetty, continuing to offer her a sheltered space as she awaits restoration, or providing the public with a historical artifact from another era. In 2017, the stern of the *Equator* collapsed. Today the Port continues to explore options for honoring the history of the deteriorating *Equator*.



1972-1979

The Port undertakes a long-term project to transform the site at 21st Street and Norton Avenue — including property from the 1890s-era Robinson Manufacturing Mill (and later plywood) and nearby tidelands — into Norton Terminal (opened in 1980 with plans to use as a container-cargo dock, as well as a possible site for steel fabrication). The project includes adding fill at the shoreline, acquiring and demolishing the plywood factory and other structures and constructing a new pier.



ABOVE, ABOVE LEFT: A couple of aerial photographs of the south bayfront, circa 1970s. The northwestern portion of water would later be filled and become home to the Port's Norton Terminal.

Photos courtesy of The Daily Herald Company, photographer Ken Knudson.

LEFT: The Scott Paper Company, one of the largest waterfront employers, continues operation on the south bayfront, circa 1971.

Photo courtesy of Port of Everett.

1974

The *United States vs. Washington*, better known as the Boldt Decision, affirms Native American treaty fishing rights. The move affects the local and regional commercial fishing industry for decades to come.

Weyerhaeuser donates its Mill B cafeteria murals to the city of Everett. Painted by Kenneth Callahan in the 1940s, the murals celebrate the region's logging and sawmill heritage. They remained in storage for many years until they were finally restored and installed in 2002 at Everett's new transportation hub, Everett Station.

1974

Archaeologist and Everett resident John Lyle Mattson conducts a preliminary archaeological dig of the former Native American village of Hibulb at Preston Point, once one of the largest villages of the Snohomish tribe. The site, located on the south bank of the Snohomish River below Legion Park, yields 930 artifacts, some of which are now housed at the Hibulb Cultural Center and Natural History Preserve in Tulalip, just north of Everett. Both the former Hibulb Village location and a portion of Legion Park above it are recognized state archaeological sites.



1976

The abstract steel sculpture *Surf II* is dedicated; it's Everett's first piece of public art. Originally located downtown on Colby Avenue, it's moved to the Port's boat launch area around 1983 where it stands today. The 40,000-pound piece stands 14 feet at its highest point and features nine finger-like pieces that jut toward the sky. The sculptor, Stanley Wanlass, said the design was inspired by his love for water and trees.

ABOVE: The Norton Avenue Boat Launch (now Jetty Landing and Boat Launch), a joint ownership venture by the Port of Everett, city of Everett and Snohomish County, opens for public use in 1977 with six launch lanes (today, the launch has 13 lanes).

Photo courtesy of Port of Everett.

RIGHT: In 1976, the abstract steel sculpture *Surf II*, Everett's first piece of public art, is installed on the 2800 block of Colby Avenue. The sculpture is later moved to the Port of Everett's boat launch at 10th Street.

Photo courtesy of Everett Public Library, photographer Neil House.



The Boldt Decision

On February 12, 1974, Federal Judge George Boldt (1903–1984) issued a ruling reaffirming the rights of Native American tribes in Washington state to fish in their accustomed places. Those rights had been established with the Treaty of Point Elliott in 1855; however, in the ensuing decades non-native fishermen had gradually displaced them. A campaign to reassert Native American fishing rights began in 1964 and legal cases started working their way through the courts, pitting Native American fishermen against commercial and sport fishing groups. Boldt finally held that the government’s promise to secure the fisheries for the tribes was a key element of the treaty-making process in 1855, and that the tribes had an original right to the fish — which they had extended to white settlers. Boldt ordered the state to take action to limit fishing by non-Indians. The decision allocated 50 percent of the annual catch to treaty tribes, reducing the allowed take for non-native fishermen. It also denied landless tribes — including the Samish, Snoqualmie, Steilacoom and Duwamish — federal recognition and treaty rights. This revolutionized the state fisheries industry and led to vigorous clashes between tribal and non-tribal fishermen and regulators. In 1975, the Ninth Circuit Court of Appeals upheld Boldt’s ruling, and in 1979 the U.S. Supreme Court largely affirmed it. Guidelines established by the ruling have since been applied to other resources, including shellfish.

1977

The Norton Avenue Boat Launch (now called the Jetty Landing and Boat Launch) opens on the Port’s north bayfront area around 10th Street with six launch lanes. The property is co-owned with the city of Everett and Snohomish County. (The facility, improved in the years since, is today the largest public boat launch in Western Washington. It covers some 20 acres, contains 13 boat launch lanes, a fishing pier and paved parking for approximately 300 vehicles with boat trailers. It’s also home to the annual Everett Coho Salmon Derby, the West Coast’s largest salmon fishing derby.)

1979

Weyerhaeuser Mill B, located since 1915 on the Snohomish River in north Everett, closes its doors.

The USDA Forest Service publishes a paper synthesizing information about the relationship between wildlife and their habitat. The work does away with the notion of old-growth forests as “biological deserts” — setting the stage for deeper thinking about whether good timber management means good wildlife management, thus foreshadowing conflicts over the northern spotted owl in the decades to come.

1979

In July a dramatic fire at the old 800-foot-long Pier 3 destroys the wooden dock, along with a 120,000-square-foot Port of Everett warehouse, which was leased to the Scott Paper Company. The news spreads beyond Washington state; the *Statesman Journal* out of Salem, Oregon, reports at one point “the entire length of the pier was sending sheets of flame 100 feet in the air.” The pier had been built by the Great Northern Railway in 1908 and was deeded to the Port in 1959.



ABOVE LEFT, ABOVE RIGHT: Photos capture the construction of the Port of Everett’s Pier 3 rebuild, circa 1973.

TOP, RIGHT: Photos from 1973 of the Port of Everett’s Hewitt Terminal and new Pier 3 under construction.

Photos courtesy of Port of Everett.



ABOVE: A massive fire in 1979 destroys the old Pier 3, including the wooden dock and its 120,000-square-foot warehouse.

Photo courtesy of Port of Everett.

LEFT: Flames and smoke from the Pier 3 fire in 1979 can be seen uptown and from miles away.

Photo courtesy of Port Commissioner Bruce Fingarson.



DID YOU KNOW?

Fires on the Bayfront

While early Port Gardner Bay structures experienced an array of significant fires, by the 1970s bayfront blazes were mostly confined to the new firemen's museum on 13th Street (now gone). But the decade ended with the old Pier 3, built in 1908, going up in flames in 1979. Other notable fires over the decades included the 1928, 1956 and 1967 fires at Jamison Mill Company sites; the massive 1937 conflagration at the then-closed Clough-Hartley Shingle Mill; the 1956 inferno at the Hulbert Mill; the 1967 blaze that dispatched with the shuttered Pilchuck and Lumber Company; and the 1982 fire and foundering of the 336-foot-long fish processing ship *Al-Ind-Esk-A Sea*, anchored off the Port's Pier 1. The bayfront has had two fire stations. The first, built in 1927, was located around 1701 Norton Avenue and was made from materials donated by the nearby mills and sat on pilings (as Norton Avenue did at the time). That station was replaced in 1970 by a new one at 920 13th Street, which operated until around 2006. Currently no fire station exists on the Port's bayfront.



Dole

49



CHAPTER EIGHT

1980–1989

Rising to Challenges and Opportunities: The Spotted Owl, Logging, and the Navy Homeport

In 1984, out of 13 possible locations, the U.S. Navy picked Everett as a future homeport site because of its strategic location and deep-water port — one of 10 carrier sites in the nation. This brought to the region a mix of wariness, excitement and relief — and a nearly \$40 million cash infusion to the Port, which in 1987 sold around 110 acres to the Navy to provide space for the site.

The homeport project wouldn't come to fruition until the next decade but in the meantime, other large-scale projects brought significant change to the waterfront. The Port undertook an \$18 million marina expansion by overhauling the Everett Yacht Basin and extending it to the south. The enlarged yacht basin could now accommodate more than 2,000 recreational boats and commercial fishing craft. The Port's marina operations were now clearly providing economic muscle for the Port, and for Everett.

The fishermen had their own spot in the revamped marina's southeast corner, yet fishing in the decade was in decline, the result of a combination of fallout from the 1970s Boldt decision, depleted salmon runs and rising fuel and operations costs.

OPPOSITE: Paper rolls from Scott Paper Company in the foreground and a Dole ship docked at the Port of Everett's Norton Terminal in the background, circa late 1980s.

Photo courtesy of Port of Everett.



ABOVE: The iconic Weyerhaeuser office building on the move yet again in 1983 when it is barged from its second home at Weyerhaeuser's Mill B site to the north bayfront at the entry of the Port of Everett's future Marina Village.

RIGHT: A mid-1980s view of the recently constructed Marina Village, built just south of the Port's expanded Yacht Basin (now the Port's Central and South Docks).

OPPOSITE: Foss tugs *Carol* and *Shannon* assisting a log vessel leaving the Port of Everett, circa 1980s.

Photos courtesy of Port of Everett.



South of the Everett Yacht Basin a new development opened — Marina Village. The complex, with nearby marina access and expansive water, island and mountain views, included a hotel and a mix of restaurants and shops. It promised to serve the already-established local communities and visitors, as well as the new U.S. Navy homeport.

At the Seaport, between 1983 and 1984, the Port constructed a chill facility at Hewitt Terminal to handle perishable goods such as fruit, and a wharf extension was added to Norton Terminal. However, Norton Terminal was sold to the Navy a few years later. Still, the sale generated funds for the Port to consider ways to upgrade, improve and add to its remaining terminal facilities.

Three historic Weyerhaeuser properties closely tied to the Port underwent major changes in this decade. The company's Mill B site along the Snohomish River was closed just before 1980 — and later torn down. But in 1983 the iconic Weyerhaeuser Office Building, which had been at the Mill B site since 1938, was saved and moved to a new home at the Port's new Marina Village. In the latter half of the decade the



Weyerhaeuser Office Building was listed on the National Register of Historic Places. The Weyerhaeuser Mill A site halted its final endeavor, pulp production, in 1980; the Port bought the site a few years later and converted it into the South Terminal log export facility.

The 1980s were a heyday for northwest logging and longshoremen when ILWU membership peaked and log ships filled the Port; in one report from June 1987, the Port noted that its log volumes were up 65 percent over the previous year. And reminiscing later, Port Commissioner Phil Bannan noted, “I remember in the late 1980s when it wasn’t uncommon to see five or six log ships waiting in the harbor for space at the dock.”

Yet an uncertainty had begun to bubble within the Northwest lumber trade when concern grew for a bird — the northern spotted owl — and the loss of its habitat in old-growth forests. For the moment, this only affected logging in federal lands, but for those working in the local timber industry, this was an unsettling foreshadowing.

1980

The Port completes an \$18 million south marina expansion, extending the Everett Yacht Basin (now called the South and Central Docks) to include restaurants, walkways, shops and 1,200 new moorage slips south of 14th Street. The expansion makes the Port’s public marina the largest on the West Coast with 2,100 slips.

The Port also completes work on the first phase of Norton Terminal (site of the former Robinson Manufacturing mill and plywood factory), planning to use the new terminal for trade and cargo. Steel pipes are among the first goods handled at the site.

The Weyerhaeuser Company Mill A manufacturing site — the company’s first Everett plant — ceases its pulp operations. Wood products, including shingles and pulp, had been processed there since the 1890s. The Port later purchases the 69-acre property around 1983, cleans up a portion of the site, and then uses it as a log-export loading area. Today it is one of the largest clean-ups in the harbor. As of 2017, the Port uses the property, now its South Terminal, to service some of the world’s largest roll-on, roll-off (or Ro/Ro) ships and to accommodate a variety of general and breakbulk cargoes, including aerospace, military, agricultural, cars, trucks, and mining, energy and construction equipment.

1982

The name of the waterfront's main north-south road is changed from Norton Avenue to West Marine View Drive. The Port's Norton Avenue Boat Launch is renamed 10th Street Boat Launch and Marine Park.

The 336-foot-long fish processing ship *Al-Ind-Esk-A Sea*, anchored off the Port of Everett's Pier 1, catches fire and sinks in Port Gardner Bay about a half-mile from shore. Crowds along the waterfront watch it burn for almost two days before it slips below the surface.

The top of the wreck sits around 180 feet underwater; at the time, the Port marks the site with a yellow buoy to warn boaters against anchoring there. The site is still marked on nautical maps today and is a challenging dive site.

1982-1983

Cruise-A-Home, the business that since 1968 had sold its unique and popular motor yacht/houseboat watercrafts throughout the region, declines and eventually closes. The company's Everett plant had assembled over 500 of the pleasure boats.



