



THE CENTER FOR
WOODEN
BOATS

Virtual Third Friday

March 19, 2021

Sarah Martin

SarahJacksonMartin.com



Sunday Public Sail
June 2015



Friendship Sloop Amie



Wagner Floating Home, 2020 (Martin)



Boat Shop, CWB, 2020 (Martin)

City of Seattle Landmarks Program

400 + designations since 1973

Buildings, sites, vessels, street clocks

No floating buildings yet designated

How to designate a landmark?

Prepare a nomination report ✓

Nomination hearing – Landmarks Preservation Board – **April 21**

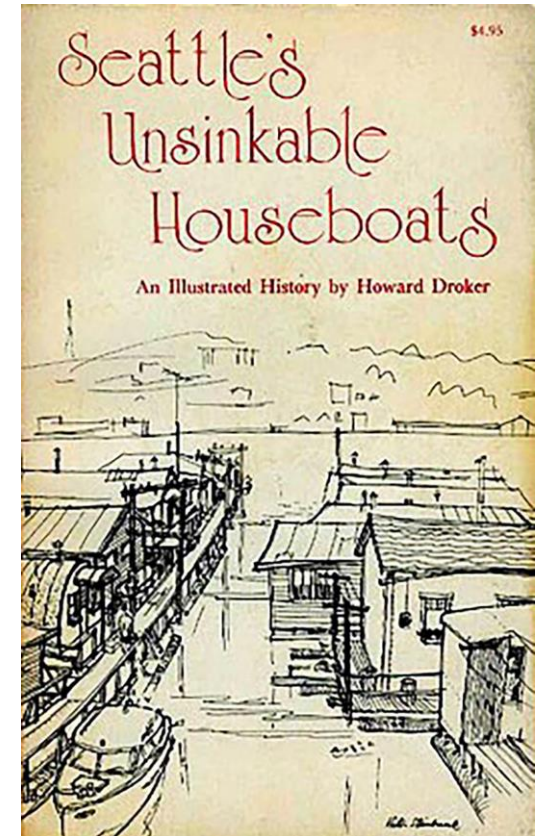
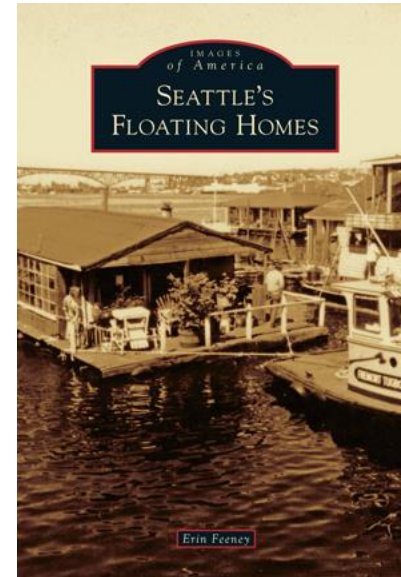
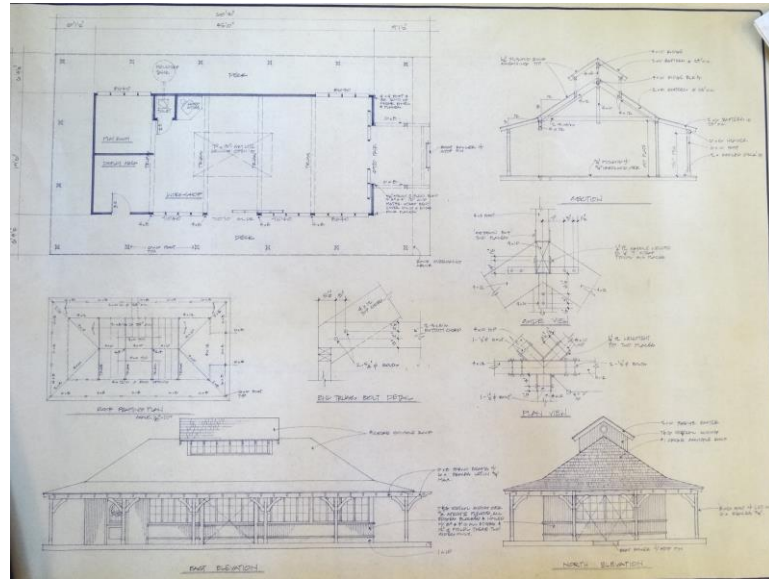
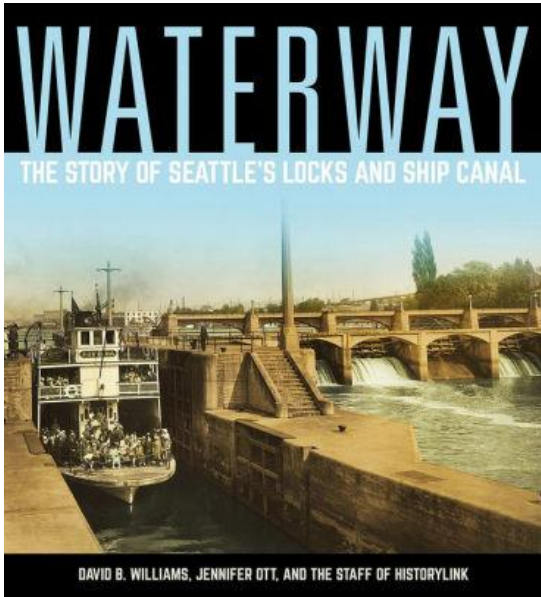
Designation hearing – Landmarks Preservation Board – **TBD**

Agreements – City staff & property owner

Designating Ordinance – City Council

Nominated property must:

- Be at least 25 years old &
- Meet at least 1 of 6 designation criteria &
- Possess integrity



Dick Wagner

Legends of the Lake

Foreword by Paul Dorpat

The Center for Wooden Boats
Seattle

SHAVINGS
Volume One - Number One November 1978

NEW OFFICERS AND TRUSTEES

The Center for Wooden Boats held its first annual business meeting October 9, electing the following officers and trustees to one-year terms...

OFFICERS

President - Dick Wagner, "our founder," and proprietor of The Old Boat House, 2770 Westlake Ave. North, Seattle, WA 98109. (Phone 283-9166)

Vice-President - Pat Ford, boat builder and chandler, P.O. Box 901, Bothell, WA 98011. (Phone 486-3413)

Secretary - Ted Cooper, 7241 27th Avenue N.E., Seattle, WA 98115. (Phone 522-0474)

Treasurer - George Weldon, 19254 Edgcliff Drive, Seattle, WA 98166. (Phone 578-3634)

TRUSTEES

Ray Alberti, Pete Becker, Bob Chapel, Sally Dickman, Gloria Grandau, Rip Knot, Harry Loken, Phillip Mallinson, Rowland Messer, Charlie Olschanski, Ron Reider, Myron Richards, Jamey Thompson, Carlyn Tucker, Colleen Wagner, Land Washburn, John Watson.

Other highlights of the October meeting:

- Marty Loken, secretary-treasurer during the Center's first year, reported that the group had \$2,900 and 70 paid members as of October 1.
- Dick Wagner, Rip Knot and Bob Chapel volunteered to study grants given recently by the National Trust

for Historic Preservation (Maritime Division), to see if The Center for Wooden Boats might wish to apply for National Trust grants in the future. Competition for maritime grants apparently is tough--the National Trust offered \$280,000 to 19 organizations recently, after receiving requests for more than \$7 million. So far, the Center's attempts at grantsmanship have been on a far smaller scale--at press time, we were waiting to hear about our mini-grant application to the Washington Commission for the Humanities (for restoration of the 31-foot rowing gig), and a King County Block Grant application to rebuild two smaller boats, the 14'-7" Metlakatla Boat, and 14'-3" Acme Boat Works skiff.

Dick Wagner offered another report on our search for a permanent site, concluding that the Center should continue looking into availability of the so-called "asphalt plant," a prime piece of waterfront adjoining the U.S. Naval Reserve facility on Lake Union. One distinct long-range possibility is that several maritime groups will combine efforts to create a Historic Seaport on Lake Union--the Virginia V Foundation, Northwest Seaport, Historic Seattle, The Center for Wooden Boats, and the U.S. Navy. The result could be a spectacular maritime museum and waterfront park featuring the smallest and largest traditional watercraft found in the Northwest...from 7-foot prams (we have enough of those) to the old codfishing schooner *Wowona*. The Center for Wooden Boats officially

FOUNDED 1962
FLOATING HOMES ASSOCIATION

NUMBER 147 *Newsletter* FALL 2005

Floating History Awaits Rescue

As the shape of the new South Lake Union Park emerges, the tall ship Wowona faces extinction unless she gets extensive repairs and passionate support from her friends and neighbors. Time is running out.

