

Cultural Resource Consultants

TECHNICAL MEMO 2204D-1

DATE: September 28, 2022

TO: Peter Leon
Leon Environmental, LLC

FROM: Margaret Berger, Principal Investigator

RE: Cultural Resource Overview, Historic Property Inventory, and Monitoring Report, Port of Friday Harbor Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project, Friday Harbor, San Juan County, Washington

DAHP PROJECT: 2022-09-06009

The attached short report form constitutes our final report for the above referenced project. Based upon the results of research and field investigations, the Shipyard Cove Marina property portion of the project is considered to have a low potential to contain as-yet unidentified archaeological sites and no further archaeological investigation is recommended. However, the Albert Jensen & Sons Boatyard and Marina property includes a historical spit-lagoon complex, a landform often found to contain archaeological sites in the region. Archaeological monitoring is recommended during future ground disturbance with potential to exceed the depth of fill on the AJ&S Boatyard and Marina property.

CRC also inventoried six historic buildings and structures within the project location, constructed between ca. 1910 and 1970 and related to two commercial enterprises, the Albert Jensen & Sons Boatyard and Marina (1910-2018), and the Shipyard Cove Marina (ca. 1982-2019). These were evaluated for listing on historic registers as individual properties and for potential to contribute to an historic district. Of the six, only the ca. 1960 AJ&S Machine Shop (DAHP Property # 159249) is recommended eligible for listing on the National Register of Historic Places (NRHP), under Criteria A and B. It is also the only intact and contributing property of the potential AJ&S historic district, dated to the 1958-1970 period of significance. The remaining properties (DAHP Properties # 126857, 728941, 728942, 728943, and 728944) are recommended not eligible for listing on the NRHP or Washington Heritage Register (WHR). A full determination by DAHP is recommended prior to seeking mitigation requirements.

CULTURAL RESOURCES REPORT COVER SHEET

Author: Jessica Gardner and Margaret Berger

Title of Report: Cultural Resource Overview, Historic Property Inventory, and Monitoring Report, Port of Friday Harbor Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project, Friday Harbor, San Juan County, Washington

Date of Report: September 28, 2022

County(ies): San Jaun Section: 13 Township: 35N Range: 03W

Quad: Shaw Island, WA Acres: 8.06 acres

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Site #:

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

Cultural Resource Overview, Historic Property Inventory, and Monitoring Report, Port of Friday Harbor Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project, Friday Harbor, San Juan County, Washington

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Management Summary

Leon Environmental is leading a Model Toxics Control Act (MTCA) cleanup and site redevelopment permitting for the Port of Friday Harbor. In compliance with Washington Governor's Executive Order (EO) 21-02, CRC was tasked with completing a cultural resources overview and historic property inventory of the Port of Friday Harbor Shipyard Cove (SC) and Albert Jensen & Sons (AJ&S) MTCA Cleanup and Site Redevelopment Permitting Project in Friday Harbor, Washington, and cultural resource monitoring of geotechnical investigations. Background research conducted by Cultural Resource Consultants, LLC (CRC) identified the SC Marina property as situated on a manmade terrace adjacent to a steep slope and atop a steeply sloped shoreline. No further archaeological investigation is recommended on the SC Marina property. Archaeological monitoring by CRC of geotechnical borings on the AJ&S Boatyard and Marina property observed imported fill materials above the beach and glacial deposits along the shoreline with minimal topsoil above the upland glacial sediments. No archaeological materials or deposits were identified. However, the AJ&S Boatyard and Marina property includes a historical spit-lagoon complex and may contain as-yet unidentified archaeological deposits. Archaeological monitoring is therefore recommended during future ground disturbance with potential to exceed the depth of fill on the AJ&S Boatyard and Marina property.

CRC also completed an inventory of six historic buildings and structures within the project location, constructed between ca. 1910 and 1970. These are related to two commercial enterprises, the AJ&S Boatyard and Marina (1910-2018), and the SC Marina (ca. 1982-2019). The buildings and structures were evaluated for listing on historic registers as individual properties and for any potential to contribute to an historic district. Of the six buildings or structures, only the ca. 1960 AJ&S Machine Shop (DAHP Property # 159249) is recommended eligible for listing on the National Register of Historic Places (NRHP), under Criterion A, for its association with the shifting marine industry in Friday Harbor and AJ&S place within it, and Criterion B, for its relation to Nourdine Jensen and his impact on the Friday Harbor marine industry. It is also the only intact and contributing property of the potential AJ&S historic district, dated to the 1958-1970 period of significance. The remaining buildings and structures (DAHP Properties # 126857, 728941, 728942, 728943, and 728944) lack the historic documentation or architectural integrity required for nomination and are therefore recommended not eligible for listing on the NRHP or Washington Heritage Register (WHR). A full determination by DAHP is recommended prior to seeking mitigation requirements.

1.0 Administrative Data

1.1 Overview

Report Title: Cultural Resource Overview, Historic Property Inventory, and Monitoring Report, Port of Friday Harbor Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project, Friday Harbor

Author (s): Jessica Gardner and Margaret Berger

Report Date: September 28, 2022

Location and Legal Description: The project is located at 1063 & 1293 Turn Point Rd in Friday Harbor, WA. The legal description is the N½SE¼, in Government Lot 6 of Section 13 in Township 35 North, Range 03 West, Willamette Meridian. The three tax parcel numbers addressed in this report are 351341005000, 351341006000, & 351341008000.

USGS 7.5' Topographic Map(s): Shaw Island, WA (Figure 1).

Total Area Involved: 8.06 acres.

Regulatory Nexus: Washington Governor's Executive Order 21-02 (EO 21-02).



Figure 1. Portion of the USGS *Shaw Island and Friday Harbor, WA* quadrangles, annotated with the project location in red.

1.2 Research Design

This assessment was developed as a component of preconstruction environmental review with the goal of preventing cultural resources from being disturbed during construction of the proposed project by identifying the potential for any as-yet unrecorded archaeological or historic sites within the project. CRC's work was intended, in part, to assist in addressing state regulations pertaining to the identification and protection of cultural resources (e.g., RCW 27.44, RCW 27.53, RCW 68.60). The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly disturbing archaeological sites without a permit from the Washington State Department of Archaeology and Historic Preservation (DAHP), the Indian Graves and Records Act (RCW 27.44) prohibits knowingly disturbing Native American or historic graves, and the

Abandoned and Historic Cemeteries and Historic Graves Act (RCW 68.60) calls for the protection and preservation of historic era cemeteries and graves.

Under EO 21-02, construction and land acquisition projects using State capital funds, not otherwise subject to review under Section 106 of the National Historic Preservation Act (NHPA), are required to undergo cultural resources review. Cultural resources as specified by EO 21-02 include, but are not limited to, archaeological and historic archaeological sites, historic buildings and structures, traditional cultural places, and sacred sites. Furthermore, state agencies are required to take “all reasonable action to avoid, minimize, or mitigate adverse effects” to cultural resources. This project is funded in part by Washington Department of Ecology through Model Toxics Control Capital Account (MTCCA) Grant TCPRA-2123-FrHapo-00069.

CRC’s investigations consisted of review of available project information and correspondence provided by Leon Environmental, local environmental and cultural information, and historical maps; and field investigations. On July 26, 2022, CRC contacted tribal cultural resource staff members on a technical staff-to-technical staff basis at the Lummi Nation and Samish Nation to determine if they had any concerns regarding the project location or information not available in published literature (Attachment A). This correspondence was not intended to be or replace formal government-to-government consultation. No responses were received by time of publication. Any additional information made available subsequent to the submission of this report will be included in a revision of this report. This assessment utilized a research design that considered previous studies, the magnitude and nature of the undertaking, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the project, as well as other applicable laws, standards, and guidelines (per 36CFR800.4 (b)(1)) (DAHP 2021).

1.3 Project Description

Leon Environmental is leading a MTCA cleanup and site redevelopment permitting for the Port of Friday Harbor. This effort involves the Port-owned Albert Jensen & Sons (AJ&S) Marina and Shipyard Cove (SC) Marina parcels. Project actions are likely to include the following:

- demolishing the old wooden AJ&S boat building;
- expanding the existing AJ&S boatyard into the undeveloped eastern area and the old boat building footprint;
- demolishing the existing AJ&S travel lift pier, ecology block bulkhead, and degraded former pier area;
- repairing the existing barge landing on Shipyard Cove Marina shoreline;
- installing a new travel lift pier on the northwest Shipyard Cove Marina shoreline;
- shoreline stabilization;
- and soil borings and monitoring wells in upland of the AJ&S Marina.

CRC proposes to write a cultural resources overview for the project, document and evaluate historic register eligibility of historic properties within the project, and monitor geotechnical field investigations (soil borings and monitoring wells) at AJ&S Marina in order to assess impacts to cultural resources, in compliance with EO 21-02.

For purposes of this assessment, the area of interest for cultural resources (hereafter, “the project location”) is understood to be the area described above and depicted in Figure 1 (above) and Figures 2 and 3.

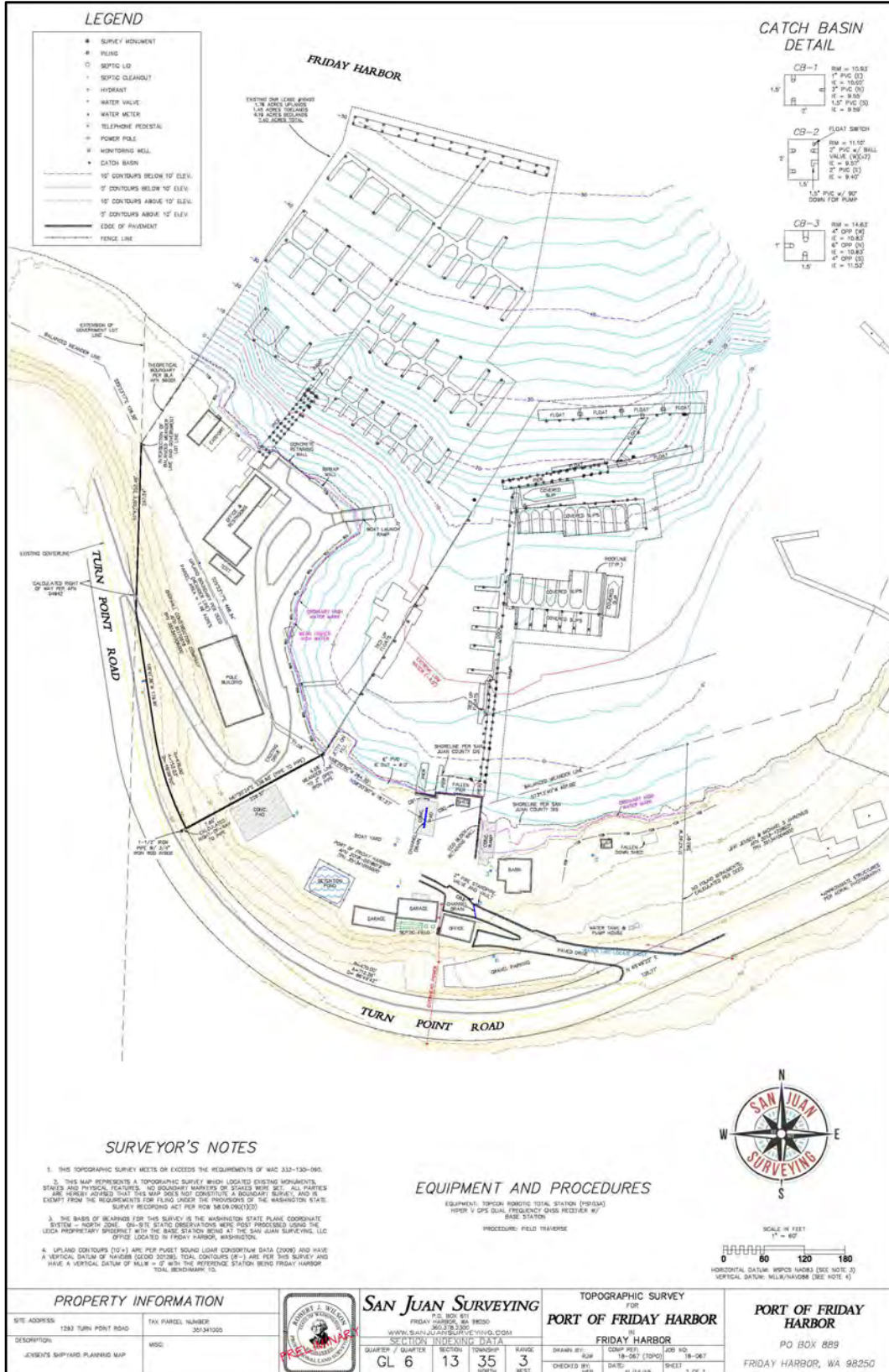


Figure 2. Combined survey map of the project location, as provided by the Port of Friday Harbor.



Figure 3. Satellite image of project location, annotated with the project boundary (red), local road names, and existing historic structures.

2.0 Background Research

2.1 Overview

Background research was conducted in September 2022.

Recorded Cultural Resources Present: Yes [] No []

Two historic inventory properties are recorded within the project location, the Albert Jensen & Son Shipyard (DAHP Property # 126857) and Boathouse (DAHP Property # 159249) at 1293 Turn Point Rd.

Context Overview: The context presented here summarizes environmental, ethnographic, historical, and archaeological information presented in local cultural resource reports by reference; archaeological and historic data from DAHP and the Washington Information System for Architectural and Archaeological Records Data (WISAARD) records search; ethnographic resources; geological and soils surveys (e.g., USDA NRCS 2022; WA DNR 2022); and historical maps and documents from Bureau of Land Management United States Surveyor General (USSG) Land Status & Cadastral Survey Records database, United States Geological Survey (USGS) database (NGMDB 2022), HistoryLink, Historic Map Works, HistoricAerials (NETR 2022), University of Washington’s Digital Collection, Washington State University’s Early Washington Maps Collection, county assessor website, and in CRC’s library. The following discussion of project area geology, archaeology, history, and ethnography incorporates context information prior cultural resource studies conducted in the San Juan Islands (e.g., Berger 2017; Kassa 2017).

In this and subsequent sections, radiocarbon dates and age ranges based on those dates are presented in calibrated calendrical years ago (cal BP). This notation indicates that the radiocarbon date has been corrected using current methodologies. Other age estimates are given as years BP (before present).

2.2 Environmental Context

Overview: The project is within the *Tsuga heterophylla* (Western Hemlock) vegetation zone in the Willamette-Puget Lowland physiographic province characterized by the wide “trough” between the Coast and Cascade Ranges formed during the advance and retreat of Pleistocene epoch glaciers (Franklin and Dyrness 1973; McKee 1972). The project is located on the southern shoreline of Friday Harbor on San Juan Island. It encompasses the lands occupied by the Albert Jensen & Son Boatyard and Marina and the Shipyard Cove Marina and is bounded to the south by Turn Point Rd. Surface elevation ranges from 0 ft above sea level at the shoreline to 46 to 57 ft above sea level along Turn Point Rd (Google 2022). The majority of the project location is developed properties with a relatively flat terrain measuring 10 to 20 ft above sea level.

Geomorphology: During the Late Pleistocene or last glacial period (110,000-12,000 years ago), the Cordilleran ice sheet covered much of the American northwest and scoured the landscape during advance and retreat episodes initiated by localized climate fluctuations (McKee 1972). The most recent glaciation was the Vashon Stage of the Fraser glaciation dating to 15,000-13,000 years B.P. during which continental glaciers covered Seattle (Thorson 1980). The onset of climatic warming approximately 14,000 years ago caused the ice sheets to retreat to the north and began the transition into the Holocene (Easterbrook 1992). This final glacial advance episode scoured the landscape producing moraine features and topographic lows prior to its recession and deposited glacial till.

Rising temperatures caused glaciers to retreat and periodic catastrophic recessional meltwater floods deposited glacial outwash sediments in topographic lows, formed freshwater lakes, and carved valleys. As the glaciers retreated, meltwater accumulated at the southern margins of the continental glacier forming a series of large lakes. One of these lakes, Lake Russell, reached its largest extent by 13,000 B.P. and covered much of the lowlands between present-day Olympia and Whidbey Island. This lake also extended approximately 160 feet above modern sea level (Bretz 1913:123). As the glaciers retreated to the north, this lake eventually became connected to the Puget Sound causing it to drain to sea level and be replaced with seawater. At this time, areas topographically higher than sea level became exposed.

The evolution of the Puget Sound shoreline since glaciation has been strongly influenced by changes in relative sea level, which has varied over time in the Puget Sound due to global sea level changes, isostatic rebound, and tectonics (Shipman 2008). The modern shoreline did not begin to form until global sea levels began to approach their present day position approximately 5,000 to 6,000 years ago. From this time to current day, coastal erosion and deposition via sediment transport by waves and currents reshaped the coastlines of the Puget Sound region.

Mapped Surface Geologic Unit(s): The geology mapped in the project locations consists of MZms, Mesozoic metasedimentary rocks, on exposed ridges along the west and south portions of the project location, split by Qgd, Pleistocene continental glacial drift deposits, in the lowlands and along the AJ&S beach (WA DNR 2022). Mesozoic metasedimentary rocks are described as pre-tertiary meta-conglomerate with meta-sandstone and meta-argillite interbedded locally and some chert-pebble conglomerate, also present locally. Pleistocene continental glacial drift is described as glacially deposited till and outwash clay, silt, sand, gravel, cobbles, and boulders with some peat, nonglacial sediments, modified land, and artificial fill identified locally.

Mapped Soil Unit(s): The soils mapped in the project location consist of Beaches-Endoaquents, tidal-Xerorthents association, 0 to 5 percent slopes; Cady-Rock Outcrop complex, 5 to 30 percent slopes; Mitchellbay-Rock Outcrop-Killebrew Complex, 3 to 15 percent slopes; and Hoypus sandy loam, 3 to 25 percent slopes and 10 to 40 percent slopes (Table 1; USDA NRCS 2022). Soil complex presence and components can be described as follows:

- Beaches-Endoaquents, tidal-Xerorthents association, 0 to 5 percent slopes make up 48 percent of the project terrain and is mapped below the AJ&S Boatyard and Marina and SC Marina structures. The association is described as 40 percent beaches soils, 25 percent Xerorthents, 25 percent Endoaquents, tidal, and similar soils, and 10 percent minor components. Beach soils are formed on beaches and lack a defined typical soil description, as such, they are not included in the table below.
- Cady-Rock Outcrop complex, 5 to 30 percent slopes makes up 24 percent of the project terrain and is mapped in the uplands south of the Albert Jensen & Son Boatyard. The complex is described as 45 percent Cady soils and 35 percent rock outcrop with 20 percent minor components.
- Mitchellbay-Rock Outcrop-Killebrew Complex, 3 to 15 percent slopes is present in 16 percent of the project terrain and is mapped to the east of the Albert Jensen & Son Boatyard and Marina. The complex is described as 45 percent Mitchellbay soils, 25 percent Rock outcrop, 20 percent Killebrew soils, and 10 percent minor components.
- Hoypus sandy loam, 3 to 25 percent makes up 11 percent of the project terrain and is mapped to the southwest of the Shipyard Cove Marina, with Hoypus sandy loam, 10 to 40 percent slopes occupying a small sliver of upland along the north edge of Turn Point Rd, east of the AJ&S Boatyard.

