

POINT HUDSON

Intensive Level Survey Documentation and Illustrated Historic Context Statement



ARTIFACTS CONSULTING, INC.

SEPTEMBER 2020

PREPARED FOR THE

PORT OF PORT TOWNSEND

[DAHP PROJECT 2020-XX-XXXX]

(Previous page: September 2020 view of Poit Hudson, looking northeast from near the NW Maritime Center.
All historic photographs illustrating this report are courtesy of the Jefferson County Historical Society unless otherwise noted.

All current photographs were taken in 2020 by Susan Johnson, Artifacts Consulting, Inc. unless otherwise noted.



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INTRODUCTION

EXECUTIVE SUMMARY

The survey of Point Hudson resulted in the following:

- 11 intensive-level inventory forms completed and recorded in WISAARD
- The period of significance for the campus is 1934–1953, encompassing the start of the sitework for the quarantine station through the decommissioning of the military function.
- Significant years are 1934 (start of dredging for marina), 1935 (construction of quarantine station buildings), 1941-42 (construction of US Navy buildings), and 1953 (surplus of site by federal government).
- The Port of Port Townsend purchased Point Hudson in 1956 and is still the owner as of 2020.
- The site has cohesive architectural forms and styles, materials, and functions.
- Point Hudson's buildings, structures and the site are contributing properties within the National Register of Historic Places (NRHP) listed Port Townsend Historic District; they are also part of the National Historic Landmark (NHL) District, the highest level of landmark listing. The NRHP district was listed in 1976 and the NHL district was recognized the next year.

CREDITS AND ACKNOWLEDGEMENTS

Preparation of this report would not have been possible without the support from the following entities and individuals at the Port of Port Townsend: Eron Berg, Executive Director; Eric Toews, Deputy Director; Sue Nelson, Lease and Contracts Administrator; and Karen Erickson, Executive Assistant and Public Records Officer. Thanks also are due to the many tenants at Point Hudson who shared their spaces and their knowledge. Due to Covid-19, the Jefferson County Historical Society and other archives have been closed to the public. However, their respective websites have been instrumental in accessing historic photos. Prior surveys by Pam Clise, Vern Leckman, Roger Wilson and Ruth Gordon, accessed via the Washington Department of Archaeology and Historic Preservation's WISAARD database, provided valuable background.

PROJECT BACKGROUND

The Port of Port Townsend retained Artifacts Consulting, Inc. to complete this historic property survey of Point Hudson. This documentation preemptively fulfills measures required by DAHP, stemming from compliance with the Governor's Executive Order 0505 for site improvement as well as informing the process that may be ongoing for the replacement/repair of the jetty at Point Hudson. Point Hudson, including the jetty, are part of the National Historic Landmark (NHL) district, yet the NHL nomination has little detail on the development and character of the historic properties there. This is in large part due to the age of the nomination, prepared in 1977. A thorough documentation of existing conditions, significance, and character-defining features was determined to be a practical step for future planning and maintenance purposes. That is, this survey will help guide future work at Point Hudson away from any adverse effects.

The survey and documentation covered the 11 buildings owned by the Port as well as the site overall, including the marina (also referred to as the boat basin or harbor). Refer to survey area below for details.

Artifacts personnel conducting the survey and documentation all hold a Master's of Science in Historic Preservation and/or Masters degrees in Architecture; all have extensive survey and documentation experience. All Artifacts personnel exceed the Secretary of the Interior's Professional Qualifications Standards, used by the National Park Service, and published in the Code of Federal Regulations, 36 CFR Part 61. The qualifications define minimum education and experience required to perform identification, evaluation, registration, and treatment activities. Personnel and tasks performed during the project listed below.

- Susan Johnson, project manager; photography, field work, research, writing, report production, HPI form upload
- Tim McDonald, retired partner; field work, physical needs assessments, research, writing, cost estimates
- Kathleen Brooker, retired Executive Director of Historic Seattle and historic preservation professional; field work, editing

Copies of the inventory forms and report reside with DAHP and the Port of Port Townsend. Inventory forms are publicly accessible online through the Washington Information System for Architectural and Archaeological Records Data (WISAARD) at fortress.wa.gov/dahp/wisaardp3/ under DAHP project [tbd].

RESEARCH DESIGN

Research design addresses the survey area and methodology employed in the survey and documentation process. This study addresses only built environment properties—no evaluation of pre-historic or historic archaeology was conducted as part of this study. All work followed the Washington State Standards for Cultural Resource Reporting.

Survey Area

The survey area is in Jefferson County, within the Seattle North quadrangle. Admiralty Inlet borders the site to the east and south. A dredged marina occupies the center of the site. Downtown Port Townsend, with mixed residential/commercial development, borders the west and north sides of Point Hudson.

The survey area extends to the full 13.09 acre site. (Acreage as reported by Jefferson County Assessor for the three parcels comprising the campus: 001013001, 989704501, 989705201.) The largest parcel, 001013001, comprises most of the site, including the marina, the north and east sides. The other two parcels contain the three buildings along the west side of the marina.

Section 1 Township 30 North Range 1 West

The survey area is within the Port Townsend National Historic Landmark District. Reconnaissance level historic property inventory forms had previously been prepared in 1999 (with some from 2002) and are available from DAHP's online WISAARD database for:

- Property ID 2840: 141 Hudson St. (Doc's Grill, referred to as Single Attendants Quarters)
- Property ID 2841: 265 Hudson St. (Main, referred to as Detention Barracks)
- Property ID 2842: 355 Hudson St. (Pygmy Kayaks, referred to as Disinfecting Building)
- Property ID 2843: 375 Hudson St. (Washington Dept. of Fish & Wildlife/Coast Guard, referred to as Detention Hospital)
- Property ID 2844: 400 Hudson St. (Bed & Breakfast, referred to as Medical Officer in Charge, Residence)
- Property ID 2845: 420-430 Hudson St. (Duplex, referred to as Junior Officers Quarters)



989705201

Map 1.1. Survey Area

Base map for Point Hudson, showing Jefferson County tax parcels. Surveyed parcels are outlined in red. Map courtesy of Jefferson County Assessor. Parcel boundaries are highlighted for visual aid; red outlines do not represent legal boundaries.

- Property ID 2847: 315 Jackson St. (Sail Loft, referred to as US Navy Signal Tower Building)
- Property ID 2853: 380 Jefferson St. (Cupola Building)
- Property ID 113818: 227 Jackson St. (Puget Sound Express, referred to as Carpenter's Building)
- Property ID 113819: 227 ½ Jackson St. (Schooner Martha, referred to as Navy Parts & Supply Building)
- Property ID 113823*: 103-105 Hudson St. (Marina Office, referred to as Storage/ Shelter & Dock). *There is also a Legacy form which cannot be accessed, under Property ID 2839.

Additional existing documentation referenced for this project include the following:

- Point Hudson Building Assessment and Maintenance Program; 2002 report by Washington Engineering.
- A Master Plan for Point Hudson: Phase 3 Managing a Public Resource; 1994 report by Point Hudson Advisory Committee with MAKERS architecture & urban design.
- Port Townsend Historic District, National Historic Landmark nomination, prepared by Carolyn Pitts (Architectural Historian, National Park Service), 1977; the NHL application closely resembles the 1976 NRHP nomination.
- Port Townsend Historic District, National Register of Historic Places nomination, prepared by Jacob Thomas and Richard McCurdy, 1976.

Methodology

The Port of Port Townsend provided access to the 1994 master plan and the 2002 building assessment report. Jefferson County Historical Society's website provided access to historic images. Normally, a project of this sort would involve visiting archives and libraries to reproduce primary sources such as original architectural designs, site maps, newspaper articles, and more, to gain a clear understanding of how the buildings have changed over time, former occupants and functions, designers, and other details that inform the significance narrative. Due to the ongoing global coronavirus pandemic, our typical primary source research has not been possible. Archives and libraries are closed for in-person research. Artifacts staff look forward to completing the significance research when it

is possible and safe for all involved. Online materials were gathered from the Library of Congress, Historic American Building Survey (HABS)/Historic American Engineering Record (HAER), Jefferson County Historical Society, Seattle Public Library, Seattle Times database, UW's Pacific Coast Architecture Database (PCAD), and the Washington Department of Archaeology & Historic Preservation's records database (WISAARD).

Field work consisted of Tim McDonald, Susan Johnson and Kathleen Brooker recording the exterior and interior physical data. Susan Johnson digitally photographed the buildings and site. All of the buildings within the survey area are over 50 years of age. The docks and piers appear to be non-historic replacements.

Integration with Planning Process

The eligibility recommendations derived from this survey and documentation process will be used by the Port of Port Townsend in their project planning and capital fund requests to:

- Streamline the Governor's Executive Order 0505 and federal Section 106 compliance on future projects.
- Identify where programming and preservation goals might conflict, allowing consideration of avoidance alternatives or early discussions on mitigation to occur.



**HISTORIC
CONTEXT**

SIGNIFICANCE STATEMENT

The buildings, structures and site of Point Hudson are all within the boundaries of the Port Townsend Historic District, listed on the National Register of Historic Places in 1976 and elevated to a National Historic Landmark District in 1977. The historic elements (i.e., anything 50 years of age or older) at Point Hudson are all contributing resources to the district. The site dates to prehistoric and historic use by Native Americans as well as early Euro-American industry in the 19th century. The current marina, jetty and buildings all date to the 1930s-1940s, from the establishment of a federal quarantine station and subsequent use by the US Coast Guard and various military divisions. Non-historic elements include the docks and their access ramps, a gravel parking area at the southwest corner of the site, and the campground and associated site features.

