



PORTOLAN

THE LOG OF NORTHWEST SEAPORT

SUMMER 2009

Final Voyage of the Schooner *Wawona*

By Nathaniel Howe, Preservation & Documentation Specialist

Early March 4th, the historic schooner *Wawona* was taken under tow for her final run to a local shipyard for deconstruction. Loaded with one last cargo of historic artifacts from her own decks and cabins, *Wawona* eased out of her slip to a solemn farewell chantey and eight-bells from the Lightship No. 83. Surrounded by long-time supporters, local news media, and a flotilla of classic yachts, *Wawona* glided out onto the lake with unforgettable grace and dignity.

Although a long-cherished part of our community was headed for the breaker's yard, *Wawona's* fate is far brighter than it seems. The planning and negotiations that led to that day gave the ship a powerful and lasting legacy. During her final months, *Wawona* became one of most thoroughly studied historic ships in the United States and a model for salvaging troubled historic vessel preservation projects nationwide.

A 2005 hull survey revealed that *Wawona* had deteriorated beyond repair; at 108 years old, rot had weakened her wooden hull, and it had sagged and started to slowly collapse under its own weight. That December, NWS convened the *Wawona* Summit of historic vessel preservation experts from across North America to examine the situation and make recommendations to best preserve the ship. This sum-



The Pacific schooner *Wawona* departs Lake Union Park on March 4th, 2009. Photograph by Dean Forbes

mit advocated either complete restoration or covered display ashore. However, these options were estimated at between \$10million and \$20 million. A feasibility study determined that a capital campaign of that magnitude could not be completed before the ship deteriorated completely, resulting in a total loss with no opportunity to document the ship or salvage significant artifacts.

Wawona's days were clearly numbered. Determined to make the most of a grim situation, NWS began to record

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A Ballard Maritime Academy student starts the *Arthur Foss* last February – Page 4

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from the President

2009 has already been a landmark year for Northwest Seaport, and it's only halfway through. In March, our beloved Pacific schooner, Wawona, which has served as the flagship of our fleet for forty-five years, took her last voyage to Lake Union Drydock where she was disassembled. Nat Howe's article tell her story and how, even during disassembly, she continued to instruct and fascinate us and set a new standard for historic vessel documentation.

The Wawona and her sister ships in our historic fleet, the tugboat Arthur Foss and the Lightship No. 83, are venues for what we hope to accomplish as NWS. Our primary goal is to use historic ships like these to educate and benefit the public. With these goals in mind, Wawona, with her forty-five years hosting school programs, visitors from near and far, concert series, and countless other events, was phenomenally successful as part of NWS's fleet. Our work therefore does not end with Wawona's disassembly, the Lightship's upcoming rehabilitation, or the continuing restoration work on the Arthur Foss.

We activate and enliven the Historic Ships Wharf at Lake Union Park, with our ships the venue for personal, first-hand, on-board experiences on working boats that cover a wide range of maritime heritage and tradition. The Lightship and the Arthur Foss, together with fellow

National Historic Landmark vessels, Virginia V and Duwamish, provide authentic exhibits and program space unique to Seattle. Whether strolling aboard after an afternoon in the park or taking a pilgrimage to see the last steam-powered lightship in the United States, every visitor takes something different from the experience of stepping aboard a real, working vessel from a past age.

NWS aims to broaden the breadth of these experiences by working to bring new audiences to the historic vessels. As the articles about Engineer for a Day and the TAP program explain, our fleet provides a hands-on venue for educational programs that range from vocational training and opportunities for high school students and post-high school adults to rigorous academic programs in partnership with colleges and universities. In the coming months and years, we hope to pioneer more partnerships and educational opportunities to truly bring these vessels to life.

With all of this in mind, we hope that you will join us in the second half of 2009. With our vessels at anchor at Seattle's evolving Lake Union Park, we are increasingly making maritime heritage and culture accessible to all audiences and hope that you will continue to be a part of the experience.

Welcome aboard!