Table 1. Descriptions of components of the mapped soil units and complexes.

Soil Series	Formation and Parent Material	Soil Profile (in inches below surface [bs])	Water table, drainage, and other subsurface characteristics
Xerorthents	Beaches, from beach sand and colluvium from glacial outwash	0-1: Very gravelly sand 1-20: Very gravelly sand 20-59: Very gravelly sand	Drains excessively with water table and potential features restrictive to hand excavation more than 80 inches bs.
Endoaquents, tidal	Beaches, from beach sand	0-29: Gravelly sand 29-48: Very gravelly coarse sand 48-59: Extremely gravelly coarse sand	Drains very poorly with water table at 0 inches bs. Potential features restrictive to hand excavation may be more than 80 inches bs.

Soil Series	Formation and Parent Material	Soil Profile (in inches below surface [bs])	Water table, drainage, and other subsurface characteristics
Cady	Hillslopes, from glacial drift mixed with colluvium and metasedimentary bedrock	0-1: Slightly decomposed plant material 1-4: Loam 4-16: Fine sandy loam 16-26: Unweathered bedrock	Drains well with water table more than 80 inches bs. Lithic bedrock feature restrictive to hand excavation is 10 to 20 inches bs.
Rock Outcrop	Unweathered bedrock	0-59: Lithic bedrock	Unit is lithic bedrock. A drainage or water table was not recorded.
Mitchellbay	Valleys, from glacial drift over dense glaciomarine deposits	0-1: Slightly decomposed plant material 1-6: Gravelly sandy loam 6-15: Sandy loam 15-20: Sandy loam 20-26: Loam 26-38: Loam 38-59: Loam	Drains somewhat poorly with water table 4 to 12 inches bs. Densic material restrictive to hand excavation 20 to 39 inches bs.
Killebrew Complex	Valleys, from glacial drift over dense glaciomarine deposits	0-1: Slightly decomposed plant material 1-5: Sandy loam 5-9: Sandy loam 9-17: Gravelly sandy loam 17-27: Silt loam 27-59: Loam	Drains somewhat poorly with water table 4 to 12 inches bs. Densic material restrictive to hand excavation 20 to 39 inches bs.
Hoypus sandy loam	Hillslopes, from glacial outwash	0-1: Slightly decomposed plant material 1-5: Sandy loam 5-20: Loamy sand 20-36: Very gravelly loamy sand 36-59: Extremely gravelly sand	Drains somewhat excessively with water table and potential features restrictive to hand excavation more than 80 inches bs.

2.3 Archaeological Context

As described by Berger (2017), thousands of years of human occupation in the Gulf of Georgia have been summarized in a number of archaeological, ethnographic, and historical investigations over the past several decades that provide a regional context for evaluating the greater project area (Ames and Maschner 1999; Carlson 1960, 1990, 1996; Matson 1974; Matson and Coupland 1995; Mattson 1985; Mitchell 1971, 1990; Smith 1907; Smith and Fowkes 1901; Suttles 1990; Thompson 1978; Whitlam 1980). Archaeological evidence suggests the presence of nomadic hunter-gatherers not long after glaciers retreated, and catastrophic meltwaters subsided after which landforms stabilized during the late Pleistocene to early Holocene. Consequently, evidence of early human occupation in once glaciated areas is found atop intact glacial sediments, which provide a stratigraphic lower limit for human occupation in these areas. Following deglaciation, subsequent changes to landforms, climate, and vegetation influenced the available resources and, consequently, the spatial distribution of human activities. Similar to elsewhere in northwestern Washington, human land use was generally structured around the value of natural resources available in local environments including fresh water, terrestrial and marine food resources, forests, and suitable terrain.

The earliest recorded published site on the San Juan Islands is located on Lopez Island and dates to 3690-3170 cal. BP (Stein et al. 2003). The general trend researchers have observed was an increasing emphasis on marine resources and traits associated with social complexity beginning in the Locarno Beach Phase becoming more pronounced during the later Marpole Phase (Taylor and Stein 2006). Details regarding the characteristics of these phases can be found in Taylor and Stein (2006) (Table 2).

Table 2. Phases and descriptions as observed in the archaeological record.

Years BP	Phase	Characteristics
11,500-9000 BP	Paleoindian	Clovis points (none in San Juans)
9000-4500 BP	Cascade	Shell absent, terrestrial mammals, leaf-shaped points
4500-2500 BP	Locarno Beach	Shell, fish, bird terrestrial mammals, bone tools, stemmed points
2500-1500 BP	Marpole	Abundant shell, variety of artifacts, triangular and stemmed points
1500 BP-Contact	San Juan	Shell, fewer artifacts

2.4 Ethnographic Context

The ethnographic context for the project location has been previously discussed by Arthur et al. (2009:9) and is summarized as follows:

The San Juan Islands were occupied during the ethnographic period by several Straits Salish native groups. The traditional territory of these groups encompassed the southeastern margin of Vancouver Island, the San Juan Islands, and the mainland from Bellingham Bay to Boundary Bay in Canada (Suttles 1990). These tribes include the Samish, Songish, Saanich, Songhees, and the Lummi.

Lummi territory extended from the Bellingham Bay area westward to the eastern half of San Juan Island, and included Lummi, Orcas, Sucia Islands, and the northern half of Lopez Island (Suttles 1974:Map 6). Traditional Samish territory included Samish, Cypress, Guemes, and Fidalgo Island, as well as portions the southern half of Lopez Island (Bryan 1963; Suttles and Lane 1990).

The Lummi and Samish relied heavily upon the abundant costal resources. Subsistence practices were oriented toward the rich marine, littoral and estuarine environments, extensively exploiting the abundant fish and shellfish available throughout the area (Tremaine 1975). Native tradition indicates that there were several Straits Salish winter villages located throughout the San Juan Islands in the late eighteenth century (Suttles 1990).

On the San Juan Islands, ethnographically recorded territory was split between the Songish peoples on the west half, the Lummi peoples on the east half, and the Samish peoples at the southern tip of the island (Suttles 1951). Several temporary camps were noted on the island including six Songish camps on the western shoreline near Andrews Bay, Deadman Bay, and near Kanaka Bay; two Lummi camps on the eastern shoreline, at Rocky Bay and near Low Point; and a Samish camp at Fish Creek. The closest of these was noted approximately 3 miles south of the project location, near Low Point on Griffin Bay. In 1860, a “Kla-la-ka-mish” group was noted as the “former inhabitants of the E. side of the San Juan Island” who were by then considered an extinct branch of the Lummi (Gibbs in Suttles 1951:36). More specific detail was not provided.

2.5 Historical Context

European activities impacted the San Juan Islands before the first explorers began mapping the region (Carter 2012; Oldham 2005). Smallpox and other disease epidemics spread into the region in advance of direct contact and devastated the native populations. Northern slave trading tribes were known to raid the Puget Sound and passed the San Juan Islands on their routes, sometimes making incursions at the islands. The arrival of firearms in the region increased the deadliness of these raids, leading to the massacre of a Lummi village in the West Sound of Orcas Island in 1858, and causing the location to be named Massacre Bay (Carter 2012). This led to many tribes moving their permanent homes to the mainland, with seasonal visits to the islands to acquire resources.

The first Europeans to map the San Juan Islands included the Spanish expedition led by Captain Francisco de Eliza in 1791-1792, the 1792 expedition of British Captain George Vancouver, and the American Lieutenant Charles Wilkes in 1841 (Crowley 2003; Oldham 2005). The name of the island, Orcas, is said to come from “Horcasitas,” in reference to Juan Vincent de Güemes Padilla Horcasitas y Aguayo, 2nd Count of Revillagigedo, Viceroy of Mexico, who funded the expedition led by de Eliza (Ebel 2015; OIHSM 2007:1). The Treaty of Oregon, passed in 1846, determined the northern United States border as the “forty-ninth parallel of northern latitude to the middle of the channel which separates the continent from Vancouver’s Island, and thence southerly through the middle of said channel, and of Fuca’s Straights to the Pacific Ocean” (Vouri quoted in Oldham 2004a:Paragraph 8). This reference to a channel, but not naming said channel, led to the Pig War of 1859-1872, which disputed whether the San Juan Islands were to be American or British. In 1872 the case was decided by arbitration and the San Juan Islands were awarded to the United States with Haro Strait being the international boundary (Oldham 2004b).

The bay was named for “Paolie” Friday, a Hawaiian employed as a shepherd by the Hudson Bay Company (Adamson 2022; Pratt 2013; Riddle 2010). He worked at the Belle Vue Farm, with his shack overlooking the bay from the north. Following the Pig War, the San Juan Islands were added to Whatcom County until 1873 when Edward Warbass organized a petition to create San Juan County. While the initial county seat was located at San Juan Town near American Camp, Warbass, now the county auditor, felt the county would be better off with the seat located at the then-uninhabited Friday Harbor. The proposed town-site would be located on the protected deep-water harbor and what it lacked in infrastructure it provided in the opportunity to be developed as Warbass saw fit. In 1884, he claimed 166 acres for a town site. However, with much of the islands open for claims, it wasn’t until Orcas Island businessmen purchased the lots for resale and opened two stores and a saloon that settlers began moving to the area. Eventually, other early industries opened businesses on the harbor, including a sawmill, the Jensen Brothers lumbermill, hotels, and the Island Packing Company, later named the Friday Harbor Packing Company. Early attempts at power and water systems worked in fits until the town incorporated in 1909, allowing the community to create and fund municipal infrastructure. This led to the completion of the Trout Lake dam by 1913 and the permitting of a light plant to provide power in 1915. The Port was established in 1950, which now operates the airport, marina, and Port-owned parks, and provides for a busy US Customs port-of-entry.

The early economy was sustained through the varied enterprises and included the farming of grains and peas, varied orcharding operations, dairy and poultry, timber, and fishing (Friday Harbor 2022). Increased automobile usage on the mainland soon brought land-based transportation costs down, which outcompeted the shipping costs for island grown produce. Slowly the main industries shut down, with the cannery closing in 1966 as one of the last export industry holdouts (Riddle 2010). By the 1970s, the town had shifted from a production-based economy to tourism, the mainstay of the town's economy today.

2.6 Historical Land Use

Review of historical maps and aerial imagery provided an understanding of the historic and modern land use, and ownership of the project. The General Land Office (GLO) conducted early cadastral surveys to define or re-establish the boundaries and subdivisions of Federal Lands of the United States so that land patents could be issued transferring the title of the land from the Federal government to individuals. The GLO 1875 map depicted the project as located within Lot 6 of Section 13 in Township 35 North, Range 03 West (USSG 1875; Figure 4), along the south end of a small bay on Friday Harbor. A road was marked leading inland from the northwest vicinity of the project location, and the homestead of F. [Frederick] Jones was noted approximately 0.5 mile southwest. The project location was described by the surveyor's notes as a sandy beach which transitioned into a gravelly beach to the northwest (Reed and Whitworth 1874). The surveyor also noted that Jones' claim included an east to west fence that met with the shoreline to the northwest of the project location. While Frederick Jones did not receive a patent for the land until later, the 1874 surveyor noted Jones was raising sheep and pasturing his rams on Dinner Island to the south. By the time Jones received land patents in 1884, the claim was limited to Lots 2, 3, and 4 of Section 24, along Griffin Bay to the south, and the S $\frac{1}{2}$ SW $\frac{1}{4}$ and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13, south of the project location (BLM 2022). According to records on file at the Bureau of Land Management (2022), Edward D Warbass received a land patent for over 160 acres, including Government Lot 6 and the project location, in 1884 (BLM Serial Nr: WAOAA 094864; Document Nr: 1766; Authority May 20, 1862: Homestead Entry Original [12 Stat. 392]; 166.21 acres total).

An 1895 coastal map of Orcas, Shaw, and San Juan Islands depicted the project location as a narrow beach at the base of steep north and northeast-facing slopes (Figure 5; USCGS 1895). By this time the town of Friday Harbor was under development and several roads, farms, and structures were mapped there. The center of town was approximately 0.95 mile from the project location. In the project vicinity, Edward Warbass maintained a homestead and orchard to the northwest of the project location, along the western shoreline of Friday Harbor. However, many of the older claims in the area had been deserted, including the Frederick Jones homestead to the southwest. No structures were present within the project location, and the project location was depicted as the shoreline of a steeply sloped ridge to the west and a moderate slope to the south (Google 2022; USCGS 1895). A small lagoon was located along the south shoreline, under the current AJ&S Boatyard. The west half of the project location was depicted as the steep toe slope of the ridge above the narrow tidelands and into the open water, and no sea-side terrace or spit was noted there.

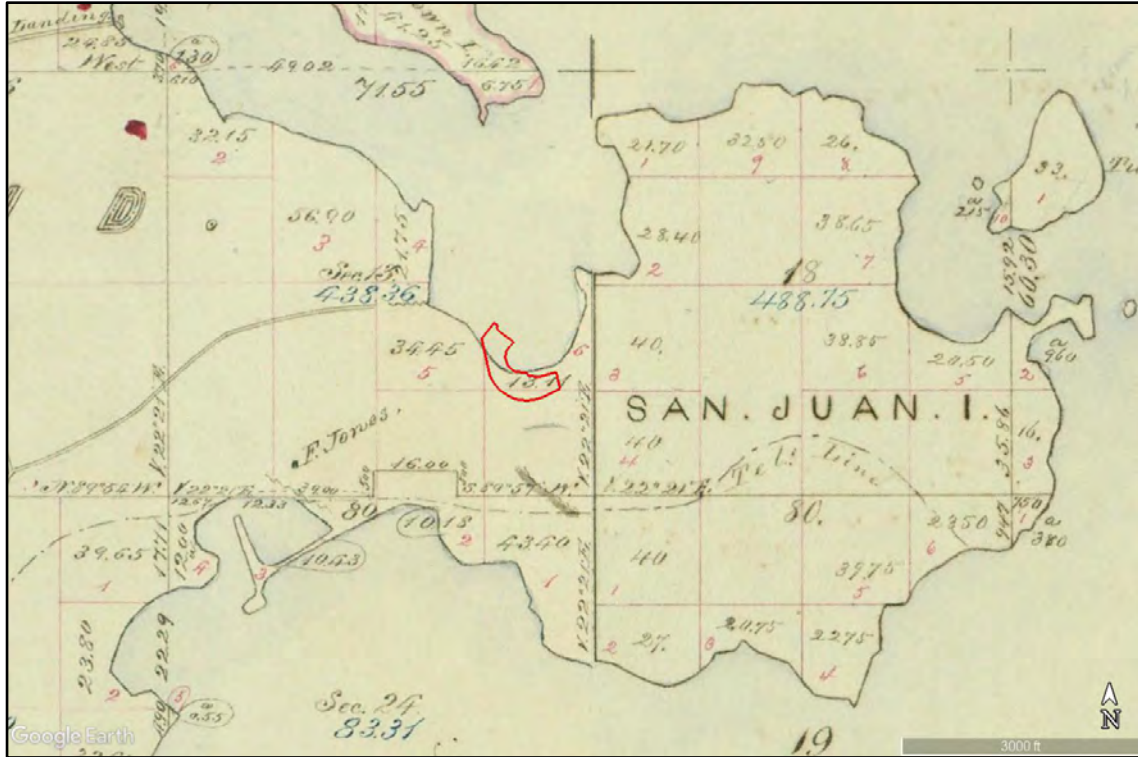


Figure 4. Portions of the geo-rectified 1875 GLO cadastral surveys of Township 35 North, Ranges 2 and 3 West, annotated with the approximate project location (red).



Figure 5. Portion of the geo-rectified 1895 coastal and geodetic survey of Washington Sound, Washington: Orcas, Shaw, and San Juan Islands, annotated with the project location (red).

Historic topographic maps and county atlases can provide information on land usage and development over time. Historic county atlases of the project location were available beginning in 1932 (Historic Mapworks 2022; Kroll 2022). Historic topographic maps of the project location were available beginning in 1943 (NGMDB 2022). By 1932, the project location was owned by Albert Jensen, with two structures depicted on the east end of the project location in the 1943 topographic map (Kroll 1932; Metsker 1933; USGS 1943). An aerial image produced in 1941 further illustrated these as two moderately large structures with one placed at each end of the project location (Figure 6). The buildings were accessed by driveways connecting with then-Warbass Way (Turn Point Rd) to the southeast. A small structure was set between them and at least three piers or other structures extended out into the cove. Two more structures were depicted in the 1957 topographic map, though these were generic black squares (USGS 1957). The property remained in Albert Jensen's ownership through 1958, when he died, and the property was passed from his widow Julia to Albert Jensen and Sons, Inc. run by their eldest son, Nourdine (Port of Friday Harbor 2022; SJC Assessor 1989-2007a). Additional structure details were depicted in the 1977 map, showing a moderate-sized L-shaped building in the east half of the project location, close to the shoreline, with a small building to the east and another to the southwest (Figure 7; USGS 1973a). A dock led directly north from the shoreline to additional large landings or buildings located in the bay. In the west half of the project location stood a cluster of three moderate-sized buildings, two small buildings, and three short docks. The topographic map was edited using photorevision in 1994 with three new structures depicted along the southeast edge of the project location and two large buildings replacing or extending existing structures in the west half (USGS 1973b). By this time, Warbass Way was locally renamed Turn Point Rd. No structural data was provided in maps produced after 1994 (NGMDB 2022).

Sanborn Fire Insurance maps were produced for Friday Harbor between 1892 and 1930, however, these were focused near the original town center and did not include depictions of the project location or vicinity (ProQuest 2022).



Figure 6. Portion of USGS 1941 aerial image of Friday Harbor, annotated with the project location in red.