By Colleen Wagner

Homeboaters know what a unique treasure we enjoy, living in the very heart of Seattle on a lake that is constantly changing and which has so many charms. Almost hidden away at the south end of Lake Union is one of the most special of these charms, the schooner *Wowona*. You can't miss the three tall masts towering above everything around her. Over one hundred and eight years old, she waits in quiet dignity to be saved.

Have you ever been aboard *Wowona*, the last of our old commercial sailing fleet? *Wowona* is a time capsule. She never had an engine only sails masted this 16' vessel built in 1897 as a lumber schooner. In 1914 she began sailing the Bering Sea for six months every year, fishing for cod from sixteen dories, closing and salting cod on board. Each autumn she returned to Lake Union to winter with the rest of the codfishing fleet. Constructed of massive Douglas fir, *Wowona* could carry 600 tons of timber on voyages throughout the Pacific Ocean or 400 tons of cod from the Arctic Circle. *Wowona* is an icon of the Pacific Northwest's economy in its developing years: timber and fish, hard work and commitment to succeed without any guarantees.

Wowona needs extensive repair -- but then, so does any other 108-year-old structure. She needs to be saved and to have a permanent moorage. There is no other symbol around that represents the way Seattle and Puget Sound's other port sites came to exist.

We lost the steam ferry San Mateo and the Art Deco ferry *Kalalaha*. We can't afford to lose *Wowona*. In 1970, she became

Continued on Page 11...

Splicing Line

Lake Union Oral History

Inside Waterlog

Summer Cruise Holiday Sale Ballard Locks

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Maritime Business

Development would boot maritime firms off Lake Union



GLEN CARTER
Times maritime columnist

For 26 years, a prosperous little maritime yard on the south shore of Lake Union has been operated as a one-stop service center for commercial vessels and working boats.

But the yard is destined to become a spanking-new playpen for dimers, yachtmen and tourists.

Five marine-business operators at 809 Fairview Ave. E. are waiting for their six-month eviction notices after operating there as tenants.

Welders, pipefitters, caulkers, carpenters, electricians, hydraulic specialists, mechanics and painters have worked along the 400-foot pier — a focal point for vessel owners needing maintenance — but hardly visible to motorists passing on the street side. The public can walk out on the pier and watch shipwork in progress because the area is a public-access street and

the Henry Pier will be in immediate proximity of Waterway 4 at the lake's southwest corner where a maritime museum and wooden boat center are proposed. Between the proposed Henry Pier and the planned museum is the Naval Reserve Center.

Meantime, these companies await their eviction notices:

— Associated Marine Service, Inc., Art Church. He has operated there for 22 years, overhauling fishing vessels and workboats and chartering out vessels.

— Sure-Freeze Refrigeration, Inc., Jim Pans. He has been there since 1955. Sure-Freeze installs and repairs refrigeration systems aboard fishboats, floating processors and packers.

— Blue Water Marine Industries, the Sea Bird Co. and Associates.

posed Henry Pier will provide as much as their marine-related operations.

Church is philosophical, acknowledging reader of their lease right to manage his pleases. But he is troubled by the fact that will dislodge century associates and business.

They say the description of the permit application misleading. The center being dily, dilapidated eyesore.

Church said and somewhat his son is of business.

should not be displaced by "a restaurant, trendy shops, beds and other short-term sellouts cast in cement," the coalition said in letters to the City Council and the

the own- millions of

anybody calling for their removal," Richmond said.

"When marine industries are displaced and move away, jobs go with them," she said.

Board urged to impose a ban on new Lake Union business

by Susan Gilmore
Times staff reporter
Seattle's waterways should be preserved for public use and businesses should be

Wagner said he went to Olympia to lobby for legislation that would exempt private, nonprofit groups from the law. He said the legislation was withdrawn when the city agreed to draft a resolution.

The resolution emphasizes that waterways are dedicated to public use, and "uses other than the traditional uses shall be temporary uses benefiting the general public rather than a few individuals or a private, for-profit corporation."

"To qualify as a public use, a waterway use must be nonprofit, providing a public service, and open to either the general public or to members of a city-wide public-service organization," the resolution says.

The board also for permits that would be issued by the Board of Works to be renewed every year, though the state Department of Natural Resources intended they be renewed every year. All existing permits expire within three years of the resolution.

Officials say nine of the 22 permits on Lake Union are for privately owned larger boats are moored there.

The redevelopment is planned to be compatible with other projects being discussed for the south shore of the lake, including a city park, historic-shops development and a center for wooden boats, Alhadeff said.

resolution as a means of preserving public access to Lake Union and other Seattle waterways. "I spend a lot of time on Lake Union," said Charles Dowd, a Boeing Co. employee who is active in the wooden-boats center. "I see a burgeoning number of moorings on the land away from the lake almost completely. If we give up the waterway to private use, I see access to the lake almost eliminated."

But others asked the board to reject the resolution, some because it both goes too far and some because it does not go far enough in restricting business on the lake.

The board delayed a decision on the plan until June 17.

Real Estate

The Seattle Times Sunday, July 5, 1981

H.C. Henry pier

A lure for boats, shoppers

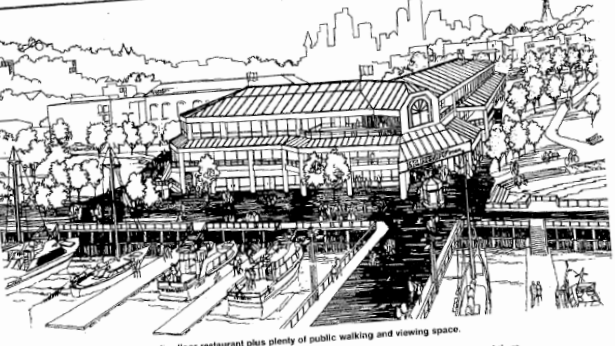
Plans for a \$45 million redevelopment of the H.C. Henry pier on Lake Union into a marina-restaurant complex with plenty of public access are on the city hall.

The 400-to-500-foot pier already jutting into the lake from the lake's edge, will become a public promenade with trees, benches and other accommodations for visitors.

Finger piers will extend in both directions from the main pier to provide 42 moorings for boats from 31 to 66 feet long. Across the end of the long walkways, a new 216-foot-long pier for transient boats and visitors will be added.

On the shore a two-story building with about 8,000 square feet of space on each level is planned. The developers are negotiating with a restaurant to take the top floor and are planning a variety of marine-oriented shops and a fish bar on the lower level, as well as boat charters, yacht brokerages and other boat-related businesses.

The concrete-and-sinter structure will feature a skylighted center atrium. Building design is by Nelson/Walker, architect. K.P.F.P. is structural engineer with Karthi Consultants, soils consultant. Financing is being negotiated.



The redeveloped pier may have a top-floor restaurant plus plenty of public walking and viewing space.

The site now holds a 1920s-era barracks building and several town guests to the Space Needle and then to the H.C. Henry Pier to see the views of the city. Marina gates for moorage security will be able to have access to all of the main pier so visitors will be able to have access to all of the main pier.