Joe Shickich

President, Northwest Seaport

port • o • lan

an archaic navigational map based on realistic descriptions of coasts, waterways, and bays; from the Italian word portolano, meaning "related to ports or harbors"

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Final Voyage of the Schooner *Wawona*

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the vessel and plan removal of large artifacts, including keel sections and the officers' quarters. A significant step came in 2008, when NWS partnered with the City of Seattle to bring nautical archeologists from East Carolina University to record *Wawona's* framing.

Under professor David Stewart, six graduate students spent a two-week summer field school documenting the vessel inch by inch. Within minutes of coming aboard, they had wriggled into every hidden recess of the ship to measure the timbers and joinery holding her together. In the evenings aboard the *Arthur Foss* (surely the most comfortable field school accommodations known), they chatted about crew signatures carved in *Wawona's* deck beams and her unique pattern of hull fasteners. By the end of their stay, they had gathered enough information to reconstruct *Wawona* in every detail down to the tool marks left by shipwrights more than a century ago.

In January, volunteers salvaged deck fittings while shipwrights carefully removed interior paneling from the officers' quarters. Massive planks of redwood layered up with ornate moldings were carefully clamped, crated, tagged, and stacked. At the end of February, *Wawona* had this last cargo carefully secured on her main deck, ready for her final voyage.

Emotions ran high that morning as tugs reverently brought *Wawona* to Lake Union Dry Dock. The journey marked the end of an era: the Northwest's last commercial sailing ship had slipped into history. As a local icon, a Seattle City Landmark, and the first ship to be placed on the National Historic Register, the community has suffered a great loss – but what really brought tears forth were the rich memories of generations of Seattlites whose lives were touched or reshaped by *Wawona* as visiting school children, musicians, volunteers, or people just strolling by.

Once in dry-dock, specialists made LIDAR laser scans of the ship's exterior and a series of large format photographs. Through the course of the deconstruction, specialists took thousands of measurements and photographs documenting the process and details of previously-inaccessible areas. Three weeks later, at 7:08pm on Marsh 21st, the last portion of *Wawona's* bow gave up the ghost and an incredible chapter of Northwest history came to a close.



A nautical archaeologist surveys the *Wawona's* hold

Wawona's end has marked the opening of a new chapter for maritime heritage. The harsh lessons learned from that grand schooner have reshaped the way historic vessels are cared for in Seattle, combining the *Wawona's* experience with the emerging field of historic vessel preservation science. The work being done here is now serving as a model for other maritime museums facing seriously deteriorated vessels.

Although *Wawona* as we knew her is now gone, she is not lost; in the end *Wawona* was actually saved – every minute detail of the ship is exquisitely preserved on paper and digital media. Ultimately, that is the only way an old ship can be truly preserved, as wood is an organic material and it will not last forever. That *Wawona* lasted 112 years (*five times* her intended lifespan), including 40 years of public service in "retirement" as a museum ship, is an extraordinary testament to the years of labor and love poured into her.

In Denmark, where *Wawona's* builder was born and trained, there is a blessing given when a boat is launched: *Til sidst ønsker jeg for båden, at den må blive hugget op og brændt.* "My last wish for this boat is that it must be cut up and burned." Seattle's cherished tall ship *Wawona* has fulfilled that tradition, serving a long and proud career until completely worn out.

Special thanks to all partners who helped NWS salvage the *Wawona's* legacy, including: the City of Seattle, Global Diving and Salvage Co., the Army Corps of Engineers, 4Culture, KPFF Consulting Engineers, Lake Union Dry Dock Co., the Center for Wooden Boats, the National Park Service, ESM Consulting, Parametrix, the Johnson Partnership, Seattle Community College Television, Glisten Associates, Ocean Bay Marine Inc., East Carolina University's Program in Maritime Studies, the Erie Maritime Museum, the Maritime Museum of San Diego, San Francisco Maritime Historical Park, Mystic Seaport, Duke's Chowder House, Bucca di Beppo, and the Outback Steakhouse.