The site maintains a high degree of integrity. Extant buildings retain their original locations, setting, feeling, and much of their design, materials, and workmanship. The use (association) has changed several times, but the current ownership has been in place for more than 50 years. Some alterations have been made to the original buildings and the marina, but these changes do not detract from the collective significance.



Image of Point Hudson Quarantine Station, March 1935, looking southeast. Source: Jefferson County Historical Society, image ID 1995.379.16. *PERMISSIONS PENDING*

HISTORICAL DEVELOPMENT

Background Information

From prehistoric times, Native Americans occupied the land at Point Hudson. Cedar plank shelters were the typical structures, though none of these have survived. Euro-Americans arrived in 1851 and soon began building their own shelters and industries, driving Native Americans from their land in the process. Historically, the land now known as Point Hudson had a natural lagoon with a small outlet. Nineteenth century industries at Point Hudson made use of these natural features. Point Hudson as it is today did not take shape until the 1930s. Since the establishment of the federal quarantine station there in 1935, the site has changed relatively little. Some buildings were added by the Navy in the 1940s, some buildings were removed, and docks have been replaced/rearranged – but the site is clearly recognizable from 1935 photographs of the recently constructed quarantine station.

Early Use of Point Hudson (pre-1934)¹

Besides hosting a Native American settlement, Point Hudson also became the site of some of Port Townsend's earliest industries. However, development there seems to have been sparse. The NRHP nomination for the Port Townsend Historic District states, "The lagoon at Point Hudson was essentially a depression produced by shifting sand and the remaining beach was susceptible to flooding because of its low elevation." Despite the natural obstacles, George W. Downs operated a sawmill there in ca1882 and used the lagoon for log storage.² A shipyard at Point Hudson produced the 140-ton ship *Alaska*, which traded in the Hawaiian Islands, in 1868.³ A Union Oil company facility was located approximately where the current Northwest Maritime Center sits.⁴

In the late 19th and early 20th centuries, the economic opportunities anticipated by a railroad that never came left Port Townsend in a slump. Ironically, the national Great Depression of the 1930s prompted the development of Point Hudson along with major and minor infrastructure projects across the country.

1 To clarify the start date, the dredging of the harbor happened in 1934 as the first step in creating the quarantine station. The buildings were mostly completed in 1935 but the station did not officially "open" until May 1936.

2 National Register of Historic Places nomination, Port Townsend Historic District, 1976.

3 Ibid.; also an unconfirmed source mentions the shipyard started in 1859 and may have been mentioned in a December 1859 edition of the Port Townsend Leader newspaper.

4 Visible in numerous historic photos of Point Hudson with Jefferson County Historical Society, predating the quarantine station.



Image of Angel Island Quarantine Station, Officers Quarters. Marin County, CA. Date unknown, presumably circa 1930s. Source: Historic American Building Survey, Library of Congress, image HABS CA-2779-A-2.

Federal Quarantine Station (1934 - 1939)

In an effort to stimulate the national economy and put people back to work, President Franklin D. Roosevelt's administration passed the New Deal. Federal programs such as the Civilian Conservation Corps, the Works Progress Administration and the Public Works Administration (PWA) received federal funding to expand recreation, build/rebuild bridges and dams, and erect public infrastructure from power stations to post offices, among a multitude of other projects. Quarantine stations were among the PWA's portfolio.

In January 1934, the US Treasury Department earmarked \$270,000 for the new quarantine station at Port Townsend and \$81,000 for one at Fort Monroe (Fort Monroe National Monument, Hampton, Virginia).⁵ In June 1933, a quarantine station had also been approved for Key West, Florida, for the amount of \$100,000. In the case of the Key West station, and presumably for the other stations as well, Treasury Department architects favored using "type plans" to prepare drawings for the new buildings for efficiency of time and cost.⁶ The Colonial Revival style

⁵ "New Allotments Ordered by PWA From Small Funds," *The Evening Star* (Washington D.C.), January 3, 1934, B-1.

⁶ "New Quarantine Station for Key West Included in Industrial Program," *The Key West Citizen*, June 22, 1933, 1.

became a popular design aesthetic for many types of buildings in the 1930s and 1940s, from private homes to government institutions (see **Architectural Style** section).

The purpose of quarantine stations, in general, was the disinfection of vessels, cargo, luggage, and people. Passengers and sailors suspected of carrying or having been exposed to infectious diseases were quarantined in barracks and hospitals at key maritime locations. Point Hudson served as an entry point for Puget Sound. Quarantine stations typically had a hospital, detention barracks, staff quarters, and a variety of disinfection related facilities. A quarantine station opened in 1891 on Angel Island in San Francisco Bay; it had upwards of 50 buildings at the height of its operations, making it one of the largest stations in the country. In the case of Angel Island, enormous disinfection tubes held cargo and luggage for sanitization.⁷ Disinfection procedures evolved over time but generally involved super-heated steam and/or various chemical compounds.⁸ Most quarantine stations appear to have been operated by the US Public Health Service (prior to 1912, known as the US Public Health and Marine Hospital Service).⁹

The dredging for the harbor at Point Hudson began in 1934 along with the creation of the jetty. By early 1935, foundation pilings for the buildings were driven into place. According to historic photos with the Jefferson County Historical Society, March Bros Construction Company performed at least some of the earthworks and construction.¹⁰ The quarantine station was completed before the end of 1935 but the official opening ceremony took place in May 1936. The station consisted of a hospital, detention barracks, a medical officer-in-charge's residence, other staff quarters, and support buildings.

7 Angel Island Conservancy, <http://angelisland.org/history/quarantine-station/> (accessed September 16, 2020).

8 Possibly the oldest extant quarantine facility in the U.S. is the Lazaretto Quarantine Station in Pennsylvania, built in 1799 in response to a yellow fever epidemic.

9 Note, Port Townsend had a US Marine Hospital previously, from 1855-1933. The US Public Health Service relocated that hospital function to Seattle in 1933. Pacific Coast Architecture Database, <http://pcad.lib.washington.edu/building/6459/> (accessed September 20, 2020). The hospital was located between Adams and Quincy streets near the bluff edge (NRHP nomination for Port Townsend Historic District, 1976, p3).

10 Jefferson County Historical Society, caption for image 1995.379.5, photo taken August 1934.



August 1934 view looking south at Point Hudson, showing foundation piles for future buildings and dredging of the marina. Source: Jefferson County Historical Society, image ID 1995.379.7 *PENDING PERMISSIONS*

The need for quarantine stations declined starting in the late 1930s. Better medical examinations at ports of departure along with improved medical practices in general led to a decreased need for extended quarantines. If a ship's doctor gave a report of no illness aboard, clearance could be given for a ship to bypass quarantine and proceed directly to its destination.¹¹ Thus, the Point Hudson station was only used for its original function for a few years.¹²

United States Coast Guard and Navy (1939 - 1946)

In 1939, the US Coast Guard acquired Point Hudson as a training center. According to previous written histories of the site, the Coast Guard used Point Hudson throughout World War II under command of the US Navy. The Navy purchased land along the west side of the harbor and constructed new machine shops and the signal tower building (present day Sail Loft). The machine shops serviced mine sweepers and patrol boats during the war. The signal tower building had a carpentry shop with a tall tower that could display signal lights to ships offshore.¹³

11 "Ships Omit Quarantine," *Kennewick Courier-Reporter*, February 11, 1937, 1.

12 The Angel Island quarantine station closed in 1946.

13 The US Coast Guard began with two independent agencies joining forces in 1915, the Lifesaving Service and the Revenue Cutter Service. Over the years, three more agencies came under the Coast Guard umbrella to form the agency as we know it today: the Lighthouse Service, the Steamboat Inspection Service, and the Bureau of Navigation.



1939 view looking NW across the Point Hudson marina basin. The Pilots Cottage is visible but the Sail Loft and the two buildings south of it have not yet been built. The former Marine Hospital is seen on the bluff. Source: Jefferson County Historical Society. Image ID 2004.117.384. *PENDING PERMISSIONS*

United States Army (1947 - 1953)

After the end of World War II, Coast Guard and Navy operations at Point Hudson were decommissioned in 1946. The following year, the site was surplused and reassigned to an army unit at nearby Fort Worden for a training and logistics center. The 369th Engineer Boat & Shore Regiment arrived at Point Hudson in October 1950 and remained through the end of the Korean War (1953 armistice). In 1953, Point Hudson was again decommissioned. There is no known ownership or use of the site between 1953 and 1956.

Port of Port Townsend (1956 - present)

The Port of Port Townsend purchased the site and most of the buildings (excluding a privately



1966 image of Point Hudson, looking east. Source: Jefferson County Historical Society, image ID 2004.117.429.
PENDING PERMISSIONS

owned cottage) from the General Services Administration in 1956. From 1962 until 2002, the site was leased to harbormaster Harry Horton and later to the Point Hudson Company. During this period, the present functions of tourism and commercial maritime services began. In 2002, the Port took back management of Point Hudson.

Architectural Style

As aforementioned, the Colonial Revival style was widely used for new buildings and structures in the 1930s and 1940s. It was one of the most common styles of the early 20th century for residences but was applied to a broad range of buildings, from institutional to civic and beyond. Colonial Revival buildings typically feature a symmetrical front facade and an accentuated front entrance. Typical front entrances may include a fanlight or multi-lite transom above the door and sidelights on either side of the door. Pediments or porticos are common. Roofs may take a variety of forms but side gables and hipped roofs are common, as is the presence of dormers. Cornice returns in the gable ends are a typical detail. Windows are typically double-hung sashes with multi-pane upper sashes and single- or multi-pane lower sashes. Windows may be single or paired; there are examples with window groupings of trios or ribbons in later and larger buildings. Shutters may accompany windows. Cladding is typically masonry (eg, brick) or wood, especially horizontal wood lap siding or clapboard.