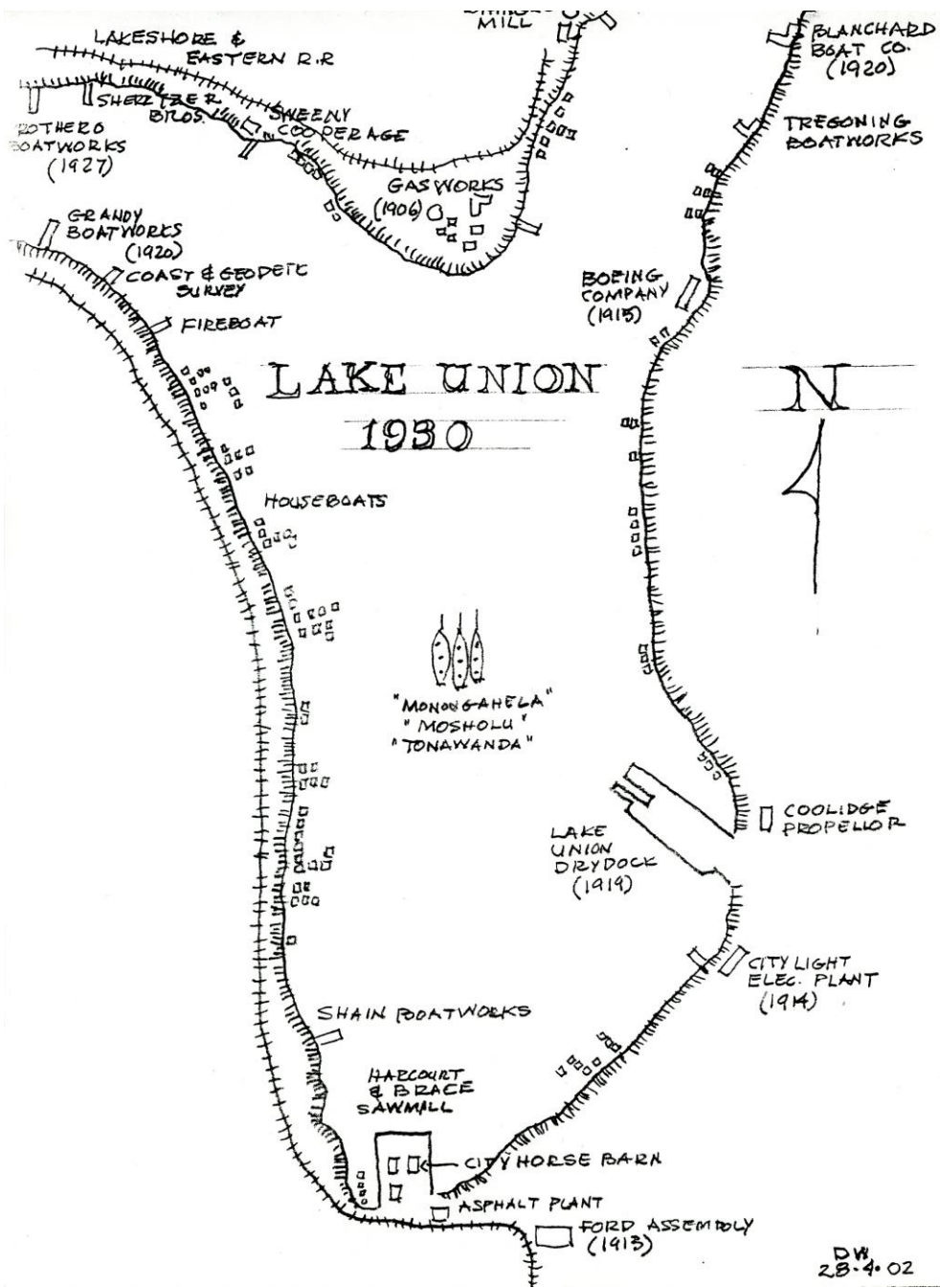
INSIDE: Sally Gene Mahoney F 2
Times Open House F 3
Design column F 3



Lake Union



Bird's Eye View, 1891, Library of Congress



DW.
28-4-02





Lake Union Dry Dock, view north toward Gas Plant. Photo: Paul Dorpat collection



Houseboat colony at south base of Aurora Bridge, 1931, Seattle Municipal Archives



Aerial Photograph of George Washington Memorial Bridge (Aurora Avenue), 1950, Seattle Public Library

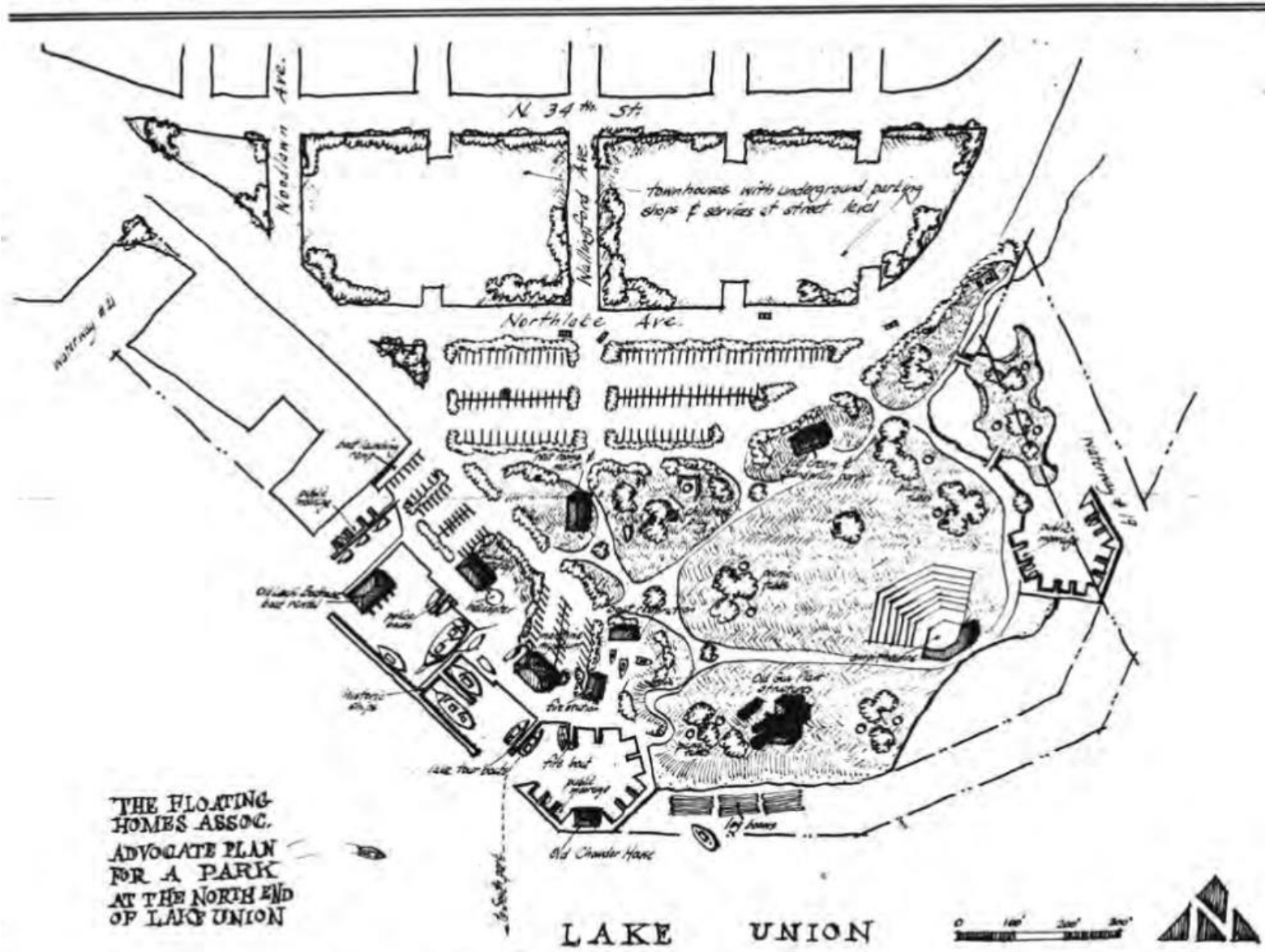
The Wagners



Dick & Colleen Wagner with son Michael, ca. 1968, CWB Collection



Wagner floating home, 1970s, Wagner Family Collection



Dick Wagner, undated, Wagner Family Collection

Dick Wagner's proposal for the old gas plant on Lake Union, 1969, Floating Homes Association Newsletter, July 1969.



Old Leschi Boathouse, 1912, UW Special Collections

Seattle Post-Intelligencer
16 5★ Wed., Nov. 18, 1970

Houseboat Will Be Restored

THE OLDEST floating structure in the Seattle area was moved across Lake Union yesterday on its way to restoration. The 50 x 100-foot houseboat was built in 1902. The houseboat was originally used for a boat rental business at Leschi Park. The houseboat was moved to Lake Union in 1925. New owners Dick Wagner and Bob Flynn will share it. Flynn, a sculptor, will live upstairs and will have a gallery and studio. Wagner will use the lower portion for a boat rental business.—(P.) Photo by Paul Thomas.)

A newspaper clipping from the Seattle Post-Intelligencer, dated Wednesday, November 18, 1970. The article is titled "Houseboat Will Be Restored" and describes the relocation of the oldest floating structure in the Seattle area. The text mentions that the 50 x 100-foot houseboat, built in 1902, was moved across Lake Union for restoration. It is now owned by Dick Wagner and Bob Flynn. The article also includes a photograph of the houseboat, which is a large, multi-story wooden structure with a prominent chimney and a small tower on the roof. The houseboat is shown floating on the water, with a cityscape visible in the background.