Students become "Engineer for a Day"

By Diana Hennick, Museum Specialist

February's chill didn't dampen twenty-one high school students' enthusiasm for learning about maritime engineering. These students, from the Ballard Maritime Academy (BMA) at Seattle's Ballard High School, came to Lake Union Park to be "Engineer for a Day" aboard three vessels recognized as National Historic Landmarks. In this unique day-long program, they opened valves and air tanks, oiled rockers and cams, pulled levers, closed knife switches, brought generators and air compressors on line, and learned about marine engineering in the most effective way possible: by getting their hands dirty.

The "Engineer for a Day" field trip takes place aboard the 1889 tugboat *Arthur Foss*, the 1908 fireboat *Duwamish*, and the 1922 steamer *Virginia V*, all moored on the Historic Ships Wharf at Lake Union Park. Students rotate between the three vessels in small groups, experiencing the differences between compound steam, direct-diesel, and diesel-electric propulsion systems.



A Ballard Maritime Academy student observes exhaust from the fireboat *Duwamish*

Aboard the *Arthur Foss* and the *Duwamish*, students actually go through the full start-up routine, from running the generators to turning on the main engines with a blast of compressed air. Unlike most modern diesels, this process can take an hour or more, and oiling, greasing, measuring, and double-checking the engines. Between diesel plants, students learn about steam propulsion aboard the 1922 steamer *Virginia V*.

The program, held once yearly, complements the BMA's classroom-based curriculum, which is designed to introduce students to the wide range of maritime jobs available after graduation. The Engineer for a Day field trip connects students with marine engineers, giving an opportunity to interact with professionals outside the classroom. Former chief engineer of the tugboat *Arthur Foss* Adrian Lipp worked with NWS to start the program three years ago to get more kids excited about marine engineering and old boats. Lipp is now a professional mechanic and engineer specializing in historic workboats in the Puget Sound area and beyond. The 2009 program also featured Grant MacDonald, licensed engineer and captain of the classic yacht *Thea Foss*, and Gary Frankel, a fireman on the *Virginia V*.

Ballard Maritime instructor John Foster praises the Engineer for a Day field trip, stating that it actively engages his students and gives them a unique field trip. Aboard most other vessels, the students are asked not to touch anything; in contrast, the Engineer for a Day requires them to dive in and get their hands on the engine controls. The students themselves praised the class, raving about the hands-on experience and noting how getting into the engine rooms helped clarify topics they'd learned in class. They unanimously agreed that the one thing that would improve the experience would be to start up the *Virginia V*'s steam plant, in addition to the two diesel plants – a possibility being examined for future classes.

The Engineer for a Day Field Trip is a collaborative effort between a half-dozen maritime groups: Northwest Seaport, the Puget Sound Fireboat Foundation, the *Virginia V* Foundation, the Center for Wooden Boats, the Youth Maritime Training Association, and Old Tacoma Marine Inc.

Lead Sea Chanteys by the Lake Shore

By Wayne Palsson, Music Coordinator

Every month, more than 60 people young and old gather to sing sea chanteys and other maritime music at Lake Union Park. Sea chanteys or shanties are work songs once sung aboard sailing ships to keep pace and coordinate shipboard chores: raising the sails, adjusting the foresheets, weighing anchor, and reefing the sails. Sailors weren't always nightingales – they just needed to follow the cadence and keep the work flowing.

Today, we sing maritime history and keep these songs alive – from those sung on the sea hundreds of years ago to contemporary verses that capture modern experience. Their short verses and snappy choruses are still fun, memorable, and easy to sing. We also sing “forebitters” – songs that were sung in the fo’c’s’sle or during leisure time on the ship or ashore. These were typically ballads or instrumental pieces.