BIBLIOGRAPHY

[Bibliography pending with final draft]

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SURVEY RESULTS



Undated aerial image of Point Hudson. This image shows more buildings than are present today. It presumably dates to the 1940s, when the Coast Guard and Navy added temporary structures during WWII. Source: Jefferson County Historical Society. Image ID 1984.28.1. *PERMISSIONS PENDING*

FINDINGS

Located at the north end of Downtown Port Townsend, Point Hudson comprises a rectangular marina basin with buildings along the west, north and east sides of the basin. Paved roadways extend along the west, north and east sides although traffic is limited. There is open space, some of it dedicated to RV camp sites, north and east of the marina. Two floating docks in the marina basin are oriented north-south, accessible via contemporary metal ramps from the west and east shores. A wooden pier at the north end of the marina provides travel lift access for boats to be hauled. A jetty from 1934 with added reinforcements protects the south entry to the marina.

The buildings surveyed for this report date from 1935 (built for the federal quarantine station) and 1941-42 (built for the United States Navy). The 1935 buildings are located north and east of the marina basin. The 1940s naval buildings are sited along the west side of the marina basin.

There are many similarities in the construction – all are wood framed buildings with wood cladding. Roof profiles vary but generally exhibit gable or hip forms. Roofing material is most commonly either standing seam metal or asbestos-cement shingles. Most building footprints are primarily rectangular although there are more complex examples. Buildings are all small to moderate in size, ranging from one to two stories. There is a difference in foundation systems; specifically, the 1935 buildings sit on wood pilings while the 1940s buildings appear to be set on continuous concrete foundations.

Several buildings added in the 1940s during World War II were subsequently removed, except for the added rear addition to the Cupola building. The former buildings were generally located south of Doc's Grill and northeast of the marina.

All buildings at Point Hudson are over 50 years of age and were surveyed as part of this project.



Jefferson County Historical Society
BUILDING #5



Left: 1953 view of Cupola building, SW corner, courtesy of Jefferson County Historical Society (image 2005.77.274).
Right: 2020 view of Cupola building, SW corner.



Above: Post-1960 aerial image of Point Hudson. This image shows the wartime buildings removed. Source: Jefferson County Historical Society. Image ID 2004.117.100. *PERMISSIONS PENDING*

Below: Circa 1958 view of Point Hudson, taken by Joseph Bailey. Source: Jefferson County Historical Society. Image ID 2005.77.87. *PERMISSIONS PENDING*



Status definitions used for buildings and site features are as follows, based on field work, research, and our professional experience:

- **Historic, contributing:** “Historic” indicates properties built in or before 1970. “Contributing” indicates the property resides within and supports the architectural and historical significance of the NHL historic district. All of the buildings at Point Hudson are in this category.
- **Historic, non-contributing:** built in or before 1970 and within the NHL historic district, but non-contributing due to the extent of alterations or lack of design continuity with the rest of the campus. There are no buildings in this category on the Point Hudson campus.
- **Non-historic, non-contributing:** built after 1970, resides within but does not support architectural or historical significance of the NHL historic district. This category applies to some of the site features, such as the contemporary piers (docks).



October 1934 view of quarantine station under construction, looking south. Courtesy of the Jefferson County Historical Society, image ID 1995.379.10. *PENDING PERMISSIONS*

Point Hudson Construction

In 1934, the Puget Sound Bridge and Dredging Company converted a former lagoon into a small harbor, deepening and widening the basin. The tailings from the dredging operation appear to have been used to raise and level the site. While dredging was still under way, construction of the quarantine station buildings began. All of those buildings were constructed over wood pilings. Using pilings instead of concrete foundations may have been due to the possible settlement of dredged fill material. The pilings were heavily coated with creosote. Once the pilings were in place, the supporting beams were set and bolted to the pilings. Floor joists were attached to the beams using joist hangers. The entire under-structure of the buildings was coated with creosote. The three 1940s naval buildings, on the west side of the marina basin, do not sit on pilings; rather, they have continuous concrete foundations.

Character-Defining Features

Buildings:

The following list identifies the significant, shared design and material aspects of the buildings at Point Hudson. These are generally true for most, if not all, of the buildings constructed in 1935 and for some of the three 1940s naval buildings, although those are more plain in terms of style and finishes.

- Colonial Revival style (1935) and vernacular (1940s) architecture
- Low and simple massing, typically one or two stories in height
- Rectangular footprints
- Gable and hip roof forms
- Wood frame construction
- Horizontal wood lap or shiplap cladding
- Wood framed, multi-lite windows; most are fixed or hung sash types
- Eave returns
- Porches, including round columns with Classical-inspired capitols
- Use of multi-lite, wood framed transoms and relites
- Pediments, porches and porticos highlight entrances



Interior detail view of relites over doorways and trim, Main Building, July 2020.



Detail view, porch of the Commander's Bed and Breakfast, July 2020.



Top: SW corner of bed & breakfast, July 2020. Bottom: NE corner of bed & breakfast, July 2020.

Buildings

Commander's Bed & Breakfast

Historic names: Medical Officer-in-Charge Quarters; Building 1

Address: 400 Hudson Street

This Colonial Revival style home is a two-story wood structure built in 1934-35 for the Medical Officer-in-Charge of the quarantine station. It is a platform framed house set on a foundation of driven piles and dimensional timbers. The footprint is T-shaped. The side gable roof form has a lower cross gable in the rear (north) slope. The roofing is asbestos-cement shingles. Two exterior brick chimneys are centered in the east and north facades. The main entrance is centered in the front (south) facade, emphasized with a flat roofed portico, round porch columns with capitols, and a fanlight transom. A flat roofed attached porch is located on the east facade. Most windows are original wood framed, 6-over-6 hung sashes. Fixed wooden shutters are extant on the south facade only.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope.

Current condition and needs: The building appears to be in good condition. There do not appear to be any settlement problems. From that, we can imply that the piling and floor structures are in good condition (access to the crawl space was not possible). The creosote smell was less than in the Duplex, but the bed and breakfast operators mentioned it is a problem for some guests. The smell may have been less noticeable during our visit because the building had open windows and doors, thus the change of air reduces the creosote odor.

The exterior envelope siding is in relatively good condition. The addition of sliding glass doors off the living room to the side porch and removal of the shutter dogs (the shutters are permanently fastened and no longer operate) are among the few alterations evident. We were unable to access the attic and inspect the roof structure. However, judging from the other buildings on site we assume the structure and sheathing is similar. If the roof structure is the same as on the other buildings, it is robust. The roof shingles, however, are most likely at the end of their life cycle and should be replaced. Most of the windows are original. A detailed window survey was not part of the scope but no major damage was noted from the exterior.



Top: NE corner of Duplex, July 2020. Bottom: NW corner of Duplex, July 2020.

Duplex

Historic names: Junior Officers Quarters; Building 2 Address: 420-430 Hudson Street

This Colonial Revival style, residential building is a symmetrical, two-story duplex house built in 1934-35 for the quarantine station at Point Hudson. It is a wood platform frame structure set on a foundation of driven piles and dimensional timbers. The footprint is primarily rectangular with small protrusions at the north and south ends and the two rear (west) corners. The main entrances are via recessed porches in the east facade. A side gable roof features two interior brick chimneys at the center of the plan and two gabled wall dormers. The roofing is asbestos-cement shingles on the main portion of the building and old standing seam metal on the north and south protrusions. Most windows are original wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope.

Interior: the duplex is divided between two halves, north and south. The two halves have identical, reflected floor plans. The north portion of the duplex is currently unoccupied and highly intact. The layout has not been significantly changed. The millwork and hardware, electrical, plumbing fixtures (in the bathroom particularly), and cabinetry are original. This half of the duplex is an excellent example of standard plan governmental residential design of this period.

The south half is occupied by a local arts non-profit. The floor plan is intact but the interior finishes and fixtures are slightly altered.

Current condition and needs: The building appears to be in good condition. There do not appear to be any settlement problems. From that, we can imply that the piling and floor structures are in good condition (access to the crawl space was not possible). There was a strong smell of creosote particularly in the unoccupied half of the building. This portion of the building has been closed off and there has been little air exchange, which could account for the strong odor.

The exterior siding is in relatively good condition. Few changes have been made to the exterior except the removal of all the widow shutters and associated hardware. We were unable to access the attic and inspect the roof structure. However, judging from the other buildings on site we assume the structure and sheathing is similar. If the roof structure is the same as on the other buildings, it is robust. The roofing is at the end of life cycle and should be replaced. There are a few replacement window sashes (see rear/west facade). A detailed window survey was not part of the scope but no major damage was noted from the exterior.



Top: SE corner of Cupola Building, July 2020. Bottom: NW corner of same, July 2020.

Cupola Building

Historic names: Building 5

Address: 380 Jefferson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. The original footprint is rectangular. The side gable roof form has an octagonal, central cupola that provides daylight to the attic. The roofing is asbestos-cement shingles with copper flashing. The main entrance is centered in the front (south) facade, emphasized with a front gable roofed, partially enclosed portico. The front doorway features sidelites, a fan shaped element above, and Classical ornament such as swags and reeding; the assembly gives the impression of a Palladian window. Most windows are original wood framed, 6-over-6 hung sashes; the cupola has original 3-over-3 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof is built of 2x8 about 16 inches on center covered with tongue and groove sheathing. The structure and sheathing appear to be in very good condition, as is the cupola itself.

Interior: the main entry accesses a vestibule that opens to a meeting room on the west, offices on the east, and a corridor to the north. Restrooms and storage spaces are also located on the first floor. A narrow flight of wooden steps rises to the cupola and attic.