Seattle Post-Intelligencer, Nov. 18, 1970

BOAT RENTALS — Row, row, row your rented boat. Small boats and canoes from The Old Boathouse, 2770C Westlake, 283-9166;

The Old Boathouse, 2770-C Westlake N., 283-9166. Wooden canoes, rowboats, sailboats, daily or hourly rentals.



Old-boat enthusiasts — Northwest Seaport, the Kirkland historic-ship museum, starts its 1977 season this weekend, with tours from noon to 5 p.m. 822-4410 for information. The Traditional Wooden Boat Society meets at 8 p.m. Saturday at The **Old Boathouse**, 1770 Westlake Ave. N. Contact Land Washburn, 524-7747, for information.

Classic-boat lovers form club

Excerpt from Seattle Times, October 21, 1976

In general, the people at the meeting were younger, bearded, and dedicated to traditional boats. There were, however, several older people there, including Bill Durham, one of the nation's leading authorities on hobbyist steam power, and Dan Dygert, a crusty man with a barrel chest and red suspenders. Dygert's knowledge of traditional designs and construction was vast and impressive.

Wooden-boat building is a fast-vanishing art. The apprentice programs that trained young craftsmen are gone. But interest is growing. At the Traditional Wooden Boat Society — or whatever its name is — the interest is intense.



Wagner floating home, late 1970s, Wagner Family Collection

Published for
members of
The Center for
Wooden Boats

Shavings

Volume XVII
Number 5
November 1995

JOHN GARDNER THE FIRST AND THE BEST

John Gardner died on October 17 at the age of 90. He was the first curator of Small Craft. Anywhere. That was at Mystic Seaport Museum (MSM) in 1968. In

1969 he created Traditional Boatbuilding Workshops at MSM. The first. The same year he instituted the first weekend Small Craft Workshop at MSM. It still continues and is echoed in equivalent wooden boat shows and festivals from coast to coast. John was the founder of The Traditional Small Craft Association and a founding member of The Museum Small Craft Association.



In Memoriam: John Gardner, 1905 - 1995 • Photo by Sharon Brown

John Gardner motivated, inspired and gave joy to countless small craft aficionados but he had no time to accept praise. He was too busy. He wrote articles as Technical Editor of the *Maine Coast Fisherman* (National Fisherman since the late '60s) for 41 years! Through those pieces, we became familiar with the Swampscott dories, Lawley tenders, Adirondack guide boats, Rangely boats, St. Pierre Dorries, dangerous toxic products in our wood boat shops and dangerous legislation about watercraft design.

he drafted the lines and details too! The John Gardner shelf is the most heavily used section in the CWB library.

John Gardner is the patron saint of The Center for Wooden Boats. Through his writings and leadership, he gave our small craft heritage a legitimate presence in maritime museums. He gave hands-on programs credibility in a museum environment. He gave us the most readable, do-able books on building traditional small craft.

John gave and gave: His scholarly ar-

In 1978, John finally got around to writing a book on the history and how-to of building dories. And then he wrote four more volumes on building classic boats. And

articles in *MSM's Log*. I remember his talks at Evergreen College in 1977 on the History of American Boatbuilding and at Mystic Seaport in 1993 on the History of

American Maritime Museums, both resulting in standing ovations. He researched, drew, wrote articles, books, letters, talked, taught, coaxed, counseled, warned of dangers - all about reviving our small craft heritage and most of it undertaken between the ages of 65 and 90.

John was a relaxed, patient listener, a meticulous craftsman, a thorough researcher, an elegant writer and a wry humorist (he was from Calais, Maine, ay up). Best of all, he was best of all. He was a man most would hope to be - kind, gentle, good with his hands and his mind, always looking forward, always positive, concerned about the well-being of all people and our worldwide environment and a natural leader in new, untested fields.

John Gardner left me, CWB and millions of others more than we started with. I'll miss him very much for the rest of my life. - Dick Wagner

John Gardner (1905-1995)

Boatbuilder

Maritime Historian

Father of the wooden boat revival on the East Coast



Dick Wagner & John Gardner, 1977, CWB Collection

Center for Wooden Boats

D-282913
FILE NUMBER



DOMESTIC

STATE OF WASHINGTON | DEPARTMENT OF STATE

I, **BRUCE K. CHAPMAN**, Secretary of State of the State of Washington and custodian of its seal, hereby certify that

ARTICLES OF INCORPORATION

of THE CENTER FOR WOODEN BOATS
a domestic corporation of Seattle, Washington,

was filed for record in this office on this date, and I further certify that such Articles remain on file in this office.



In witness whereof I have signed and have affixed the seal of the State of Washington to this certificate at Olympia, the State Capitol, October 9, 1978

Bruce K. Chapman

BRUCE K. CHAPMAN
SECRETARY OF STATE

Original Trustees

Richard Wagner, 2770 Westlake Ave. N., Seattle, WA 98109.

Colleen Wagner, same address.

Marty Loken, 515 W. Prospect, Seattle, WA 98119.

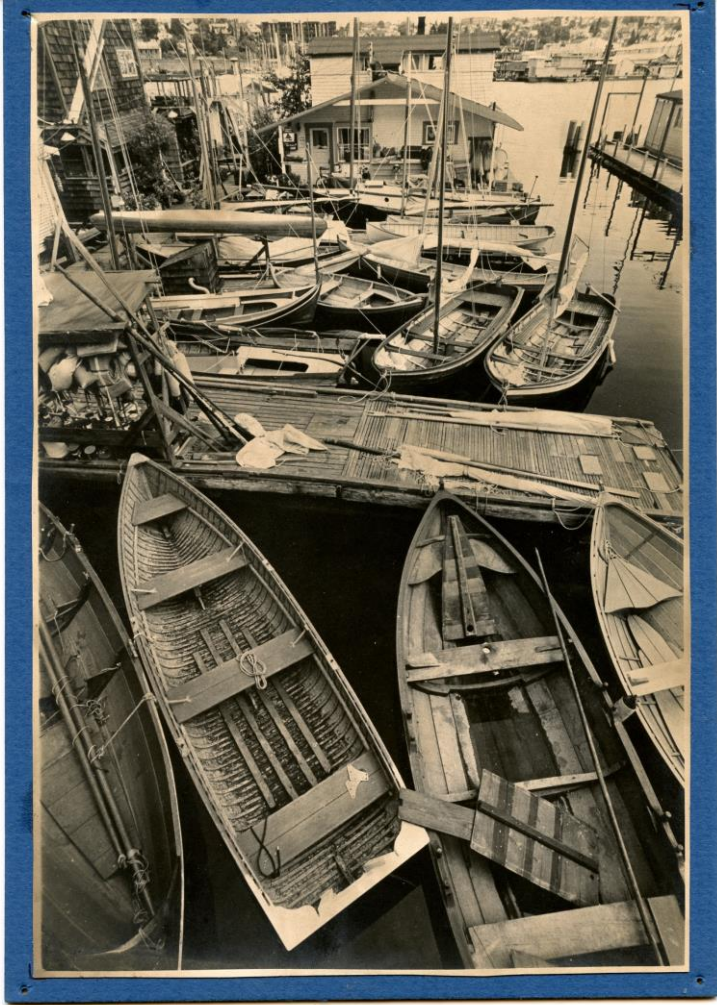
Pat Ford, P.O. Box 801, Bothell, WA 98011.

Robert Chapel, P.O. Box 10190, Bainbridge Island, WA 98110.

Land Washburn, 3815 46th Ave. N.E., Seattle, WA 98105.