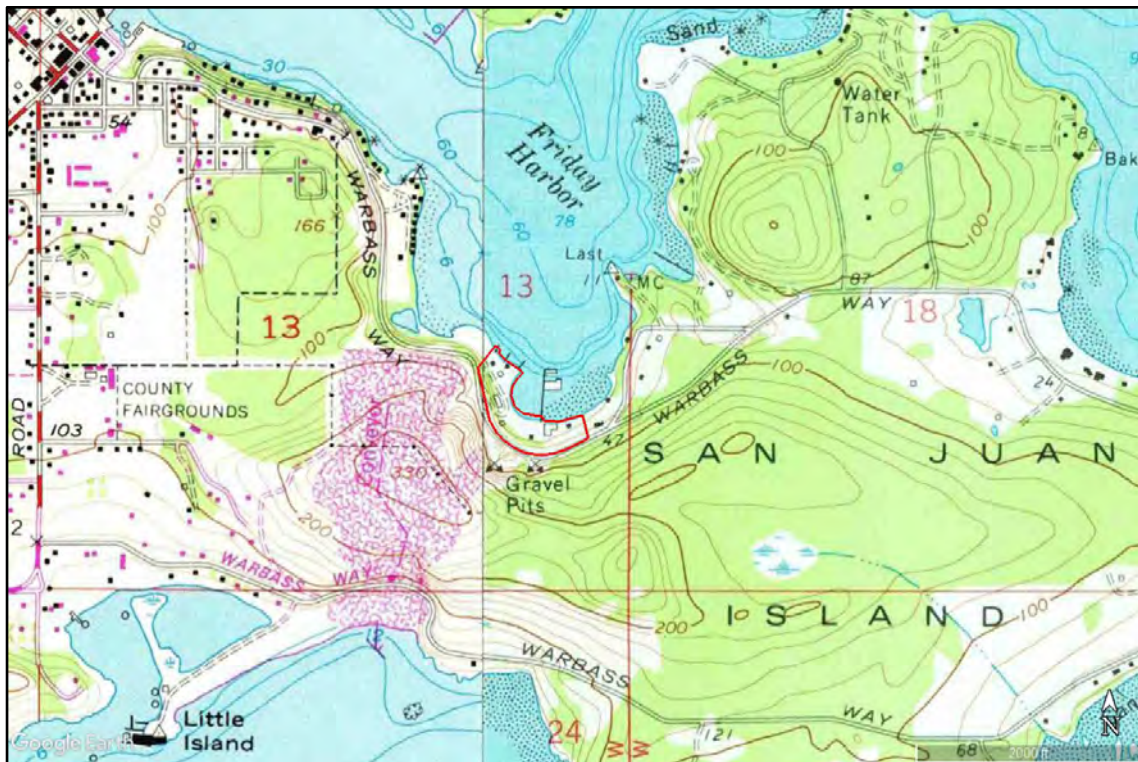


Figure 7. Portion of the 1977 USGS map of Shaw Island, WA (right) quadrangle annotated with the project location (red) (USGS 1973a). Portion of the 1981 USGS map of Friday Harbor, WA quadrangle (left) provided for general context (USGS 1954).

Historic aerial imagery is first available in 1941 (NETR 2022; USGS 2022). However, aerial images were initially produced relatively infrequently, being published in 1941, 1972, and more frequently after 1980, and were generally grainy and of poor quality, which limited comparison of finer details. Initially, construction within the project location included a rectangular building and pier in the vicinity of the current AJ&S boat building in the southeastern portion of the project, a large rectangular building set to the southwest of the current SC commercial building and oriented lengthwise northwest to southeast, and a small rectangular building set near the center of the project and parallel to the shoreline (See Figure 6; USGS 1941). At the time, the driveway descended north-northeast from Warbass Way/ Turn Point Rd to the east side of the boat building. Two linear structures appeared to cross Warbass Way from the west and pass into the harbor to the northwest and southeast of the SC manmade terrace. Given the length and orientation, these were likely conveyors from the Superior Sand and Gravel Company gravel quarry, which used the shoreline to load barges with gravels sorted from Bald Hill deposits (Vouri and Vouri 2010). The quarry shut down in 1935. The process of sorting gravels on the shoreline gradually deposited the materials along the beach, pushing the shoreline further seaward and forming a terrace. In the 1941 image, the manmade terrace could be seen as one of two large lobes which extended out beyond the natural curve of the shoreline, further identifying the terrace as a human caused change to the landscape. At this time, a network of improvements could be seen on the manmade terrace north of the building on the SC property but were not generally discernable.

By 1972, the lobes appeared stabilized, with the SC terrace squared off along the northeastern edges (Figure 8; USGS 1972). Property development was also extensive. The AJ&S boat building had expanded into a conglomeration of structures, as observed by the varied roof shapes and shades, and a new pier was depicted further west, with several boat slips visible and at least three rooflines suggestive of covered boat slips. In the SC property, the previous building and the linear structures had been removed and replaced with an L-shaped building and a large rectangular building representing the current SC commercial and storage buildings. Several smaller structures were located across the landscape, and can be described as: a group of rectangular buildings, including the current SC workshop, to the northwest of the SC office; three piers extending from the SC property; a small T-shaped building located northwest of, and adjacent to, the SC commercial building; a large rectangular building set near the base of the slope and just southeast of the property boundary between the SC and AJ&S properties with a wide pier to the north; and a rectangular building with a small wing, being the current AJ&S machine shop, located to the southwest of the boat building. The driveway had also shifted, coming in from Turn Point Rd from the southeast and heading northwest across the AJ&S property into the SC property. Several small rectangles were spread out west of the AJ&S boat building and were identifiable in later images as locations for boats in storage or repair.

An image produced in 1980 identified the large pier near the center of the project as the eastern terminus of a boom yard located to the southeast of the SC terrace (NETR 2022). Other changes appeared minimal and gradual. An office building was built to the southeast of the AJ&S machine shop between 1972 and 1980. A structure in the northwest corner of the project, immediately south of the SC workshop, was removed between 1980 and 1990. By 1980, only one pier was located in the SC property, and by 1990 it had extended into the current marina

configuration. In the same time frame, the boom yard was removed, and a boat ramp was added to the northeast tip of the terrace near the previous northern termination of the boom yard. The T-shaped building northeast of the SC commercial building was removed between 1990 and 1998. Between 1990 and 2009, several portions of the AJ&S boat building were removed leaving the current configuration by 2009. The large rectangular building at center of the project location was demolished by 2011, having been destroyed by fire in 2010 (*JSJI* 2010; NETR 2022).



Figure 8. Portion of USGS 1972 aerial image of Friday Harbor, annotated with the project location in red.

2.7 Historic Property Database Review

DAHP WISAARD: A review of DAHP’s WISAARD database identified previous cultural resource studies, recorded precontact and historic-era archaeological sites, and recorded built environment, which helps gauge the potential and likely nature of cultural resources present within the project vicinity (DAHP 2022a). Fifty-one cultural resource surveys have been completed within one mile of the project location. The review identified eight archaeological sites, two cemeteries, one maritime resource, and 18 inventoried historic properties recorded within one mile of the project location. Reducing the review to a 0.5-mile radius, WISAARD lists three completed cultural resource surveys, three recorded archaeological sites, and three inventoried historic properties.

Cultural resource surveys completed within 0.5 mile of the project location were associated with construction of an affordable housing project (Kenady et al. 2009), a bulkhead repair (Trost et al.

2013) and installation of a desalination line (Trost 2015). In 2009, Cascadia Archaeology completed a survey of 5.12 acres on the bluff above Friday Harbor and on the south edge of the town (Kenady et al. 2009). The property had been used as a dump at one point and the spoils of an excavated pond had been spread across the surface, both contributing to surface disturbances on the property. Fieldwork included surface inspection through transects spaced ten meter (m) apart, and subsurface investigations consisting of 35 probes. Surface inspection identified the stone debitage and materials deposited by modern “Primitive Skills” participants of the Stress Less Fest. However, four shovel probes were positive for dacite lithic debitage from 0 to 70 centimeters (cm) bs, which was determined to be archaeological in nature and recorded as archaeological site 45SJ519. The archaeologist suggested the site may be eligible for listing on historic registers, but that there was not enough data to make a determination. The report advised avoiding site deposits in construction plans for the site.

The proposed bulkhead repair was located on the shoreline of Friday Harbor approximately 0.3 mile northwest of the project location. The project included the construction of a 60 ft revetment, pier replacement or reinforcement at three structures (Ivy Cabin, DAHP Property # 672304; Kingfisher Cabin, DAHP Property # 672303; Beach Cove Cabin, DAHP Property # 672271), modification of the Log Cabin (DAHP Property # 672269) foundation, and replacement of cross-braces on a pier (Trost et al. 2013). The surveyed topography was described as a steeply-sloped eroding cutbank at the base of the bluff, leading to a relatively flat beach. Investigations inclusive of pedestrian survey, one auger probe, and built environment inventories identified shell midden deposits in the cut bank and five historic properties. The shell midden deposits were observed in seven locations across the property, in the cut banks just above the mean high-water mark. These exposures were determined to be extensions of site 45SJ212, previously recorded and mapped north of the surveyed property. Observed deposits were 5 to 60 cm thick and 0.5 to 5.0 m long, and included shell, fire-modified rock, fish bone, and ashy sediments. The site was recommended eligible for listing on the NRHP. The associated project, as proposed, was not anticipated to affect the site. Inventoried historic properties included the Ivy Cabin (DAHP Property # 672304), Kingfisher Cabin (DAHP Property # 672303), Beach Cove Cabin (DAHP Property # 672271), Log Cabin (DAHP Property # 672269), and Boathouse (DAHP Property # 672272). The buildings had once been part of the Kwan Lamah Resort and were generally constructed ca. 1910; however, the resort had been split into separate private properties and the structures had been remodeled. The properties were considered to no longer embody or represent their original association with the resort or construction period and were recommended not eligible for listing on the NRHP. According to WISAARD, the structures were determined not eligible for listing on the NRHP (DAHP 2022a). Of these, only the Log Cabin (DAHP Property # 672269) was located within 0.5 mile of the center of the current project.

The third survey encompassed the narrow work area of a proposed desalination line at 95 Laurel Point Ln, approximately 0.24 mile northeast of the project location. The proposed line extended from the driveway at the top of Laurel Point and down the slope westward toward the shoreline (Trost 2015). A survey inclusive of pedestrian survey, three shovel probes, and one shovel scrape did not result in the identification of archaeological materials or historic properties and a finding of no historic properties affected was recommended.

Archaeological sites 45SJ57, a pre-contact shell mound, 45SJ212, an extensive pre-contact shell midden, and 45SJ519, a pre-contact lithic scatter, were identified within 0.5 mile of the project location. Archaeological site 45SJ57 was identified in 1947 as “slight shell mixed with sand and clay” located along the beach of North Bay, approximately 0.4 mile southwest of the project location (Freidman and Woodruff 1947). A site revisit in 1986 could not relocate it and the archaeologist noted that significant erosion had occurred in the proposed vicinity (Wessen 1986a). Archaeological site 45SJ212 was identified in 1951, revisited in 1986 and described as “a zone of shell midden deposits,” including ashy lenses, lithic debris, fire-modified rock, mammal and fish bone, and highly fragmented shells from at least ten shellfish varieties, as observed in the wave cut bank faces along the beach and “at the top of a stratigraphic sequence” (Thomson 1951; Wessen 1986b:2). The initial site location was described as on a spit-lagoon complex and terrace on the Boreen property; the site dimensions were extended north in 2013 as a result of investigations on the adjacent property, as described above (Trost 2013; Trost et al. 2013). Archaeological site 45SJ519 was identified through an assessment in 2009, as described above, and was recorded approximately 0.4 mile west of the project location. The site was described as a subsurface lithic scatter composed of four artifacts found within shallow silty sediments atop a bedrock knoll. Lithics included three flakes and one piece of shatter. While one of the flakes was identified at the base of a recently excavated hole, it was not claimed as the work of a local knapping enthusiast and was therefore considered archaeological in nature (Kenady and Boersema 2009; Kenady et al. 2009).

Historic properties inventoried within 0.5 mile of the project location include the AJ&S Shipyard (DAHP Property # 126857) and Boathouse (DAHP Property # 159249) within the project location, and the Log Cabin (DAHP Property # 672269) at Kwan Lamah Resort to the northwest of the project location. The AJ&S Shipyard (DAHP Property # 126857) and Boathouse (DAHP Property # 159249) inventories represent a brief investigation completed by Artifact Consulting, Inc (ACI) in 2010 as part of a larger maritime properties inventory (ACI 2010; Chase 2010a, b). The inventories, taken together, record an industrial facility constructed ca. 1910 and its associated properties. While only a limited description was provided, the AJ&S boathouse and associated properties were suggested eligible for listing on the NRHP and was considered a contributing element of an undefined historic district.

An unknown wreck was recorded as a maritime resource approximately 800 ft north of the northwest edge of the project location and 400 ft north of the shoreline (DAHP 2022a).

3.0 Archaeological Expectations

3.1 Archaeological Predictive Model

The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown sites are more likely to be found. The model correlates locations of known archaeological data to environmental data “to determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site” (Kauhi and Markert 2009:2-3). Environmental data categories included in the model are elevation, slope, aspect, distance to water, geology, soils, and landforms. According to the model, the project location is ranked as “Survey Highly Advised: Very High Risk” (DAHP 2022a).

3.2 Archaeological Expectations

This assessment considers the implications of the predictive model coupled with an understanding of geomorphological context, local settlement patterns, and post-depositional processes to characterize the potential for archaeological deposits to be encountered. The project location is characterized by soils derived from glacial activity and bedrock erosion, indicating that natural deposition during the Holocene would have been sparse. Historically, the SC marina parcels were used for gravel mining and shipping, which deposited a substantial amount of gravel fill into the tidelands between 1924 and 1935. Similarly, the AJ&S shipyard was operated as a boat building operation between 1910 and 1984 which likely included fill materials to level the landscape and the deposition of wood and other debris associated with boat construction. Historic and modern commercial development on the parcels likely disturbed surface sediments, leaving little if any potential for archaeological deposits to be preserved. However, beach deposits beneath the extent of prior disturbances and filling do have potential to contain intact archaeological sites.

Ethnographic place names and pre-contact archaeological sites have been recorded within 0.5 mile of the project location, including archaeological site 45SJ212, a shell midden located on the shore to the northwest. Given the project location on a protected beach, there is a higher potential for landscape uses ranging from temporary resource gathering to longer-term occupation. Potential types of precontact archaeological materials in the project could include bone or stone tools and implements, crushed shell and shell midden deposits, fire-modified rock features, culturally modified faunal remains, or other evidence of resource gathering and processing activities, and/or temporary camps. Historic-period archaeological materials are also possible in the project, and may include objects related to logging, residential, or commercial development including twentieth century boatbuilding, gravel harvesting, and shipyard usage.

4.0 Archaeological Field Investigations

Total Area Examined: 8.06 acres

Areas not examined: None

Date(s) of Survey: July 25-27, 2022

Weather and Surface Visibility: Weather conditions were partly cloudy and temperatures from 45 to 55 degrees Fahrenheit. Minimal surface visibility was generally between 0 and 75 percent, depending on grass cover.

Fieldwork conducted by: Margaret Berger. Notes are on file with CRC.

Field Methodology: Fieldwork consisted of pedestrian surface survey and subsurface testing via archaeological monitoring of 12 geotechnical borings. Pedestrian survey was conducted in a “lazy-S” fashion across the entire project location. Historic-era structures on the property were photo-documented. The geotechnical borings were narrow diameter direct push probes accomplished using a track-mounted DH103 Automatic Drop Hammer Geoprobe to reach depths

of 10 to 15 feet below surface. Boring locations were recorded using GPS units (NAD 1983s UTM Zone 10 coordinates, ± 3 meters). Mapped soil units are derived from beach sand and colluvium from glacial outwash, glacial drift over dense glaciomarine deposits, and glacial drift mixed with colluvium from metasedimentary bedrock.

Monitoring Narrative: The project location is situated on a northeast-facing cove. Terrain within the project consists mostly of a level terrace at an elevation that is intermediate between the grade of Turn Point Road to the south and west, and the tideflats to the north and east. The terrace is surfaced with hard-packed gravel. The southwestern edge of the property contains a near-vertical cut exposing thick glacial deposits (Figure 9). The southeastern approximately $\frac{1}{4}$ of the project has gently to moderately sloped topography and is vegetated with grasses, Himalayan blackberry, and trees. Two low tides occurred during fieldwork, allowing for inspection of the beach and tideflats, as well as the wave-cut bank along the north edge of the southeastern $\frac{1}{4}$ of the project. No potential precontact archaeological materials were observed in the survey. Metal, glass, and wood debris items were present along the base of the wave-cut bank (Figure 10).



Figure 9. Typical glacial deposits exposed in the southwestern edge of the project, view to the south.



Figure 10. Typical debris on the beach in the southeastern part of the project, view to the south.

The archaeological monitor observed and recorded 12 bore samples across the AJ&S portion (Parcel 351341005000) of the project location (Figures 11 and 12; Table 3). Additionally, the archaeologist monitored installation of monitoring wells at two of the borings, inspecting the cuttings as they were exposed. These were installed in shafts excavated by rotary auger with an outer diameter of approximately six inches. No samples were taken from the SC property. Subsurface stratigraphy varied depending on the location and improvements in the vicinity. Subsoils under the storage and work areas at the northwest corner of the parcel were typically described as substantial fill deposits above a moderately thin stratum of beach or tidal flat sediments above glacial sediments (Figure 13). Subsoils near the AJ&S boat building (DAHP Property # 126857) ranged from topsoil above glacial near the slope and south side of the building to beach, disturbed beach, or fill deposits above glacial sediments near the shore (Figure 14). Sediments encountered in the borings and auger cuttings were generally consistent with the mapped surface geology and soil units, and with the evidence of cutting and filling observed in the pedestrian survey. No cultural materials or deposits were identified.



Figure 11. Boring BLWA-11 in progress, view to the northeast.



Figure 12. Satellite image of the monitored geotechnical boring locations within the project location, annotated with parcel 351341005000 boundary (white) and boring locations (circle icons).

Table 3. Geotechnical boring observations at the project location.