Current condition and needs: The building appears to be in good condition. There are no evident settlement problems. With a limited survey of the crawl space, it appears that the pilings and floor structure are in good condition. The creosote smell was noticeable but mitigated by a portable air purifier in the east office. The interior is in good condition and much of the original millwork, hardware and even some fixtures are still present.

The exterior siding of the main building is in relatively good condition. The roof shingles are most likely at the end of their life cycle and should be replaced. Most of the windows are original with the exception of the fixed, single tall lites in the south facade. A detailed window survey was not part of the scope but no major damage was noted from the exterior. The shutters and hardware present in 1953 pictures have been removed.

A north addition is attached via a hyphen. The addition is in poor condition. It appears to have been built in the early 1940s during the Coast Guard/Navy occupancy. It is of typical wartime, temporary construction. Concrete pier footings support the light wood frame structure. The siding is presently plywood with "tarpaper" over portions of it. It has wood windows with single pane glass. There are no downspouts. The roofing is three-tab asphalt shingles.



Top: West facade of Hospital, July 2020. Bottom: NE corner of same, July 2020.

Hospital

Historic names: Detention Hospital; Building 7

Address: 375 Hudson Street

This Colonial Revival style building is a 1.5-story, wood platform framed structure built in 1934-35 as the Detention Hospital for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. The footprint is U-shaped around a courtyard on the east; a small laundry facility projects from the west facade. There are hip and gable roof forms on the main building plus a flat roof over the laundry addition. The east and west roof slopes each have a broad, shed roofed dormer. Roofing is primarily asbestos-cement shingles; the lower half of the east slope features large metal shingles, laid flush; the metal has a patina resembling copper, but close examination was not possible. The main entrance is centered in the front (east) porch, emphasized with sidelites and transom. Most windows are wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope.

On the interior, the US Coast Guard occupies the south wing. Washington Department of Fish & Wildlife occupies the west and north wings, including the upper floor of the west wing. Interior spaces are mostly used as offices. In the west wing, a north-south corridor has rooms along both sides. The stairwell to the 2nd floor is adjacent to the main entry hall. The north and south wings are single-story with unique floor plans. Historic finishes are moderately intact, including some door and window trim, bases, and relites (interior windows over doorways which allow for daylighting and ventilation with the corridors). Note: historic trim has been matched/replicated in renovated areas such as the main entry hall.

Current condition and needs: The building appears to be in good condition. There do not appear to be any settlement problems. From that, we can imply that the piling and floor structures are in good condition (access to the crawl space was not possible). There was no noticeable creosote odor; the building has recently had a new HVAC system installed to address the previous odor issues.

The exterior siding is in relatively good condition. Few changes have been made to the exterior except the removal of all the widow shutters and associated hardware. We were unable to access the attic and inspect the roof structure. However, judging from the other buildings on site we assume the structure and sheathing is similar. If the roof structure is the same as on the other buildings, it is robust. The asbestos-cement shingle roofing is at the end of life cycle and should be replaced. There are a few replacement window sashes but they all match the historic examples in terms of profile and operation. A detailed window survey was not part of the scope but no major damage was noted from the exterior.



Top: NW corner, July 2020. Bottom: NW corner in ca1953, courtesy of Jefferson County Historical Society, image 2005.77.271. *PERMISSIONS PENDING*

Pygmy Kayaks (vacant)

Historic names: Disinfecting Building; Pavilion; Building 12

Address: 355 Hudson Street

This Colonial Revival style building is a 1.5-story, wood platform framed structure built in 1934-35 as the Disinfecting Building for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers (note, the south addition has a concrete foundation). The footprint is primarily rectangular with an added full-width wooden porch along the west facade. The main entrances are in the west (front) facade with secondary entrances to the south and east. A side gable roof features a rectangular, louvered cupola along the ridgeline. On the original building portion, the exterior underlayment sheathing was laid out in a diagonal pattern. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The south addition is platform framed, set on a concrete foundation, and the exterior wall underlayment is unknown.

Unlike some of the other buildings, this building's roof structure is made up of wood trusses set on wood columns each spaced about ten feet on center. Each truss spans uninterrupted across the building. The original portion of the building is roofed with asbestos-cement shingles and copper flashing. The south addition to the building and the porch roof have three-tab asphalt shingles.

On the interior, most of the first floor is one large space open to the roof framing. Originally, this building was single-story; the added ½ floor is only at the south addition, which contains enclosed office space and a restroom at the first floor. A utilitarian wooden stairwell leads up to the partial second floor, or mezzanine, along the south end of the building. Historic finishes have been extensively altered.

Current condition and needs: This is the most altered building at Point Hudson. Since being surplused in ca1953, the building has been expanded to the south, a brick chimney removed, and the west porch added. Pilaster plinths at the west doorways were removed when the porch deck was built. To accommodate the new porch roof, two decorative pediments were removed. Two of the west doorways were removed. Original wood windows have been replaced with vinyl sashes; windows in the north facade have been covered from the outside with plywood. Shutters and associated hardware have been removed.

This building has the most condition issues at Point Hudson. There is no indication of settlement on the exterior and a limited survey of the floor structure indicated pilings and timbers are in good condition. However, the floor in the original portion of the building is uneven, presumably due to being added to or removed in places. There is a noticeable creosote odor. The covered porch is of questionable construction. Exterior siding is in fair condition. Asbestos-cement shingle roofing is at the end of life cycle and should be replaced. North windows are covered from the exterior and obscured from the interior, so their condition is unknown.



Top: NW corner, July 2020. Bottom: NE corner of same, July 2020.

Main Building

Historic names: Detention Barracks; Building 13

Address: 267 Hudson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 as the Detention Barracks for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. This is the largest building at Point Hudson. The footprint is U-shaped around a courtyard on the east. There are hip and gable roof forms on the main building. Roofing is primarily asbestos-cement shingles; the west porch roof features large metal shingles, similar to the Hospital roof. The main entrances are in the west and east facades; some entries retain sidelites and/or transoms. Most windows are wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof structure is consistent with the other 1935 buildings.

On the interior, there are two different eateries plus unoccupied office and event spaces. Shanghai Restaurant is the largest and longest-term tenant, operating there for more than 35 years. They occupy approximately the center of the building with a kitchen, dining counter, and multiple dining rooms. Point Hudson Cafe is in the southwest corner. A large multipurpose room anchors the northwest corner. Historic finishes and interior doors are at least moderately intact.

Current condition and needs: The building appears to be in relatively good condition. There is no indication of settlement on the exterior, and a limited survey of the floor structure indicated pilings and timbers are in good condition. There was a noticeable creosote odor. The roof structure is in good condition but there are some places where the roof is leaking. The roofing is at the end of life cycle and should be replaced.

The exterior siding is in relatively good condition although there are sections of deterioration (see SW corner). Window shutters and associated hardware have been removed. There are a few replacement, historic metal windows with cloth awnings at the Point Hudson Cafe. There are some fixed lite, non-historic windows in the east facade. At least one exterior door has been replaced. A detailed window survey was not part of the scope but no major damage was noted from the exterior. ADA ramps have been added.



Top: West facade, July 2020. Bottom: SE corner, July 2020.

Marina Office

Historic names: Storage/Shelter & Dock; Building 14

Address: 103-105 Hudson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 as storage/dock shelter for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. This is the smallest building at Point Hudson. The building has a rectangular footprint with a dogtrot plan. That is, the two parts of this building are connected by a continuous roof but separated by an open-air passageway between them. The two parts are nearly identical from the exterior. The gable roof is clad with asphalt/composition shingles and metal flashing. The two halves of the building have entrances off the central passageway. Most windows are wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof structure is presumably consistent with the other 1935 buildings.

The Point Hudson Marina Office occupies the southern segment. The northern segment is a private office. Historic trim and finishes are more intact in the northern portion. Ceilings and walls have been sheet rocked and the building insulated.

Current condition and needs: The building appears to be in good condition. There is no indication of settlement. Since some of the foundation pilings are in water, they may need replacement sooner than other buildings on site, given their exposure. There did not seem to be the smell of creosote, this maybe because the office is heavily used and it is elevated. The exterior siding and the roofing are in good condition.

There have been multiple significant alterations to this building over time, but the current appearance is in keeping with the overall character of Point Hudson. Based on historic images, the building has changed significantly in size over time, with extensions added and removed. Windows have also been extensively altered since the ca1953 image taken at the time of surplus (Building 14, image 2005.77.294 from JCHS).



Top: East facade, July 2020. Bottom: West and south facades, July 2020.

Doc's Marina Grill

Historic names: Single Attendants Quarters; Building 15

Address: 141 Hudson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. The original footprint is T-shaped. The side gable roof form has a lower cross gable to the west. The roofing is asbestos-cement shingles with copper flashing. The main entrance is centered in the front (east) facade at the attached porch. A secondary doorway in the south facade features a pediment overhead. Windows are replacement wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof structure is presumably consistent with the other 1935 buildings. From the outside there appears to be no sign of structural failure.

On the interior, there are multiple dining rooms, bar area, restrooms, kitchen, storage and office. The main entry accesses the hostess stand and waiting area for the restaurant. The secondary south entry is reached via the contemporary dining patio.

Current condition and needs: The building appears to be in good condition. There are no evident settlement problems. With a limited survey of the crawl space, it appears that the pilings and floor structure are in good condition. This building is the only one where we observed mechanical tie-downs between the pilings and the floor framing -- these were added some time in the recent past. There was no noticeable creosote smell. The interior is in good condition. The floor plan and interior finishes have been extensively altered to accommodate changes in use.