Purpose

- to obtain, preserve and disseminate knowledge of traditional small watercraft;
- to offer educational displays and services related to traditional wooden boats;
- to build, restore and preserve traditional small craft, particularly wooden boats unique to the NW region;
- to share information, small-boat plans, history and woodcraft skills



Wagner Family Collection, undated photos of The Old Boathouse



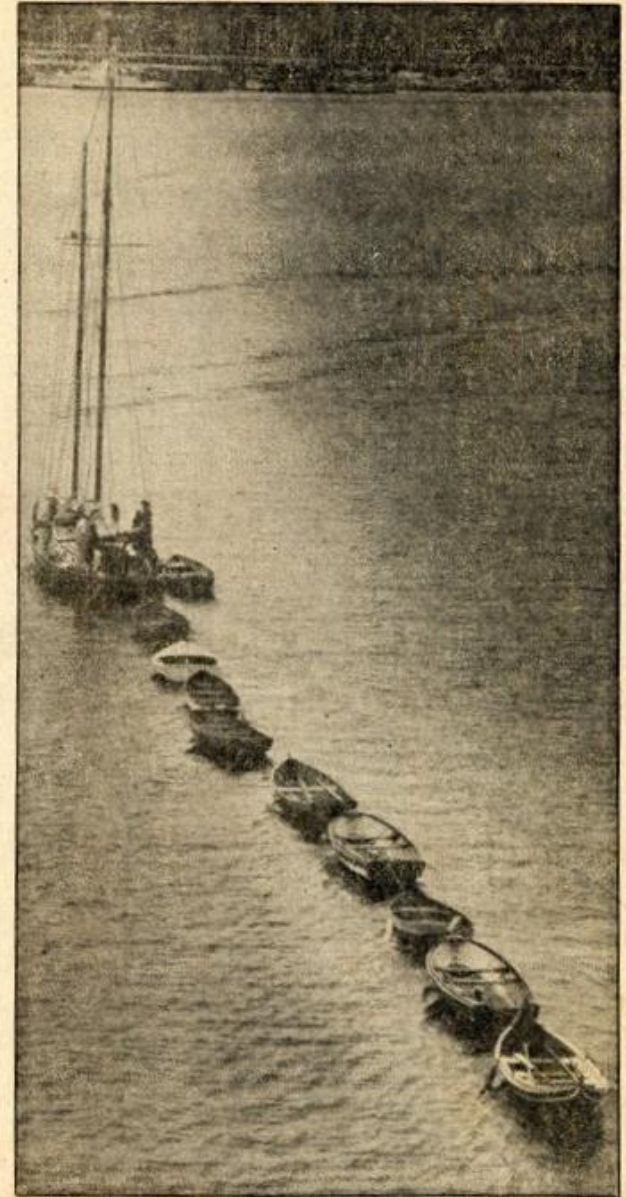
DICK WAGNER, aboard his sailboat, the Sindbad, operated the Old Boathouse. He

serves as director of the Center for Wooden Boats.

--P-I PHOTOS BY PHIL WE

Homeless Little Wooden Boats

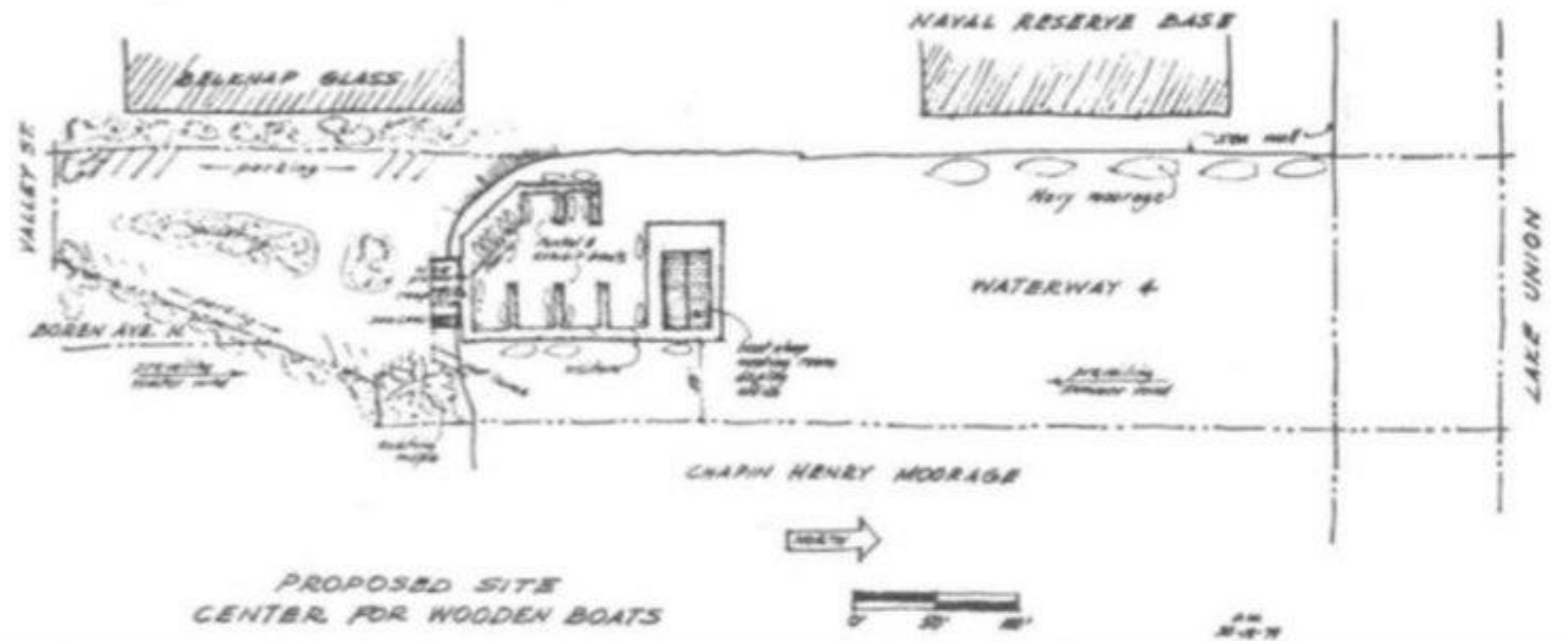
Seattle Post-Intelligencer, June 15, 1980



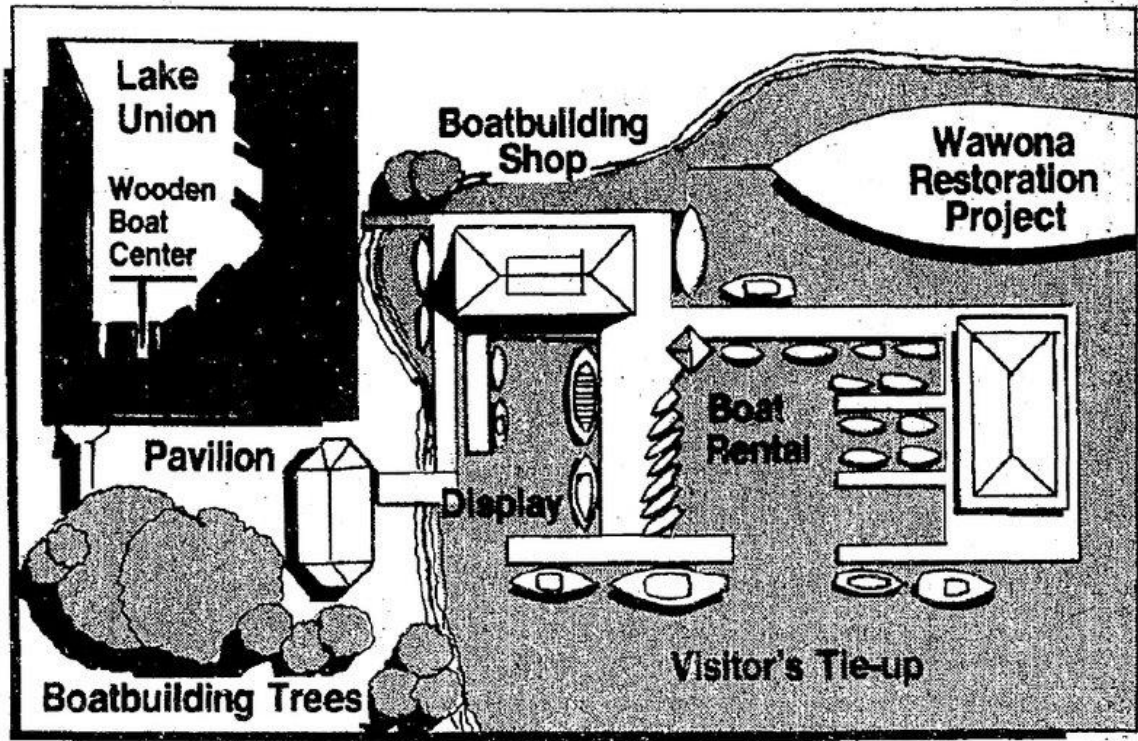
THE SAILBOAT SINDBAD tows a portion of the Old Boathouse fleet of traditional wooden boats to foster homes.