ABOVE: A 1980 aerial view of the completed first phase of the Port of Everett's newest shipping facility, Norton Terminal, located north of its larger shipping terminal site and south of the Everett Yacht Basin (now Central and South Docks). At the far north sits the vacant site that becomes Marina Village later in the decade.

Photo courtesy of Port of Everett.

BELOW LEFT, BELOW RIGHT: Images of the sinking of the 336-foot-long fish processing ship *Al-Ind-Esk-A Sea* in 1982.

Photos courtesy of Everett Public Library.



1983



The Weyerhaeuser Office Building is donated to the Everett Area Chamber of Commerce, which then sells it to the Port of Everett for \$1. The Port barges the building from the shuttered Mill B site at the north end of Everett (where it had served as office space until the mill closed in 1979) down the Snohomish River to the waterfront. The structure generates much public interest and affection. With the move, the Port sponsors restoration of the building's exterior and interior, and its new location along West Marine View Drive sits at the entrance to the Port's new Marina Village complex. The building later houses the Everett Chamber of Commerce.



ABOVE: Photo of an oil rig sited at the Port of Everett Seaport, in front of the former Weyerhaeuser Mill A site. The Port of Everett later retrofitted the site into a log export facility (now the Port's South Terminal), circa 1983/1984.

LEFT: Longshoremen loading boxes of apples aboard a ship from the refrigerated warehouse at the Port of Everett's Norton Terminal in the 1980s.

Photos courtesy of Port of Everett.

A strike and march at the Nord Door factory on the north bayfront area is reported to be the largest labor demonstration in Everett in 70 years, with a reported 60 area locals joining in. The strike lasts more than two years and ousts Local 1054 of the Lumber Production and Industrial Workers union from the plant. Nord Door, which had once been the world's largest maker of wood panel doors and in the mid-1960s employed around 800 people, was bought in 1986 by Jeld-Wen Inc. — which operated in Everett without a union. Jeld-Wen closed the factory in 2005.

1983-1984

The Port builds a chill facility at Norton Terminal to handle perishable goods, starting with apples being exported from eastern Washington – and other apples imported from New Zealand.

Later, a wharf extension is built at Norton Terminal.



THIS PAGE: Today's Port of Everett South Terminal was previously home to Weyerhaeuser's first Everett plant, Mill A, where wood products, including shingles and pulp, had been processed since the 1890s. This operation ceased in 1980, and the Port purchased the 69-acre property in 1983 to use as a log-export facility. These photos show logs on dock at the retrofitted site in the mid-to-late 1980s.

Photos courtesy of Port of Everett.





ABOVE: At the Port of Everett Seaport, longshoremen load boxes of pears onto a ship en route to Saudi Arabia, circa late 1980s.

ABOVE LEFT: The recently completed \$18 million marina expansion, extending the Everett Yacht Basin (now the Central and South Docks) with 1,200 new slips, making it the largest public marina on the West Coast, circa mid-1980s. The Marina Village project was later built on the empty fill at left.



BELOW LEFT: A photo from the groundbreaking ceremony for the construction of Marina Village, just south of the recently expanded Yacht Basin, with Port Commissioners Alan Johnson, Jim Shaffer and Dwayne Lane, circa 1984.

LEFT: This west-facing view shows the newly expanded Yacht Basin to the right, the newly constructed Marina Village at center, and the Port's Norton Terminal with a ship at dock top left, circa mid-to-late-1980s.

Photos courtesy of Port of Everett.

1984

The Port signs a 13-month lease for 20 acres at Norton Terminal to be used as a site to build parts for an oil rig destined for Alaska. The monthly rent: \$47,075. Similar work is done in 1988 as well.

Everett is selected as the future site of a U.S. Navy homeport, to be called Naval Station Everett. Reaction from the community is mixed, but a voter initiative on the November ballot about whether to accept the base is approved by a nearly 2 to 1 margin. The Port begins exploring its potential role in the massive homeport project.

The Port's South Marina (now called South Docks) is built, taking advantage of waterfront views and access to the expanded Yacht Basin, as well as the future Navy homeport. The development includes several restaurants and businesses and later offers a hotel (now closed), concerts and the Everett Farmers Market. Part of the property sits on the footprints of the 1800s-era Clough-Hartley and Robinson mills.



Jetty Island: Not Just a Breakwater

From its utilitarian beginnings in the late 1800s as part of a failed plan to create a freshwater harbor, the 1,500-acre jetty (simply called “Tract Q”) just outside the Port Gardner waterfront — and the Port’s largest property holding — has served the Port of Everett, businesses and the local community in innumerable ways. Initially, it provided a protective barrier for the harbor and was used mainly as a spot to deposit dredged Snohomish River materials, and for the timber trade to store logs in the water alongside the jetty. Over the years, many potential plans were developed for the site, including industrial development, ultimately, those plans were never realized. But recreational uses of the jetty began gaining traction in 1965 when a local Kiwanis Club built a sun shelter there and the city started (and then later abandoned) ferry service to the island — first in 1965, then again in 1968. Starting around 1975, it was affectionately called Jetty Island by Everett’s The Daily Herald, and the name stuck. In 1985, Everett Parks and Community Services again offered free ferry service in the summer, and Jetty Island Days followed in 1986. Jetty Island is unique: it serves as both a public access amenity and an environmental preserve. Over the years the jetty and its surrounding waters, along with the longest sandy beach on Puget Sound, has provided a place for people to hike, swim in the warm shallow waters, and learn about the local ecology. And it is home or a resting spot for a large variety of wildlife: seals, Dungeness and rock crab, juvenile salmon and more than 45 bird species, including osprey, bald eagles, shorebirds, hawks, eagles, cormorants and ducks. The Port and local organizations maintain the island’s natural setting and work to make it an even more inviting place for local wildlife, creating a balance between people and nature. Past plans for the jetty have included various industrial uses but today it’s still undeveloped — with only walking trails, a few small structures for summer programs and seasonal floating bathrooms at the ferry dock.



LEFT: A 1950s potential industrial development plan of the Port of Everett's Jetty Island and harbor area included approximately 2,000 acres of industrial plant sites, an airport with two 8,000-foot runways, seaplane facilities and a small 300-acre boat basin.

BELOW LEFT: An aerial photo showing the Port's Jetty Island property, circa 1990s.

BELOW RIGHT, OPPOSITE LEFT, OPPOSITE RIGHT: A group of photos depicting Jetty Island's recreation and wildlife, including the Jetty Island Ferry, expansive sandy beaches and seals basking in island habitat.

Photos courtesy of Port of Everett.



1984-1988

The Port lines up studies and cleanup work for the Weyerhaeuser Mill A site.

1986

The now-beloved 1920s-era Weyerhaeuser Office Building is listed on the National Register of Historic Places. The Port continues to maintain the structure, later giving it a new roof and painting the exterior.

The Everett Yacht Club, beset by growing economic losses, sells its waterfront clubhouse — which includes a restaurant, a bar and the *Black Prince* meeting room, as well as the adjacent Ramwell Hall meeting space — to the Port of Everett for \$850,000 — reportedly about the price it cost to build the space in 1968. The Port leases the *Black Prince* room and the building's kitchen and dining room back to the longtime club for meetings and functions.

A Public Access Plan

Many people usually associate public ports more with shipping containers and loading docks than with parks and recreational spaces — but providing public access to the waterfront has been part of the mission of Washington state's ports from the beginning. The 1911 legislation that allowed local voters to create port districts was an effort to return the state's harbors from private interests (in the case of Everett, commercial fisheries, mills and railroads) to the public. Early on, port districts accomplished this in part by building marinas, boat launches and docks for “mosquito fleet” steamers, then ferries. Even then, many ports still had very limited waterfront public access points because of the concentration of private and industrial businesses there. Further legislation gave ports an even stronger mandate to open waterfronts to the public, and in the 1980s citizen activists pushed for more parks, trails, viewpoints and waterfront recreation sites. In 1987, when the Port of Everett sold around 110 acres of land to the U.S. Navy to create a homeport, locals urged the Port Commission to consider using the funds to create more public access to the city's shorelines. City of Everett and Port officials worked out a Harborfront Public Access Plan, identifying nearly two dozen projects. In 1988 the Port voluntarily elected to devote 2 percent of the engineer's estimate for its capital projects, primarily on industrial land, within the shoreline zone to enhance public access. Since then, the Port has invested more than \$34 million in public access improvements through the program, bringing benefits to the public such as the Jetty Island Public Dock and the Pigeon Creek Trail.



1986

Jetty Island Days, a cooperative summertime program between the Port of Everett and Everett Parks and Community Services, begins. A free ferry and a series of events encourage summertime visitors to explore and celebrate the two-mile-long island — the Port's largest property, even today. Some 25,000 people visit the island between 1986 and 1990 to enjoy its sandy beaches and warm shallow water (a rarity in Puget Sound); by 2017 the number of annual visitors to the island will top 50,000.

The U.S. Forest Service acts to protect the northern spotted owl from decline by limiting timber sales in mature sections of national forests — a move that will impact local logging and Port business in the following decades. The issue had been on the timber industry's radar since the 1970s when Oregon biologists discovered that the owls needed old-growth forests for their habitats.



ABOVE: The Port of Everett's 2013 Waterfront Public Access map showing miles of waterfront trails and recreation opportunities.

LEFT: A load of passengers disembarking the Jetty Island Ferry at the Jetty Island Public Dock to enjoy a day at the beach in 2011.



BELOW LEFT: A short walk along the Port's Pigeon Creek Trail leads to a serene viewing point at Pigeon Creek Beach, shown here in 2006.

Photos courtesy of Port of Everett.

1987

By a unanimous vote of the Port Commission, the Port sells approximately 110 acres of its shipping terminals between 19th and 21st streets and West Marine View Drive (including the Norton Terminal and other surrounding Port properties) to the U.S. Navy for the future Everett Navy homeport aircraft carrier base — generating nearly \$40 million for the Port for future economic development. The former Robinson Manufacturing Company’s site is part of the new homeport’s footprint.

The Port teams with the city of Everett to create the West Marine View Drive/Alverson Bridge transportation improvements. The Port’s involvement stems from a \$6 million commitment to improve vehicular access to the waterfront following its sale of south bayfront acreage to the Navy.

1988

The Port adopts its “2 percent for public access” policy, which commits 2 percent of capital improvement projects within the shoreline zone that are not conducive to on-site public access to be allocated to projects that improve public access along the waterfront.

The Port’s South Terminal (the former Weyerhaeuser Mill A site) is developed into a log-export facility.



Longshoremen (and Women): Part of the Team

They are called dockworkers, stevedores or longshoremen — though “ILWU Longshoreman” is better, as it denotes membership in the International Longshoremen’s and Warehousemen’s Union (ILWU) and a certain level of professionalism. To some, this group, members of the ILWU Local 32, who load and unload cargo ships that call on the Port, might seem somewhat mysterious. They are not employees of the Port, but they work closely with the Port — and each half of that partnership directly impacts the other. (ILWU Locals 98 and 52 also serve the Port of Everett, respectively as walking bosses/foremen, and marine clerks.)

The longshoremen (and women) of the Local 32 are a tight-knit group who specialize in dangerous and dirty — yet highly-skilled — work that’s usually learned right on the job from their peers. Their slogan, “An injury to one is an injury to all,” is a testament to that work, which over the decades has included goods from apples and pears; to aluminum ore, airplane parts, cars and tractors; to the one product that has waxed and waned, but been a presence at the Port’s Seaport since the beginning: wood — the most dangerous commodity, since log cargo can shift in unpredictable ways.



LEFT: Longshoreman of Local 32, Dick Heinzen, loading logs into the hold of a ship at the Port of Everett, circa 1986.

OPPOSITE: With logging at its height, the 1980s boosted membership for the local union that services the Port of Everett, ILWU Local 32, November 10, 1983.

Photos courtesy of Port of Everett.

Local 32 membership peaked in the early 1980s at about 150 when log ships filled the Port, and before the 1990s spotted owl controversy in Pacific Northwest forests put a damper on the industry. Today, about 53 members, along with about 30 “casuals” — part-time workers who are not registered ILWU members — load and unload cargo. The types of cargo handled are varied and impressive: shipping containers, aerospace parts, cement and rolling stock (roll-on, roll-off, or Ro/Ro) cargo such as cars and tractors. There are also various breakbulk commodities (any cargo that doesn’t fit in or utilize standard shipping containers), such as construction and agricultural equipment and wind energy components. And yes, they still work with logs and lumber. The Port’s log business boomed once again in 2012: the Port and several partners took advantage of an uptick in log demand overseas, deftly pulling together suppliers to provide enough logs for Local 32 to fill export vessels headed for China. It was the first full log ship out of Everett since 2002 and brought hundreds of jobs to the Everett waterfront. As of 2018, the Port still handled logs for export.