The exterior siding of the main building is in good condition. The roofing is most likely at the end of life cycle and should be replaced. The windows are contemporary double-pane replacement sashes which replicate the originals' operation and profile. A detailed window survey was not part of the scope but no major damage was noted from the exterior. The shutters and hardware present in 1953 pictures have been removed. Some outdoor enclosures have been added for refrigeration units. Kitchen ventilation units are attached to the exterior walls. The dining patio at the southwest corner is a contemporary addition.



Top: SE corner, July 2020. Bottom: NW corner, July 2020.

Sail Loft

Historic names: Signal Tower Building; Building 31

Address: 315 Jackson Street

Built in 1941-42, this wood frame building is unique in many ways, not least for its massing. The US Navy constructed this as a Signal Tower with workshop space. It has served as a parachute repair shop, auditorium, indoor basketball court, bowling alley, bike shop, and more. Today, there are multiple private businesses operating there, including a sailmaking business (Port Townsend Sails) that opened there in 1978.

The main floor has a tall volume along the center line of the plan. A tower rises from the south end. A narrow loft space extends the length of the building. The footprint is rectangular. Wood drop siding clads the exterior. Standing seam metal roofing clads the lower extents of the double-pitched roof; roofing material of the monitor is unknown.

The supporting structure is a series of columns equally spaced around the perimeter and two rows of columns down the center of the building to support the inner end of the lower roof, as well as the monitor and its roof. The lower exterior walls and the monitor walls are not supporting the roof structure. This allows for large window and door openings as well as large uninterrupted interior spaces. Because the columns carry the greater structural load, one can assume that large footings or possibly pilings were set under them. The concrete perimeter footings/stem walls are relatively small.

There are a variety of window and door types. Most windows at the main floor are historic wood framed, multi-lite sashes but size and operation ranges from a single 6 lite, small fixed sash to large paired units of transoms above hung 6-over-6 sashes (west facade). The east facade has some unique 6-by-6 sliding wooden sashes. Windows in the monitor and tower have been replaced with contemporary 1-over-1 or single lite fixed sashes. Tall sliding barn doors in the south end access the large central shop space. Single leaf and overhead garage doors are also present. Most doors appear to be contemporary.

On the interior, the building has at least four businesses on the main floor and a sail shop above in the loft. The main floor retail spaces are located around the perimeter of the plan, with a large open central space. The main floor has finished concrete and wood flooring. The loft has a wood floor. This was and still is a shop building with minimum decorative mill work. (Note: A 1942 image of the building shows an exterior ladder for accessing the tower, indicating there may not have been interior access; it is quite possible the floor structure for what is now the loft was added after 1942.)

Current condition and needs: The building appears to be in good condition. There are no evident settlement problems. There is no crawl space from which to inspect foundation. The floor plan has been altered to accommodate changes in use. A metal exterior stairwell/fire escape for the loft has been added to the north facade.



Top: SW corner, July 2020. Bottom: NE corner, July 2020.

The exterior siding and the roofing are in good condition. The windows vary by facade, showing a range of age, materials, operation style, and condition. Some tenants noted maintenance is needed to restore operability. A detailed window survey was not part of the scope but damage/deterioration was noted on various windows.

Puget Sound Express

Historic names: Carpenter's Building; Building 32 or 33 Address: 227 Jackson Street

Built in 1941-42 for the US Navy, this building reportedly served as a carpentry shop. Today, it is occupied by Puget Sound Express Whale Watch Tours for their gift shop and office. The single-story, wood platform frame building has a rectangular plan on a concrete perimeter foundation. Wood drop siding clads the exterior. The gable roof structure is every third joist braced by diagonal supports that fasten down to a lower horizontal cord. Roof sheathing is tongue and groove, which is clad with recently installed standing seam metal roofing.

There are a variety of window and door types, all contemporary units. The south end historically had a loading dock and a pair of wood paneled sliding/freight doors; there is still a sliding door in the north end but the south end is now a bay window. Aluminum sliders and fixed picture windows are also present.

On the interior, the building has a single tenant through multiple spaces. Most finishes (including the dropped ceiling) and partition walls have been added since ca1956 (or more recently). Flooring is finished concrete.

Current condition and needs: The building appears to be in good condition. There are no evident settlement problems. There is no crawl space from which to inspect foundation. The floor plan has been altered to accommodate changes in use. From comparing current and historic photos, the original window and door openings have been extensively altered. For example, large single pane windows have been added as well as a bay window; former freight doors have been removed. The exterior siding and the roofing are in good condition. A detailed window survey was not part of the scope but no major damage/deterioration was noted.



Top: SW corner, July 2020. Bottom: NE corner, July 2020.

Schooner Martha

Historic names: Navy Parts & Supply Building; Building 32 or 33

Address: 227 1/2 Jackson Street

Built in 1941-42 for the US Navy, this building reportedly served as storage/warehouse space. Today, it is occupied by the Schooner Martha Foundation for their workshop and office. The single-story, wood platform frame building has a rectangular plan on a concrete perimeter foundation. Wood drop siding clads the exterior. The gable roof structure is formed by a combination of alternating trusses and roof joists. Each individual joist is followed by a “Double Howe” truss. Roof sheathing is tongue and groove, clad with recently installed standing seam metal roofing.

The windows appear to be original wood framed, 6 lite, single sashes. However, at least one window has been relocated – in the south facade, to accommodate the installation of a broad sliding door. Windows are set vertically (east facade) and horizontally (west facade); they appear to be fixed in place. The south sliding barn door replaced the original double doors offset to the SE corner. There are no openings in the north end wall.

On the interior, the building has a single tenant through multiple spaces. The walls and ceiling are generally open to the framing; there is an overall lack of finishes except for the contemporary partitioned office space. Flooring is bare earth at the south entryway; a raised wooden platform extends around most of the plan.

Current condition and needs: The building appears to generally be in good condition. There are no evident settlement problems. There is no crawl space from which to inspect foundation. From comparing current and historic photos, some original window and door openings have been altered. The exterior siding and the roofing are in good condition. A detailed window survey was not part of the scope but no major damage/deterioration was noted.

The roof structure is the largest possible concern. Most if not all the trusses have been compromised by the removal of webs on one side or both. Possibly this was done to accommodate storage on the trusses. In addition, at least two trusses were removed from the front (south) portion of the building. This may not be a problem, since the span is not great and weight of the roofing is not onerous. **However, the removal of structure and the storage weight on the bottom cords of the trusses is concerning. A structural engineer’s evaluation is recommended.**

Cost Estimate

Historically, all the sloped roofs of the quarantine station (the 1935 buildings) were covered with asbestos-cement shingles. It is not known what roofing material was originally used to sheath the “Navy Buildings.” Currently, the roofs at Point Hudson have a mixture of roofing material. The three “Navy Buildings” feature recent standing seam metal roofs. The Marina Office appears to have asphalt shingle roofing while the Pygmy Kayak building is a combination of asbestos-cement shingles and asphalt shingles (on the addition and porch). Most of the 1935 buildings retain their original asbestos-cement shingles, which have reached the end of their life cycle and need replacing. Several of the original buildings also have small areas of historic standing seam metal and metal shingle roofing, too.

In evaluating what future roofing material to install several things should be considered. Longevity, maintenance, weight, and of course initial cost are all important but in addition, historic precedent and visual impact should be considered when making choices for this historic district. Selecting a standing seam metal roof for all the buildings would match the existing roofing on the “Navy Buildings,” and there is also historic precedent (the north/south ends of the Duplex). The other choice would be replacing asbestos-cement shingles with another cement or clay shingle on those buildings where they are in place. Either option would appear to meet the Secretary of the Interior’s Standards as appropriate for the district. However, metal roofing offers visual and structural advantages over trying to match the existing asbestos-cement shingles with modern clay shingles or cement shingles.

For this estimate we considered two roofing types for the sloped roofs (cement shingles and standing seam metal) and one type (single ply membrane “EPDM”) for low slope roofs.

Cement or clay tile shingles have several positive attributes. They are fire resistant, low maintenance, durable and have a long life (60 to 80 years) if maintained. On the other hand, they are expensive and weight more than the other roofing materials.

No information has been found concerning the weight of the existing asbestos-cement shingles. This would be good to know if it is decided to replace the existing shingles with cement or clay tile. If the weights are similar, then perhaps structural modifications would be unnecessary. The roof structures appear to be substantial and may be able to withstand the weight of new cement or clay tile shingles. However, it would be necessary in our opinion to have a structural engineer evaluate the roof structures if it is decided to replace the existing roofing with cement or clay tile shingles.

Standing seam metal roofing is also a fire resistant, low maintenance, durable option and will outlive most roofing (50 years) except for cement tile. In addition, it is light and quickly installed. If metal roofing is installed over a layer of “Ice and water shield” and a “slip sheet,” it is quite waterproof. In addition, weight would not be a concern.

EPDM (ethylene propylene diene terpolymer) is a single-ply membrane roofing that can be used on low slope roofs. It has a long-life cycle up to 50 years. It can be installed with mechanical fasteners, with adhesive, or both.

Below, the cost estimates for roofing are followed by those for creosote odor mitigation.

Roofing Cost Estimate

Currently, costs appear to be about \$6.00 per square foot for removal and disposal of the existing asbestos cement shingles. Removing other kinds of existing roofing (metal asphalt shingles and sheet material) costs appear to be about \$1.50 per square foot.

The cost for standing seam metal roofing is about \$8.00 to \$12.00 per square foot. This does not include plywood underlayment which could be necessary for seismic up-grading of the roof diaphragm. Total cost for removing the old roofing and installing a standing seam metal roofing is about \$18.00 per square foot at the high end, and \$14.00 per square foot at the low end.