Waterway 4, early 1980s, CWB Collection



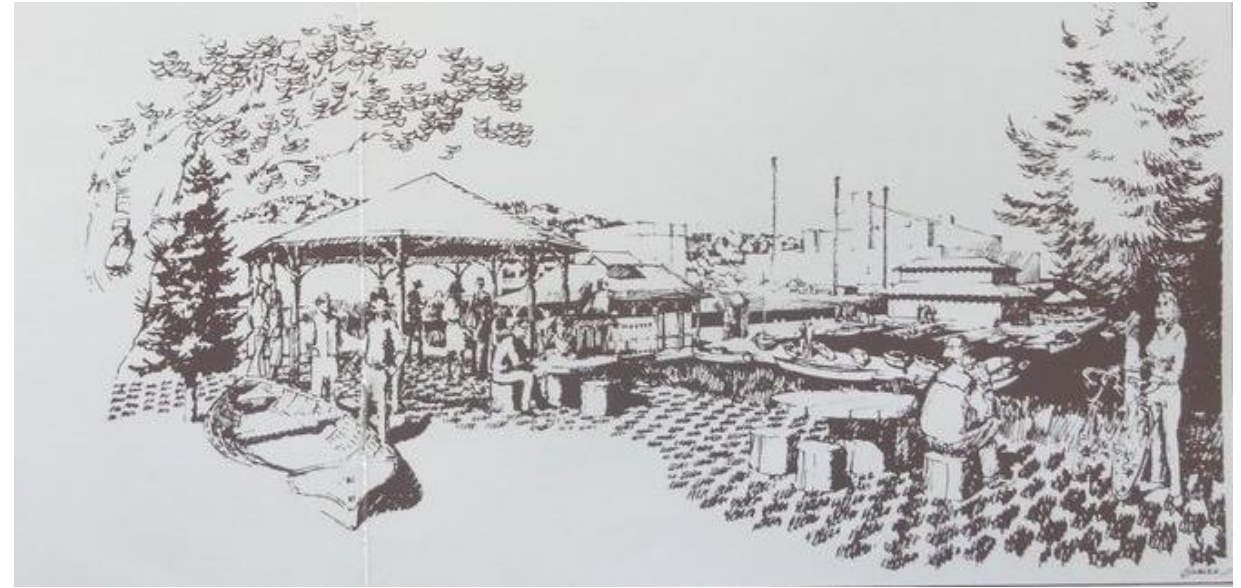
Shavings, January 1980



Dick Wagner's public waterfront park, museum.

Joe Myers / Seattle Times

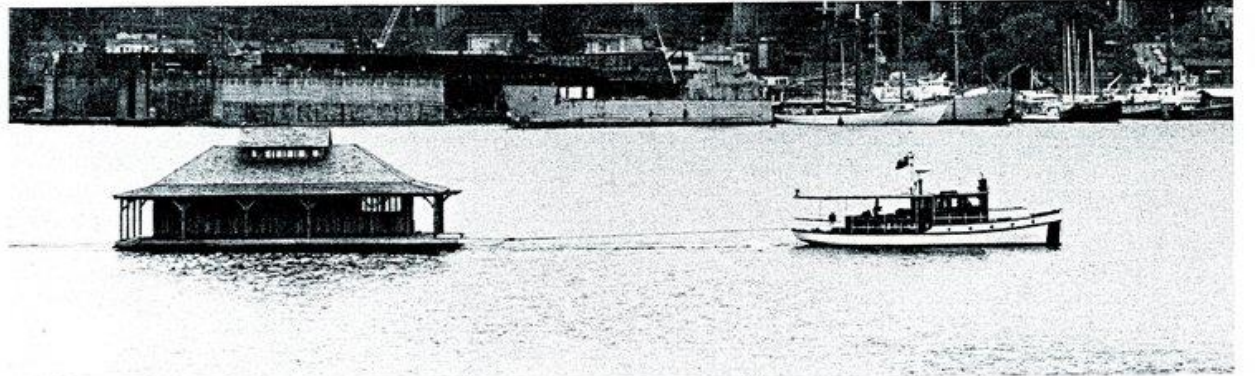
The Seattle Times, March 25, 1982



On Course, 1980s



Boat shop under construction, 1982 or 1983, CWB Collection



The ARRO tows The Center for Wooden Boats' new boatshop across Lake Union to Waterway 4. (Photos by Sara Livingstone)

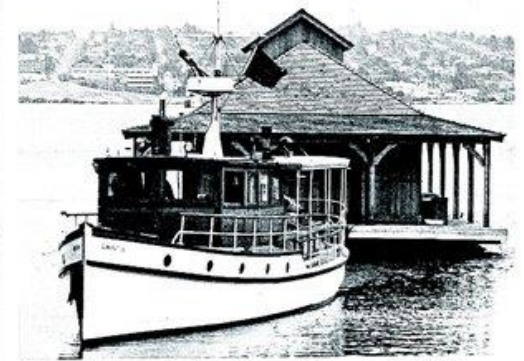
ON THE SITE

The last city regulations were met and our official Waterway 4 permit was issued on May 17. A site cleanup party quickly removed six pickup loads of trash, scotch broom and blackberry bushes and on May 25 we accomplished a historic task—delivery of our first floating structure to the new CWB site.

The boatshop was towed from its temporary moorage on the Lake Washington Ship Canal by the 1922-built ARRO, skippered by Frank Didier. ARRO has a 60-horsepower Washington diesel with a beat as soothing as a mother's lullaby.

Opportunities to contribute to our site development are limitless. The list of things needed—from topsoil to topping lifts—is almost infinite. We'll pay for them if we must, but there must be sources of donated skills or materials out there somewhere.

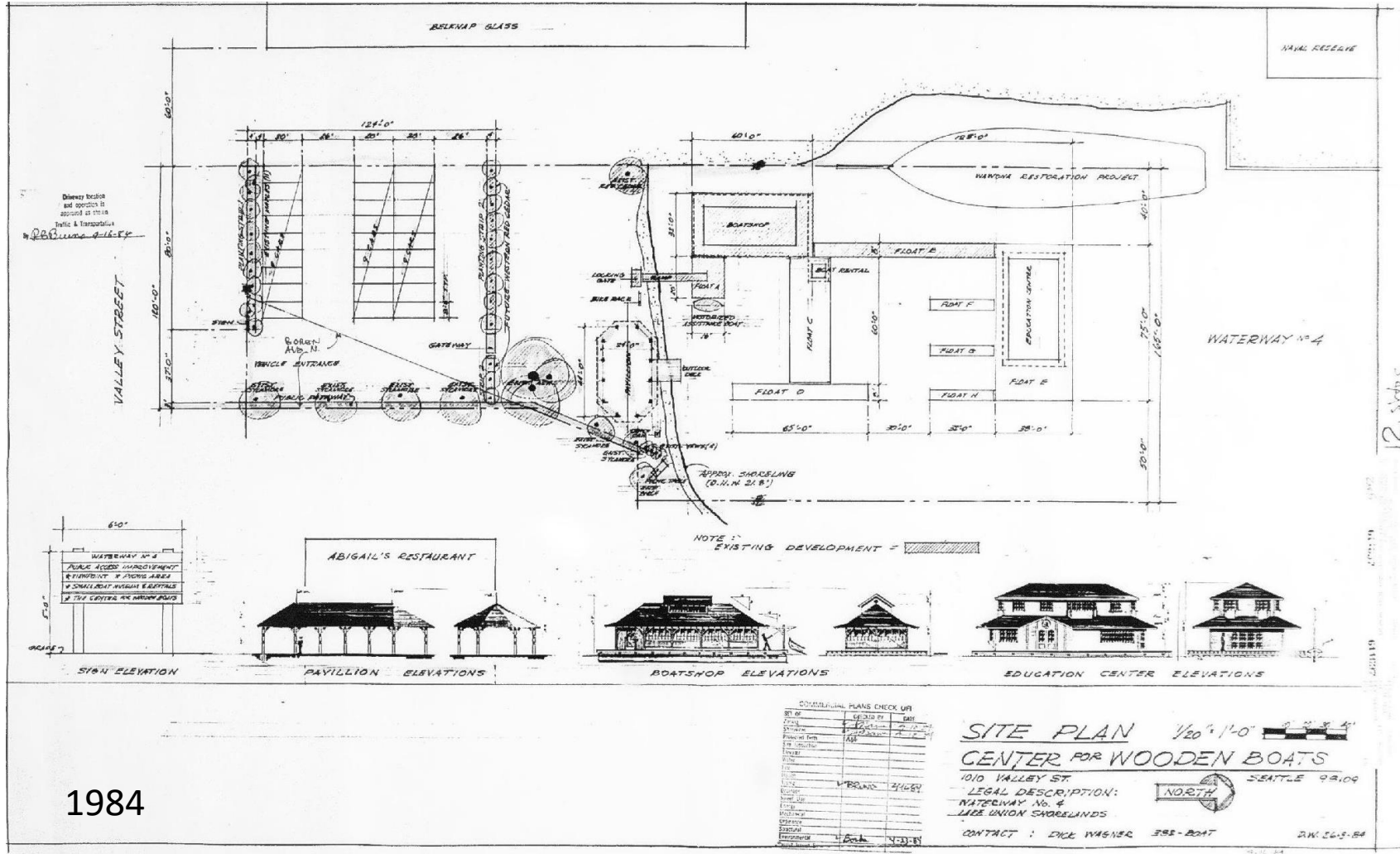
Please call and we'll get you plugged in to the site-development project, which now is in the full-steam-ahead phase. Contributions of cash are, of course, always appropriate! Call 283-9166 if you have questions . . . □



The yacht-turned-tugboat nears Waterway 4 with the CWB boatshop in tow.