Bore ID	Bore Location	Stratigraphic Description (depths are ft bs)	Archaeological Material Found
BLWA-12	500007.38 m E 5374731.39 m N	0-5: Grayish brown gravelly sand, poor recovery (Fill) 5-10: Grayish brown gravelly sand (Fill); Wet coarse brown sand (Beach); Brownish gray clayey fine sand and very dark gray to black muck with few wood fragments (Tide flat) 10-15: Wet brown gravelly sand and gray very gravelly coarse sand (Glacial)	None
BLWA-11	499985.97 m E 5374764.07 m N	0-5: Grayish brown gravelly sand with some black and orange staining, poor recovery (Fill) 5-10: Grayish brown gravelly sand with some black and orange staining (Fill), Wet and increasingly gravelly below 7 ft (Beach) 10-15: Grayish brown to gray extremely gravelly sand (Glacial)	None
SFD-4	500041.72 m E 5374708.94 m N	0-5: Grayish brown gravelly sand (Fill) and Yellowish brown fine to medium sand (Glacial) 5-10: Yellowish brown sand with few gravels, dark brown coarse sand, gray gravelly coarse sand (Glacial) 10-15: Wet gray gravelly coarse sand (Glacial)	None
SRWA-13	500073.10 m E 5374738.95 m N	0-5: Wet brown gravelly coarse sand (Beach); Wet dark brown decomposing plant matter and brown sand (Tide flat); Wet gray gravelly sand, wet grayish brown gravelly sand and silt with iron oxide staining (Glacial) 5-10: Wet gravel in thin matrix of brown sand, wet gray gravelly coarse sand, wet gray fine sand and silt (Glacial)	None
SRWA-14	500084.47 m E 5374735.62 m N	0-5: Wet gray coarse gravelly sand with wood fragment and some iron oxide staining (Beach) 5-10: Wet gray coarse gravelly sand (Beach); Wet dense grayish brown fine to medium sand (Glacial); Wet dense grayish brown coarse sand with few gravels (Glacial)	None
SRWA-15	500106.32 m E 5374741.17 m N	0-5: Wet brown gravelly medium-coarse sand (Beach); Wet dense grayish brown fine to medium sand with few gravels (Glacial) 5-10: Wet dense grayish brown fine to medium sand (Glacial)	None
SRWA-8	500107.00 m E 5374727.00 m N	0-5: Brown gravelly sand (Fill) and Grayish to yellowish brown fine to medium sand (Glacial) 5-10: Yellowish to grayish brown fine to medium sand (Glacial)	None

Bore ID	Bore Location	Stratigraphic Description (depths are ft bs)	Archaeological Material Found
SRWA-11	500108.00 m E 5374718.00 m N	0-5: Brown loam (Topsoil), Yellowish brown gravelly sand, poor recovery 5-10: Wet yellowish brown sand, dense grayish brown gravelly fine to medium sand (Glacial)	None
SRWA-12	500093.00 m E 5374708.00 m N	0-5: Brown loam (Topsoil), Yellowish brown medium sand, gray rock fragments, poor recovery 5-10: Wet brown coarse sand, wet dense brown fine to medium sand (Glacial) 10-15: Wet dense brown fine to medium sand (Glacial); Dense gray gravelly sand (Glacial)	None
BLWA-13	500062.76 m E 5374727.17 m N	0-5: Gravel in thin matrix of brown coarse sand, poor recovery (Fill) 5-10: Brown gravelly sand (Fill); Wet brown gravelly sand, dark grayish brown fine to medium sand with few gravels and wood fragments (Beach) 10-15: Wet gray gravelly coarse sand (Glacial)	None
MW-9	500061.28 m E 5374747.84 m N	0-5: Grayish to yellowish brown gravelly sand, poor recovery (Fill) 5-10: Wet gravel in thin matrix of brown coarse sand (Beach) 10-15: Wet gray gravelly coarse sand (Glacial)	None
MW-7	500008.12 m E 5374765.63 m N	0-5: Grayish to yellowish brown gravelly sand (Fill); Wet gravel in thin matrix of brown coarse sand with some iron oxide staining (Fill), poor recovery 5-10: No recovery 10-15: Wet brown and gray gravelly sand (Beach)	None



Figure 13. Representative image of bores encountering fill above beach. Image of BLWA-13 bore materials, with sediments from 0-5 ft bs present in the lower three tubes and 5-10 ft bs in the upper tubes.



Figure 14. Representative image of bores encountering topsoil above glacial sediments. Image of SRWA-12 bore materials, showing sediments from 0-5 ft bs.

5.0 Historic Property Inventory

Date(s) of Survey: July 25th to 27th, 2022.

Fieldwork Conducted By: Margaret Berger. Notes are on file with CRC.

Historic Property Analysis Conducted By: Jessica Gardner.

Field Methodology: CRC planned to take notes and photographs for each property identified as 50 years old or older in order to describe construction style and materials, and any other notable characteristics. Construction dates were obtained from San Juan County Assessor records, where available. Buildings were then evaluated for historical significance both as individual structures and as contributing elements to the potential AJ&S historic district represented within the project location.

Field Narrative: The properties are located within the boundaries of two commercial properties, the AJ&S Boatyard and Marina and the SC Marina, and are part of the small boat marinas and services present in Shipyard Cove at the southeast end of Friday Harbor. The project location reached by a northwest sloping driveway that descends from Turn Point Rd on the bluff above and represents the dividing line of graded and intact landforms. The land to the west of the driveway can be described as the artificially flat asphalt and gravel parking and storage terrace along the Shipyard Cove shoreline, set at the base of a steep, cut slope. The landscape to the northeast of the driveway can be described as a more shallow-pitched northwest facing slope which descends to the beach just north of the driveway. The AJ&S boat building (DAHP Property # 126857) is located at the base of the slope and is nestled into the north side of the driveway slope. The remaining project location is occupied by an office and retail building at the southwest side of the driveway upper landing, four buildings scattered along the terrace, and two piers on the shoreline leading to marinas in the harbor. Additionally, two small retaining walls or foundations and a small dock were noted along the interior curve of the shoreline, as well as a boat ramp at the northeast corner of the SC spit. These buildings and structures were recorded and documented for historic property inventories and are further described in Section 5.1.

5.1 Historic Inventory Property Physical Descriptions

Historic Property Inventories: The project location is occupied by two marinas with historic properties, the Albert Jensen & Son (AJ&S) Shipyard and Marina which operated from 1910 to 2018, and the Shipyard Cove Marina, which includes properties from earlier ventures dating to the 1950s and later. The AJ&S Shipyard and Marina includes a ca. 1910 Boathouse (DAHP Property # 126857), a ca. 1960 machine shop (DAHP Property # 159249), and a ca. 1960 pier and boat moorage (DAHP Property # 728941), and. The Shipyard Cove Marina includes a ca. 1959 two-story shop (DAHP Property # 728942), a ca. 1970 commercial building (DAHP Property # 728943), and a ca. 1970 industrial storage building (DAHP Property # 728944) (Figure 15).



Figure 15. Satellite image of project location, annotated with project location (red), approximate parcel boundaries (white), local road names, and historic properties.

DAHP Property # 126857: The property is a 1.5 story split-level, industrial building, or Boathouse, constructed at 1293 Turn Point Rd ca. 1910 (Figure 16; SJC Assessor in Chase 2010a). The building sits northeast of center on an irregular, 4.21-acre lot, facing north. The building has an L-shaped footprint composed of a large, 52 feet (ft) by 40 ft rectangle, oriented perpendicular to the shoreline, with a 34 ft by 10 ft rectangular wing projecting from the west face, flush with the north face. The main body of the building is a two-story building set in such a way that the top floor is even with the sloping driveway to the south and the bottom floor sits level with the beach-side terrace. The west wing extends from the bottom floor. The terrain is flat to the north of the building, between the building and the beach. The remains of two sets of marine rails extend north from the building vicinity into the harbor. An old oil shed sits on the bluff to the east of the building, and a second shed sits to the southeast, just below the slope at the top of the driveway.



Figure 16. Overview of the ca. 1910 AJ&S Shipyard and Marina boathouse (background center) and associated marine rails (foreground) and sheds (background left) (DAHP Property # 126857) at 1293 Turn Point Rd. Taken from pier, view to the south-southeast.

The building sits on post and pier foundations. The main building is covered by an asymmetric, low- to moderate-pitch front-gable roof, with the peak offset to the east. A low-pitch side-gable roof covers the wing. Both roofs are covered in exposed-fastener corrugated metal sheets. The roof of the wing is in the best condition of all and displays minimal to no-overhang, with exposed purlins and rafters. The main roof is in poor condition and much of the east half has collapsed. The upper floor of the main building is generally clad in vertical wood planks with localized use of “batten” over plywood panels on the west half of the north face. The wing and connecting north wall of the main building are clad in flush horizontal boards.

Visible fenestration includes west facing windows on the wing and second story of the main building, and on the remaining east and south walls of the second floor of the main building. Windows on the wing are composed of two gangs of five, 6-paned sashes, with narrow muntins and wide mullions. The aperture style was not clear. The west facing second story windows are large, single-sash windows divided into ten panes by narrow wood muntins. The remaining windows are 4- to 6-pane single-sash windows. All windows are wood framed.

The building is generally in poor condition, with several wall sections collapsed or missing from the main building. The main building also appears to be sinking at the northwest corner, causing the wing to list in the vicinity. Historic imagery indicated the building was part of a much larger structure (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, *1972 Aerial View*, Friday Harbor; USGS 1941, 1972). Portions of the building were gradually removed between 1990 and 2011 (NETR 2022).

The remains of two marine rails were noted in the beach face and tidal margin to the north-northwest of the building and include one railway exiting directly north and one railway set parallel and west of the building. The first set is limited to the remaining timber bases. Historic imagery indicated this railway started in a previous boat launch shed attached to the north edge of the existing building (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, *1972 Aerial View*, Friday Harbor). The second set is set into a concrete ramp and can be noted by the negative space in the concrete above the tidelands, and the associated relict timbers within the tidelands.

The old oil shed is a small, rectangular building placed east of the boathouse and parallel with the shoreline and facing south. It is covered by a moderate-pitch shed roof with minimal overhangs in general and a deep overhang on the east face to provide a shelter for used oil drums. The roof is covered in exposed-fastener, ribbed, metal sheets. The same sheets are used to clad the shed and are hung horizontally. The shed is accessed on the south face by a hung plank-framed door clad in the same metal sheets. The second shed is a tall shed with a small footprint set on the slope below the road, facing west. It has a steep-pitch gable roof with narrow-overhanging eaves. The roof and cladding are made of exposed-fastener, galvanized, ribbed metal sheets, with the cladding hung vertically. A large tank is located on the east face. No fenestration was visible. Construction dates could not be determined for these sheds. These sheds are noted here as accessory structures. A 1977 KOZY mobile home was also located on the lot until ca. 2010 (SJC Assessor 1989-2007; Google 2022).

DAHP Property # 159249: The property is a one-story industrial/storage building constructed at 1293 Turn Point Rd ca. 1960 (Figure 17; SJC Assessor 2022). The building sits southwest of center on an irregular, 4.21-acre lot, facing north. The building has an irregular footprint composed of the original rectangular building measuring approximately 34 ft by 56 ft and extended by a large, 28 ft by 50 ft, rectangular wing connected at the southwest corner. An office building and retail space was built to the southeast between 1972 and 1980 (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, *1972 Aerial View*, Friday Harbor; NETR 2022; USGS 1972).



Figure 17. Overview of the ca. 1960 AJ&S Shipyard and Marina machine shop (center) and wings (center, right) (DAHP Property # 159249) at 1293 Turn Point Rd, view to the southeast. The office building is visible to the rear of the machine shop (background left).

The original building sits on a concrete slab foundation with poured concrete half-walls. The wing appears to sit on a slab foundation with shallow framing sills. The main building is covered by a moderate-pitch side-gable roof with a moderate overhanging eaves and a minimal overhanging eastern rake. A deep overhanging western rake provides cover for a concrete patio. The main roof terminates in exposed rafters. The wing is covered by parallel, low- to moderate-pitch front-gable roofs. The parallel roofs vary in height above the ground, and in termination. The eastern roof is set 1.5-stories high and terminates in no-overhanging rakes and narrow overhanging eaves. The western roof is one-story above the ground and terminates in no overhangs. A small shed roof projects from the east end of the north face of the original building, protecting a window there and partially covering a doorway. All roofs appear to be covered in exposed-fastener, ribbed, metal sheets. The upper half of the original building appears to be clad in horizontal planks covered in thin materials, potentially tar paper. The wings are clad in exposed-fastener, corrugated metal and plastic sheets.

The original building is accessed by a standard entry, 4-pane, quarter-light door placed offset east on the north face, and a tilting, single-wide garage door placed centrally on the west face. Each gable section of the wing is accessed by hung barn doors of varied height and covered in a mix of plywood panels and corrugated metal or plastic. Visible windows are limited to the north face of the original building and are composed of 6 wood-framed, 12-pane, single-sashes set in plain wood trim surrounds. These are set evenly across the face, where space is not occupied by a door. An aperture style was not clearly visible. Panes are separated by narrow wood muntins with central ridges.

The newer office building is a one-story building with a walk-out basement set into the slope below Turn Point Rd. The building has an approximately 34 ft by 44 ft rectangular footprint, oriented parallel with the beach and facing north. It sits on a poured concrete foundation. It is covered by a moderate-pitch side-gable roof, covered in exposed-fastener, ribbed metal sheets and terminating in moderate overhangs with plain fascia. A narrow pent extends along the north face of the building to protect the basement façade. The basement is clad in exposed concrete while the main floor is clad in T1-11 siding. Doors appear to be paired, half-light, wood doors on the main floor, facing east, and a planed wood door located centrally on the basement, facing north. A sign suggests a third entryway is located on the south face of the building. Windows are two-sash, horizontal sliding windows in aluminum-frames with moderate-width simple-molded trim surrounds.

DAHP Property # 728941: The property is a pier constructed at 1293 Turn Point Rd ca. 1960 and extends from the shoreline out into Shipyard Cove at the southeast end of Friday Harbor of San Juan Island (Figure 18; SJC Assessor 2022). The pier is located centrally on the north edge of an irregular, 4.21-acre lot. It occupies 98 linear ft of the shoreline and extends at least 48 to 180 ft into the cove. The pier includes a boatlift on the west end, a dilapidated central platform, and a long pier on the east edge, extending to floating docks with boat moorage. The pier landing is supported by a short, concrete block retaining wall or bulkhead the full width of the property. A small shed sits on the landward side of the bulkhead and dilapidated platform.



Figure 18. Overview of the ca. 1960 AJ&S Shipyard and Marina pier and boatlift (DAHP Property # 728941) at 1293 Turn Point Rd, including the boat lift and marina. Taken from Shipyard Cove Marina boat launch, view to the southeast.

The boatlift is composed of two narrow, parallel platforms projecting approximately 48 ft into the harbor and is used in concert with a boatlift trailer. The boatlift is set on concrete pilings and include horizontal wooden guiderails for the trailer. The central platform is set on wood piles placed close to the shoreline and collapsing wood planks are suggestive of the original surface construction. The eastern pier operates as the marina and includes over 1,200 linear ft of floating docks that extend over 600 ft into the harbor. The initial 180 ft of the pier sits even with the land surface, approximately 9 ft above sea level, rests on concrete pilings, and includes pressure treated wood and heavy gauge mesh to provide railing along the walkway. A metal ramp provides access to the floating docks and moorage, which are configured as an obtuse angle facing to the southeast, with short berths on the west and north edges, and larger berths along docks extending to the east, within the angle. A majority of the decking for these appears to be similar with the exception of chained floating decks placed to the very north end of the pier configuration, which suggest a later addition or replacement. Eastern slips were covered by parallel, metal-covered, gable roofs until 2021 when accumulated snow caused a section to collapse (Google 2022; Novak 2021). Nearly all covered moorage was subsequently removed. A single gable-roofed covered boat slip remains associated with the pier and is located on the south side of the northern most floating dock additions. The structure is a permanent construction set on raised pilings to avoid the changing tide. It is covered in a low-pitch front-gable roof, facing east, with no overhang. The roof and walls are covered in exposed-fastener, corrugated metal sheeting.

The storage shed located on the pier landing is approximately 14 ft by 20 ft in dimension, oriented lengthwise along the shoreline, and faces south. It appears to be timber framed and set on a concrete slab foundation. It is covered by a moderate-pitch side-gable roof with narrow overhang terminating in plain fascia set close to the walls. The roof is covered in exposed-fastener, ribbed, metal sheets which extends past the fascia. The walls are clad in the same metal sheets, laid horizontally. The shed is accessed by a hung, sliding, barn door on the south face. The building appears to house shipyard utility connections including water and power. Historic aerial photography indicated the shed was constructed after 1972 (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, *1972 Aerial View*, Friday Harbor).

DAHP Property # 728942: The property is a two-story building constructed at 1063 Turn Point Rd ca. 1959 (Figure 19; SJC Auditor 1959). The building sits at the northwest corner of an irregular-shaped 1.77-acre filled tidelands lot, facing northwest and perpendicular to the tidelands. The building has a rectangular, 25 ft by 50 ft footprint with a two-story, 18 ft by 44 ft lean-to on the southeast face. In the past it has been operated as a workshop.



Figure 19. Image of the south elevation of the ca. 1959 Shipyard Cove Marina workshop (DAH Property # 728942) at 1063 Turn Point Rd, view to the north.

The building sits on a poured concrete foundation, visible on the northeast face where the landscape slopes down to the active beach face. The remainder of the building rests flush with the ground surface. The lean-to sits above an imported gravel surface. The building is covered by a low- to moderate-pitch side-gable roof with narrow overhangs terminating in exposed rafters. The lean-to is a low-pitch shed roof set flush with the northeast face of the building and supported by timber-framed posts. The roofs are covered in exposed-fastener corrugated sheeting. The building is also clad in exposed-fastener corrugated sheeting. Some of the materials appear more worn than others, suggesting portions have been replaced at different times. A central portion of the northwest face is clad in plywood sheeting alone. A single-width horse-fencing wire mesh has been attached to the posts of the northeast and southeast sides of the lean-to posts to create a partial enclosure.

Doors on the building include standard-entry and 1.5-story tall hung, sliding barn doors. Standard entry doors range from planed wood doors to 6-panel fiberglass or steel doors located at ground level. A single hung door is located north of center on the northwest face and appears to be a plank-framed door covered in corrugated metal sheeting, similar to the cladding, with plastic corrugated sheeting providing a light at the top of the door. Windows are located on all faces of the second story and on three faces on the southwest half of the building. Windows appear to be vinyl-framed and set as medium, paired picture windows, and small to large horizontal sliding windows. The doors and windows uniformly have no trim surrounds.

DAHP Property # 728943: The property is a one-story commercial building constructed at 1063 Turn Point Rd ca. 1970 (Figure 20; SJC Assessor 2022). The property sits just west of center on an irregular-shaped 1.77-acre lot, facing north-northeast. The property includes a large main building with an associated southeastern secondary building and serves as the Shipyard Cove Marina office, bathroom facility, and storage building. The main building can be described as an approximately 126 ft by 32 ft rectangle divided into the office and public facilities in the north half and the storage and shipyard facilities in the south half. The southeast building was built as a 38 ft by 32 ft rectangle set parallel to the south end of the main building, giving the property an L-shaped appearance. A narrow gap exists between the two buildings, however, the gap is blocked off at the north end and the buildings are operated as one property.