The cost for cement tile/single roofing is about \$10.50 to \$14.50 per square foot. Total cost for removing the old roofing and installing a cement shingles is about \$20.50 per square foot at the high end, and \$16.50 per square foot at the low end. This does not include plywood underlayment which could be necessary for seismic up-grading of the roof diaphragm.

The cost for roofing the flat/low slope areas remains the same at \$3.50 to \$7.50 per square foot. Again, this cost does not include a plywood underlayment.

Finally, it would be advisable to add a contingency amount of about 10%

Building #1 Commanders Beach House Cost estimate:

Sloped roof 1247 sq ft

Low sloped roofs (mudroom and porches) 310 sq ft

Sloped roofing removal of asbestos cement shingles 1247 sq ft x \$6.00 per sq ft. = \$7,482.00

Low sloped roofing removal 310 sq ft x \$1.50 per sq ft.=
\$465.00

Total cost for removing and disposal of existing roofing
\$7,497.00

Installing New roofing

Standing seam metal roofing 1247 sq ft x \$8.00 to \$12.00 per sq ft = \$9,976.00 to \$14,964.00

Cement shingle roofing 1247 sq ft x \$10.50 to 14.50 per sq ft = \$13,093.50 to \$18,081.00

Low slope roofing (EPDM) 310 sq ft x \$3.50 to \$7.50 per sq ft = \$1,085.00 to \$2,325.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$7,497.00
Standing seam metal roofing	\$9,976.00 to \$14,964.00
Low slope roofing (EPDM)	\$1,085.00 to \$2,325.00
Total with 10% contingency	\$20,413.8 to \$27,264.6

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$7,497.00
Cement shingle roofing	\$13,093.50 to \$18,081.00
Low slope roofing (EPDM)	\$1,085.00 to \$2,325.00
Total with 10% contingency	\$23,842.00 to \$30,693.00

Building #2 Duplex House Cost estimate:

Sloped roof 1584 sq ft (asbestos-cement shingles)

Sloped roofs 340 sq ft (standing seam metal roof)

Low sloped roofs (porches) 272 sq ft

Sloped roofing removal of asbestos cement shingles 1584 sq ft x \$6.00 per sq ft. = \$9,504.00

Low sloped and metal roofing removal 612 sq ft x \$1.50 per sq ft.= \$918.00

Total cost for removing and disposal of existing roofing
\$10,422.00

Installing New roofing

Standing seam metal roofing 1924 sq ft x \$8.00 to \$12.00 per sq ft = \$15,392.00 to
\$23,088.00

Cement shingle roofing 1924 sq ft x \$10.50 to 14.50 per sq ft = \$20,202.00 to
\$27,898.00

Low slope roofing (EPDM) 340 sq ft x \$3.50 to \$7.50 per sq ft = \$1,190.00 to
\$2,550.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$10,422.00
Standing seam metal roofing	\$15,392.00 to \$23,088.00
Low slope roofing (EPDM)	\$1,190.00 to \$2,550.00
Total with 10% contingency	\$29,704.00 to \$39,666.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$10,422.00
Cement shingle roofing	\$20,202.00 to \$27,878.00
Low slope roofing (EPDM)	\$1,190.00 to \$2,550.00
Total with 10% contingency	\$34,995.40 to \$44,935.00

Building #5 Cupola Building Cost estimate:

Sloped roof 1505 sq ft (asbestos-cement shingles)

Sloped roofing removal of asbestos cement shingles 1505 sq ft x \$6.00 per sq ft. =
\$9,030.00

Total cost for removing and disposal of existing roofing
\$9,030.00

Installing New roofing

Standing seam metal roofing 1505 sq ft x \$8.00 to \$12.00 per sq ft = \$12,040.00 to \$18,060.00

Cement shingle roofing 1505 sq ft x \$10.50 to 14.50 per sq ft = \$15,802.50 to \$21,822.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal \$9,030.00

Standing seam metal roofing \$12,040.00 to \$18,060.00

Total with 10% contingency \$23,177.00 to \$29,799.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal \$9,030.00

Cement shingle roofing \$15,802.50 to \$21,822.00

Total with 10% contingency \$27,315.00 to \$33,937.00

Note: this cost estimate is based on the Cupola building only without the addition.

Building #7 Hospital Building Cost estimate:

Sloped roof 4544 sq ft (asbestos-cement shingles)

Sloped roofs 2750 sq ft (standing seam and flat metal roof)

Low sloped roofs (porch and laundry) 920 sq ft

Sloped roofing removal of asbestos cement shingles 4544 sq ft x \$6.00 per sq ft. = \$27,264.00

Low sloped and metal roofing removal 3670 sq ft x \$1.50 per sq ft. = \$5,505.00

Total cost for removing and disposal of existing roofing \$32,769.00

Installing New roofing:

Standing seam metal roofing	7294 sq ft x \$8.00 to \$12.00 per sq ft = \$58,352.00 to \$87,528.00
Cement shingle roofing	4544 sq ft x \$10.50 to 14.50 per sq ft = \$47,712.00 to \$65,888.00
Standing seam roofing	2750 sq ft x \$8.00 to \$12.00 per sq ft = \$22,000.00 to \$33,000.00
(dormer and porch)	
Low slope roofing (EPDM)	920 sq ft x \$3.50 to \$7.50 per sq ft = \$3,220.00 to \$6,900.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$32,769.00
Standing seam metal roofing	\$58,352.00 to \$87,528.00
Low slope roofing (EPDM)	\$3,220.00 to \$6,900.00
Total with 10% contingency	\$94,5661.00 to \$127,197.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$32,769.00
Cement shingle roofing	\$47,712.00 to \$65,888.00
Low slope roofing (EPDM)	\$3,220.00 to \$6,900.00
Standing seam roofing dormer and porch	\$22,000.00 to \$33,000.00
Total with 10% contingency	\$116,271.00 to \$152,412.00

Building #12 Pygmy Kayak Cost estimate:

Sloped roof 1710 sq ft (asbestos-cement shingles)

Sloped roofs 1410 sq ft (asphalt shingles)

Sloped roofing removal of asbestos cement shingles 1710 sq ft x \$6.00 per sq ft. =
 \$10,260.00

Sloped asphalt shingle roofing. (addition and porch) 1410 sq ft x \$1.50 per sq ft.=
 \$2,115.00

Total cost for removing and disposal of existing roofing
 \$12,375.00

Installing New roofing:

Standing seam metal roofing 3120 sq ft x \$8.00 to \$12.00 per sq ft = \$24,960.00 to
 \$37,440.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$12,375.00
Standing seam metal roofing	\$24,960.00 to \$37,440.00
Total with 10% contingency	\$41,068.00 to \$54,802.00

Note: Because the addition may not have the structural strength to carry the load of cement shingles its recommended to sheath the entire roof with standing seam metal roofing.

Building #13 Main Building Cost estimate:

Sloped roof 10,517 sq ft (asbestos-cement shingles)

Sloped roofs (porches) 1,056 sq ft (asphalt shingles or metal panels)

Sloped roofing removal of asbestos cement shingles 10,517 sq ft x \$6.00 per sq ft. = \$63,102.00

Low sloped asphalt shingle roofing. (porches) 1,056 sq ft x \$1.50 per sq ft.= \$
 1,575.00

Total cost for removing and disposal of existing roofing
 \$64,677.00

Installing new roofing

Cement shingle roofing 10,517 sq ft x \$10.50 to 14.50 per sq ft = \$110,428.50 to
 \$152,496.50

Standing seam metal roofing 12,092 sq ft x \$8.00 to \$12.00 per sq ft = \$96,736.00 to \$145,104.00

(Including the porches)

Low slope porches (EPDM) 1,056 sq ft x \$3.50 to \$7.50 per sq ft = \$3,696.00 to \$7,920.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal \$64,677.00

Standing seam metal roofing \$96,736.00 to \$145,104.00

Total with 10% contingency \$177,543.00 to \$230,759.00

Total costs for removal of existing roofing and installation of cement shingles roofing and EPDM roofing.

Removal \$64,677.00

Cement shingle roofing \$110,428.00 to \$152,496.00

Low slope roofing (EPDM) \$3,696.00 to \$7,720.00

Total with 10% contingency \$196,681.00 to \$247,382.00

Note: The porches may not have the structural strength to carry the load of cement shingles. If cement shingles are chosen for the roofing its recommended to sheath the porch roofs with EPDM roofing. If standing seam metal roofing is chosen it could be used over the porches.