1989

The Port, with the help of the U.S. Army Corps of Engineers, builds a new marsh with dredged Snohomish River materials on the west side of Jetty Island. The project includes construction of a 1,500-foot berm and a 15-acre protected mudflat; the berm is designed to protect a salt marsh lagoon intended to increase species diversity and provide foraging habitat for juvenile salmon.

The Mukilteo Tank Farm closes.



ABOVE: In 1989, the Mukilteo Tank Farm closes. This view shows the decommissioned above-ground fuel tanks, and the government pier jutting into the water. The Mukilteo ferry terminal is at top.

Photo courtesy of Port of Everett.





CHAPTER NINE

1990–1999

Welcoming the Navy Homeport, Creating an Aerospace Shipping Partnership

For several years, national concern had been brewing for a certain chocolate-brown bird of prey that makes its home in the Northwest’s old-growth forests — the northern spotted owl — which in this decade and beyond brought Northwest logging, and thus timber export cargoes, to a near standstill. On June 23, 1990, the U.S. Fish and Wildlife Service listed the spotted owl as a threatened species under the Endangered Species Act. Implementation of the protection rules and guidelines for logging worked their way through the courts, but by 1995 the U.S. Supreme Court ruled that old-growth timber could be blocked from logging by the Fish and Wildlife Service, regardless of who owned the forest. (Earlier issues involving the spotted owl centered on habitat in national forests rather than on private land.) Timber exports fell by 50 percent by the late 1990s.

The uncertain future of the local log-export industry forced Port officials to consider other revenue sources. They began looking at growing their business by moving fruit, general cargo and odd or oversized goods as alternatives to timber. The Port also began expanding its shipping terminals to accommodate specialized cargo containers used by The Boeing Company to ship its 777 jetliner parts to the company’s Everett plant.

OPPOSITE: A 1994 view of the completed Naval Station Everett. The homeport’s footprint has expanded over the years.

Photo courtesy of Naval Station Everett.



ABOVE: This circa 1992 image shows construction of the Port’s refrigerated “chill” warehouse located at the Port’s expanded Hewitt Terminal, west of the former Alumina Dome. The facility was created to store perishable goods, including apples and pears.

RIGHT: The Port’s new Pacific Terminal facility, completed in 1999 to replace Norton Terminal, which was sold to the U.S. Navy in 1987. The cleaned up and filled area was originally the log pond for Weyerhaeuser’s Mill A operations.

OPPOSITE: An early 1990s aerial view of the Port of Everett Seaport showing Pier 1, the Alumina Dome, Pier 3, a log yard and the Kimberly-Clark pulp and paper mill (formerly Scott Paper Company).

Photos courtesy of Port of Everett.



The future offered promising options for the Port, but that future wouldn’t likely include much of the work that had been the Seaport’s bread and butter for decades: logs. At a 1995 special meeting to discuss a potential upgrade to the Port’s chill facility, an ILWU representative heartily embraced the plan, even as he recalled the heyday of lumber in the previous decade when the ILWU membership numbered 150 (compared with 74 in 1995): “I’ve been here since 1967 ... we lived on the logs. We used to look out [to the water while] working on the boom or driving winches ... and you’d see another [log ship] coming and say, ‘Here comes another one.’” But for the time being at least, that was no more.

Naval Station Everett also brought sweeping changes to the south bayfront when it opened in 1994. The U.S. Navy had chosen Everett as its future homeport location a decade before, and the Port had sold 110



acres to the military arm in 1987 to provide space for the new installation. Now the long-term project — the Navy’s most modern and environmentally friendly homeport to date — was complete. The station brought jobs and money, as well as a renewed energy and sense of pride into the region.

Other changes were afoot as the Hulbert Mill Company sold their north bayfront property to the Port, including the longtime Collins Building; after a few years the casketmaking business there closed. The Port also bought the shuttered Weyerhaeuser Mill B property along the Snohomish River. Within the same decade commercial fishing dwindled further as fish runs diminished, and government regulations and operating costs grew. Olympic Fish Company (the north bayfront’s last remaining fish processor) closed.

DID YOU KNOW?

What’s an Old-Growth Forest?

That’s a bit of a knotty issue. According to the U.S. Forest Service, the term “old growth” came from foresters in the early days of logging. In the 1970s, research ecologists began using the term to describe forests at least 150 years old which had developed a mix of elements that included large living and dead trees; distinctive habitats; and a diverse group of plants, fungi and animals. Environmental groups often use the term “old growth” to describe forests with large, old trees and no clearly visible human influences. Many forest scientists don’t see the absence of human activity as a necessary criterion for an old-growth forest, but there are differing views on this within the scientific community. Clearly there are several perspectives, but a forest’s age, its complexity and a light human influence seem to be key elements.

1990

Kimberly-Clark takes over the 66-acre Scott Paper Company site and starts a rebuild of the facility. It opens the revamped factory in 1995.

The northern spotted owl is listed as threatened under the federal Endangered Species Act. In the years to follow, the effort to protect the owl drastically reduces logging in Northwest forests, and along with it, the Port's timber export business.

1991

The Hulbert Mill Company sells their 35-acre property and buildings, including the 1926-era Collins Building (North Coast Casket Company), to the Port of Everett. The casketmaking business is still in operation at the time, but closes permanently in 1996. The building's next (and final) tenants will be the Agathos Foundation, Nik Wax, Outpac Designs, and Watershed USA.



ABOVE: A circa 1990 image of Scott Paper Company and its offices, which operated on the bayfront for nearly 40 years. Kimberly-Clark purchased the 66-acre site in 1990 and began a rebuild.

Photo courtesy of Larry and Jack O'Donnell.

RIGHT: An American Boilerworks submarine rigged up at the Port of Everett Seaport, circa 1991.

Photo courtesy of Port of Everett.





ABOVE: Longshoremen load a ship full of apples in the mid-1990s.

BELOW LEFT: Construction progress photo from 1993 of the expansion of the Port's 10th Street Boat Launch and Marine Park (formerly the Norton Avenue Boat Launch).

BELOW RIGHT: A 1994 aerial view of the newly expanded boat launch. The launch grew from 6 lanes to 13, and added a fishing pier, Jetty Island ferry dock and other improvements.

Photos courtesy of Port of Everett.



1992-1993

The Port reworks its popular 10th Street Boat Launch and Marine Park. It was originally called the Norton Avenue Boat Launch, and today it is known as the Jetty Landing and Boat Launch. Improvements include dredging, a new fishing pier, a larger breakwater and guest float, a ferry landing float and three new launch ramps (making for a total of 13).

1993

The Port opens a new multi-use chill facility and warehouse to garner more business from the burgeoning fruit import/export trade. Early shipments include carrots, grapes, apples and pears. Business booms and by 1995 the Port looks to expand the facility, as well as to add freeze capabilities. In 1996 the Port reinstates the Port District tax levy (which had been on hiatus for five years following the 1987 sale of land to the U.S. Navy) to help pay for the improvements.

The Port of Everett acquires the former Biringer Farm property (later dubbed Blue Heron Slough), located on Spencer Island off Highway 529 between Everett and Marysville, for mitigation banking.



1993

The city of Everett celebrates its centennial (1893-1993).

1994

Naval Station Everett opens on the acreage the Port had sold to the U.S. Navy in 1987. It becomes the Navy's newest, most modern and most environmentally sound homeport. It is officially opened on April 8 with a full military ceremony held at Marina Village, attended by top military dignitaries and nearly one thousand citizens. Among the first ships assigned to Naval Station Everett that year were the frigates USS *Ingraham* and USS *Ford*. The Navy had chosen Everett because its natural deep-water harbor made it a strategic location for an aircraft carrier homeport. It had also been touted by U.S. Senator Henry M. "Scoop" Jackson, a native of Everett who for decades had been an outspoken advocate of increased military spending before his death in 1983.



ABOVE: An aerial view showing construction of Naval Station Everett, May 18, 1993.

Photo courtesy of Naval Station Everett.

RIGHT: A painting of Naval Station Everett and the Port by local artist Bernie Webber, circa 1990s.

Photo courtesy of Port of Everett.



1994

The Port of Everett and the city of Ishinomaki (in Miyagi Prefecture, Japan) establish a Friendly Coalition Agreement in March. Both share similar interests — maritime industries, fishing, forest products and other industrial activities. (Over the years, the Port and Ishinomaki have continued this relationship by exchanging cultural, economic, technological and educational information that has led to increased development of both their communities. In a twist of fate, in 2011 Ishinomaki was seriously affected by the Tōhoku earthquake and tsunami, which in turn jump-started Everett's log exports to help with rebuilding efforts.)

The Northwest Forest Plan is adopted, breaking the legal stalemate over logging and wildlife habitat protection. The plan guides management on federal land within the range of the northern spotted owl in Washington, Oregon and northern California, and seeks to preserve spotted owl habitat by creating a network of late-successional (mature and old-growth) timber reserves.

LEFT: An aerial view of the Biringer Farm property, acquired by the Port in 1993 for mitigation banking (now called Blue Heron Slough).

Photo courtesy of Port of Everett.





THIS PAGE: Longshoremen at the Port of Everett load and unload containers from ships. Reachstackers are used to move containers to and from ships. The top right image shows a standard sized container, the bottom left image shows an oversized container custom-made to accommodate aerospace cargo for The Boeing Company.

Photos courtesy of Port of Everett.

Can It!

Shipping containers — the rectangular steel boxes that you typically see on trains, trucks, ships and near gantry cranes — go by a few monikers. For military use, they're often called conex boxes (the term was reportedly first used by the U.S. military to refer to a "container for export"). They are also often called sea cans — or just "cans" — by the longshoremen and others who work with them. Stick around a loading dock long enough and you might hear them called ISO sea containers, cargo containers or intermodal containers, too. No matter what name they go by, these colorful boxes are reused numerous times in their service to the shipping industry. They're typically filled with all manner of goods: chances are that something you're sitting on, touching, looking at, eating or drinking from right now was carried in a shipping container — the fastest-growing cargo type at the Port of Everett. (Over 90 percent of global trade is moved via sea.) Today, the Port of Everett is the third-largest container port in Washington state. If you were to peek inside one of the containers shipped through the Port's Seaport, you might see some loaded with mining supplies, frozen foods, aerospace parts — even logs!



1995

In June the U.S. Supreme Court upholds the authority of the Fish and Wildlife Service to regulate logging on private land under the Endangered Species Act.

The Port begins expanding its marine shipping terminals to accommodate specialized cargo containers used by The Boeing Company to ship 777 jetliner parts to its Everett plant. The project uses dredged materials from existing berths as a nearshore fill, which is then used for development of the marine terminal.

1996

The Port embarks on a new five-year program of capital improvements and business diversification to create jobs and new sources of revenue after log exports decline more than 50 percent.

1997

The aircraft carrier USS *Abraham Lincoln*, one of only 10 U.S.-based carriers, arrives at its new homeport at Naval Station Everett. The community embraces the Navy, and the Everett Silvertips hockey team, in their inaugural year in the Western Hockey League, name their mascot Lincoln — a six-foot-tall ice-skating bear — to honor the city's new Naval ties.

ABOVE: The aircraft carrier USS *Abraham Lincoln* coming into port at Naval Station Everett.

Photo courtesy of Port of Everett.

LEFT: The U.S. Navy opens Naval Station Everett on the bayfront in 1994. Shown here is the station's logo, with a mural backdrop by artist Bernie Webber.

Photo courtesy of Naval Station Everett.



1997

The U.S. Army Corps of Engineers orders that the 10 massive fuel tanks at the Mukilteo Tank Farm, closed since 1989, be torn down.

1998

The Port buys the old Weyerhaeuser Mill B property along the Snohomish River, with plans to create a new industrial park.

1998-1999

The new Pacific Terminal shipping facility (now the Port's primary container and breakbulk facility) is constructed at the site of a former Weyerhaeuser Mill A log pond, which the Port cleaned up and filled. When completed, the Port authorizes SSA Marine (a terminal operations and stevedoring company) to provide operations and marketing oversight.

RIGHT: A 2001 view of the former Weyerhaeuser Mill B site located on the Snohomish River. The Port purchased this property in 1998 and eventually named it Riverside Business Park.

Photo courtesy of Port of Everett.





LEFT: The Port of Everett's newly reconstructed Pier 1, featured on the cover of *Marine Digest* in 1994. The old Pier 1 was completely renovated to support Boeing and other general and containerized cargoes at the dock; more than 2,000 timber piles were replaced.

BELOW: An aerial view of the Mukilteo Tank Farm with the above-ground fuel tanks removed. *Photos courtesy of Port of Everett.*



1999

The Port enters a memorandum of agreement to acquire the 22-acre Mukilteo Tank Farm, a decommissioned fuel tank site, from the U.S. Air Force. Plans include use as a future multimodal facility and a relocated Mukilteo ferry terminal.

DID YOU KNOW?