Figure 20. Image of the east elevation of the ca. 1970 Shipyard Cove Marina Office building (DAHP Property # 728943) at 1063 Turn Point Rd, view to the west.

The buildings sit on a poured concrete foundation and includes slab concrete floors at least the south end of the main building and southeast building. All buildings are covered in matching, moderate-pitch, front-gable roofs. The roof over the north end of the main building terminates in minimal overhang with fascia while the roofs of the south end and the southeast building terminate in moderate overhangs ending in exposed rafters. A low-pitch hip-roof awning skirts the north end of the main building to provide a protective covering for the public portion of the building. The skirt terminates in exposed rafters and is supported by milled timber posts. All roofs are covered in exposed-fastener, ribbed or corrugated, metal sheets. The north end of the main building hosting the awning is clad in T1-11 panels. A section immediately south of the awning on the northwest face appears to be clad in plywood panels, as are the gable ends of the

south end and the southeast building. The remaining walls are clad in exposed-fastener, ribbed or corrugated, metal sheeting.

The building is accessed by a series of standard-entry doors, hung barn doors, and mixed door configurations. Windows are limited to the northeast end of the building and include grouped fixed-frame picture windows on the northwest face; a horizontal-sliding window at the west end of the northeast face; and a large picture-window and a wood-framed, two-sash, four-pane window on the southeast face. Windows have narrow, plain trim surrounds.

DAHP Property # 728944: The property is a 1.5-story storage building constructed at 1063 Turn Point Rd ca. 1970 (Figure 21; SJC Assessor 2022). The building is situated in the southeast half of a wedge-shaped 1.55-acre lot, facing east-northeast toward Shipyard Cove on the Friday Harbor shoreline. The rectangular, 120 ft by 60 ft building is constructed as a metal-framed canopy with square metal posts set into concrete piers supporting a metal truss roof system. The building is covered by a moderate-pitch side-gable roof with no overhang and exposed purlins. The roof is covered in exposed-fastener, ribbed metal sheets. The southeast and southwest walls are clad in vertical, exposed-fastener, corrugated metal sheets with plastic corrugated metal sheets under the southeastern gable end. The northwest and northeast faces are left open.



Figure 21. Image of the northeast elevation of the ca. 1970 Shipyard Cove Marina Storage Building (DAHP Property # 728944) at 1063 Turn Point Rd, view to the southwest.

A structure along the shoreline northeast of the storage building is recorded here, and based on historical aerial imagery, may have been related to activities at the building. The structure is observed as the remaining poured concrete foundation of a square enclosure set east of the north

end of the building and within the tidelands. The foundations stand at least 4 ft tall and historically would have been located at the west corner of the log dump and booming area.

5.2 Historic Inventory Property Evaluation of Significance

Eligibility Criteria: These structures were evaluated for their significance based on criteria for listing on the NRHP and the Washington Heritage Register (WHR). According to NRHP assessment criteria developed by the National Park Service (NPS), historical significance is conveyed by properties:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history [NPS 2002:2].

According to the NRHP guidelines, the “essential physical features” of a property must be intact for it to convey its significance, and the resource must retain its integrity, or “the ability of a property to convey its significance” (NPS 2002:44). The seven aspects of integrity are:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);
- Setting (the physical environment of a historic property);
- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time); and
- Association (the direct link between an important historic event or person and a historic property) [NPS 2002:44].

Criteria used for assessment of potential eligibility for the Washington Heritage Register (WHR) are similar to NRHP criteria. Criteria to qualify include:

- A building, site, structure or object must be at least 50 years old. If newer, the resource should have documented exceptional significance.
- The resource should have a high to medium level of integrity, i.e. it should retain important character defining features from its historic period of construction.
- The resource should have documented historical significance at the local, state or federal level. [DAHP 2022b:1]

Albert Jensen & Sons Boatyard and Marina District: A history of the AJ&S Boatyard and Marina was found in multiple sources (e.g., *Journal of the San Juan Islands (JSJI)*, 12 October 2009, 14 October 2009; Port of Friday Harbor 2022; Keith 1982 in Saltwater People Historical Society 2015) and is summarized as follows.

Albert Jensen started a boat building company in 1910 at the southeast end of Friday Harbor, in an area now-known as Shipyard Cove. Jensen built over 100 boats by 1945 for individuals, companies, and government orders. Boats were typically wooden hulled and 40 to 100 ft long with gas powered motors. Albert Jensen had a degree in engineering from Washington State College and experience on the steam ships of the Puget Sound. The business grew with incoming orders and accepted a lease in 1940 for a consortium to build boats for the army. His eldest son, Nourdine Jensen was brought on to manage the construction. Following completion of the contracts, Nourdine served as a Chief Motor Machinist Mate in the Navy until his discharge in 1946. At this point, he returned to his father's boatyard and formed Albert Jensen & Sons, Inc. Between 1946 and 1984, when the last boat was built, the company is said to have built approximately 150 boats or more, with many designed in-house by Nourdine. Some were designed by famed marine architects Bill Garden and Ed Monk, or by local architect Jay Benford.

Albert Jensen died in 1958, leaving Nourdine in charge of the company as the marine industry in general transitioned from wood to fiberglass hulls and banking backed fewer custom order boats. With this decrease in demand for custom-built wooden boats, the company slowly transitioned to restoration and repair work at the boatyard with space for storage and covered moorage on the pier. The boatyard built the *Wynsum* as their last boat in 1984. Nourdine died in 2009 leaving the company with his daughter Jerri and her husband Mike Ahrenius. The AJ&S Boatyard and Marina was sold to the Port of Friday Harbor in 2018, who manages the space for locally operated marine boat services.

Nourdine Jensen was especially influential locally for his continual years of service. A newspaper article posted after his death listed his service to include: serving on the Friday Harbor Town Council from 1953 to 1959; as a Port Commissioner from 1950 to 1973; on Orcas Power and Light Company (OPALCO) board from 1965 to 1969 and 1975 to 2008; on school boards; and as a volunteer firefighter (*JSJI*, 12 October 2009). Nourdine was noted for helping to form the Port of Friday Harbor in 1950 and serving as one of the first three commissioners (Riddle 2011). During his 22 year tenure he helped develop the port into a "boat haven that would attract tourism...for small boats". Through all of this he continued to operate the AJ&S Boatyard until his death in 2009.

The AJ&S Boatyard reflects the development and reliance on maritime travel in early Friday Harbor, is associated with one of the earliest families in the area, and it remained family operated for over 100 years. The boatyard has two periods of significance, 1910-1940, when Albert Jensen handled pre-WWII contracts, and 1958-1970, when Nourdine Jensen took over operations and shifted the company to include small craft storage and services in line with his goals for Port of Friday Harbor tourism. Early contracts ranged from ferries and tugboats to fishing boats and private transport, however, after WWII, contracts seem to focus on private power boats and pleasure craft, reflecting the changes in materials and scale in the maritime industry. In addition, Nourdine Jensen added a marina and repair facility to capitalize on changing market demand and to support his vision for Friday Harbor. The district is recommended eligible under Criterion A, for association with the broad patterns of maritime commerce and travel at the local and regional level, and Criterion B, for association with Nourdine Jensen. The gradual development and

utilitarian design of the AJ&S Boatyard and Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the AJ&S Boatyard and Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D).

DAHP Property # 126857: The Boathouse represents both the early stages of development at AJ&S Boatyard and the later reduction of operations on the property. Portions of the boathouse are attributed to ca. 1910 (Chase 2010a). Historic photography from 1921 indicated that boats were previously built on large, exposed cradles (Vouri and Vouri 2009). Historic aerial imagery indicated the building was initiated by 1941 and expanded several times in the intervening years, occupying at least two to three times the surface area and extending to the shoreline (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 *Aerial View*, Friday Harbor; USGS 1941, 1972). The building previously included enclosed launching bays with grease ways, or marine way, beginning at the first floor of the building. The current structure is all that remains after the boat building aspect of the company was terminated in 1984. In 1985, the building was estimated to have a cumulative floorplan of 17,300 square ft (SJC Assessor 1989-2007). Historic aerial imagery indicated demolition of the larger structure began between 1990 and 2005 and reached the current dimensions by 2011.

For these reasons, the building lacks integrity of design, feeling, materials, and workmanship. The changes have also diminished the integrity of setting and association. The building retains integrity of location.

The boathouse is associated with the AJ&S Boatyard, period of significance of 1910-1940, and therefore its association with early maritime industries. However, it lacks the integrity of association, design, feeling, and setting necessary to convey the relationship. Similarly, the building does not directly relate to Nouridine Jensen's significant community service, nor does it reflect on his improvements to the company. It is therefore recommended not eligible under Criteria A or B. The building does not reflect a particular architectural or construction style, nor does it appear to be the work of a master craftsman. It is recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is recommended not eligible under Criterion D. For the same reasons, it does not meet the WHR criteria for documented historical significance.

The boathouse is recommended not eligible for listing on the NRHP or the WHR. Due to its diminished state and minimal contextual clues, the boathouse is not considered a contributing element of the potential AJ&S district.

DAHP Property # 159249: The machine shop was built ca. 1965 as AJ&S was shifting to include moorage and boat repair services (SJC Assessor 2022). The building appears generally intact, though cladding and roofing materials have likely been replaced. While a wing was added to the southwest, and expanded, it appears only superficially connected with the building and does not appear to greatly alter the design or construction of the original structure. The shed roof over the front door was added after 2009. The building maintains a general integrity of design,

feeling, location, workmanship, and association. The construction of the wing and office building have diminished integrity of setting. The replaced cladding and roofing have diminished integrity of materials.

The machine shop is associated with the changes in the maritime industry in the mid-twentieth century and relates to the 1958-1970 period of significance for AJ&S. It is therefore recommended eligible under Criterion A. The building was constructed during Nourdine Jensen's management of the company following his father's death, and during his tenure as a Port Commissioner working to improve small boat tourism to Friday Harbor. It is therefore recommended eligible under Criterion B. The building is of utilitarian design and is recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons it has a documented historical association with AJ&S and its impact on local history and the marine industry in Friday Harbor and is recommended eligible for listing on the WHR at the local level.

The machine shop is recommended eligible for listing on the NRHP under Criterion A, for association with changes to the maritime industry, and Criterion B, for its association with Nourdine Jensen's changes to AJ&S Boatyard and Marina, 1958-1970. Similarly, the machine shop reflects these changes and is considered a contributing element to the potential AJ&S historic district, period of significance 1958-1970.

DAHP Property # 728941: The pier was constructed ca. 1960 as the AJ&S was shifting to include moorage and boat repair services (SJC Assessor 2022). The pier includes materials from a previous pier, ca. 1960 boatlift and pier, and more recent floating docks. A permanent structure along the pier is likely original to the pier and has had the roofing and cladding materials replaced. The original covered slips have been removed (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, *1961-Bristol Bay Boats*, Friday Harbor; Google 2022). These removals and extensions have altered the design, feeling, materials, and workmanship of the pier. The pier maintains integrity of location and association. The neighboring Shipyard Cove pier was constructed ca. 1970 and has slightly altered the setting of the pier.

The pier is associated with the changes in the maritime industry in the mid-twentieth century and relates to the 1960-1970 period of significance for AJ&S and was constructed during Nourdine Jensen's management of the company following his father's death, and during his tenure as a Port Commissioner working to improve small boat tourism to Friday Harbor. However, the diminished integrity of design, feeling, and setting has altered these associations. It is therefore recommended not eligible under Criteria A or B. The pier is of utilitarian design and is recommended not eligible under Criterion C. The pier is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, it does not meet the WHR criteria for documented historical significance.

The pier is recommended not eligible for listing on the NRHP or the WHR. Due to its diminished state and minimal contextual clues, the pier is not considered a contributing element of the potential AJ&S historic district.

Shipyard Cove Marina: The SC Marina has gone through several iterations, with the name acquired after its sale to Barnhill Construction Co. of California in 1982 (SJC Auditor 2022). The marina structures sit upon a manmade spit deposited by the Superior Sand and Gravel Company who used salt water pumped to the top of Bald Hill to wash and sort the sand and gravels before loading materials onto waiting barges in the cove (Vouri and Vouri 2010). The operation shut down in 1935. By 1945, the terrestrial parcel was purchased by Howard and Mary Wilson before transferring it to the Friday Harbor Shipyard, where Howard stood as president (SJC Auditor 2022). The company continued to own and develop the land until 1959 when the property was sold to Maxine and Willard Bergh, who ran it as the San Juan Island Shipyard and Boat Services. Auditor records of the time listed the assets and properties associated with the sale, including several buildings, pilings, tools, and other improvements, including a new two-story building (DAHP Property # 728942) in the northwest corner of the company property which was leased by Weaver Herring Sales. The company changed hands twice more before it was acquired by Calvin and Helen DeBolt and associates in 1970. These sales coincide with construction projects at SC Marina and are recorded here to demonstrate the various hands that went into creating the property as it is today. It is not clear when the filled tidelands were acquired or registered by Washington State Department of Natural Resources; by 1974 the San Juan Island Shipyard had acquired a lease to use the tidelands, a situation still required by subsequent tenants/owners of the shipyard and marina. According to historic aerial imagery, floating docks of the marina were added between 1981 and 1990, suggesting the facility was shifting from a shipyard to a marina at this time.

The SC Marina was initially developed as a shipyard with rental space for other marine industry tenants. By 1990, the property had shifted to marina-based services. While the property is part of the maritime history of Friday Harbor, construction projects on the property do not appear to be directly associated with the broad patterns or events of significance to the maritime industry in Friday Harbor (Criterion A), nor is it associated with the life of a person of significance to history or prehistory (Criterion B). Similarly, the gradual development and utilitarian design of the SC Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the SC Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D). Therefore, the property is not considered an historic district, nor is it part of the potential AJ&S historic district.

DAHP Property # 728942: The workshop was constructed ca. 1959 and has been altered through recladding, replaced roof materials, updated fenestration materials, and a lean-to added after 1972 (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, *1972 Aerial View*, Friday Harbor; SJC Auditor 1959). These changes have altered the integrity of association, design, feeling, materials, and workmanship. The construction of the office ca. 1970 and pier between 1981 and 1990, as well as the demolition of adjacent buildings, as seen in period imagery, have diminished integrity of setting. The building maintains integrity of location.

The workshop is associated with the shifting use of the cove and changes in maritime industry at Friday Harbor, however, it lacks the integrity of association, design, feeling, and setting necessary to convey the relationship. It is therefore recommended not eligible under Criterion A. Background research did not identify an association with the life of a person of significance and is recommended not eligible under Criterion B. The building is of utilitarian design and recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, the building does not meet the WHR criteria for documented historical significance.

The workshop is recommended not eligible for listing on the NRHP or the WHR.

DAHP Property # 728943: The office building was constructed ca. 1970 and appears to have been minimally altered, with the exception of the awning added in the 1990s and potential in-kind replacement of cladding and roofing materials (NETR 2022; Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1978, Friday Harbor; SJC Assessor 2022). However, historic aerial imagery depicted the building to the southeast of a pier with additional facilities, which historic deeds suggest may have been the original office, public facility, and on-site residence (NETR 2022; Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 *Aerial View*, Friday Harbor; SJC Auditor 1962). Therefore, the building likely retains integrity of design, feeling, location, materials, and workmanship. The removal of adjacent buildings and the shift to marina focused services have diminished the integrity of association and setting.

Background research did not identify an association with an event, or life of a person, of significance to history. The building is therefore recommended not eligible under Criteria A or B. The building is of utilitarian design and is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, the building does not meet the WHR criteria for documented historical significance.

The workshop is recommended not eligible for listing on the NRHP or the WHR.

DAHP Property # 728944: The storage building was constructed ca. 1970 (SJC Assessor 2022). Historic aerial photography depicted the building as fully to mostly enclosed, and it is likely the building was more directly related to shipyard activities (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 *Aerial View*, Friday Harbor). A log dump and booming area was also located on the adjacent shoreline. The removal of the exterior walls, and alteration to design and utilization of associated infrastructure have diminished the integrity of design, feeling, materials, and workmanship. The removal of adjacent buildings and the shift to marina focused services have diminished the integrity of association and setting. The building retains integrity of location.

Background research did not identify an association with an event, or life of a person, of significance to history. The building is therefore recommended not eligible under Criteria A or B. The building is of utilitarian design and is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, the building does not meet the WHR criteria for documented historical significance.

The workshop is recommended not eligible for listing on the NRHP or the WHR.

5.3 Conclusions and Recommendations

This assessment was conducted to determine potential effects of this project on cultural resources, based on background research, archaeological monitoring, and historic property investigations. Background research indicated the project location is in an area of very high risk for archaeological materials, but also has a high likelihood of substantial disturbances from historic and modern period property development and commercial use. Research also identified the SC Marina property as situated on a manmade terrace that was built up atop a steeply sloped shoreline. While no subsurface investigations were conducted on the SC Marina property, that portion of the project is considered to have a low potential to contain as-yet unidentified archaeological sites and no further archaeological investigation is recommended on the SC Marina property.

Archaeological monitoring by CRC of geotechnical borings on the AJ&S Boatyard and Marina property observed imported fill materials above the beach and glacial deposits along the shoreline with minimal soil development above upland glacial sediments. No archaeological materials or deposits were identified from the boring samples or auger cuttings. However, the project is considered to retain the potential to contain archaeological deposits beyond the extent of prior disturbances on or within pre-industrial landforms, such as the spit-lagoon complex that historically occupied the AJ&S Boatyard and Marina. For this reason, archaeological monitoring is recommended during future ground disturbance with potential to exceed the depth of fill on the AJ&S Boatyard and Marina property.

CRC also completed an inventory of six historic buildings and structures within the project location, constructed between ca. 1910 and 1970. These are related to two commercial enterprises, the AJ&S Boatyard and Marina (1910-2018), and the SC Marina (ca. 1982-2019). These buildings and structures were evaluated for listing on historic registers as individual properties and for any potential to contribute to an historic district. Of the six buildings or structures, only the ca. 1960 AJ&S Machine Shop (DAHP Property # 159249) is recommended eligible for listing on the NRHP, under Criterion A, for its association with the shifting marine industry in Friday Harbor and AJ&S place within it, and Criterion B, for its relation to Nourine Jensen and his impact on the Friday Harbor marine industry. It is also the only intact and contributing property of the potential AJ&S historic district, dated to the 1958-1970 period of significance. The remaining buildings and structures (DAHP Properties # 126857, 728941, 728942, 728943, and 728944) lack the historic documentation or architectural integrity required

for nomination and are therefore recommended not eligible for listing on the NRHP or WHR. A full determination by DAHP is recommended prior to seeking mitigation requirements.