Building #14 Marina Office Building Cost estimate:

Sloped roofs 784 sq ft (asphalt shingles) 784 sq ft x \$1.50 per sq ft.= \$1,176.00

Total cost for removing and disposal of existing roofing \$1,176.00

Installing New roofing:

Standing seam metal roofing 784 sq ft x \$8.00 to \$12.00 per sq ft = \$6,272.00 to \$9,408.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$1,176.00
Standing seam metal roofing	\$6,272.00 to \$9,408.00
Total with 10% contingency	\$8,192.00 to \$11,642.00

Building #15 Doc's Grill Cost estimate:

Sloped roof 3300 sq ft (asbestos-cement shingles)

Low sloped roofs 700 sq ft

Sloped roofing removal of asbestos cement shingles 3300 sq ft x \$6.00 per sq ft. = \$19,800.00

Low sloped 700 sq ft x \$1.50 per sq ft. =
\$1,050.00

Total cost for removing and disposal of existing roofing
\$20,850.00

Installing New roofing

Standing seam metal roofing 3300 sq ft x \$8.00 to \$12.00 per sq ft = \$26,400.00 to
\$39,600.00

Cement shingle roofing 3300 sq ft x \$10.50 to 14.50 per sq ft = \$34,650.00 to
\$47,850.00

Low slope roofing (EPDM) 700 sq ft x \$3.50 to \$7.50 per sq ft = \$2,450.00
to \$5,250.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$20,850.00
Standing seam metal roofing	\$26,400.00 to \$39,600.00
Low slope roofing (EPDM)	\$2,450.00 to \$5,250.00
Total with 10% contingency	\$54,670.00 to \$72,270.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$20,850.00
Cement shingle roofing	\$34,650.00 to \$47,850.00
Low slope roofing (EPDM)	\$2,450.00 to \$5,250.00
Total with 10% contingency	\$63,745.00 to \$81,345.00

Creosote Cost Estimate

During our survey we noticed that on some buildings, the lattice skirting at the crawl spaces has been covered on the inside and is preventing ventilation under the buildings. In addition, some buildings are surrounded closely by plantings, which are also obstructing ventilation at the foundation. Before investing in a mitigation system using a sealer, some of the odor problem may be mitigated by removing the obstructions preventing ventilation. The undersides of the buildings are not insulated and removing the crawl space coverings will of course create increased heating and cooling loads.

To eliminate the creosote odors, cost and impact on the buildings were primary considerations. We decided an encapsulation method would be the least expensive and least impact on the historic character of the buildings. To encapsulate the existing creosote with a water-based epoxy sealer “CreoShield,” the cost would be about \$5.00 per square foot. That would be five coats. A “kit” covers 800 square feet (one coat) for commercial construction and costs about \$750+ per “kit.” Add 10% contingency for working around ducting, pipes, electrical, etc. To install this product properly, the temperature must be 50 degrees or better during application.

Building #1 Commanders Beach House Cost estimate:

1610 sq ft x \$5.00 per sq ft =\$8,050.00

Contingency 10% \$ 805.00

Total \$8,855.00

Building #2 Duplex House Cost estimate:

2600 sq ft x \$5.00 per sq ft =\$13,000.00

Contingency 10% \$ 1,300.00

Total \$14,300.00

Building #5 Cupola Building Cost estimate:

2543 sq ft x \$5.00 per sq ft =\$12,715.00

Contingency 10% \$ 1,271.00

Total \$13,986.00

Note: This estimate includes the small addition behind the Cupola building.

Building #12 Pygmy Kayak Cost estimate:

2376 sq ft x \$5.00 per sq ft =\$11,880.00

Contingency 10% \$ 1,180.00

Total \$13,068.00

Note: This estimate includes the addition.

Building #13 Main Building Cost estimate:

10,517 sq ft x \$5.00 per sq ft = \$52,585.00

Contingency 10% \$5,258.00

 Total \$57,843.00

Building #14 Marina Office Building Cost estimate:

784 sq ft x \$5.00 per sq ft = \$3,920.00

Contingency 10% \$392.00

Total \$4,312.00

Note: This building is built over the water and may not need the same mitigation as some of the others. Because it is built over the water it may also not be environmentally advisable.

Building #15 Doc's restaurant Cost estimate:

3300sq ft x \$5.00 per sq ft =\$16,500.00

Contingency 10% \$ 1,650.00

Total \$18,150.00



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State of Washington, Department of Community Development
Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

HISTORIC PROPERTY INVENTORY FORM

IDENTIFICATION SECTION

Field Site No _____ OAHF No 16-180 Date Recorded 7/30/99

Site Name Historic Pt Hudson-Denton Barracks
Common Shanghai Restaurant

Field Recorder Pam Clise/Vern Leckman

Owner's Name Port of Port Townsend owner/ Pt Hudson Co Lessee

Address _____

City/State/Zip Code _____

- Status
- Survey/Inventory
 - National Register
 - State Register
 - Determined Eligible
 - Determined Not Eligible
 - Other (HABS, HAER, NHL)
 - Local Designation

PHOTOGRAPHY

Photography Neg No _____
(Roll No & Frame No) _____
View of _____
Date _____

Classification District Site Building Structure Object

District Status NR SR LR INV

Contributing Non-Contributing

District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types

Building Type _____

Plan _____

Structural System Wood Frame

No of Stones _____

Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding
 - Rustic/Drop
 - Clapboard
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Brick
- Stone
- Stucco
- Terra Cotta
- Concrete / Concrete Block
- Vinyl/Aluminum Siding
- Metal (specify) _____
- Other (specify) _____

Roof Type

- Gable
- Flat
- Monitor
- Gambrel
- Shed
- Hip
- Pyramidal
- Other (specify) _____

Roof Material

- Wood Shingle
- Wood Shake
- Composition
- Slate
- Tar/Built-Up
- Tile
- Metal (specify) _____
- Other (specify) _____
- Not Visible

Foundation

- Log
- Post & Pier
- Stone
- Brick
- Not visible
- Concrete
 - Block
 - Poured
 - Other (specify) _____
- Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LOCATION SECTION

Address 265 Hudson St.

City/Town/County/Zip Code Port Townsend/Jefferson/98368

Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____

Tax No /Parcel No _____ Acreage less than one

Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co

UTM References Zone _____ Easting _____ Northing _____

Plat/Block/Lot Port Townsend Original Townsite, Block 047, Lot N 1/2

Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

- | | |
|--|---|
| <input type="checkbox"/> Greek Revival | <input type="checkbox"/> Spanish Colonial Revival/Mediterranean |
| <input type="checkbox"/> Gothic Revival | <input type="checkbox"/> Tudor Revival |
| <input type="checkbox"/> Italianate | <input type="checkbox"/> Craftsman/Arts & Crafts |
| <input type="checkbox"/> Second Empire | <input type="checkbox"/> Bungalow |
| <input type="checkbox"/> Romanesque Revival | <input type="checkbox"/> Prairie Style |
| <input type="checkbox"/> Stick Style | <input type="checkbox"/> Art Deco/Art Moderne |
| <input type="checkbox"/> Queen Anne | <input type="checkbox"/> Rustic Style |
| <input type="checkbox"/> Shingle Style | <input type="checkbox"/> International Style |
| <input checked="" type="checkbox"/> Colonial Revival | <input type="checkbox"/> Northwest Style |
| <input type="checkbox"/> Beaux Arts/Neoclassical | <input type="checkbox"/> Commercial Vernacular |
| <input type="checkbox"/> Chicago/Commercial Style | <input type="checkbox"/> Residential Vernacular (see below) |
| <input type="checkbox"/> American Foursquare | <input type="checkbox"/> Other (specify) _____ |
| <input type="checkbox"/> Mission Revival | |

Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) _____

NARRATIVE SECTION

265 Hudson St

Study Unit Themes (check one or more of the following)

- | | | |
|--|--|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Conservation | <input type="checkbox"/> Politics/Government/Law |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Arts | <input type="checkbox"/> Entertainment/Recreation | <input type="checkbox"/> Science & Engineering |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Community Planning/Development | <input type="checkbox"/> Manufacturing/Industry | <input type="checkbox"/> Other (specify) _____ |
| | <input checked="" type="checkbox"/> Military | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Government/Murch Brothers contractor

- In the opinion of the surveyor this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

□Date of construction Construction began 1934, Finished 1935

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792 Early uses of the area were made with the platting of the first lots in Port Townsend By 1888 it was becoming an important manufacturing area for lumber, and boat related activities A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936 A majority of the buildings were actually completed by 1935 The disinfecting Building was completed by late 1935 In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, and the Army used it as a training and staging area When the Navy took over command of the station the building was converted into a mess hall, day room, and enlisted mens' barrack In 1953 the government deactivated the Point Hudson facility, and after a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation The building has been converted into a restaurant and is in use as such today There is also a small meeting room available in the building The Southwest corner of the building was converted into a small grocery and boat supply store during the 1970's-1980's and used as the harbor office during that time It currently is operating as a separate cafe and coffee house Little has been done to it's exterior to change the building besides general maintenance over the years since

Major Bibliographic References (continued)

Date of Information □□ Title of Source □□□□□

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

Newspaper Articles

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1984, Dec 5 □ Evolution of Point Hudson Article by Bonnie Cullen

1989-91 Numerous articles on current issues

Photographs, Museum Files, 'Construction of Point Hudson'

HISTORIC PROPERTY INVENTORY FORM

IDENTIFICATION SECTION

Field Site No _____ OAH No 16-181 Date Recorded 7/30/99

Site Name Historic Pt. Hudson - Disinfecting Bldg
Common Pavilion

Field Recorder Pam Clae/Vern Leckman

Owner's Name _____

Address _____

City/State/Zip Code _____

- Status
- Survey/Inventory
 - National Register
 - State Register
 - Determined Eligible
 - Determined Not Eligible
 - Other (HABS, HAER, NHL)
 - Local Designation

PHOTOGRAPHY

Photography Neg No _____

(Roll No & Frame No) _____

View of _____

Date _____

Classification District Site Building Structure Object

District Status NR SR LR INV

Contributing Non-Contributing

District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types

Building Type Military

Plan _____

Structural System Wood Frame

No of Stones 1

Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding
 - Rustic/Drop
 - Clapboard
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Brick
- Stone
- Stucco
- Terra Cotta
- Concrete / Concrete Block
- Vinyl/Aluminum Siding
- Metal (specify) _____
- Other (specify) _____

- Roof Type
- Gable Hip
 - Flat Pyramidal
 - Monitor Other (specify) _____
 - Gambrel
 - Shed

- Roof Material
- Wood Shingle
 - Wood Shake
 - Composition
 - Slate
 - Tar/Built-Up
 - Tile
 - Metal (specify) _____
 - Other (specify) asphalt tarpaper
 - Not Visible