The Endangered Species Act

The Endangered Species Act of 1973, which was signed on December 28, provides for the conservation of species that are endangered or threatened throughout all or a significant portion of their range, and provides for the conservation of the ecosystems on which the species depend. “Endangered” means a species is in danger of extinction throughout all or a significant portion of its range; “threatened” means a species is likely to become endangered within the foreseeable future. All species of plants and animals — except those considered “pest insects” — are eligible for listing as endangered or threatened. The act is administered by the U.S. Fish and Wildlife Service and the Commerce Department’s National Marine Fisheries Service.



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CHAPTER TEN

2000–2009

Managing the Effects of 9/11 and the Great Recession

Surely the biggest influence on the Port of Everett, and the nation, at the start of this decade was the events of September 11, 2001. The shocking terrorist attacks on U.S. soil that day killed nearly 3,000 people, leaving the country devastated and scared. In addition to the emotional toll of September 11, the Port and its operations were affected in many other ways, from its local response to the ensuing national and global market challenges it was forced to deal with. Port security immediately shifted from a focus on trade enforcement and narcotics to the now very real threats from terrorism; soon various laws and screening measures were enacted, focusing on container security. Air travel slumped — airlines and airplane manufacturers suffered, as did the Port’s major client, The Boeing Company. But while those were difficult times, the Port moved forward, as did the rest of the country.

By this time, the north bayfront had transformed into primarily a pleasure boat and boat-launching hub with a variety of businesses and recreational resources. In February 2001 the Port had begun planning a waterfront neighborhood there — Port Gardner Wharf — of condominiums, town homes, professional office space, shops, restaurants, inns and a boatyard that would offer small-vessel repair and maintenance. Another marina

OPPOSITE: A large fuselage for The Boeing Company being offloaded at the Port of Everett Seaport in 2007.

Photo courtesy of Port of Everett.

RIGHT: On November 1, 2006, the Port's regular customer, Eastern Car Liner, delivered the first of Sound Transit's Link Light Rail cars to be used to connect downtown Seattle to Seattle-Tacoma Airport.
Photo courtesy of Port of Everett.

DID YOU KNOW?

A New Mission

In September 2007 the Port of Everett adopted a new strategic plan and mission statement to reflect its ever-evolving role in the local community. It was the Port's first new mission statement since 1989. Notably, in response to public comment, the Port added an objective to "ensure appropriate public access" and adopted a requirement that the Port Commission must review the plan yearly to measure its progress toward the goals and the relevancy of its objectives.



was created in 2007 with the opening of the 220-slip 12th Street Yacht Basin (now called North Docks), designed for larger vessels ranging in length from 40 to 143 feet. With the completion of this new marina, Everett maintained its standing as the largest public marina on the West Coast with a capacity of about 2,300 boats, including guest moorage.

Business picked up as the Seaport acquired two surplus gantry cranes from the Port of Seattle to help move containerized cargo, and later signed its first three shipping lines. The Port's aerospace connection was rekindled with Boeing's 2003 announcement that Everett would be the assembly site for its new 7E7 passenger jet, and with the opening of the Port's Mount Baker Terminal, a rail/barge hub designed to move goods, such as oversized aerospace parts. The former Alumina Dome was given new life as a place to store bulk powdered cement, and the Port began removing buildings in the central marina area to make way for the future mixed-use development.

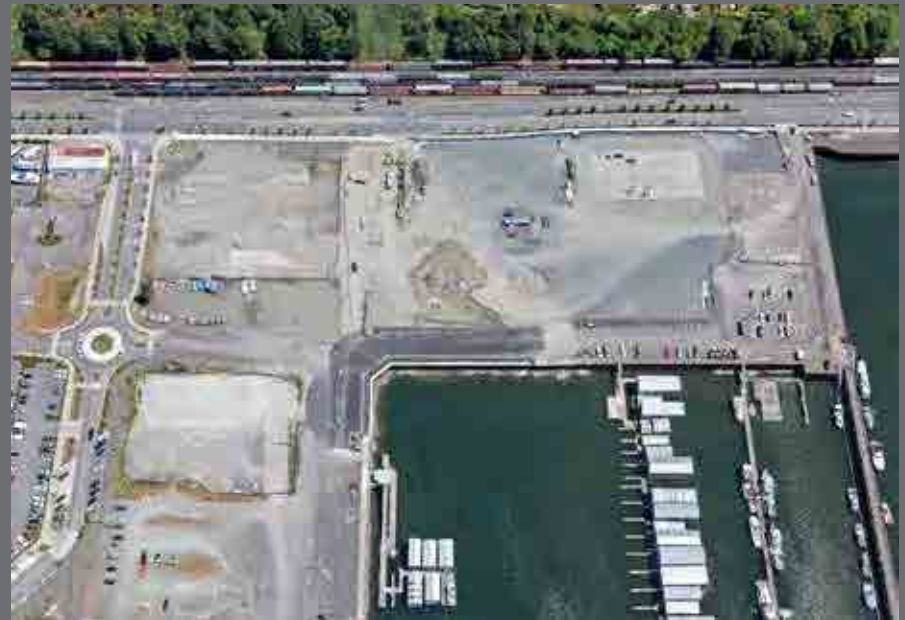
Yet near the end of the decade, the Great Recession gripped the nation, including the Port. Projects already in the pipeline — such as the newly inked cement shipments and the long-planned Port Gardner Wharf development — stalled, bringing new challenges for the coming years.

Cleaning Up Historic Contamination

The Puget Sound Initiative was established in 2007 by former Washington state governor Christine Gregoire with the goal of restoring the health of Puget Sound by 2020. The initiative facilitates cleanup of waterfront properties through the state's Model Toxics Control Act regulated by the Department of Ecology. Port Gardner Bay was identified by the Department of Ecology as a priority bay that should be addressed under the initiative. Significant state funds have been and will continue to be dedicated to cleanup efforts. When the initiative was implemented, the Port of Everett had more than 215 acres of waterfront property under cleanup action — more than any other agency in Washington state.

The Port Commission committed to environmental cleanup efforts and took an aggressive approach stating, “It is in the best interest of the community and the Port to turn these brownfield sites into economic assets, which is why we have taken an aggressive approach to our environmental cleanups. These cleanups don't get less expensive or less complex.”

Through its partnership with the Department of Ecology and its commitment to environmental remediation, the Port of Everett has successfully removed tens of thousands of tons of contaminated soils from its properties — all inherited from more than a century of waterfront industrial use. The ongoing work represents a significant set of projects that restores the environment and economic health of Port lands. As of 2018, more than 60 percent of Port properties under cleanup action have received a clean bill of health.



THIS PAGE: Aerial photos showing the former Everett Shipyard site before and after the Port completed a multiyear, \$11 million environmental clean-up to remediate historic contamination, and make way for a new mixed-use development.

Photos courtesy of Port of Everett.

2000

Congress passes legislation sponsored by U.S. Senator Patty Murray (D-WA), authorizing transfer of the Mukilteo Tank Farm from the U.S. Air Force to the Port of Everett. (The tanks, built in 1950 along the Mukilteo waterfront, had come down in 1997; deconstruction of the tank farm's pier began later, in 2015.)

2001

The Port begins planning for a new 65-acre pedestrian-friendly mixed-use development, Port Gardner Wharf, in the central marina area. Plans eventually include condominiums, restaurants, shops and a 1,000-seat amphitheater. However, the project as envisioned dies when the developer, Maritime Trust Company, declares federal bankruptcy later in the decade.

RIGHT: The Port of Everett specializes in handling breakbulk cargo — any cargo that doesn't fit into a standard container. These high and heavy cargoes range from aerospace parts and tractors to energy components like windmill blades, transformers and the like.

Photo courtesy of Port of Everett.





ABOVE: This aerial image shows early construction activity for the Port of Everett's new 220-slip 12th Street Yacht Basin (now the North Docks). The new marina filled in the open basin between the Central and South docks shown on the left and the public boat launch shown on the right.

LEFT: An image of the completed 12th Street Yacht Basin prior to boats moving into the new moorages in 2007.

Photos courtesy of Port of Everett.

2001

On September 11, terrorists use four airliners to launch attacks on the United States. Two planes hit the World Trade Center in New York, one hits the Pentagon in Washington, D.C., and one crash-lands in a field near Shanksville, Pennsylvania. Almost 3,000 people lose their lives as a result. The U.S. government responds with changes to port and airline security that will greatly affect U.S. ports and their clients in the following years. As a result, the Port of Everett fences off its Seaport and creates only one cargo entry point. The incident also affects air travel and airplane makers, including the Port's major client, The Boeing Company.

The Port receives its first National Environmental Improvement Award for its work transforming the Union Slough property in the Snohomish River Estuary into a successful intertidal estuarine marsh surrounded by a public walkway.

2002

From September 28 to October 8, the ILWU is locked out during contract negotiations with the Pacific Maritime Association (PMA); the Bush Administration threatens to use the National Guard to run the ports. The lockout ends when the ILWU and the PMA come to an agreement on wages and hours. Estimates later put the cost to the U.S. economy from \$1 billion or more a day, or \$10 billion or more total. The lockout affected 29 West Coast ports — including the Port of Everett.

2003

The Port acquires two surplus gantry cranes at no cost from the Port of Seattle; the cranes, to be painted a smoke blue color chosen by the community, will help the Port better handle containerized and oversized cargo.

Boeing announces that its new midsize 7E7 passenger jet (later renamed the 787 Dreamliner) will be assembled in Everett.



RIGHT: The Seaport's gantry cranes, which were orange when delivered, were painted smoke blue, a color picked by the neighbors in the community.

ABOVE: The first gantry crane move at Pacific Terminal took place on September 7, 2006. Since then, these cranes have moved billions of dollars in cargo and helped support more than 35,000 regional jobs.

Photos courtesy of Port of Everett.





2003

The Port dedicates the California Street Overcrossing at Hewitt Terminal, allowing train travel underneath and truck travel overhead. The project also includes a sidewalk to allow pedestrian access to the waterfront. The overcrossing is part of the Freight Action Strategy for Everett-Seattle-Tacoma (FAST Corridor) — a partnership combining local, state, federal, port and railroad resources to eliminate choke points in national freight transportation.

2004

The Port takes over operations and marketing for the entire Seaport. Since 1999, SSA Marine had managed these functions at the Port's Pacific Terminal, its primary container and breakbulk facility. The move means that the Port of Everett will become an operational port, not just a landlord port.

2005

The Port builds Pigeon Creek Trail, creating public access to a beach and viewpoint where visitors can watch passing trains as well as the Port's terminal operations. Access is via Terminal Avenue.

ABOVE LEFT: In 2003, the newly constructed California Street Overcrossing opens, allowing train travel underneath and truck travel to and from the Port of Everett Seaport overhead.

LEFT: In 2005 Port and city officials, as well as community members, join together for the ribbon-cutting of the Port of Everett's Pigeon Creek Trail and viewpoint. Trail users can catch a glimpse of the international trade operations that were fenced off and closed to public access after 9/11.

Photos courtesy of Port of Everett.



2005

The Port signs its first three shipping lines — Westwood Shipping Lines, Eastern Car Liner (ECL), and Far Eastern Shipping Company (FESCO) — and puts container cranes in operation at Pacific Terminal. The Port becomes the third-largest container port in the state as it starts taking direct aerospace shipments from Japan.



THIS PAGE: Aerial photos of the construction progress and completion of Mount Baker Terminal. The terminal, located north of the former Mukilteo Tank Farm and the Mukilteo ferry terminal, was constructed to streamline the Port's aerospace logistics chain. The dock accommodates the Boeing 747, 767, 777 and 777X airplane production lines, and acts as a back-up facility for the 787 Dreamliner.

Photos courtesy of Port of Everett.





2005-2008

The Port constructs the 900-foot-long Mount Baker Terminal, a rail/barge hub near Mukilteo, to support shipments for The Boeing Company. The terminal, financed with the help of a \$15.5 million state grant, provides a seamless water-to-rail-to-factory link for oversized aerospace parts. The pier services the Port of Everett's regular aerospace cargo shipments between Japan and Everett. The new facility opens in May 2008.

2005-2013

The Port begins removing 25 buildings in the central marina area to make way for environmental cleanup and its planned \$400 million Port Gardner Wharf mixed-use development.

TOP LEFT: The groundbreaking for the Port of Everett's Mount Baker Terminal (then called the Rail Barge Transfer Facility) took place on August 11, 2005. Pictured from left to right: Port Commissioner Jim Shaffer, Governor Christine Gregoire, Port Commissioners Phil Bannan and Don Hopkins.

ABOVE LEFT: During the Mount Baker Terminal groundbreaking on August 11, 2005, Tulalip Tribes perform a traditional site blessing.