6.0 Limitations of this Assessment

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or traditional cultural properties to be associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature, and information identified in this report, and on our field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which CRC is not aware and has not had the opportunity to evaluate.

7.0 References

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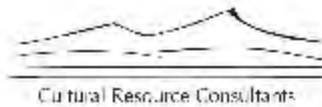
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Attachment A. Correspondence between CRC and local Tribes.



Lummi Nation
Lena Tso, Cultural Resources
2616 Kwina Road
Bellingham, WA 98226-9298

July 26, 2022

Re: Cultural Resources Assessment for the Port of Friday Harbor Shipyard Cove and Jensen's Project,
Friday Harbor, San Juan County, Washington

Dear Lena:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 13, Township 35 North, Range 03 West, 1063 & 1293 Turn Point Rd (parcels 351341005000, 351341006000, & 351341008000), Friday Harbor, San Juan County, Washington. Leon Environmental is leading a MTCA cleanup and site redevelopment permitting for the Port of Friday Harbor. This effort involves the Port-owned Jensen's Marina and Shipyard Cove Marina parcels. Project actions are likely to include the following: demolishing the old wooden boat building; expanding the existing Jensen's boatyard into the undeveloped eastern area and the old boat building footprint; demolishing the existing travel lift pier, ecology block bulkhead, and degraded former pier area; repairing the existing barge landing on Shipyard Cove Marina shoreline; installing a new travel lift pier on the northwest Shipyard Cove Marina shoreline; shoreline stabilization; and soil borings and monitoring wells in the Jensen's Marina upland. CRC proposes to write a cultural resources overview for the project, document and evaluate historic register eligibility of historic structures on the property, and monitor the upland field investigations (soil borings and monitoring wells) at Jensen's Marina in order to assess impacts to cultural resources in compliance with EO 21-02.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

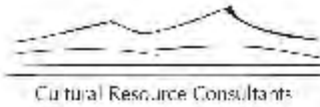
We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at sonja@crcwa.com or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,



Sonja Kleinschmidt, Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC. PO Box 4159, Seattle, WA 98194
Phone 206.855.9020 - sonja@crcwa.com



Samish Nation
Jacquelyn Ferry, Cultural Resources
PO Box 217
Anacortes, WA 98221

July 26, 2022

Re: Cultural Resources Assessment for the Port of Friday Harbor Shipyard Cove and Jensen's Project,
Friday Harbor, San Juan County, Washington

Dear Jacquelyn:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

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We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at sonja@crcwa.com or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kleinschmidt, Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC PO Box 4159, Seattle, WA 98194
Phone 206.855.9020 - sonja@crcwa.com

Attachment B. Historic Property Inventory Forms



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Boathouse

Property ID: 126857

Location



Address: 1293 Turn Point Rd, Friday Harbor, Washington, 98250
Tax No/Parcel No: 351341005000
Plat/Block/Lot: Ptn Gov Lot 6 in Section 13, Township 35 North, Range 3 West
Geographic Areas: San Juan County, GIG HARBOR Quadrangle, T21R02E08

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1910	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Industry/Processing/Extr action	Industry/Processing/Extraction - Manufacturing Facility
Industry/Processing/Extr action	
Industry/Processing/Extr action	Industry/Processing/Extraction - Manufacturing Facility
Industry/Processing/Extr action	



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

Historic Context:

Category

Maritime - Water Highways

Maritime - Communities

Architect/Engineer:

Category

Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-09-06009, , Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project	9/27/2022	Survey/Inventory	



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

Photos



Boathouse and Marine Railway overview



AJ&S district overview



AJ&S potential historic district



West elevation of Shed 2



Southwest elevation of shed 1



Northeast elevation of building



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857



North face of building



Marine Railways



Southeast elevation of building



Northwest elevation of building



West face of building



Tuesday, September 27, 2022

Page 4 of 13



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857



Tuesday, September 27, 2022

Page 5 of 13



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Boathouse

Property ID: 126857

Inventory Details - 11/1/2010

Common name: Albert Jensen & Sons, Inc.
Date recorded: 11/1/2010
Field Recorder: Katie Chase, Artifacts Consulting
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Irregular

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes
Property is located in a potential historic district (National and/or local): Yes
Property potentially contributes to a historic district (National and/or local): Yes



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

Significance narrative: Prior to 1850, the canoe, flatboat, or sailing ship provided the only means of water travel in the Pacific Northwest. Technology advances in the mid-1800s introduced the steamboat to the region, which vastly expanded transportation opportunities for waterfront communities, businesses, and industries. Steamboat service provided relatively efficient routes for moving goods and people while also establishing a more routine mail delivery. This network of steamboats traveling through the Salish Sea became known as the Mosquito Fleet.

Water travel continued to transform and adapt through the 20th century, particularly with the region's increased reliance on the automobile. Construction of roads and bridges led to centralized ferry docks, abolishing the need for ferry service to individual maritime communities and resulting in the creation of the Washington State Ferry System, still in use today.

Water travel remains vital for both commercial and commuting use in Western Washington, with harbors, marinas, ferry terminals and vessels stationed throughout the region and still-bustling marine waterway traffic. In addition, the Salish Sea and Washington coast retain a considerable collection of historic transportation-related sites, structures, and vessels, largely through the efforts of non-profit foundations, museums, and historic societies. Interpretive panels marking former Mosquito Fleet ferry terminals and museum exhibits showcasing Washington's working waterfront heritage reveal the dramatic impact these aquatic highways have made on the region.

Maritime communities provide a strong physical and social link with past and present maritime activities. Their locations, orientation, layout and ongoing traditional activities provide an ongoing interpretive experience. Nearly two centuries of Euro-American activities along the Salish Sea and Pacific Ocean gave rise to a multitude of unique communities. Part of understanding them involves not only appreciation for their role maritime activities but also their regional importance and mutual interdependence.

Within the maritime context, there are generally three types of communities. The dominant type, export, grew up around the export of a natural resource, most often timber. Their existence depended upon the continuation of this activity. Some diversified and survived the decline of their original primary export, many did not. Trade communities served as intermediary points often at geographic midpoints. They provided supplies to export communities and were often a central distribution point for imported, processed materials.

The third type of community, the colony, emerged near the end of the 19th century. Defined by a shared set of social values and closed to those outside the group, they settled near Salish Sea waterways for access and as an alternative to railroads, which colonists thought embodied the antithesis to their values.

Whatever the type of facility, they all shared a strong visual presence along the waterline, communicating their influence in shaping the community on the land that stretched behind them. Fishing, as much as timber, has come to shape the identity of the region as a whole, with those early villages and centers of activity anchoring the present to past practices and traditions. Immigrants often brought with them specialized skills and more waves of immigrants who scouted the best locations and formed prominent communities, many of which remain today. These communities directly influenced many of the current laws and environmental practices that affect tideland ownership and water quality.

Tuesday, September 27, 2022

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

Inventory Details - 9/27/2022

Common name:

Date recorded: 9/27/2022

Field Recorder: Jessica Gardner, Margaret Berger

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Post & Pier
Form Type	Utilitarian
Roof Type	Gable
Roof Material	Metal - Corrugated
Cladding	Wood - Vertical Boards
Cladding	Wood - Plywood
Plan	T-Shape

Surveyor Opinion

Property is located in a potential historic district (National and/or local): Yes

Significance narrative: The Boathouse represents both the early stages of development at AJ&S Boatyard and the later reduction of operations on the property. Portions of the boathouse are attributed to ca. 1910 (Chase 2010). Historic photography from 1921 indicated that boats were previously built on large, exposed cradles (Vouri and Vouri 2009). Historic aerial imagery indicated the building was initiated by 1941 and expanded several times in the intervening years, occupying at least two to three times the surface area and extending to the shoreline (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 Aerial View, Friday Harbor; USGS 1941, 1972). The building previously included enclosed launching bays with grease ways, or marine way, beginning at the first floor of the building. The current structure is all that remains after the boat building aspect of the company was terminated in 1984. In 1985, the building was estimated to have a cumulative floorplan of 17,300 square ft (SIC Assessor 1989-2007). Historic aerial imagery indicated demolition of the larger structure began between 1990 and 2005 and reached the current dimensions by 2011.

For these reasons, the building lacks integrity of design, feeling, materials, and workmanship. The changes have also diminished the integrity of setting and association. The building retains integrity of location.

The boathouse is associated with the AJ&S Boatyard, period of significance of 1910-1940, and therefore its association with early maritime industries. However, it lacks the integrity of association, design, feeling, and setting necessary to convey the relationship. Similarly, the building does not directly relate to Nourdine Jensen's significant

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

community service, nor does it reflect on his improvements to the company. It is therefore recommended not eligible under Criteria A or B. The building does not reflect a particular architectural or construction style, nor does it appear to be the work of a master craftsman. It is recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is recommended not eligible under Criterion D. For the same reasons, it does not meet the WHR criteria for documented historical significance.

The boathouse is recommended not eligible for listing on the NRHP or the WHR. Due to its diminished state and minimal contextual clues, the boathouse is not considered a contributing element of the potential AJ&S district.

Albert Jensen & Sons Boatyard and Marina District: A history of the AJ&S Boatyard and Marina was found in multiple sources (e.g., Journal of the San Juan Islands (JSJI), 12 October 2009, 14 October 2009; Port of Friday Harbor 2022; Keith 1982 in Saltwater People Historical Society 2015) and is summarized as follows.

Albert Jensen started a boat building company in 1910 at the southeast end of Friday Harbor, in an area now-known as Shipyard Cove. Jensen built over 100 boats by 1945 for individuals, companies, and government orders. Boats were typically wooden hulled and 40 to 100 ft long with gas-powered motors. Albert Jensen had a degree in engineering from Washington State College and experience on the steam ships of the Puget Sound. The business grew with incoming orders and accepted a lease in 1940 for a consortium to build boats for the army. His eldest son, Nourdine Jensen was brought on to manage the construction. Following completion of the contracts, Nourdine served as a Chief Motor Machinist Mate in the Navy until his discharge in 1946. At this point, he returned to his father's boatyard and formed Albert Jensen & Sons, Inc. Between 1946 and 1984, when the last boat was built, the company is said to have built approximately 150 boats or more, with many designed in-house by Nourdine. Some were designed by famed marine architects Bill Garden and Ed Monk, or by local architect Jay Benford.

Albert Jensen died in 1958, leaving Nourdine in charge of the company as the marine industry in general transitioned from wood to fiberglass hulls and banking backed fewer custom order boats. With this decrease in demand for custom-built wooden boats, the company slowly transitioned to restoration and repair work at the boatyard with space for storage and covered moorage on the pier. The boatyard built the Wynsum as their last boat in 1984. Nourdine died in 2009 leaving the company with his daughter Jerri and her husband Mike Ahrenius. The AJ&S Boatyard and Marina was sold to the Port of Friday Harbor in 2018, who manages the space for locally operated marine boat services.

Nourdine Jensen was especially influential locally for his continual years of service. A newspaper article posted after his death listed his service to include: serving on the Friday Harbor Town Council from 1953 to 1959; as a Port Commissioner from 1950 to 1973; on Orcas Power and Light Company (OPALCO) board from 1965 to 1969 and 1975 to 2008; on school boards; and as a volunteer firefighter (JSJI, 12 October 2009). Nourdine was noted for helping to form the Port of Friday Harbor in 1950 and serving as one of the first three commissioners (Riddle 2011). During his 22 year tenure he helped develop the port into a "boat haven that would attract tourism...for small boats". Through all of this he continued to operate the AJ&S Boatyard until his death in 2009.

The AJ&S Boatyard reflects the development and reliance on maritime travel in early



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

Friday Harbor, is associated with one of the earliest families in the area, and it remained family operated for over 100 years. The boatyard has two periods of significance, 1910-1940, when Albert Jensen handled pre-WWII contracts, and 1958-1970, when Nouridine Jensen took over operations and shifted the company to include small craft storage and services in line with his goals for Port of Friday Harbor tourism. Early contracts ranged from ferries and tugboats to fishing boats and private transport, however, after WWII, contracts seem to focus on private power boats and pleasure craft, reflecting the changes in materials and scale in the maritime industry. In addition, Nouridine Jensen added a marina and repair facility to capitalize on changing market demand and to support his vision for Friday Harbor. The district is recommended eligible under Criterion A, for association with the broad patterns of maritime commerce and travel at the local and regional level, and Criterion B, for association with Nouridine Jensen. The gradual development and utilitarian design of the AJ&S Boatyard and Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the AJ&S Boatyard and Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D).

Physical description:

The property is a 1.5 story split-level, industrial building, or Boathouse, constructed at 1293 Turn Point Rd ca. 1910 (SJC Assessor in Chase et al. 2010). The building sits northeast of center on an irregular, 4.21-acre lot, facing north. The building has an L-shaped footprint composed of a large, 52 feet (ft) by 40 ft rectangle, oriented perpendicular to the shoreline, with a 34 ft by 10 ft rectangular wing projecting from the west face, flush with the north face. The main body of the building is a two-story building set in such a way that the top floor is even with the sloping driveway to the south and the bottom floor sits level with the beach-side terrace. The west wing extends from the bottom floor. The terrain is flat to the north of the building, between the building and the beach. The remains of two sets of marine rails extend north from the building vicinity into the harbor. An old oil shed sits on the bluff to the east of the building, and a second shed sits to the southeast, just below the slope at the top of the driveway.

The building sits on post and pier foundations. The main building is covered by an asymmetric, low- to moderate-pitch front-gable roof, with the peak offset to the east. A low-pitch side-gable roof covers the wing. Both roofs are covered in exposed-fastener corrugated metal sheets. The roof of the wing is in the best condition of all and displays minimal to no-overhang, with exposed purlins and rafters. The main roof is in poor condition and much of the east half has collapsed. The upper floor of the main building is generally clad in vertical wood planks with localized use of "batten" over plywood panels on the west half of the north face. The wing and connecting north wall of the main building are clad in flush horizontal boards.

Visible fenestration includes west facing windows on the wing and second story of the main building, and on the remaining east and south walls of the second floor of the main building. Windows on the wing are composed of two gangs of five, 6-paned sashes, with narrow muntins and wide mullions. The aperture style was not clear. The west facing second story windows are large, single-sash windows divided into ten panes by narrow wood muntins. The remaining windows are 4- to 6-pane single-sash windows. All windows are wood framed.

The building is generally in poor condition, with several wall sections collapsed or missing from the main building. The main building also appears to be sinking at the northwest corner, causing the wing to list in the vicinity. Historic imagery indicated the building was part of a much larger structure (Port of Friday Harbor, aerial photograph, Jensen's

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

Boatyard, 1972 Aerial View, Friday Harbor; USGS 1941, 1972). Portions of the building were gradually removed between 1990 and 2011 (NETR 2022).

The remains of two marine rails were noted in the beach face and tidal margin to the north-northwest of the building and include one railway exiting directly north and one railway set parallel and west of the building. The first set is limited to the remaining timber bases. Historic imagery indicated this railway started in a previous boat launch shed attached to the north edge of the existing building (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 Aerial View, Friday Harbor). The second set is set into a concrete ramp and can be noted by the negative space in the concrete above the tidelands, and the associated relict timbers within the tidelands.

The old oil shed is a small, rectangular building placed east of the boathouse and parallel with the shoreline and facing south. It is covered by a moderate-pitch shed roof with minimal overhangs in general and a deep overhang on the east face to provide a shelter for used oil drums. The roof is covered in exposed-fastener, ribbed, metal sheets. The same sheets are used to clad the shed and are hung horizontally, though portions appear to have been cut away at the southeast corner. The shed is accessed on the south face by a hung plank-framed door clad in the same metal sheets. The second shed is a tall shed with a small footprint set on the slope below the road, facing west. It has a steep-pitch gable roof with narrow-overhanging eaves. The roof and cladding are made of exposed-fastener, galvanized, ribbed metal sheets, with the cladding hung vertically. A large tank is located on the east face. No fenestration was visible. Construction dates could not be determined for these sheds. These sheds are noted here as accessory structures. A 1977 KOZY mobile home was also located on the lot until ca. 2010 (SJC Assessor 1989-2007; Google 2022).



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard -
Boathouse

Property ID: 126857

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Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Location



Address: 1293 Turn Point Rd, Friday Harbor, Washington, 98250
Tax No/Parcel No: 351341005000
Plat/Block/Lot: Ptn Gov Lot 6 in Section 13, Township 35 North, Range 3 West
Geographic Areas: San Juan County, T35R03W13, San Juan County, SHAW ISLAND Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1960	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Industry/Processing/Extraction	Industry/Processing/Extraction - Manufacturing Facility
Industry/Processing/Extraction	
Industry/Processing/Extraction	Industry/Processing/Extraction - Manufacturing Facility
Industry/Processing/Extraction	



Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Historic Context:

Category

Maritime - Communities

Maritime - Water Highways

Architect/Engineer:

Category

Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-09-00168, Maritime Resources Survey 2011	9/14/2010	Not Determined	
2022-09-06009, Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project	9/27/2022	Survey/Inventory	



Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249
Shop

Photos



Machine Shop Overview



AJ&S district overview



AJ&S potential historic district



North face of building



Northeast elevation of building



Northwest elevation of original building



Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop

Property ID: 159249



North face of wing



Western edge of site.



NE facade.



E facade.



Looking NW.



Looking East

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Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop

Property ID: 159249



Looking West.

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Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Inventory Details - 9/14/2010

Common name: Albert Jensen & Sons Boathouse
Date recorded: 9/14/2010
Field Recorder: Katie Chase, Artifacts Consulting
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Roof Material	Metal - Corrugated
Cladding	Wood - Shiplap
Cladding	Wood - Vertical Boards
Foundation	Post & Pier
Roof Type	Varied Roof Lines

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes
Property is located in a potential historic district (National and/or local): Yes
Property potentially contributes to a historic district (National and/or local): Yes



Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Significance narrative: Prior to 1850, the canoe, flatboat, or sailing ship provided the only means of water travel in the Pacific Northwest. Technology advances in the mid-1800s introduced the steamboat to the region, which vastly expanded transportation opportunities for waterfront communities, businesses, and industries. Steamboat service provided relatively efficient routes for moving goods and people while also establishing a more routine mail delivery. This network of steamboats traveling through the Salish Sea became known as the Mosquito Fleet.

Water travel continued to transform and adapt through the 20th century, particularly with the region's increased reliance on the automobile. Construction of roads and bridges led to centralized ferry docks, abolishing the need for ferry service to individual maritime communities and resulting in the creation of the Washington State Ferry System, still in use today.