Like in the days of old, you don’t need to be a great singer to sing sea chanteys and other maritime music at Northwest Seaport’s monthly Chantey Sings. The choruses or refrains are easy to pick up and usually by the second or third verse, you are singing along as one of the crew. Every month a well-known maritime artist serves as the “chanteyman” leader to start the sing-a-long and keep the music flowing. Audience members of all ages have plenty of chances to lead a song and carry the evening along. Most songs are sung without instrumental accompaniment, but guitars, banjos, and even concertinas (squeeze-boxes) are known to join in.

In 2009, NWS has partnered with other maritime heritage groups to hold Chantey Sings aboard the National Historic Landmark vessels *Virginia V*, *Adventuress*, and *Arthur Foss*, and at the Center for Wooden Boats. All are welcome; Chantey Sings are a free, drop-in event every second Friday of the month. We hope to see (and hear) you at a Chantey Sing soon!



Singer Dan Roberts leads the April Chantey Sing aboard the *Virginia V* at Lake Union Park

Chantey Sings

The **July Chantey Sing** is scheduled for **Friday the 3rd**, a week earlier than our usual date to accommodate our host, the historic schooner *Adventuress*, visiting for the Lake Union Wooden Boat Festival. This Chantey Sing will be led by the all-women group **Broadside**.

Chantey Sings are held every second Friday of every month at Lake Union Park, from 8 PM until 10:30 PM, and are hosted by **Wayne Palsson**. Drop on in for these *free* events, suitable for the whole family.

Maritime Concerts

Maritime music is a living art. Contemporary composers write music about today’s conditions at sea, along the shore, or on rivers and lakes. NWS’s maritime concerts feature these artists who sing new tunes as well as traditional and adapted sea songs from the past.

The **Summer Maritime Concert** is scheduled for **July 25** and features Portland-based group **Shanghaied on the Willamette**. Concert starts at 8 PM and lasts until after 10; tickets are \$12 general, \$10 for members, youth, and seniors.

All music events include the largest selection of maritime music on the West Coast – browse through dozens of salty artists and bring your favorite songs home for you or a friend! Also available: tea, coffee, and baked goods.

For information and updates, visit:
www.nwseaport.org/music.html

Updates from the Wharf

Plan your summer visit!

NWS's historic tugboat *Arthur Foss* is now open to visitors during weekends until October! Depending on volunteer availability, the tug is open from noon to four PM on Saturdays and Sundays for self-guided tours and the best view of Lake Union you can get. The *Arthur Foss* is moored at the Historic Ships Wharf in Lake Union Park – visit our website at www.nwseaport.org for driving and public transit directions.

NWS goes to Erie, Pennsylvania

This May, Northwest Seaport representatives attended the Council of American Maritime Museums' annual conference in Erie, PA. Nathaniel Howe, who wrote the cover article of this newsletter, gave a presentation regarding the *Wawona's* last voyage that was hailed as "one of the best ever given at CAMM." Diana Hennick, NWS staff, gave two presentations, both about the exciting collaboration coming from Seattle's maritime heritage community. Curators and museum directors from across the country expressed interest in these new ideas and congratulated NWS for its role in promoting them.



Artist's depiction of the boardwalk at Lake Union Park, completed in April 2008, west of the Historic Ships Wharf.

Park Development & Construction

Lake Union Park is changing fast now that Phase II development is well underway. Since Phase I opened in April, 2008, the park has not only maintained its status as Seattle's city's premier destination for waterfront activity, but its new features are attracting first-time visitors in droves! The main downside to the new park is that parking is an increasingly scarce resource in the South Lake Union neighborhood -- make sure to plan your visit accordingly and remember that you can take the bus or the new streetcar.



Meet Kelley!

NWS welcomes **Kelley Shanahan**, a Teens In Public Service intern. Kelley will be helping to keep the *Arthur Foss* open to visitors this summer, cataloging artifacts, and other tasks. This is the second year that NWS has worked with TIPS, which places youth interns with local non-profits.

www.teensinpublicservice.org

NWS Welcomes The Anchor Program to Seattle

Founded in Richmond, California by fourth-generation mariner John L. Hastings, The Anchor Program, or TAP, creates career pathways for at-risk inner city youth by providing basic job training for jobs in the maritime industry. When NWS heard John's interest in bringing TAP to Seattle, we knew we wanted to help him create opportunities and potentially change lives through direct experience.