ABOVE RIGHT: A "Dreamlifter" airplane carrying Boeing 787 parts flies overhead as the Port of Everett kicks off its first day of operation at Mount Baker Terminal, offloading its first shipment of aerospace cargo from barge to rail in preparation for delivery to Paine Field on May 2, 2008.

Photos courtesy of Port of Everett.

2006

On October 13 President George W. Bush signs the SAFE Port Act into law, authored by Senator Patty Murray as a response to the September 11 attacks. The law, which allocates \$400 million to implement its provisions, is aimed at securing the nation's ports and trade economy. Two of the main requirements are the implementation of a Transportation Worker Identification Credential (TWIC) program, and increased security standards for all cargo entering the United States. Senator Murray and U.S. Representative Rick Larsen (D-WA) visit the Port of Everett to celebrate the bill's passage on October 5.

The Port and the city of Hiroshima, Japan, sign a Cooperation Agreement. The historic shipping agreement pledges expanded liner service between the two cities, starting a direct flow of goods between Hiroshima and Everett. This cooperative agreement is stronger than a "sister port" agreement and is the first of its kind in North America. Hiroshima Prefecture and Everett are similar: each has a growing community that's working to develop its seaports and promote its facilities in the international trading market.

Lehigh Hanson, a subsidiary of Heidelberg Cement, signs a 20-year lease with the Port to store bulk cement at the former Alumina Dome for Pacific Northwest distribution.





DID YOU KNOW?

Seaport Access After 9/11

Following the terrorist attacks on September 11, 2001, the Port of Everett, along with all other seaports in the United States, became subject to the Maritime Transportation Security Act (MTSA). Seaports that had always been open for the public to view commerce in action became secured, allowing only those with official business to gain access. In 2009, federal law required all personnel working or entering an MTSA regulated facility to be in possession of a valid Transportation Worker Identification Credential, better known as a TWIC Card.



ABOVE: In 2006 Port Commissioner Don Hopkins and Hiroshima Governor Yuzan Fujita signed a historic shipping agreement calling for the Port and Hiroshima to expand liner service between the two cities.

LEFT: In November 2010 the Port helped keep the lights on in Snohomish County when its Seaport took delivery of two 416,000-pound transformers to be installed at local electrical substations.

OPPOSITE TOP: To offload cement, a machine on Pier 3 reaches into the hold of the ship to transfer the cement to a conveyor system that transports the cement into the storage dome.

OPPOSITE BOTTOM: The first cement ship offloading bulk cement into the Port's retrofitted dome in September 2007.

Photos courtesy of Port of Everett.

2007

The opening of the Port's 220-slip 12th Street Yacht Basin (now North Docks) creates another marina, maintaining Everett's claim to the largest public marina on the West Coast (with a total of 2,300 slips).

The Puget Sound Initiative was established by Washington governor Christine Gregoire with the goal of restoring the health of Puget Sound by 2020. The Port of Everett at the time has more than 215 acres of waterfront property under cleanup action — more than any other agency in Washington state. The Port reports that it has five significant cleanup projects underway: the Everett Shipyard site; the West End and Ameron Hulbert sites, both in the central marina area; the Bay Wood site, and the Weyerhaeuser Mill A site.

The Port breaks ground on Port Gardner Wharf, its long-planned combined residential and commercial development, in the central marina area.

In September the former Alumina Dome's transition into storing cement is complete when the first ship from Lehigh Northwest Cement Company arrives. The dome can hold about 40,000 tons of the material.



The Great Recession of 2007–2009

From December 2007 through approximately June 2009 the U.S. experienced a deep and sustained recession — the country's worst since the Great Depression. At its lowest point, nearly every facet of the U.S. economy was affected, though to many Americans, most prominent were the widespread housing market crash, the numerous failed banks and financial institutions (over 175 in 2009 alone) and the job losses — particularly among men, younger workers, and those with lower levels of education. The national unemployment rate rose from 5 percent at the recession's start to a peak of 10 percent in October 2009 (months after the recession had ended). The effects were felt globally, as well as, of course, locally. The Port's \$400 million, 65-acre Port Gardner Wharf development was halted after the developer, Maritime Trust Company, declared bankruptcy, and shipments of bulk cement — part of a new 20-year deal to lease the former Alumina Dome — stopped arriving. A nearly \$800 billion economic stimulus package, the American Recovery and Reinvestment Act of 2009, helped stabilize the economy and get people back to work, but the country would not fully recover until the next decade.

2008



The commercial fishing fleet's net sheds near 14th Street are dismantled as part of the Port's project — started in 2005 — to remove two dozen buildings in the central marina area, making way for cleanup and revitalization with a new mixed-use development.

The Port clears the South Terminal of logs to prepare it for breakbulk cargo.

The Port completes Phase I of the Craftsman District, including a new, environmentally progressive boatyard catering to the marina's boating community.

The Port, along with the rest of the country, begins to experience effects from the Great Recession. The Port Gardner Wharf developer files for federal bankruptcy, placing a hold on the Port's mixed-use waterfront development; cement shipments to the newly repurposed storage dome are paused.



ABOVE: The Port's Craftsman District (Phase I), which opened in Waterfront Place in 2008, was designed to provide the services and supplies necessary to support commercial and pleasure boating in the Everett area. The district includes a 75-ton Travelift and haul-out dock, a state-of-the-art boatyard with direct access to boat service and repair, and various marine supply businesses.

LEFT: The 2008 ribbon-cutting for the newly created Craftsman District in the Port's Central Docks area within Waterfront Place.

OPPOSITE: The groundbreaking for the Port's 65-acre mixed-use development, known at the time as Port Gardner Wharf, took place in May 2007 — just before the looming Great Recession hit. Effects of the recession killed the project as it was envisioned at the time when developer Maritime Trust filed for federal bankruptcy, putting a hold on development for several years. The project was later reevaluated and revised, bringing to life the current development known as Waterfront Place.

Photos courtesy of Port of Everett.

2009

Everett Shipyard relocates from the central marina area to the Port of Everett Seaport; it's later purchased by Vigor Marine, whose four-acre shipyard specializes in ship repair and refit. The relocation creates an opportunity to clean up the Everett Shipyard site (located between 14th and 15th streets on West Marine View Drive) and stimulate a mixed-use development on the waterfront (later to be transformed into Fisherman's Harbor).

The Port fights in federal bankruptcy court to regain control of central marina-area property from the Port Gardner Wharf developer.

RIGHT: This circa 1950 image shows gillnetters berthed on the left and larger purse seiners berthed on the right. The net sheds are visible in the background.

Photo courtesy of Port of Everett, Pringle and Eklund photography.

BELOW: An image of early fish nets.

Photo courtesy of Larry and Jack O'Donnell, photographer Marjorie Duryee.



Net Sheds: A Useful and Social Hub

The net sheds, in their most basic forms, were built by the Port as a useful place to get necessary work done: where commercial fishermen and women could rent a space to hang their nets to dry, as well as to repair them. And should one need a bit of scrap netting or a special part, there was usually someone else around to supply it. As with many gathering spaces, the sheds naturally became a social hub (or “social club” as some called it) as well: one might stick around to play cards or spin a yarn about their day on the water. The sheds, which had been located at the site near 14th Street since the 1940s, were taken down in 2008 after the decline of the commercial fishing industry as the Port embarked on a plan to environmentally clean up and revamp the area into a mixed-use development. It was a sad time for the fishermen as they said goodbye to their old social club.



A 2009 view of the 12th Street Yacht Basin (now North Docks) at full capacity (foreground), and a busy day at the 10th Street Boat Launch (now Jetty Landing and Boat Launch) as anglers pack the waterfront for the annual Everett Coho Salmon Derby, the largest derby in Washington state.

Photo courtesy of Port of Everett.



Port of Ivory

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CHAPTER ELEVEN

2010–2018 (Present)

Preparing for the Next 100 Years

Through strategic multiyear capital planning and a more regional approach to business development, the Port realized several sizable plans in this decade as its 100th anniversary approached. In 1999 the Port had begun planning for redevelopment of its northern bayfront (now called Central Docks) with its Waterfront Place Central mixed-use development, transforming it into a boat repair and marine craftsman district, as well as a pedestrian-friendly waterfront neighborhood of living and office space, shops, restaurants, hotels, and recreational and community gathering spots. Some of those spaces — such as the Waterfront Center mixed-use building — opened, and other kickoffs were on the docket. There was a bittersweet element of the massive project as well, as the Port and community said goodbye to the Collins Building, a fixture on the waterfront since 1926. The brick-red, 60,000-square-foot warehouse sat on the spot of the proposed boatyard and, because it had been built with post-and-beam construction on pilings over Port Gardner Bay

OPPOSITE: In 2015 the Port of Everett, The Boeing Company, Westwood Shipping Lines and other key logistics partners celebrate a decade of direct aerospace shipments from Japan to Everett.

Photo courtesy of Port of Everett.



ABOVE: In 2011, the Port of Everett's Waterfront Center opened. The building (an existing tilt-up structure) was remodeled and expanded by 15,000 square feet to create a total of 83,000 square feet to provide a new home for the Port's administration and marina offices, restaurant spaces and various marine retail and repair services catering to the boating community.

ABOVE RIGHT: In 2011, the Port of Everett and The Boeing Company celebrate the delivery of parts for the 1,000th 777 jetliner.

Photos courtesy of Port of Everett.



tidelands (that had since been filled), it could not be easily moved. For years, the Port, the public and preservationists had explored options for retrofitting, rehabbing and reinvigorating the property, but it was not to be. The icon was deconstructed in 2010.

The following year the Port bid another goodbye as the aircraft carrier *USS Abraham Lincoln* left its home base at Naval Station Everett for a new homeport after a decade and a half as an important — and meaningful — part of the waterfront and community. The *USS Nimitz*, the Navy's oldest aircraft carrier, was named as the *Abraham Lincoln's* replacement in Everett.

The Port honored its historic ties with the commercial fishing community in 2011 with the Fisherman's Tribute Statue at Waterfront Center, and it celebrated delivery of Boeing's one-thousandth 777 jetliner. Soon after, Boeing announced that it had picked Everett as the final assembly site for its 777X widebody jetliner and accompanying Composite Wing Center — ensuring plenty of airplane-part cargo work for the Port into the coming decades. And in 2012, the Port saw its first full log export ship since 2002 leave the harbor.

A burst of new activity began on the property tucked between the Everett and Mukilteo waterfronts as the Port was granted ownership of the 20-acre Mukilteo Tank Farm, a decommissioned fuel tank site



LEFT: In 2012 the longshoremen at the Port of Everett Seaport load 5.2 million board feet (or approximately 1,300 truckloads) of logs for export to China — the first full log ship since 2002.

BELOW: Port Commissioner Tom Stiger presents an award to DKoram Limited commemorating a full load of logs aboard the M/V *Alam Sakti* on March 6, 2012.

Photos courtesy of Port of Everett.



first built by the U.S. Air Force in 1950. The project had been in the works for more than a decade; in the future it will serve as a transportation and community access hub, as well as offer public access to the water at Edgewater Beach. Work also began on construction of a new Mukilteo ferry terminal at the site. The current station is the state's busiest car ferry terminal — the Mukilteo/Clinton ferry route moves more than two million vehicles and nearly four million riders annually between Whidbey Island and the Everett-Seattle area. Its last significant improvements were in the early 1980s.

And the venerable Weyerhaeuser Office Building, built in 1923 and originally located at the company's south bayfront Mill A site, was moved for a third time — to the Port's new Boxcar Park. Plans call for it to serve as a community gathering space and event hub.

As the Port's 100th anniversary approached, it had \$407 million worth of capital improvement plans in the pipeline, encompassing 115 projects in the 2016–2020 timeframe — along with scores of blue-sky ideas. Those plans and ideas aim to further the Port's vision to create and maintain a waterfront that offers a healthy balance of industrial and recreational uses for the community and region that will reach into the decades — and the next century — to come.

DID YOU KNOW?

Go Big!

Since 2015 the Port has used the tagline “Go Big. Go Everett.” And it's no wonder: today, a majority of the cargoes the Port handles include over-dimensional, high and heavy cargoes, including airplane and windmill parts, transformers, manufacturing and military equipment, and supplies for the construction and agriculture industries. In 2016, the Port of Everett handled the largest windmill blade — at 185 feet long — ever to be imported into North America.

2010

After an extensive public engagement process, the Port Commission votes unanimously to dismantle the Collins Building (aka North Coast Casket Company), a waterfront fixture since the 1920s. Deconstruction begins soon after the vote; the Port plans to salvage some of the materials for reuse in other state historic properties.

2010-2011

In December 2010 the Port relocates its administration and marina offices to Waterfront Center, its new 76,000-square-foot mixed-use building and state-of-the-art boatyard facility in the heart of Waterfront Place Central. In 2011, the Port officially opens the building and boatyard to the public.