Water travel remains vital for both commercial and commuting use in Western Washington, with harbors, marinas, ferry terminals and vessels stationed throughout the region and still-bustling marine waterway traffic. In addition, the Salish Sea and Washington coast retain a considerable collection of historic transportation-related sites, structures, and vessels, largely through the efforts of non-profit foundations, museums, and historic societies. Interpretive panels marking former Mosquito Fleet ferry terminals and museum exhibits showcasing Washington's working waterfront heritage reveal the dramatic impact these aquatic highways have made on the region.

Maritime communities provide a strong physical and social link with past and present maritime activities. Their locations, orientation, layout and ongoing traditional activities provide an ongoing interpretive experience. Nearly two centuries of Euro-American activities along the Salish Sea and Pacific Ocean gave rise to a multitude of unique communities. Part of understanding them involves not only appreciation for their role maritime activities but also their regional importance and mutual interdependence.

Within the maritime context, there are generally three types of communities. The dominant type, export, grew up around the export of a natural resource, most often timber. Their existence depended upon the continuation of this activity. Some diversified and survived the decline of their original primary export, many did not. Trade communities served as intermediary points often at geographic midpoints. They provided supplies to export communities and were often a central distribution point for imported, processed materials.

The third type of community, the colony, emerged near the end of the 19th century. Defined by a shared set of social values and closed to those outside the group, they settled near Salish Sea waterways for access and as an alternative to railroads, which colonists thought embodied the antithesis to their values.

Whatever the type of facility, they all shared a strong visual presence along the waterline, communicating their influence in shaping the community on the land that stretched behind them. Fishing, as much as timber, has come to shape the identity of the region as a whole, with those early villages and centers of activity anchoring the present to past practices and traditions. Immigrants often brought with them specialized skills and more waves of immigrants who scouted the best locations and formed prominent communities, many of which remain today. These communities directly influenced many of the current laws and environmental practices that affect tideland ownership and water quality.

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Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Physical description: The building at 1293 Turn Point Road is in Friday Harbor, Washington. The structure was built circa 1910 (according to the county assessor) in a vernacular style and industrial form. The building has a rectangle plan that stands on an unknown structure with a post/pier foundation. The one and half story building has varied roof lines clad in corrugated metal. The walls are clad in vertical wood and wood – shiplap. Changes to the original plan are unknown. There appear to be moderate alterations to the original cladding. There appear to be slight alterations to the original windows.

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Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Inventory Details - 9/27/2022

Common name:
Date recorded: 9/27/2022
Field Recorder: Jessica Gardner, Margaret Berger
Field Site number:
SHPO Determination

Detail Information

Characteristics:	
Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Gable - Side
Roof Material	Metal - Corrugated
Cladding	Concrete - Poured
Plan	Rectangle
Cladding	Metal - Corrugated

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes
Property is located in a potential historic district (National and/or local): Yes
Property potentially contributes to a historic district (National and/or local): Yes

Significance narrative: The machine shop was built ca. 1965 as AJ&S was shifting to include moorage and boat repair services (SJC Assessor 2022). The building appears generally intact, though cladding and roofing materials have likely been replaced. While a wing was added to the southwest, and expanded, it appears only superficially connected with the building and does not appear to greatly alter the design or construction of the original structure. The shed roof over the front door was added after 2009. The building maintains a general integrity of design, feeling, location, workmanship, and association. The construction of the wing and office building have diminished integrity of setting. The replaced cladding and roofing have diminished integrity of materials.

The machine shop is associated with the changes in the maritime industry in the mid-twentieth century and relates to the 1958-1970 period of significance for AJ&S. It is therefore recommended eligible under Criterion A. The building was constructed during Nourdin Jensen's management of the company following his father's death, and during his tenure as a Port Commissioner working to improve small boat tourism to Friday Harbor. It is therefore recommended eligible under Criterion B. The building is of utilitarian design and is recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons it has a documented historical association with

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Historic Property Report

Resource Name: **Albert Jensen & Son Marina - Machine Shop** Property ID: **159249**

AJ&S and its impact on local history and the marine industry in Friday Harbor and is recommended eligible for listing on the WHR at the local level.

The machine shop is recommended eligible for listing on the NRHP under Criterion A, for association with changes to the maritime industry, and Criterion B, for its association with Nouridine Jensen's changes to AJ&S Boatyard and Marina, 1958-1970. Similarly, the machine shop reflects these changes and is considered a contributing element to the potential AJ&S historic district, period of significance 1958-1970.

Albert Jensen & Sons Boatyard and Marina District: A history of the AJ&S Boatyard and Marina was found in multiple sources (e.g., Journal of the San Juan Islands (JSJI), 12 October 2009, 14 October 2009; Port of Friday Harbor 2022; Keith 1982 in Saltwater People Historical Society 2015) and is summarized as follows.

Albert Jensen started a boat building company in 1910 at the southeast end of Friday Harbor, in an area now-known as Shipyard Cove. Jensen built over 100 boats by 1945 for individuals, companies, and government orders. Boats were typically wooden hulled and 40 to 100 ft long with gas powered motors. Albert Jensen had a degree in engineering from Washington State College and experience on the steam ships of the Puget Sound. The business grew with incoming orders and accepted a lease in 1940 for a consortium to build boats for the army. His eldest son, Nouridine Jensen was brought on to manage the construction. Following completion of the contracts, Nouridine served as a Chief Motor Machinist Mate in the Navy until his discharge in 1946. At this point, he returned to his father's boatyard and formed Albert Jensen & Sons, Inc. Between 1946 and 1984, when the last boat was built, the company is said to have built approximately 150 boats or more, with many designed in-house by Nouridine. Some were designed by famed marine architects Bill Garden and Ed Monk, or by local architect Jay Benford.

Albert Jensen died in 1958, leaving Nouridine in charge of the company as the marine industry in general transitioned from wood to fiberglass hulls and banking backed fewer custom order boats. With this decrease in demand for custom-built wooden boats, the company slowly transitioned to restoration and repair work at the boatyard with space for storage and covered moorage on the pier. The boatyard built the Wynsum as their last boat in 1984. Nouridine died in 2009 leaving the company with his daughter Jerri and her husband Mike Ahrenius. The AJ&S Boatyard and Marina was sold to the Port of Friday Harbor in 2018, who manages the space for locally operated marine boat services.

Nouridine Jensen was especially influential locally for his continual years of service. A newspaper article posted after his death listed his service to include: serving on the Friday Harbor Town Council from 1953 to 1959; as a Port Commissioner from 1950 to 1973; on Orcas Power and Light Company (OPALCO) board from 1965 to 1969 and 1975 to 2008; on school boards; and as a volunteer firefighter (JSJI, 12 October 2009). Nouridine was noted for helping to form the Port of Friday Harbor in 1950 and serving as one of the first three commissioners (Riddle 2011). During his 22 year tender he helped develop the port into a "boat haven that would attract tourism...for small boats". Through all of this he continued to operate the AJ&S Boatyard until his death in 2009.

The AJ&S Boatyard reflects the development and reliance on maritime travel in early Friday Harbor, is associated with one of the earliest families in the area, and it remained family operated for over 100 years. The boatyard has two periods of significance, 1910-1940, when Albert Jensen handled pre-WWII contracts, and 1958-1970, when Nouridine Jensen took over operations and shifted the company to include small craft storage and



Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

services in line with his goals for Port of Friday Harbor tourism. Early contracts ranged from ferries and tugboats to fishing boats and private transport, however, after WWII, contracts seem to focus on private power boats and pleasure craft, reflecting the changes in materials and scale in the maritime industry. In addition, Nouridine Jensen added a marina and repair facility to capitalize on changing market demand and to support his vision for Friday Harbor. The district is recommended eligible under Criterion A, for association with the broad patterns of maritime commerce and travel at the local and regional level, and Criterion B, for association with Nouridine Jensen. The gradual development and utilitarian design of the AJ&S Boatyard and Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the AJ&S Boatyard and Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D).

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Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

Physical description:

The property is a one-story industrial/storage building constructed at 1293 Turn Point Rd ca. 1960 (SIC Assessor 2022). The building sits southwest of center on an irregular, 4.21-acre lot, facing north. The building has an irregular footprint composed of the original rectangular building measuring approximately 34 ft by 56 ft and extended by a large, 28 ft by 50 ft, rectangular wing connected at the southwest corner. An office building and retail space was built to the southeast between 1972 and 1980 (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 Aerial View, Friday Harbor; NETR 2022; USGS 1972).

The original building sits on a concrete slab foundation with poured concrete half-walls. The wing appears to sit on a slab foundation with shallow framing sills. The main building is covered by a moderate-pitch side-gable roof with a moderate overhanging eaves and a minimal overhanging eastern rake. A deep overhanging western rake provides cover for a concrete patio. The main roof terminates in exposed rafters. The wing is covered by parallel, low- to moderate-pitch front-gable roofs. The parallel roofs vary in height above the ground, and in termination. The eastern roof is set 1.5-stories high and terminates in no-overhanging rakes and narrow overhanging eaves. The western roof is one-story above the ground and terminates in no overhangs. A small shed roof projects from the east end of the north face of the original building, protecting a window there and partially covering a doorway. All roofs appear to be covered in exposed-fastener, ribbed, metal sheets. The upper half of the original building appears to be clad in horizontal planks covered in thin materials, potentially tar paper. The wings are clad in exposed-fastener, corrugated metal and plastic sheets.

The original building is accessed by a standard entry, 4-pane, quarter-light door placed offset east on the north face, and a tilting, single-wide garage door placed centrally on the west face. Each gable section of the wing is accessed by hung barn doors of varied height and covered in a mix of plywood panels and corrugated metal or plastic. Visible windows are limited to the north face of the original building and are composed of 6 wood-framed, 12-pane, single-sashes set in plain wood trim surrounds. These are set evenly across the face, where space is not occupied by a door. An aperture style was not clearly visible. Panes are separated by narrow wood muntins with central ridges.

The newer office building is a one-story building with a walk-out basement set into the slope below Turn Point Rd. The building has an approximately 34 ft by 44 ft rectangular footprint, oriented parallel with the beach and facing north. It sits on a poured concrete foundation. It is covered by a moderate-pitch side-gable roof, covered in exposed-fastener, ribbed metal sheets and terminating in moderate overhangs with plain fascia. A narrow pent extends along the north face of the building to protect the basement façade. The basement is clad in exposed concrete while the main floor is clad in T1-11 siding. Doors appear to be paired, half-light, wood doors on the main floor, facing east, and a planed wood door located centrally on the basement, facing north. A sign suggests a third entryway is located on the south face of the building. Windows are two-sash, horizontal sliding windows in aluminum-frames with moderate-width simple-molded trim surrounds.



Historic Property Report

Resource Name: Albert Jensen & Son Marina - Machine Shop Property ID: 159249

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Journal of the San Juan Islands (JSJI)
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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

Location



Address: 1293 Turn Point Rd, Friday Harbor, Washington, 98250
Tax No/Parcel No: 351341005000
Plat/Block/Lot: Ptn Gov Lot 6 in Section 13, Township 35 North, Range 3 West
Geographic Areas: T35R03W13, San Juan County, SHAW ISLAND Quadrangle

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1960	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	
Commerce/Trade	

Historic Context:

Category

Architect/Engineer:

Category	Name or Company



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-09-06009, Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project	9/12/2022	Survey/Inventory	



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

Photos



Pier overview at shoreline



AJ&S potential historic district



Southwest elevation of boat slip



Northwest elevation of shed and relic pier



West elevation of shed



North elevation of shed and relic pier

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941



Northeast elevation of boatlift



Southeast elevation of shed

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

Inventory Details - 9/12/2022

Common name: Boat moorage
Date recorded: 9/12/2022
Field Recorder: Jessica Gardner, Margaret Berger
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Post & Pier

Surveyor Opinion

Property is located in a potential historic district (National and/or local): Yes

Significance narrative: The pier was constructed ca. 1960 as the AJ&S was shifting to include moorage and boat repair services (SJC Assessor 2022). The pier includes materials from a previous pier, ca. 1960 boatlift and pier, and more recent floating docks. A permanent structure along the pier is likely original to the pier and has had the roofing and cladding materials replaced. The original covered slips have been removed (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1961-Bristol Bay Boats, Friday Harbor; Google 2022). These removals and extensions have altered the design, feeling, materials, and workmanship of the pier. The pier maintains integrity of location and association. The neighboring Shipyard Cove pier was constructed ca. 1970 and has slightly altered the setting of the pier.

The pier is associated with the changes in the maritime industry in the mid-twentieth century and relates to the 1960-1970 period of significance for AJ&S and was constructed during Nourdine Jensen's management of the company following his father's death, and during his tenure as a Port Commissioner working to improve small boat tourism to Friday Harbor. However, the diminished integrity of design, feeling, and setting has altered these associations. It is therefore recommended not eligible under Criteria A or B. The pier is of utilitarian design and is recommended not eligible under Criterion C. The pier is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, it does not meet the WHR criteria for documented historical significance.

The pier is recommended not eligible for listing on the NRHP or the WHR. Due to its diminished state and minimal contextual clues, the pier is not considered a contributing element of the potential AJ&S historic district.

Albert Jensen & Sons Boatyard and Marina District: A history of the AJ&S Boatyard and Marina was found in multiple sources (e.g., Journal of the San Juan Islands (JSJI), 12 October 2009, 14 October 2009; Port of Friday Harbor 2022; Keith 1982 in Saltwater People Historical Society 2015) and is summarized as follows.

Albert Jensen started a boat building company in 1910 at the southeast end of Friday

Tuesday, September 27, 2022

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Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

Harbor, in an area now-known as Shipyard Cove. Jensen built over 100 boats by 1945 for individuals, companies, and government orders. Boats were typically wooden hulled and 40 to 100 ft long with gas-powered motors. Albert Jensen had a degree in engineering from Washington State College and experience on the steam ships of the Puget Sound. The business grew with incoming orders and accepted a lease in 1940 for a consortium to build boats for the army. His eldest son, Nouridine Jensen was brought on to manage the construction. Following completion of the contracts, Nouridine served as a Chief Motor Machinist Mate in the Navy until his discharge in 1946. At this point, he returned to his father's boatyard and formed Albert Jensen & Sons, Inc. Between 1946 and 1984, when the last boat was built, the company is said to have built approximately 150 boats or more, with many designed in-house by Nouridine. Some were designed by famed marine architects Bill Garden and Ed Monk, or by local architect Jay Benford.

Albert Jensen died in 1958, leaving Nouridine in charge of the company as the marine industry in general transitioned from wood to fiberglass hulls and banking backed fewer custom order boats. With this decrease in demand for custom-built wooden boats, the company slowly transitioned to restoration and repair work at the boatyard with space for storage and covered moorage on the pier. The boatyard built the Wynsum as their last boat in 1984. Nouridine died in 2009 leaving the company with his daughter Jerrí and her husband Mike Ahrenius. The AJ&S Boatyard and Marina was sold to the Port of Friday Harbor in 2018, who manages the space for locally operated marine boat services.

Nouridine Jensen was especially influential locally for his continual years of service. A newspaper article posted after his death listed his service to include: serving on the Friday Harbor Town Council from 1953 to 1959; as a Port Commissioner from 1950 to 1973; on Orcas Power and Light Company (OPALCO) board from 1965 to 1969 and 1975 to 2008; on school boards; and as a volunteer firefighter (JSJ, 12 October 2009). Nouridine was noted for helping to form the Port of Friday Harbor in 1950 and serving as one of the first three commissioners (Riddle 2011). During his 22 year tender he helped develop the port into a "boat haven that would attract tourism...for small boats". Through all of this he continued to operate the AJ&S Boatyard until his death in 2009.

The AJ&S Boatyard reflects the development and reliance on maritime travel in early Friday Harbor, is associated with one of the earliest families in the area, and it remained family operated for over 100 years. The boatyard has two periods of significance, 1910-1940, when Albert Jensen handled pre-WWII contracts, and 1958-1970, when Nouridine Jensen took over operations and shifted the company to include small craft storage and services in line with his goals for Port of Friday Harbor tourism. Early contracts ranged from ferries and tugboats to fishing boats and private transport, however, after WWII, contracts seem to focus on private power boats and pleasure craft, reflecting the changes in materials and scale in the maritime industry. In addition, Nouridine Jensen added a marina and repair facility to capitalize on changing market demand and to support his vision for Friday Harbor. The district is recommended eligible under Criterion A, for association with the broad patterns of maritime commerce and travel at the local and regional level, and Criterion B, for association with Nouridine Jensen. The gradual development and utilitarian design of the AJ&S Boatyard and Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the AJ&S Boatyard and Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D).



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

Physical description:

The property is a pier constructed at 1293 Turn Point Rd. ca. 1960 and extends from the shoreline out into Shipyard Cove at the southeast end of Friday Harbor of San Juan Island (SJCAssessor 2022). The pier is located centrally on the north edge of an irregular, 4.21-acre lot. It occupies 98 linear ft of the shoreline and extends at least 48 to 180 ft into the cove. The pier includes a boatlift on the west end, a dilapidated central platform, and a long pier on the east edge, extending to floating docks with boat moorage. The pier landing is supported by a short, concrete block retaining wall or bulkhead the full width of the property. A small shed sits on the landward side of the bulkhead and dilapidated platform.

The boatlift is composed of two narrow, parallel platforms projecting approximately 48 ft into the harbor and is used in concert with a boatlift trailer. The boatlift is set on concrete pilings and include horizontal wooden guiderails for the trailer. The central platform is set on wood piles placed close to the shoreline and collapsing wood planks are suggestive of the original surface construction. The eastern pier operates as the marina and includes over 1,200 linear ft of floating docks that extend over 600 ft into the harbor. The initial 180 ft of the pier sits even with the land surface, approximately 9 ft above sea level, rests on concrete pilings, and includes pressure treated wood and heavy gauge mesh to provide railing along the walkway. A metal ramp provides access to the floating docks and moorage, which are configured as an obtuse angle facing to the southeast, with short berths on the west and north edges, and larger berths along docks extending to the east, within the angle. A majority of the decking for these appears to be similar with the exception of chained floating decks placed to the very north end of the pier configuration, which suggest a later addition or replacement. Eastern slips were covered by parallel, metal-covered, gable roofs until 2021 when accumulated snow caused a section to collapse (Google 2022; Novak 2021). Nearly all covered moorage was subsequently removed. A single gable-roofed covered boat slip remains associated with the pier and is located on the south side of the northern most floating dock additions. The structure is a permanent construction set on raised pilings to avoid the changing tide. It is covered in a low-pitch front-gable roof, facing east, with no overhang. The roof and walls are covered in exposed-fastener, corrugated metal sheeting. It appears to be open at the east face, and may be a covered moorage.