Shavings, July/August, 1983

Words, drawings, patience and a sense of humor were the equipment we used to scale Mount Permit. ~ *Dick Wagner, 1983*



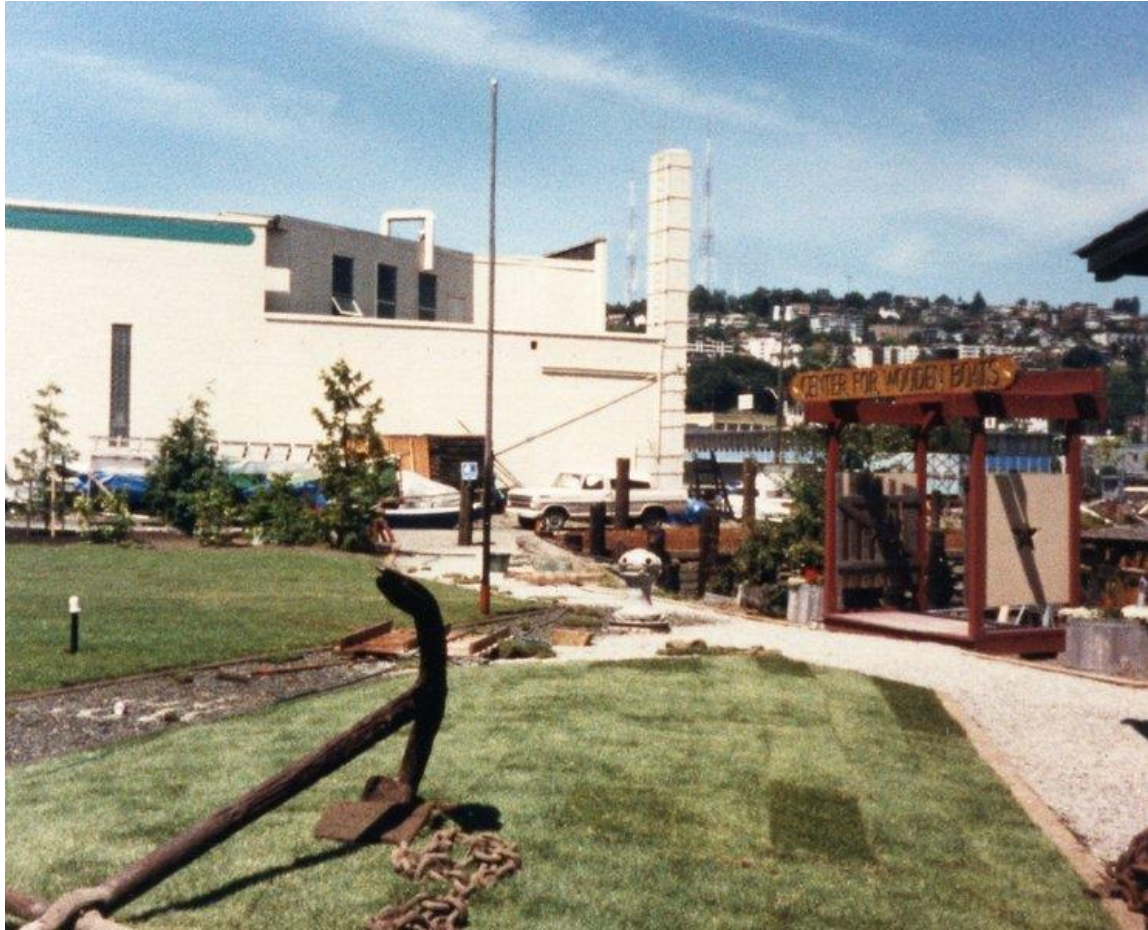
Sketches by Dick Wagner, early 1980s, CWB Collection