2011

The aircraft carrier *USS Abraham Lincoln* leaves its home base at Naval Station Everett for good after nearly 15 years.

Kimberly-Clark announces plans to close and sell its bayfront mill and pulp operations, bringing to a close decades of pulp and paper businesses at the site between 21st Street and Everett Avenue — which formerly held Puget Sound Pulp and Timber, Soundview Pulp Company and Scott Paper Company.



Collins Building: From Caskets to Salvage

In 1926 William G. Hulbert added a large red and white building for casket production to his north harbor mill site — the North Coast Casket Company building. (Later, the Collins Casket Company formed and was located in the building from 1932 until the 1990s; the building was known forever more as the Collins Building.) Why caskets? Early casketmaking was considered a wood-products industry, as the boxes could be made from scrap lumber. The North Coast Casket Company was a little unusual, though, since it was directly affiliated with a lumber mill next door. The company was different in another way, too. Although most caskets were made of quality hardwoods, caskets made at the North Coast Casket Company used Western Red Cedar, which mill owner Hulbert touted as “decay resisting” and “highly weather-resistant wood” for buildings — and of course, for caskets. The nearby Hulbert Mill was destroyed by fire in 1956, but the Collins Building survived because it was equipped with a sprinkler system — automatic sprinkler systems had been in general use since the 1880s.



The building continued to house casketmaking operations until 1996. In 1991 the Hulbert Mill Company sold its land, including the Collins Building, to the Port of Everett. The building's last tenants included several local, light industrial businesses.

The Collins Building was placed on the National Register of Historic Places in 2006, but was deconstructed in 2010 after restoration estimates proved to be cost-prohibitive. The Port salvaged 824 pieces of beam and other timbers, as well as many of the building's iconic windows. These were offered to local public entities and for use in restoring federal, state and local historic properties. Some of the materials have since been used in 15 other historic properties in Washington state, including seven heritage barns and a church. Additional timbers, along with hundreds of windows, were put up for bid with proceeds going toward repairs for the historic Weyerhaeuser Office Building. A number of artifacts from the building can be seen in the Port's Waterfront Center lobby. The Port also documented the building's history and architecture, placed a historic marker at the factory site and produced an interactive CD-ROM and narrative booklet that recounts the building's history.



THIS PAGE: Photos documenting the historic Collins Building (formerly North Coast Casket Company building) deconstruction in October 2010, with window removal as the first step. The building was then carefully deconstructed to allow its materials to be reused in other state historic buildings.

OPPOSITE: A photograph showcasing casket making inside the North Coast Casket Factory, the wall of windows shown in the background provide abundant natural light.

Photos courtesy of Port of Everett.

2011

The Port and the Fisherman's Tribute Committee — formed by Everett residents Kay Zuanich and Barbara Piercey, both descended from area fishing families — unveil the lifelike (but larger than life!) Fisherman's Tribute Statue, created by artist Kevin Pettelle of Sultan, Washington, at the Port's new Waterfront Center. The bronze sculpture of a fisherman in old-style rain gear pulling in a salmon-laden net honors the contributions made by the men and women of the local fishing community — those who have fished, built boats and worked in the canneries. The Port also constructs the Fisherman's Tribute Plaza to house the statue as part of its Craftsman District.



ABOVE: Community members gather at the Port of Everett's recently completed Fisherman's Tribute Plaza to unveil and dedicate the Fisherman's Tribute Statue on June 23, 2011.

Photo courtesy of Port of Everett.



Water-Based Clubbing Around the Port

While the Everett Yacht Club may be the highest-profile boating club at the Port, several other groups play an integral part of the Port's lively and engaged watercraft community — from organized cruises and events to education and volunteering in a variety of Port-based activities.

The Milltown Sailing Association, based at the Port for over 25 years, is a family-friendly group for sailors interested in cruising and boating education. They offer a racing program year-round and sponsor adult and youth activities to promote sailing and safety. Milltown Sailing also organizes cruises to ports around the Puget Sound area. In 2018, the association had around 100 members.

The Mukilteo Yacht Club, founded in 1998, organizes cruises almost every month, including event trips such as a fishing derby, opening day of boating season, a Fourth of July evening fireworks outing and a winter holiday lighted boat parade. The club, which promotes boater safety and education, says it's dedicated simply to "those who wish to enhance their enjoyment and knowledge of boating and the water ... [but] foremost, we are all about having fun!"

The Everett Sea Scouts, a co-ed division of the Boy Scouts of America, host youths aged 14 to 21 who participate in sailing regattas and cruise events. They also learn nautical skills such as boat maintenance and repair, small boat handling, water safety and survival, navigation and nautical customs. Sea Scouting in America was founded in 1912; the Port's archives include a photo of members in area waters as far back as the 1920s. The Sea Scouts have been sponsored over the years by both the Everett Yacht Club and the Milltown Sailing Association.



LEFT: A group of Milltown Sailing Association members stop by the Port of Everett's booth at the 2018 Seattle Boat Show.

OPPOSITE RIGHT: The Everett Sail and Power Squadron hosts free vessel safety checks for boaters at the Port of Everett Marina, further enhancing their goals of boating safety and education.

OPPOSITE LEFT: Early Sea Scouts rowing in the marina, circa 1921.

Photos courtesy of Port of Everett.

The Everett Sail and Power Squadron, a chartered unit of the U.S. Power Squadrons, was formed in 1948 to teach the influx of post-war pleasure boaters how to be better and safer boaters. The Squadron's home-base at the Port of Everett was natural — many of its members had boats moored at the marina. Programs offered by this all-volunteer group include free vessel safety checks, staffed information booths, life jacket stations, and marina clean-up days. The Squadron also provides cooperative charting information to the National Oceanic and Atmospheric Administration about navigation concerns around Port Gardner Bay. The group still serves the Port of Everett today.

The U.S. Coast Guard Auxiliary also plays an important role at the Port of Everett: it holds the classes power and sail boaters must take (and pass!) to receive Washington state's mandatory boater education card. "Flotilla 18" has other duties, too, in its jurisdiction of the waters around Everett and south Whidbey Island: it assists the U.S. Coast Guard in promoting boating safety, environmental protection and national security. Flotilla 18 also supports Coast Guard missions, including search and rescue, public education and free vessel safety checks.

And finally, the Navy Yacht Club Everett, commissioned in 1996 and based at Naval Station Everett, is open to all military active duty, retired and reserve personnel and their families, plus active Department of Defense civilian employees and selected members from the community. The club's mission is fostering fellowship and safe boating, and it participates in and conducts activities such as racing, cruising, parades, displays, waterfront social events, and Port-related volunteer events.

2011

Boeing and the Port of Everett welcome the first shipment of parts for Boeing's one-thousandth 777 jetliner from Mitsubishi Heavy Industries, Ltd., of Hiroshima, Japan. The December shipment is loaded on rail at Mount Baker Terminal for transfer to Boeing's Everett facility. Mount Baker Terminal handles all the oversized airplane parts for the 747, 767, 777 and 777X airplane programs.

The Port completes the first Puget Sound Initiative cleanup in the central marina area.

The Japanese city of Ishinomaki — with which the Port has had a Friendly Coalition Agreement since 1994 — is devastated in 2011 by the 9.0 magnitude Tōhoku earthquake and resulting 23-foot tsunami. In the aftermath, it takes Port officials nearly two months to make contact with their peers in Ishinomaki, which is located on Japan's eastern seaboard, one of the hardest hit areas. The Port community supports Japan's relief and rebuilding efforts, and Everett log exports help with reconstruction. Both ports share similar interests, including maritime industries, fishing, forest products and other industrial activities.

2012

The Port works with hundreds of longshoremen, tug operators, truck drivers and loggers to load 5.2 million board feet (or 1,300 truckloads) of logs for export to China — on the first full log ship since 2002.

As the economy begins to recover from the Great Recession, the Port starts to reimagine its stalled mixed-use development. It forms an ad hoc group representing a wide array of interests: neighborhood residents, city and county officials, marina tenants (both private boat owners and businesses), and other community enthusiasts. The group meets for several months to learn about the Port's role in the development, and to give feedback on what could make the project a success. The shared visions of the Port and the ad hoc group merge to help realize the final Waterfront Place Central design.



An Enduring Bond with the Tulalip Community

Prior to European settlement, the Everett area was home to the Snohomish Indians. According to oral accounts, thousands of canoes converged on the Mukilteo waterfront on January 22, 1855, as the Treaty of Point Elliott was debated and signed. The Tulalip Tribes — descendants of the Snohomish, Snoqualmie, Skykomish and other allied tribes and bands that signed the treaty — are one of over 562 federally recognized tribes in the United States. Today, the Tulalip Tribes, based just north of Everett, has a modern tribal government and is an important influence in the region. They work with the Port of Everett on shared issues such as development, sustainability, conservation and all other areas where Treaty Rights are concerned. The Tribes' Quil Ceda Village was the first federally recognized tribal city in the United States; it hosts a thriving business and entertainment sector and provides thousands of jobs in north Snohomish County. Large infrastructure projects, such as the 116th Street freeway overpass on Interstate 5 and the Tulalip Water Pipeline (in partnership with the city of Everett) contribute to the shared prosperity of our growing region.



LEFT: An early image of Tulalip Tribe members in a Salish Canoe on Puget Sound.

*Photo courtesy of Everett Public Library,
photographer J.A. Juleen.*

In 2012 the Tulalip Tribes opened to the public the Hibulb Cultural Center and Natural History Preserve. The cultural center hosts a permanent exhibition of the tribes' history, temporary exhibits, and events that include visiting artists and an annual film festival. The Tulalip Tribes today continue millennia of tradition by maintaining their fishing culture: the Tulalip Marina is home to the tribal fishing fleet. Tribal members fish the salmon runs, harvest clams and seafood, and over the last decade have entered the geoduck market. Following the Boldt Decision in 1974 the Tulalip Tribes, along with Washington state, have co-managed the local salmon resources and habitat. They have developed robust environmental programs, including the full-scale restoration of the Qwuloolt Estuary, completed in 2015. Upon completion of the Port of Everett's Blue Heron Slough and the city of Everett's Smith Island, the three restoration projects will work in concert to provide one of the most viable recovered wild salmon habitats in Puget Sound.

— *Francesca Hillery*
Tulalip Tribe Public Affairs Officer,
2011-2017

2013

Community members gather on the bluff at Everett's Legion Park Overlook to dedicate and unveil the First Neighbors project — three interpretive signs that honor the Native Americans who once inhabited the site. The signage describes life in and around the Snohomish tribal village of Hibulb, which for generations was located on the beach below the installation. Port-managed property includes some of the lands below the bluff, at Preston Point.

After more than a dozen years of work on a transition, the Mukilteo Tank Farm, a now-decommissioned (and cleaned up) fuel tank site — first built by the U.S. Air Force in 1950 — is officially transferred to the Port from the U.S. Air Force.

2013-2015

The Port constructs a new \$1 million roll-on/roll-off (Ro/Ro) cargo berth at South Terminal; a year later work begins on a \$2.55 million upgrade to strengthen a portion of the wharf. The investment, made possible through a grant from Washington state taxpayers, bolsters 140 feet of the 700-foot dock, creating a "heavylift" pad in the northwest corner of the dock.

2014

The 65-acre Waterfront Place Central (formerly Port Gardner Wharf) cleanup is complete and the site is ready for development. The Port plans to create a neighborhood that unifies the marina and surrounding property with a pedestrian-friendly commercial, recreation and residential community.

A construction boom means cement is again shipped to and unloaded at the Seaport's storage dome (the former Alumina Dome) — the first time in five years.

Boeing picks Everett as the final assembly site for the 777X jetliner (a new version of Boeing's 777 twin-engine widebody jet already being built in Everett). The company also announces that the city will be the site of its \$1 billion Composite Wing Center, which will manufacture the world's largest composite wings for the 777X.



LEFT: Conceptual image of the Port of Everett Seaport in 2019 with a strengthened South Terminal and two additional 100-foot gauge container cranes at the dock.

Photo courtesy of Port of Everett.

Modernizing the Port of Everett Seaport

With its first 100 years on the books, the Port of Everett is quickly moving forward with strategic initiatives to shape its next 100 years. The Port Commission's top priority is to modernize the Seaport to meet 21st century infrastructure demands. Modernization efforts include infrastructure upgrades to accommodate the larger vessels beginning to call at Everett, and preparing for the next generation of cargo at the Seaport, such as aerospace parts for the new 777X jetliner in 2018.