The storage shed located on the pier landing is approximately 14 ft by 20 ft in dimension, oriented lengthwise along the shoreline, and faces south. It appears to be timber framed and set on a concrete slab foundation. It is covered by a moderate-pitch side-gable roof with narrow overhang terminating in plain fascia set close to the walls. The roof is covered in exposed-fastener, ribbed, metal sheets which extends past the fascia. The walls are clad in the same metal sheets, laid horizontally. The shed is accessed by a hung, sliding, barn door on the south face. The building appears to house shipyard utility connections including water and power. Historic aerial photography indicated the shed was constructed after 1972 (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 Aerial View, Friday Harbor).



Historic Property Report

Resource Name: Albert Jensen & Son Shipyard - Pier

Property ID: 728941

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Historic Property Report

Resource Name: Shipyard Cove Marina - workshop

Property ID: 728942

Location



Address: 1063 Turn Point Rd, Friday Harbor, Washington, 98250
Tax No/Parcel No: 351341008000
Plat/Block/Lot: Ptn of filled tidelands of Lot 6, S 13, T35N, R3
Geographic Areas: FRIDAY HARBOR Quadrangle, T35R03W13, San Juan County

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1959	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Maritime - Trade and Commerce
Maritime - Communities

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Shipyard Cove Marina - workshop

Property ID: 728942

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-09-06009, Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project	9/12/2022	Survey/Inventory	



Historic Property Report

Resource Name: Shipyard Cove Marina - workshop

Property ID: 728942

Photos



Southeast elevation of building



SC Marina sketch map



Northeast elevation of building



Southwest elevation of building

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Historic Property Report

Resource Name: Shipyard Cove Marina - workshop

Property ID: 728942

Inventory Details - 9/12/2022

Common name: Friday Harbor Shipyards
Date recorded: 9/12/2022
Field Recorder: Jessica Gardner, Margaret Berger
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Gable - Side
Roof Material	Metal - Corrugated
Cladding	Metal - Corrugated
Plan	Rectangle

Surveyor Opinion

Significance narrative: The workshop was constructed ca. 1959 and has been altered through recladding, replaced roof materials, updated fenestration materials, and a lean-to added after 1972 (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 Aerial View, Friday Harbor; SJC Auditor 1959). These changes have altered the integrity of association, design, feeling, materials, and workmanship. The construction of the office ca. 1970 and pier between 1981 and 1990, as well as the demolition of adjacent buildings, as seen in period imagery, have diminished integrity of setting. The building maintains integrity of location.

The workshop is associated with the shifting use of the cove and changes in maritime industry at Friday Harbor, however, it lacks the integrity of association, design, feeling, and setting necessary to convey the relationship. It is therefore recommended not eligible under Criterion A. Background research did not identify an association with the life of a person of significance and is recommended not eligible under Criterion B. The building is of utilitarian design and recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, the building does not meet the WHR criteria for documented historical significance.

The workshop is recommended not eligible for listing on the NRHP or the WHR.

Shipyard Cove Marina: The SC Marina has gone through several iterations, with the name acquired after its sale to Barnhill Construction Co. of California in 1982 (SJC Auditor 2022). The marina structures sit upon a manmade spit deposited by the Superior Sand and Gravel Company who used salt water pumped to the top of Bald Hill to wash and

Tuesday, September 27, 2022

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Historic Property Report

Resource Name: Shipyard Cove Marina - workshop

Property ID: 728942

sort the sand and gravels before loading materials onto waiting barges in the cove (Vouri and Vouri 2010). The operation shut down in 1935. By 1945, the terrestrial parcel was purchased by Howard and Mary Wilson before transferring it to the Friday Harbor Shipyard, where Howard stood as president (SJC Auditor 2022). The company continued to own and develop the land until 1959 when the property was sold to Maxine and Willard Bergh, who ran it as the San Juan Island Shipyard and Boat Services. Auditor records of the time listed the assets and properties associated with the sale, including several buildings, pilings, tools, and other improvements, including a new two-story building (DAHP Property # 728942) in the northwest corner of the company property which was leased by Weaver Herring Sales. The company changed hands twice more before it was acquired by Calvin and Helen DeBolt and associates in 1970. These sales coincide with construction projects at SC Marina and are recorded here to demonstrate the various hands that went into creating the property as it is today. It is not clear when the filled tidelands were acquired or registered by Washington State Department of Natural Resources; by 1974 the San Juan Island Shipyard had acquired a lease to use the tidelands, a situation still required by subsequent tenants/owners of the shipyard and marina. According to historic aerial imagery, floating docks of the marina were added between 1981 and 1990, suggesting the facility was shifting from a shipyard to a marina at this time.

The SC Marina was initially developed as a shipyard with rental space for other marine industry tenants. By 1990, the property had shifted to marina-based services. While the property is part of the maritime history of Friday Harbor (Criterion A), nor is it associated with the life of a person of significance to history or prehistory (Criterion B). Similarly, the gradual development and utilitarian design of the SC Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the SC Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D). Therefore, the property is not considered an historic district, nor is it part of the potential AJ&S historic district.



Historic Property Report

Resource Name: Shipyard Cove Marina - workshop

Property ID: 728942

Physical description:

The property is a two-story building constructed at 1063 Turn Point Rd ca. 1959 (SJC Auditor 1959). The building sits at the northwest corner of an irregular-shaped 1.77-acre filled tidelands lot, facing northwest and perpendicular to the tidelands. The building has a rectangular, 25 ft by 50 ft footprint with a two-story, 18 ft by 44 ft lean-to on the southeast face. In the past it has been operated as a workshop.

The building sits on a poured concrete foundation, visible on the northeast face where the landscape slopes down to the active beach face. The remainder of the building rests flush with the ground surface. The lean-to sits above an imported gravel surface. The building is covered by a low- to moderate-pitch side-gable roof with narrow overhangs terminating in exposed rafters. The lean-to is a low-pitch shed roof set flush with the northeast face of the building and supported by timber-framed posts. The roofs are covered in exposed-fastener corrugated sheeting. The building is also clad in exposed-fastener corrugated sheeting. Some of the materials appear more worn than others, suggesting portions have been replaced at different times. A central portion of the northwest face is clad in plywood sheeting alone. A single-width horse-fencing wire mesh has been attached to the posts of the northeast and southeast sides of the lean-to posts to create a partial enclosure.

Doors on the building include standard-entry and 1.5-story tall hung, sliding barn doors. Standard entry doors range from planed wood doors to 6-panel fiberglass or steel doors located at ground level. A single hung door is located north of center on the northwest face and appears to be a plank-framed door covered in corrugated metal sheeting, similar to the cladding, with plastic corrugated sheeting providing a light at the top of the door. Windows are located on all faces of the second story and on three faces on the southwest half of the building. Windows appear to be vinyl-framed and set as medium, paired picture windows, and small to large horizontal sliding windows. The doors and windows uniformly have no trim surrounds.

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Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943

Location



Address: 1063 Turn Point Rd, Friday Harbor, Washington, 98250
Tax No/Parcel No: 351341008000
Plat/Block/Lot: Ptn of filled tidelands of Lot 6, S 13, T35N, R3
Geographic Areas: San Juan County, FRIDAY HARBOR Quadrangle, T35R03W13

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1970	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Recreation and Culture	Recreation and Culture - Outdoor Recreation
Recreation and Culture	Recreation and Culture - Outdoor Recreation

Historic Context:

Category
Maritime - Communities

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-09-06009, Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project	9/12/2022	Survey/Inventory	



Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943

Photos



Southeast face of building



SC Marina sketch map



North elevation of building entrance (northeast end)



Northwest face of southeast half of building



West elevation of building



Southwest face of building



Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943



South elevation of building

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Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943

Inventory Details - 9/12/2022

Common name: Friday Harbor Shipyards - Dock building
Date recorded: 9/12/2022
Field Recorder: Jessica Gardner
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Gable - Front
Roof Material	Metal - Corrugated
Cladding	Metal - Corrugated
Cladding	Wood - T 1-11
Plan	L-Shape

Surveyor Opinion

Significance narrative: The office building was constructed ca. 1970 and appears to have been minimally altered, with the exception of the awning added in the 1990s and potential in-kind replacement of cladding and roofing materials (NETR 2022; Port of Friday Harbor, aerial photograph, Jensen’s Boatyard, 1978, Friday Harbor; SJC Assessor 2022). However, historic aerial imagery depicted the building to the southeast of a pier with additional facilities, which historic deeds suggest may have been the original office, public facility, and on-site residence (NETR 2022; Port of Friday Harbor, aerial photograph, Jensen’s Boatyard, 1972 Aerial View, Friday Harbor; SJC Auditor 1962). Therefore, the building likely retains integrity of design, feeling, location, materials, and workmanship. The removal of adjacent buildings and the shift to marina focused services have diminished the integrity of association and setting.

Background research did not identify an association with an event, or life of a person, of significance to history. The building is therefore recommended not eligible under Criteria A or B. The building is of utilitarian design and is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, the building does not meet the WHR criteria for documented historical significance.

The workshop is recommended not eligible for listing on the NRHP or the WHR.

Shipyard Cove Marina: The SC Marina has gone through several iterations, with the name acquired after its sale to Barnhill Construction Co. of California in 1982 (SJC Auditor



Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943

2022). The marina structures sit upon a manmade spit deposited by the Superior Sand and Gravel Company who used salt water pumped to the top of Bald Hill to wash and sort the sand and gravels before loading materials onto waiting barges in the cove (Vouri and Vouri 2010). The operation shut down in 1935. By 1945, the terrestrial parcel was purchased by Howard and Mary Wilson before transferring it to the Friday Harbor Shipyard, where Howard stood as president (SJC Auditor 2022). The company continued to own and develop the land until 1959 when the property was sold to Maxine and Willard Bergh, who ran it as the San Juan Island Shipyard and Boat Services. Auditor records of the time listed the assets and properties associated with the sale, including several buildings, pilings, tools, and other improvements, including a new two-story building (DAHP Property # 728942) in the northwest corner of the company property which was leased by Weaver Herring Sales. The company changed hands twice more before it was acquired by Calvin and Helen DeBolt and associates in 1970. These sales coincide with construction projects at SC Marina and are recorded here to demonstrate the various hands that went into creating the property as it is today. It is not clear when the filled tidelands were acquired or registered by Washington State Department of Natural Resources; by 1974 the San Juan Island Shipyard had acquired a lease to use the tidelands, a situation still required by subsequent tenants/owners of the shipyard and marina. According to historic aerial imagery, floating docks of the marina were added between 1981 and 1990, suggesting the facility was shifting from a shipyard to a marina at this time.

The SC Marina was initially developed as a shipyard with rental space for other marine industry tenants. By 1990, the property had shifted to marina-based services. While the property is part of the maritime history of Friday Harbor, construction projects on the property do not appear to be directly associated with the broad patterns or events of significance to the maritime industry in Friday Harbor (Criterion A), nor is it associated with the life of a person of significance to history or prehistory (Criterion B). Similarly, the gradual development and utilitarian design of the SC Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the SC Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D). Therefore, the property is not considered an historic district, nor is it part of the potential AJS historic district.



Historic Property Report

Resource Name: Shipyard Cove Marina - Office and Dock facilities Property ID: 728943

Physical description:

The property is a one-story commercial building constructed at 1063 Turn Point Rd ca. 1970 (SJC Assessor 2022). The property sits just west of center on an irregular-shaped 1.77-acre lot, facing north-northeast. The property includes a large main building with an associated southeastern secondary building and serves as the Shipyard Cove Marina office, bathroom facility, and storage building. The main building can be described as an approximately 126 ft by 32 ft rectangle divided into the office and public facilities in the north half and the storage and shipyard facilities in the south half. The southeast building was built as a 38 ft by 32 ft rectangle set parallel to the south end of the main building, giving the property an L-shaped appearance. A narrow gap exists between the two buildings, however, the gap is blocked off at the north end and the buildings are operated as one property.

The buildings sit on a poured concrete foundation and includes slab concrete floors at least the south end of the main building and southeast building. All buildings are covered in matching, moderate-pitch, front-gable roofs. The roof over the north end of the main building terminates in minimal overhang with fascia while the roofs of the south end and the southeast building terminate in moderate overhands ending in exposed rafters. A low-pitch hip-roof awning skirts the north end of the main building to provide a protective covering for the public portion of the building. The skirt terminates in exposed rafters and is supported by milled timber posts. All roofs are covered in exposed-fastener, ribbed or corrugated, metal sheets. The north end of the main building hosting the awning is clad in T1-11 panels. A section immediately south of the awning on the northwest face appears to be clad in plywood panels, as are the gable ends of the south end and the southeast building. The remaining walls are clad in exposed-fastener, ribbed or corrugated, metal sheeting.

The building is accessed by a series of standard-entry doors, hung barn doors, and mixed door configurations. Windows are limited to the northeast end of the building and include grouped fixed-frame picture windows on the northwest face; a horizontal-sliding window at the west end of the northeast face; and a large picture-window and a wood-framed, two-sash, four-pane window on the southeast face. Windows have narrow, plain trim surrounds.

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Historic Property Report

Resource Name: Shipyard Cove Marina - Storage Barn

Property ID: 728944

Location



Address: 1063 Turn Point Rd, Friday Harbor, Washington, 98250
Tax No/Parcel No: 351341006000
Plat/Block/Lot: Ptn Gov Lot 6 lying west of meander line in Section 13, Township 35 North, Range 3 West
Geographic Areas: T35R03W13, FRIDAY HARBOR Quadrangle, San Juan County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1970	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Industry/Processing/Extr action	Industry/Processing/Extraction - Industrial Storage
Industry/Processing/Extr action	Industry/Processing/Extraction - Industrial Storage

Historic Context:

Category
Maritime - Communities

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Shipyard Cove Marina - Storage Barn Property ID: 728944

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-09-06009, Shipyard Cove and Albert Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project	9/12/2022	Survey/Inventory	



Historic Property Report

Resource Name: Shipyard Cove Marina - Storage Barn

Property ID: 728944

Photos



North elevation of building



SC Marina sketch map



East face of building



Historic Property Report

Resource Name: Shipyard Cove Marina - Storage Barn

Property ID: 728944

Inventory Details - 9/12/2022

Common name: San Juan Shipyard Marina - Covered Storage
Date recorded: 9/12/2022
Field Recorder: Jessica Gardner, Margaret Berger
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Post & Pier
Form Type	Utilitarian
Roof Type	Gable
Roof Material	Metal - Corrugated
Structural System	Metal - Steel
Plan	Rectangle

Surveyor Opinion

Significance narrative: The storage building was constructed ca. 1970 (SJC Assessor 2022). Historic aerial photography depicted the building as fully to mostly enclosed, and it is likely the building was more directly related to shipyard activities (Port of Friday Harbor, aerial photograph, Jensen's Boatyard, 1972 Aerial View, Friday Harbor). A log dump and booming area was also located on the adjacent shoreline. The removal of the exterior walls, and alteration to design and utilization of associated infrastructure have diminished the integrity of design, feeling, materials, and workmanship. The removal of adjacent buildings and the shift to marina focused services have diminished the integrity of association and setting. The building retains integrity of location.

Background research did not identify an association with an event, or life of a person, of significance to history. The building is therefore recommended not eligible under Criteria A or B. The building is of utilitarian design and is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D. For the same reasons, the building does not meet the WHR criteria for documented historical significance.

The workshop is recommended not eligible for listing on the NRHP or the WHR.

Shipyard Cove Marina: The SC Marina has gone through several iterations, with the name acquired after its sale to Barnhill Construction Co. of California in 1982 (SJC Auditor 2022). The marina structures sit upon a manmade spit deposited by the Superior Sand and Gravel Company who used salt water pumped to the top of Bald Hill to wash and sort the sand and gravels before loading materials onto waiting barges in the cove (Vouri and Vouri 2010). The operation shut down in 1935. By 1945, the terrestrial parcel was

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Historic Property Report

Resource Name: Shipyard Cove Marina - Storage Barn Property ID: 728944

purchased by Howard and Mary Wilson before transferring it to the Friday Harbor Shipyard, where Howard stood as president (SJC Auditor 2022). The company continued to own and develop the land until 1959 when the property was sold to Maxine and Willard Bergh, who ran it as the San Juan Island Shipyard and Boat Services. Auditor records of the time listed the assets and properties associated with the sale, including several buildings, pilings, tools, and other improvements, including a new two-story building (DAHP Property # 728942) in the northwest corner of the company property which was leased by Weaver Herring Sales. The company changed hands twice more before it was acquired by Calvin and Helen DeBolt and associates in 1970. These sales coincide with construction projects at SC Marina and are recorded here to demonstrate the various hands that went into creating the property as it is today. It is not clear when the filled tidelands were acquired or registered by Washington State Department of Natural Resources; by 1974 the San Juan Island Shipyard had acquired a lease to use the tidelands, a situation still required by subsequent tenants/owners of the shipyard and marina. According to historic aerial imagery, floating docks of the marina were added between 1981 and 1990, suggesting the facility was shifting from a shipyard to a marina at this time.

The SC Marina was initially developed as a shipyard with rental space for other marine industry tenants. By 1990, the property had shifted to marina-based services. While the property is part of the maritime history of Friday Harbor, construction projects on the property do not appear to be directly associated with the broad patterns or events of significance to the maritime industry in Friday Harbor (Criterion A), nor is it associated with the life of a person of significance to history or prehistory (Criterion B). Similarly, the gradual development and utilitarian design of the SC Marina does not convey a particular style or construction of innovative or artistic design (Criterion C). No archaeological site has been associated with the SC Marina, nor is it likely to provide as-of-yet unknown information important to history or prehistory (Criterion D). Therefore, the property is not considered an historic district, nor is it part of the potential AJS historic district.

Physical description:

The property is a 1.5-story storage building constructed at 1063 Turn Point Rd ca. 1970 (SJC Assessor 2022). The building is situated in the southeast half of a wedge-shaped 1.55-acre lot, facing east-northeast toward Shipyard Cove on the Friday Harbor shoreline. The rectangular, 120 ft by 60 ft building is constructed as a metal-framed canopy with square metal posts set into concrete piers supporting a metal truss roof system. The building is covered by a moderate-pitch side-gable roof with no overhang and exposed purlins. The roof is covered in exposed-fastener, ribbed metal sheets. The southeast and southwest walls are clad in vertical, exposed-fastener, corrugated metal sheets with plastic corrugated metal sheets under the southeastern gable end. The northwest and northeast faces are left open.

A structure along the shoreline northeast of the storage building is recorded here, and based on historical aerial imagery, may have been related to activities at the building. The structure is observed as the remaining poured concrete foundation of a square enclosure set east of the north end of the building and within the tidelands. The foundations stand at least 4 ft tall and historically would have been located at the west corner of the log dump and booming area.



Historic Property Report

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Bibliography:

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