Aerial Image of Waterway 4, by Phil Webber, c. 1985, CWB Collection



CWB campus, c. 1987, CWB Collection



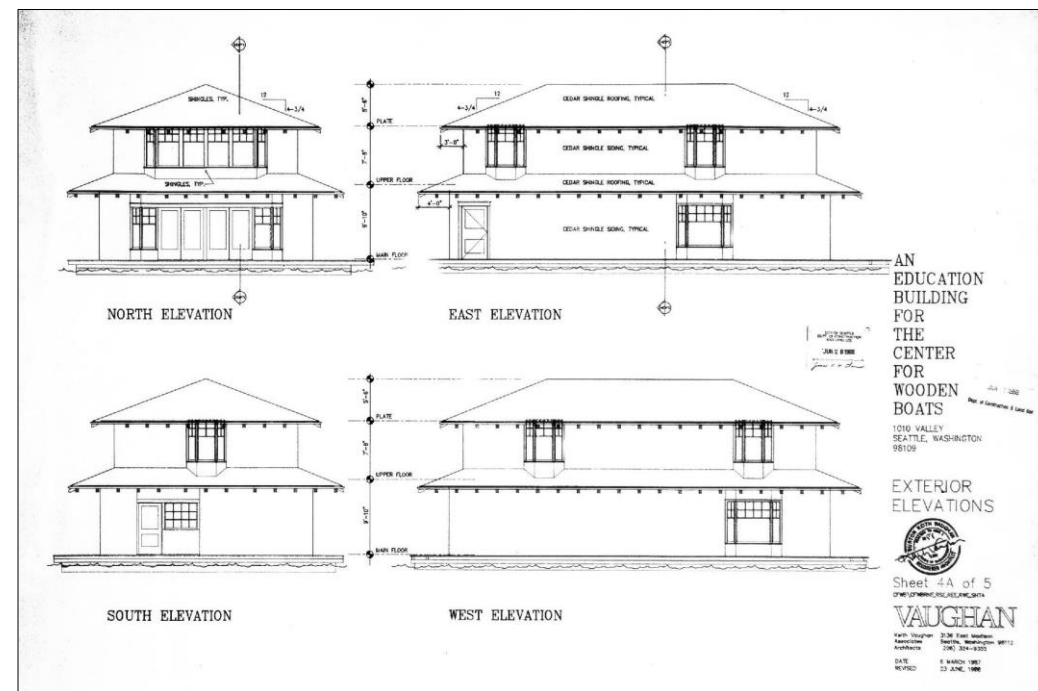
CWB campus, 1988, CWB Collection



CWB campus, 1988, CWB Collection



CWB campus, c. 1990, CWB Collection



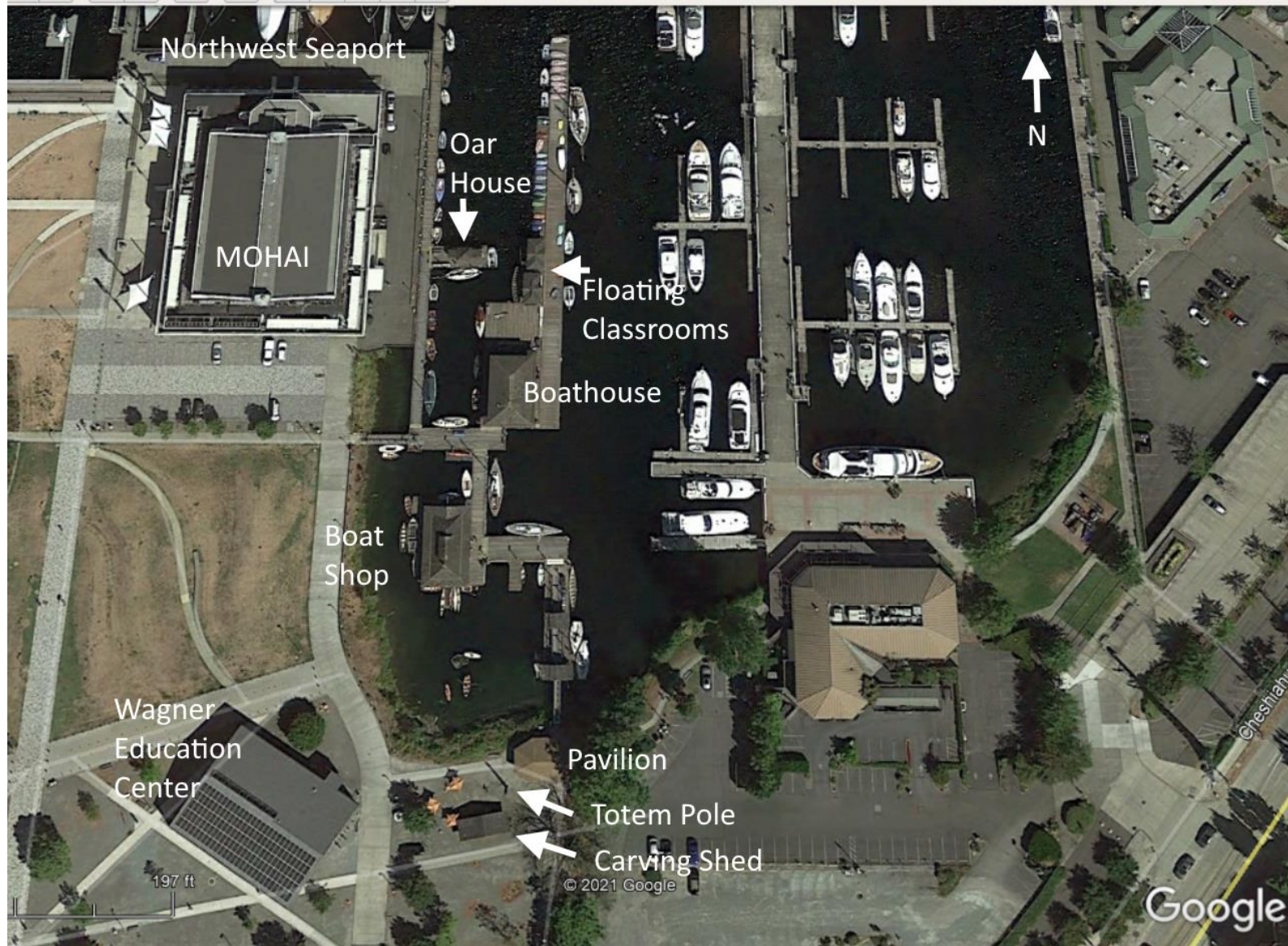
Boathouse, elevations by Keith Vaughan Assoc., 1988,
City of Seattle Dept. of Construction & Inspections



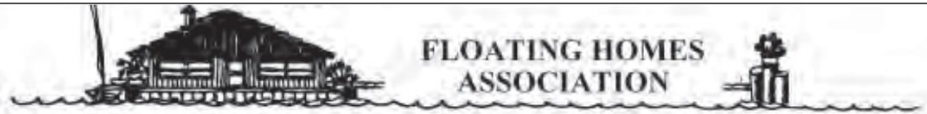
Wawona, 1996, CWB Collection

Wawona, 1996, CWB Collection





The Center for Wooden Boats, 2021, GoogleEarth



FLOATING HOMES
ASSOCIATION

NUMBER 147

Newsletter

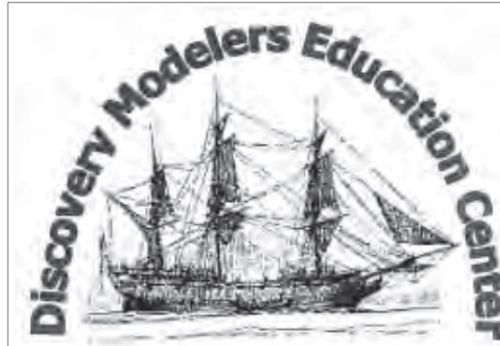
FALL 2005

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By Colleen Wagner

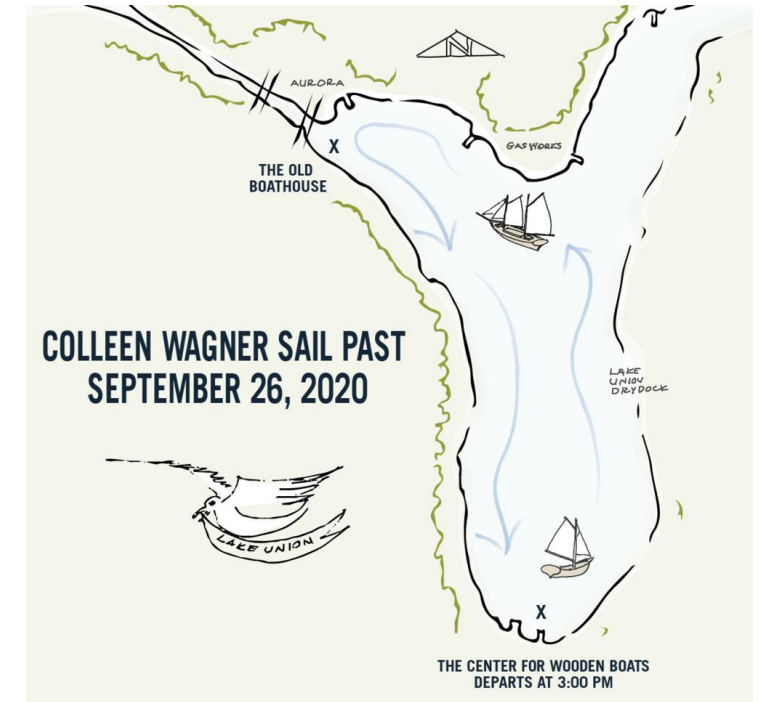
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Don't Dawdle Make a ship model

Classes for all ages and abilities
are available at South Lake Union

For information, call
Colleen Wagner, 206-282-0985, or
email discoverymodelers@yahoo.com



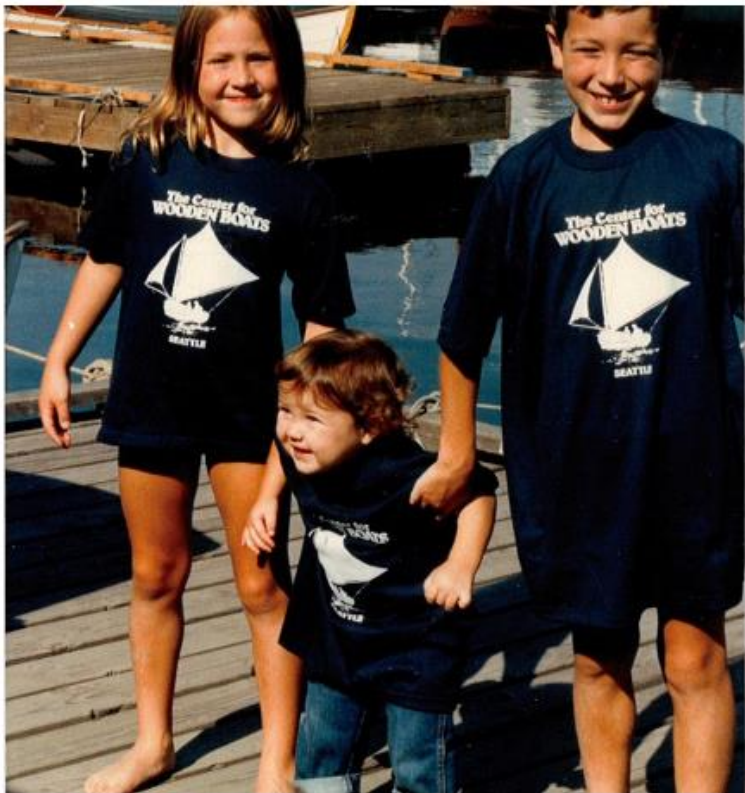
COLLEEN WAGNER SAIL PAST
SEPTEMBER 26, 2020

THE CENTER FOR WOODEN BOATS
DEPARTS AT 3:00 PM

Colleen Wagner



Dick Wagner



45th Anniversary