The Port's South Terminal facility is a key piece of the Port's modernization effort. The dock was originally built in the 1970s for log operations; in its current state it can only accommodate 500 pounds per square foot (psf). Today's modern cargo operations require a minimum of 1,000 psf. The \$36 million South Terminal Modernization Project — the Port's largest-ever maritime project — will strengthen 560 feet of the 700-foot South Terminal dock structure (140 feet were strengthened in 2015), and make electrical upgrades at the wharf. Upon completion in late 2019, the dock will be ready to accommodate two 100-foot gauge rail-mounted container cranes and provide vaults for shore power, allowing ships to plug in while berthed. Future modernization efforts include expanding the dock to create a more than 1,000-foot berth.

Financial support at both the state and federal levels is critical for bringing this modernization effort to fruition. As of 2018 this support has resulted in \$22 million in funding to offset project costs. Federal and state funding programs are extremely valuable for reinvesting in the nation's transportation infrastructure.

TOP RIGHT: On July 14, 2016, the Port of Everett honored its partnership with The Boeing Company. Port leadership presented a framed copy of a Port Commission resolution in honor of Boeing's centennial and recognizing Boeing's valued role in the regional, state and national economies. Pictured from left to right: Port of Everett Chief Operating Officer Carl Wollebek, Port Commissioners Tom Stiger and Glen Bachman, Boeing's Rich White, Port CEO Les Reardanz and Port Commissioner Troy McClelland.



BOTTOM RIGHT: In 2014 officials from the Port of Everett and city of Mukilteo host a ribbon-cutting with local community members to commemorate the opening of legal public access to Edgewater Beach (located adjacent to the Port's Mount Baker Terminal and the former Mukilteo Tank Farm).



BELOW: In 2015 the Port of Everett completed the first phase of its South Terminal Modernization project, strengthening a 140-foot section of the 700-foot dock to accommodate modern-day cargo handling equipment and the world's largest roll-on, roll-off ships.

Photos courtesy of Port of Everett.



2015

Royal Dutch Shell moors the oil-drilling rig *Noble Discoverer* at the Port's Pier 3, which serves as a hub for loading and unloading supplies for the company's arctic exploration activity that summer. While "kayaktivists" and some others protest the ship, it brings a record number of jobs, commerce and revenue to the Port.

The fuel tank pier at the Mukilteo Tank Farm is dismantled, and for the first time in nearly 70 years, legal access to the site, located northeast of the current Mukilteo ferry terminal, is restored to the public. A new roadway features a 10-foot-wide shared-use pathway to promote public access to Edgewater Beach and Mount Baker Terminal. A new Washington State Ferries terminal is also planned for the site.

2015-present

The Port begins a long-term project to modernize the Seaport facilities at South Terminal. Efforts include infrastructure upgrades to accommodate larger vessels and preparations for the next generation of cargo at the Seaport, including aerospace parts for Boeing's new 777X jetliner.

2015

The Port celebrates 10 years of weekly, direct aerospace shipments from Japan to Everett with partner Westwood Shipping Lines. Previously, ships with aerospace cargoes unloaded in Seattle or Tacoma, and the parts were barged to the Port of Everett. This changed when, in the previous decade, the Port installed two 40-ton gantry cranes at Pacific Terminal, constructed Mount Baker Terminal and purchased three 45-ton reachstackers. These investments allowed Everett to successfully compete for the Boeing 787, 777X and other airplane programs.

The Port earns the Environmental Project of the Year award from the Washington Public Ports Association for its significant cleanup projects.

Between 2006 and 2015 the Port completed a fast-paced, innovative cleanup program across 65 acres of waterfront property, which is now being transformed into the Port's Waterfront Place Central, a mixed-use development.

The Port changes its operating philosophy to be more community focused and implements strategic capital initiatives.

RIGHT, OPPOSITE PAGE: Artist renderings of the Port of Everett's 65-acre Waterfront Place mixed-use development. The new development, currently under construction, is creating a waterfront neighborhood where people can live, work, play and find entertainment.

Photos courtesy of Port of Everett; copyright RMC Architects, Stephanie Bower, Architectural Illustrator.



Creating a Vibrant Waterfront Community

The Port of Everett is in the midst of creating a new waterfront community known as Waterfront Place Central. The 65-acre, mixed-use development is transforming the Everett waterfront into a community where people can live, work, shop and find entertainment. The project includes new public gathering spaces, up to 660 housing units, a waterfront hotel, at least 10 fine and casual dining restaurants and a complementary mix of commercial, retail and marine sales and services. The project includes \$71 million in public infrastructure funded by the Port's Capital Improvement Plan, plus opportunities for private developers anticipated at \$544 million. When complete, the project is expected to support more than 2,075 family-wage jobs and generate \$8.6 million in new tax revenue for the city of Everett.



Waterfront Place sits on the footprint of what long ago represented the epicenter of Everett's mill town roots. Infused into the plan are small tributes to the site's history with street names such as Champfer, Millwright, Weaver and Sawyer — job titles held by the hundreds of millworkers once supported there. Perhaps the largest tribute is Boxcar Park, a two-acre public space located at the west end of the development at the water's edge. The first boxcars servicing Everett came to this site to collect shingles for delivery to the Midwest. Boxcar Park is the most recent home to the historic Weyerhaeuser Office Building. The building will represent the Weyerhaeuser Muse, a creative re-use of the picturesque building originally built at Weyerhaeuser's Mill A site as a lavish office space to showcase their local wood products. The Port relocated the building (the third move in the building's lifetime) in preparation to reopen the space for community use as a marine clubhouse and outdoor performance venue.

2015

OceanGate Inc., a provider of manned submersibles, relocates its headquarters from the University of Washington in Seattle to the Port's Waterfront Center, where it plans to develop, assemble and operate a fleet of next-generation manned submersibles. (In 2017, the company announces that it will conduct the first expedition since 2005 to the shipwreck and debris field of the RMS *Titanic* with its newly constructed vessel, *Cyclops 2*. That expedition is planned for summer 2018.)

2015-2016

The Port makes Marine Terminal rail improvements to boost the capacity of rail freight at its Seaport. Included are some 4,000 additional lineal feet that expanded on-site storage from 46 rail cars to a total of 106 rail cars.

2016

The Waterfront Place Central conceptual site plan is approved by the Port Commission and the Everett City Council.

2016

The Port receives a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant to modernize transportation infrastructure at the Seaport's South Terminal.

On July 13 the iconic 80-foot by 65-foot, 350-ton Weyerhaeuser Office Building, built in 1923, is moved for a third time: this time overland and at night from its location at West Marine View Drive and 18th Street to the Port's new waterfront two-acre Boxcar Park, west of Waterfront Center. The Port plans for the building to become a vital element of its Waterfront Place Central mixed-use development. The historic structure, which will be known as the Weyerhaeuser Muse, is slated to reopen for public use in the 2020 timeframe; plans call for it to serve as a marine clubhouse and an outdoor performance venue.

In November the Port Commission authorizes its CEO to sign a Purchase and Sale Agreement with American Classic Homes (ACH) to build approximately 254 multifamily housing units in the new Fisherman's Harbor District in Waterfront Place Central. The deal includes ACH acquiring 5.44 acres in Fisherman's Harbor for the negotiated sales price of \$7 million to construct two residential buildings.



THIS PAGE: On the Port of Everett's 98th anniversary, it successfully relocated the historic Weyerhaeuser Office Building from the South Docks at Marina Village to the new Boxcar Park in the new Waterfront Place mixed-use development. The move, which took 11 hours, was the third for this iconic structure.

Photos courtesy of Port of Everett.



The USS *Abraham Lincoln* Leaves Everett — An Icon of the Waterfront

After nearly 15 years as a fixture at Naval Station Everett, in December 2011 the USS *Lincoln* was sent to a new homeport in Newport News, Virginia. During its time in Everett, thousands of sailors called the area home and locals identified with the ship, an icon of the waterfront. The new local hockey team, the Everett Silvertips, even named their official mascot “Lincoln” after the ship. The carrier was also famous (or infamous) for being the site of the “Mission Accomplished” banner displayed on her deck during a televised address by President George W. Bush on May 1, 2003. She wasn’t in Everett at the time, however: the *Lincoln* was docked at San Diego, on her way home to Everett. In early 2005 crew members aboard the *Lincoln* provided logistical support and humanitarian assistance to disaster victims in the Indonesian province of Aceh following the devastating December 2004 earthquakes and tsunamis in southern Asia.

The USS *Nimitz*, the Navy’s oldest aircraft carrier, was sent to Everett to replace the *Lincoln*; but the *Nimitz* has bounced between Everett and the Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton for several years.

ABOVE: The USS *Lincoln* was an icon on the Everett waterfront for 15 years before it was sent to a new homeport in Newport News, Virginia.

Photo courtesy of Port of Everett.

2016

In July the Port kicks off its first-ever Sail-in Cinema at Boxcar Park — a series of free, family-friendly outdoor movies. The farmer’s market, in its 23rd season at the Port, also moves to the park from its location at Port Gardner Landing near the South Docks.



TOP: Community members enjoy a Sail-in Cinema movie night at the Port’s Boxcar Park, summer 2017.

ABOVE: In 2016 the Everett Farmers Market relocated to the Port of Everett’s Boxcar Park, allowing the market to expand its footprint. The market has been a fixture on the Port of Everett waterfront since 1994.

Photos courtesy of Port of Everett.

2016

The Port Commission directs staff to move forward with plans to acquire the vacant Kimberly-Clark property at West Marine View Drive and 26th Street to support maritime Port purposes; the Port also agrees to sell about 26.5 acres of the 38-acre Riverside Business Park, located in north Everett on the Snohomish River.

The Port breaks ground on Fisherman's Harbor, the first phase of the Port's 65-acre Waterfront Place Central mixed-use development.

2017

Bellingham Yacht Sales signs a new two-year lease with the Port, expanding its business with a second location at the Port's marina. The company, the first boat dealer to offer new yacht sales at the Port, opens in February.

In April, Granite Construction starts work on a new 3,300-lineal-foot double-rail siding near the Port's South Terminal to support international cargo movement.

The Port marks 20 consecutive years of clean financial audits.

Work begins on a new Mukilteo ferry terminal, which will relocate to the former tank farm site one-third of a mile northeast of the existing terminal. The project is a collaborative effort between the Port, Washington State Ferries, the city of Mukilteo and the National Oceanic and Atmospheric Administration. The terminal will be a safer and more efficient facility that can better withstand earthquakes.

The city of Everett breaks ground on the Grand Avenue Park Bridge pedestrian crossing, slated for completion in late 2018. The bridge's eastern landing will be at the Grand Avenue Park bluff south of 16th Street and run above West Marine View Drive and the Burlington Northern-Santa Fe Railroad tracks. The western landing will be on Port property, providing additional public access to the waterfront.

The Mukilteo Connection

Even though the Port's moniker only includes the name "Everett," the Port has had a close connection to the community of Mukilteo since the Port District was created. (The district footprint is the same today as it was in 1918: it comprises most of Everett, portions of Mukilteo and parts of unincorporated Snohomish County.) The Port's Mukilteo-Clinton ferry dock harkens back to the 1920s. Throughout the years, the Port has owned portions of property along the Mukilteo waterfront, including portions of the current ferry landing, the public dock in front of Ivar's Mukilteo Landing restaurant, and up until 2017, the Mukilteo Tank Farm property, which was transferred to the Port from the U.S. Air Force in 2013. The Tank Farm site is slated to become the future site of the new Mukilteo ferry terminal, which is set to open in the late 2019 to early 2020 timeframe. In 2017 the Port completed all land transfer transactions for the Tank Farm property with the city of Mukilteo, Washington State Ferries, Sound Transit and other parties.



ABOVE LEFT: Senator Patty Murray (center) and Congressman Rick Larsen (left) walk with Port CEO Les Reardanz (right) during a visit to the Port of Everett Seaport in August 2016 to get an up-close look at how their ongoing support and advocacy of the Port's South Terminal Modernization efforts will benefit trade and maritime jobs in Washington state.

ABOVE CENTER: Realizing the vision and dream of a walkable waterfront is coming to fruition between the Grand Avenue Park Bridge Project and the Port's Waterfront Place Project. In October 2017 the Port of Everett celebrated with the community at the city of Everett's groundbreaking ceremony.

ABOVE RIGHT: On March 6, 2018, the Port welcomed the first oversized containers carrying parts for the new Boeing 777X jetliner. Instead of loading at Pacific Terminal, the Port's primary container facility, the 777X parts were offloaded at Pier 1 using a mobile harbor crane rated to handle the heavier, larger containers now arriving in Everett. Efforts to modernize South Terminal will allow the Port to better accommodate this next generation of cargo.

LEFT: In late 2017 the Port of Everett began using its new 3,300-lineal-foot, double-rail siding along the eastern edge of the Seaport. The \$4.7 million infrastructure investment boosted the Port's total on-dock rail capacity to 12,500 lineal feet to accommodate more rail cargo.

Photos courtesy of Port of Everett.