In early May, the first TAP students came aboard the *Arthur Foss*. Our tug may be 120 years old, but basic seamanship skills have barely changed in that time and she's an excellent hands-on "classroom" for the program. With the help of the Youth Maritime Training Association and the Center For Wooden Boats, this session's TAP students are also participating in the 2009 Diesel Engine Theory Workshop to learn about marine engine repair by taking one apart and fixing it. The Northwest Schooner Society has provided additional program support space, and NWS is working with the Virginia V Foundation to find additional collaborative opportunities.

Look for more news about NWS and TAP in our next newsletter!

Find us on the Web!

NWS recently revamped our website to help make information about the organization, and our programs, vessels, and events accessible to everyone! Visit www.nwseaport.org for an events calendar, membership and volunteer information, links to our Facebook profile and Flickr page, and more!

News from the *Lightship No. 83*

The long-awaited rehabilitation of NWS's 1904 lightship is underway and gathering steam! As summer rolls around, 10,000 board feet of ship-grade Douglas fir needed for the deck are drying in Forks, Washington, and NWS is selecting a project manager to direct the rehabilitation.

NWS has worked with local marine repair company Old Tacoma Marine Inc. to create a Preliminary Engineering Assessment (PEA) to guide the rehabilitation project. This process identified replacing the wooden deck, servicing the electrical systems, stabilizing the rigging, remedying environmental concerns, and performing a battery of small but important repairs as top priorities for the project. Estimated to take two years, these will allow the vessel to be opened for public access and educational programs.

This Rehabilitation is funded by grants from the federal Transportation Enhancement Act, the Washington State Capital Heritage Fund, King County 4Culture, and the Washington State Lighthouse License Plate Funding Program.



The *Lightship No. 83*, moored at the Historic Ships Wharf in Lake Union Park in late 2008.

Support Northwest Seaport Today!

Become a Member

Joining NWS directly supports our mission of preservation, interpretation, and education for a broad community. With membership levels from Student to Patron, it's easy to help NWS continue to keep its historic fleet "alive and well" for all to enjoy. To become a member, fill out the enclosed membership form and return it with your payment.

Volunteer

Volunteering for NWS is a great way to get involved, help support the historic fleet, and have fun! NWS needs volunteers in lots of different areas, from restoration to visitor hours to music programs. Becoming a volunteer is easy – come to a volunteer orientation session on the second Friday or the fourth Saturday of any month to learn more!

Take a Class

NWS offers several classes and workshops, from the five-session Diesel Engine Theory Workshop series to the two-hour Tugboat Night. These classes offer different ways to get involved in the historic fleet, and are fun ways to meet people and learn new skills.

Visit www.nwseaport.org/support.html for more information on these and other opportunities to support Northwest Seaport.



Visitors of all ages enjoy Northwest Seaport's historic tugboat *Arthur Foss*



NWSeaport

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the Log of Northwest Seaport

Mark Your Calendar!

July 3 – Chantey Sing on the schooner *Adventuress*
July 4 & 5 – Lake Union Wooden Boat Festival
July 11 – Tugboat Night on the tugboat *Arthur Foss*
July 25 – Maritime Concert Shangaied on the Willamette
August 8 – Tugboat Night on the tugboat *Arthur Foss*
August 14 – Chantey Sing on the tugboat *Arthur Foss*
September 11 – Chantey Sing
September 12 – Engineer for a Day at Lake Union Park
Volunteer Orientations are held every second Friday at 7:00 PM and every fourth Saturday at 8:00 AM
Tugboat Story Time is held every second and fourth Thursday at 11:00 AM

Visit www.nwseaport.org for exact times and more information about these and other events



Pirate Story Hour aboard the *Arthur Foss* at the 2008 Lake Union Wooden Boat Festival