2017

Riverside Business Park, an 86-acre industrial riverfront business park, is now full. The property, which the Port bought in 1998, is located at the site of the former Weyerhaeuser Mill B plant along the Snohomish River. The business park is designed to accommodate a mix of manufacturing, assembly and warehouse uses.

The Port bids its \$36 million South Terminal modernization project – the largest project in Port history – to prepare for larger ships.



2018

The South Terminal modernization project begins to strengthen the former Weyerhaeuser Mill A lumber dock to handle modern-day cargo handling equipment, and to prepare the site to accept the larger and heavier airplane parts for the Boeing 777X, as well as other cargoes on the horizon.

The first Boeing 777X parts arrive at the Port of Everett Seaport.

Private construction on residential units, a hotel and restaurants will start at Fisherman's Harbor.

In July the Port of Everett celebrates its centennial (1918–2018) – its first 100 years as part of the community.



THIS PAGE: A collage of photos showcasing the various cargoes the Port of Everett handles at the Seaport. To this day, it still services log exports, as well as high and heavy breakbulk cargoes like military equipment, wind energy components and heavy equipment, such as tractors.

Photos courtesy of Port of Everett.

A Mission of *Titanic* Proportions

The story of the passenger liner RMS *Titanic* is well known: on its maiden voyage in 1912 it hit an iceberg in the Atlantic Ocean and sank. More than 1,500 died, making it one of the deadliest commercial peacetime maritime disasters in modern history. The *Titanic* has been an endless source of curiosity — as well as expeditions — since its wreck was first accessed in 1985. One company in the hunt for a new kind of *Titanic* exploration is OceanGate Inc., which designs and builds manned submersibles and conducts undersea expeditions. OceanGate works out of the Port of Everett's Waterfront Center, giving it ready access to the marina area, where it tests its latest submersible designs.

In early 2018 at the Port of Everett docks, OceanGate launched its 19,000-pound *Titan* (formerly *Cyclops 2*) for sea trials; at the time it was the world's only privately owned manned submersible capable of reaching depths of 4,000 meters — where the *Titanic* rests. The *Titan* design included the latest subsea imaging technology to assess the condition of the *Titanic* and document artifacts in the debris field. As of this book's publication, OceanGate had scheduled a six-week exploration of the *Titanic* in summer 2018; the 20-person crew was to include scientists, content experts, and "Mission Specialists" — well-heeled enthusiasts who would assist the expedition team inside the submersible, as well as aboard the expedition yacht. With safety as a primary concern, *Titan* is the first manned submersible to employ an integrated real-time health monitoring system to accurately assess the integrity of the structure. Joining a mission to explore the historic site had a price tag of \$105,129 — the inflation-adjusted cost of first-class passage aboard the *Titanic* in 1912.



ABOVE: A rendering showing OceanGate's manned submersible, *Titan*, heading down to the depths of the *Titanic* for one of its planned research excursions.

TOP: *Titan* launches at the Port of Everett North Docks in 2018 so crews can calibrate its integrated dive system.

Photos courtesy of OceanGate Inc.



ABOVE: A group of Port employees and two Port Commissioners (Commissioners Glen Bachman and Tom Stiger) joined together in April 2018 to commemorate the Port of Everett's centennial year by forming a "100" and capturing a photo from above.

INSET: A few Port employees join in the celebration and pose for a photo with the Port of Everett centennial logo.

Photos courtesy of Port of Everett.

1918 – 2018

What's Next? Preparing for the Next 100 Years

As the Port of Everett honors its first 100 years and reflects on its past accomplishments, momentum continues forward with plans that will surely shape its next 100 years. At the start of its centennial year in 2018, the Port's 5-year Capital Improvement Plan included 115 projects — both large and small — that accomplish its key Strategic Initiatives. These initiatives include providing for a modernized Seaport to handle the next generation of cargo and larger ships beginning to call Everett; completing the first phase of the Port's Waterfront Place mixed-use development at Fisherman's Harbor to create a community where people can live, work and play; investing in replacement and repair of key infrastructure; continuing forward with its commitment and investment in both the cleanup of legacy contamination and the development of public access facilities for citizens to enjoy; and enhancing its marina facilities and optimizing its current real estate holdings.

But what's next for the Port of Everett? With most of the Port's current landholdings already fully developed or in development, the Port Commission has provided strategic direction to "Go North." The Port is in the beginning stages of revising its Strategic Plan to include a focus on emerging opportunities in north Snohomish County. The Port, as an economic development enterprise, will work to develop

partnerships that benefit our neighboring communities and region by way of boosting the local tax base and creating thousands of family-wage jobs.

As part of its "Go North" strategy, the Port of Everett has teamed up with the cities of Arlington and Marysville and Economic Alliance Snohomish County to work collaboratively on the Arlington-Marysville Manufacturing Industrial Center (AMMIC). The AMMIC is an industrial park strategically located in north Puget Sound near the Arlington Airport and is one of only three areas around Puget Sound with more than 4,000 acres ready to be developed into a critical job center. Investing in these types of economic development opportunities that support advanced manufacturing and family-wage jobs is crucial to the overall vitality of both the county and the region. Development of the AMMIC is estimated to generate 25,000 new jobs by 2040 and will further improve the quality of life for county residents by providing work opportunities close to their homes.

Looking forward, the future is bright for the Port of Everett. One goal remains the Port's primary focus to this day: delivering on its mission and core purpose — creating economic opportunities and jobs. Cheers to the next 100 years!

Port of Everett Commission Roster

DISTRICT #1

C.W. Miley	07/23/1918-03/15/1922	R
C.A. Purcell	03/15/1922-01/03/1923	A
Lloyd Black	02/21/1922-12/31/1923	E
Homer T. Fowler	01/15/1924-03/28/1928	E/D
Harry C. Nelson	03/28/1928-07/30/1928	A
C.W. Miley	08/21/1928-12/31/1932	A
W.S. Graham	01/21/1933-08/05/1935	E
Hans Mumm, Jr.	08/05/1935-12/31/1946	A
Hans Solie	01/01/1947-12/31/1948	E
Charles Swanson	01/01/1949-12/31/1950	E
Stanley Heim	01/01/1951-12/31/1954	E
Victor A. Johnson	01/01/1955-04/03/1957	E/R
A.W. Carlson	04/04/1957-01/25/1958	A/D
Kenneth G Tapert	02/04/1958-12/31/1958	A
Berth Vanderwilt	01/01/1959-12/31/1967	E
John Martinis	01/01/1968-12/31/1979	E
Dwayne Lane	01/01/1980-12/31/1991	E
Ed Morrow	01/01/1992-12/31/1997	E
Philip B. Bannan	01/01/1998-12/31/2003	E
Philip B. Bannan	01/01/2004-12/31/2009	E
Troy McClelland	01/01/2010-12/31/2015	E
Troy McClelland	01/01/2016-08/29/2017	E/R
Bruce Fingarson	11/7/2017-12/31/2019	A

DISTRICT #2

A.D McAdam	07/23/1918-03/10/1919	R
A.N. Chitty	03/24/1919-12/31/1919	A
F.G. Tegtmeier	01/21/1920-12/31/1948	E
Jack Thompson	01/10/1949-08/09/1955	E/R
Charles Westrom	09/08/1955-08/07/1962	A/E/R
Paul Kinnune	08/07/1962-12/31/1975	A/E
James P. Shaffer	01/01/1976-12/31/1981	E
James P. Shaffer	01/01/1982-12/31/1987	E
Nina O'Neil	01/01/1988-12/31/1993	E
James P. Shaffer	01/01/1994-12/31/1999	E
James P. Shaffer	01/01/2000-12/31/2005	E
Constance M. Niva	01/01/2006-07/07/2009	E/R
Duane Pearson	08/04/2009-11/24/2009	A
Mark Wolken	11/25/2009-12/31/2011	E
Tom Stiger	01/01/2012-12/31/2017	E
Tom Stiger	01/01/2018-12/31/2023	E

A Appointed **E** Elected **D** Deceased **R** Resigned
Currently, commissioners run for six-year terms.

DISTRICT #3

Albert Burke	07/23/1918-06/18/1919	R
G.J. Schuchart	07/02/1919-12/31/1919	A
A.B. Cutter	01/01/1920-12/31/1922	E
Fred C. Schoch	01/01/1923-12/31/1925	E
Nels Weborg	01/01/1926-12/05/1931	E
H.L. Gary	12/05/1931-07/01/1940	R
Dr. O.A. Thomle	07/01/1940-12/31/1940	A
Olave Drange	01/01/1941-12/31/1946	E
Jake Secor	01/01/1947-12/31/1952	E
Tony Dyre	01/01/1953-12/31/1964	E
Tom Stiger	01/01/1964-12/31/1971	E
Robert Shriber	01/01/1972-12/31/1977	E
Alan Johnson	01/01/1978-12/31/1983	E
Alan Johnson	01/01/1984-12/31/1989	E
Don Hopkins, Jr.	01/01/1990-12/31/1995	E
Don Hopkins, Jr.	01/01/1996-12/31/2001	E
Don Hopkins, Jr.	01/01/2002-12/31/2007	E
Michael Hoffmann	01/01/2008-08/12/2013	E
Glen Bachman	09/10/2013-12/31/2013	A
Glen Bachman	01/01/2014-12/31/2019	E

Port of Everett Executive Directors

ATTORNEY/ASSISTANT SECRETARY

C. M. Williams: 1918-1919

ASSISTANT SECRETARY

J. M. Rhoades: 1919-1921

SECRETARY/GENERAL SUPERVISION

Marvin Smith: 1921-1931

George Ervin: 1931-1932

SECRETARY/MANAGER

Nels Weborg: 1933-1947

Harry Appling: 1947-1948

W. H. Rappuhn: 1949-1954

MANAGER

T. J. Murray: 1954-1956

T. P. McCutchan: 1956-1964

G. D. Bartch: 1964-1969

R. A. Anderson: 1969-1973

John Belford: 1973-1985*

** On December 13, 1977, Belford's title changed to Executive Director***EXECUTIVE DIRECTOR**

Phil Bannan: 1986-1994

Mike Deller: 1994-1997

John Mohr: 1997-2014

Les Reardanz: 2015-2018 (Deployed)

Lisa Lefeber: 2018-2018 (Acting)

DID YOU KNOW?

The Port of Everett's three elected Port Commissioners act as the policymaking and regulatory body of the Port of Everett. The Port Commission is responsible for setting the policy of the district for both internal and external matters and providing for their implementation. To carry out its policies and oversee day-to-day operations, the Commission hires an Executive Director to manage the Port. The role of today's Executive Director has had many titles and has morphed over the years, starting first as the Port's Attorney/Assistant Secretary. The term Executive Director surfaced in late 1977, during John Belford's tenure.

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Minutes and Resolutions, 1918-2018
Websites: portofeverett.com, historiceverettwaterfront.com

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The Daily Herald (Everett, WA) 1918-present
Daily Journal of Commerce (Seattle, WA)
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Brookings Institution (Washington, D.C.)
Columbia Falls Aluminum Company Project (Columbia Falls, MT)
Downtown Everett
Duwamish Tribe (Seattle, WA)
Everett Farmers Market
Everett Museum of History
Everett Sail & Power Squadron
Everett Sea Scouts
Everett Silvertips
Future of Flight (Everett, WA)
Helena As She Was (Helena, Montana open history resource)
Hibulb Cultural Center and Natural History Preserve (Tulalip, WA)
Historic Everett
International Longshore and Warehouse Union (San Francisco, CA)
League of Snohomish County Heritage Organizations
Milltown Sailing Association (Everett, WA)
Mukilteo Yacht Club
San Diego Yesterday (historical archives)
United States Coast Guard Auxiliary, Flotilla 18 (Everett, WA)
Navy Yacht Club Everett
USS *Constitution* Museum (Boston, MA)
Washington Public Ports Association (Olympia, WA)

Images/Graphics/Photo Sources

Provided alongside individual image entries within chapters.

City, County, State, National Resources

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City of Everett Historical Commission
City of Everett Parks & Community Services
City of Everett Public Library, digital archives
City of Everett Transit

CITY OF MUKILTEO

City of Mukilteo Archives

SNOHOMISH COUNTY

Paine Field, Snohomish County Airport (Everett, WA)
Snohomish County Historic Preservation Commission
Snohomish County, Museums

WASHINGTON STATE

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Vigor Industrial
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Jeff Gallacci and Ron Collins, Everett Yacht Club
Francesca Hillery, Tulalip Tribes Public Affairs Officer (2011-2017)
Ken Hudson, ILWU Local 32
Larry O'Donnell and Jack O'Donnell, Everett historians
Heather Schaub, registrar / archivist, Everett Museum of History
Mindy Van Wingen, Lisa Labovitch and David Dilgard, Everett Public Library Northwest
History Room
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