- Foundation
- Log
 - Post & Pier
 - Stone
 - Brick
 - Not visible
 - Concrete
 - Block
 - Poured
 - Other (specify) _____
 - Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LOCATION SECTION

Address 355 Hudson St

City/Town/County/Zip Code Port Townsend/Jefferson/98368

Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____

Tax No /Parcel No _____ Acreage less than one

Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co

UTM References Zone _____ Easting _____ Northing _____

Plat/Block/Lot Port Townsend Original Townsite, Block 049, Lot S 1/2

Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

- Greek Revival
- Gothic Revival
- Italianate
- Second Empire
- Romanesque Revival
- Stick Style
- Queen Anne
- Shingle Style
- Colonial Revival
- Beaux Arts/Neoclassical
- Chicago/Commercial Style
- American Foursquare
- Mission Revival
- Spanish Colonial Revival/Mediterranean
- Tudor Revival
- Craftsman/Arts & Crafts
- Bungalow
- Prairie Style
- Art Deco/Art Moderne
- Rustic Style
- International Style
- Northwest Style
- Commercial Vernacular
- Residential Vernacular (see below)
- Other (specify) _____

Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) _____

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HISTORIC PROPERTY INVENTORY FORM

State of Washington, Department of Community Development
Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (208) 753-4011

IDENTIFICATION SECTION

Field Site No _____ OAHF No 16-182 Date Recorded 7/30/99
Site Name Historic Pt Hudson - Dentention Hospital
Common Pt Hudson Motel
Field Recorder Pam Clise/Vern Leckman
Owner's Name Port of P T owner, Pt Hudson Co, Lessee
Address _____
City/State/Zip Code _____

- Status
- Survey/Inventory
 - National Register
 - State Register
 - Determined Eligible
 - Determined Not Eligible
 - Other (HABS, HAER, NHL)
 - Local Designation

PHOTOGRAPHY

Photography Neg No _____
(Roll No & Frame No)
View of _____
Date _____

Classification District Site Building Structure Object
 District Status NR SR LR INV
 Contributing Non-Contributing
 District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types

Building Type Military

Plan _____

Structural System Wood Frame

No of Stones 1

Roof Type

- Gable
- Flat
- Monitor
- Gambrel
- Shed
- Hip
- Pyramidal
- Other (specify) _____

Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding
 - Rustic/Drop
 - Clapboard
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Brick
- Stone
- Stucco
- Terra Cotta
- Concrete / Concrete Block
- Vinyl/Aluminum Siding
- Metal (specify) _____
- Other (specify) _____

Roof Material

- Wood Shingle
- Wood Shake
- Composition
- Slate
- Tar/Built-Up
- Tile
- Metal (specify) _____
- Other (specify) _____
- Not Visible

Foundation

- Log
- Post & Pier
- Stone
- Brick
- Not visible
- Concrete
- Block
- Poured
- Other (specify) Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LOCATION SECTION

Address 375 Hudson St.
 City/Town/County/Zip Code Port Townsend/Jefferson/98368
 Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____
 Tax No /Parcel No _____ Acreage less than one
 Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co
 UTM References Zone _____ Easting _____ Northing _____
 Plat/Block/Lot Port Townsend Original Townsite, Block 050, Lot N 1/2
 Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

- | | |
|--|---|
| <input type="checkbox"/> Greek Revival | <input type="checkbox"/> Spanish Colonial Revival/Mediterranean |
| <input type="checkbox"/> Gothic Revival | <input type="checkbox"/> Tudor Revival |
| <input type="checkbox"/> Italianate | <input type="checkbox"/> Craftsman/Arts & Crafts |
| <input type="checkbox"/> Second Empire | <input type="checkbox"/> Bungalow |
| <input type="checkbox"/> Romanesque Revival | <input type="checkbox"/> Prairie Style |
| <input type="checkbox"/> Stick Style | <input type="checkbox"/> Art Deco/Art Moderne |
| <input type="checkbox"/> Queen Anne | <input type="checkbox"/> Rustic Style |
| <input type="checkbox"/> Shingle Style | <input type="checkbox"/> International Style |
| <input checked="" type="checkbox"/> Colonial Revival | <input type="checkbox"/> Northwest Style |
| <input type="checkbox"/> Beaux Arts/Neoclassical | <input type="checkbox"/> Commercial Vernacular |
| <input type="checkbox"/> Chicago/Commercial Style | <input type="checkbox"/> Residential Vernacular (see below) |
| <input type="checkbox"/> American Foursquare | <input type="checkbox"/> Other (specify) _____ |
| <input type="checkbox"/> Mission Revival | |

Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) _____

NARRATIVE SECTION

375 Hudson St

Study Unit Themes (check one or more of the following)

- | | | |
|--|--|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Conservation | <input type="checkbox"/> Politics/Government/Law |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Arts | <input type="checkbox"/> Entertainment/Recreation | <input type="checkbox"/> Science & Engineering |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Community Planning/Development | <input type="checkbox"/> Manufacturing/Industry | <input type="checkbox"/> Other (specify) _____ |
| | <input checked="" type="checkbox"/> Military | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Govt Archt/ Murch Bros, Contractors

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. (A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor')

Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The Detention Hospital was completed by late 1935. In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, and the Army used it as a training and staging area. When the Navy took over command of the Coast Guard Station in 1941, use of the Hospital Bldg changed and by 1945 it was being used as a banquet room, office, and living quarters for non commissioned officers, above. In 1953 the government deactivated the Point Hudson facility, and after a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. In 1970, George Rowley, manager of the private lease at the time, remodeled the building into a motel which is still in operation. Little has been done to it's exterior to change the building besides some front area work, repairs and paint over the years.

Description of Physical Appearance

Needs paint

Major Bibliographic References

- Sanborn Fire Maps 1884-1945
 1897-1910 Polk and Phone Directories
 Newspaper Articles Jan 11, 1932-Dec 5, 1984
 Photographs, Museum Files "Construction of Point Hudson"



2844

State of Washington, Department of Community Development
Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

HISTORIC PROPERTY INVENTORY FORM

IDENTIFICATION SECTION

Field Site No _____ OAHN No 16-183 Date Recorded 7/22/99
Site Name Historic Pt. Hudson - Medical Officer In Charge Residence
Common Commanding Officers House
Field Recorder Pam Clise/Vern Leckman
Owner's Name Port of P T owner, Point Hudson Co Lessee
Address _____
City/State/Zip Code _____

Status
 Survey/Inventory
 National Register
 State Register
 Determined Eligible
 Determined Not Eligible
 Other (HABS, HAER, NHL)
 Local Designation

PHOTOGRAPHY
Photography Neg No _____
(Roll No & Frame No)
View of _____
Date _____

Classification District Site Building Structure Object
District Status NR SR LR INV
Contributing Non-Contributing
District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Wood Frame
Plan _____
Structural System _____
No of Stories _____

Roof Type
 Gable Hip
 Flat Pyramidal
 Monitor Other (specify) _____
 Gambrel
 Shed

Cladding (Exterior Wall Surfaces)
 Log
 Horizontal Wood Siding
 Rustic/Drop
 Clapboard
 Wood Shingle
 Board and Batten
 Vertical Board
 Asbestos/Asphalt
 Brick
 Stone
 Stucco
 Terra Cotta
 Concrete / Concrete Block
 Vinyl/Aluminum Siding
 Metal (specify) _____
 Other (specify) _____

Roof Material
 Wood Shingle
 Wood Shake
 Composition
 Slate
 Tar/Built-Up
 Tile
 Metal (specify) _____
 Other (specify) _____
 Not Visible

Foundation
 Log Concrete
 Post & Pier Block
 Stone Poured
 Brick Other (specify) _____
 Not visible Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)
Changes to plan Intact Slight Moderate Extensive
Changes to windows Intact Slight Moderate Extensive
Changes to original cladding Intact Slight Moderate Extensive
Changes to interior Intact Slight Moderate Extensive
Other (specify) _____

LOCATION SECTION

Address 400 Hudson St.
City/Town/County/Zip Code Port Townsend/Jefferson/98368
Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____
Tax No /Parcel No _____ Acreage less than one
Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co
UTM References Zone _____ Easting _____ Northing _____
Plat/Block/Lot Port Townsend Original Townsite, Block 098
Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

400 Hudson St.

Study Unit Themes (check one or more of the following)

- Agriculture
- Architecture/Landscape Architecture
- Arts
- Commerce
- Communications
- Community Planning/Development

- Conservation
- Education
- Entertainment/Recreation
- Ethnic Heritage (specify) _____
- Health/Medicine
- Manufacturing/Industry
- Military

- Politics/Government/Law
- Religion
- Science & Engineering
- Social Movements/Organizations
- Transportation
- Other (specify) _____
- Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U.S. Govt, Artch/Murch Bros Contractors

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs new paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

History and Significant Businesses

□Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The residence of the Medical Officer In Charge (M O C) was first occupied by Dr. H. F. White, Senior Surgeon of the U S Health Service, who was in charge by the time the facility was opened. The building is thought to be used as a residence throughout the changes of ownership. In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, the Army used it as a training and staging area, and in 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease situation for private operation. The M O C was used as a monthly rental unit for many years. In 1996, it was refurbished in accommodate overnight guest rooms for which it has been used since. Little has been done to it's exterior to change the building besides repairs and paint over the years.

Major Bibliographic References (continued)

Date of Information □□ Title of Source □□□□□□

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hemanson, □ 1979, Quimper Press

1913, Oct 23 □ Powerful Electric Light

1915, Jan 7 □ Government Ready To Act

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1989-91 Numerous articles on current issues

1998, Sept 16, Fall Historic Homes Hour Guild/Commander's House

Verbal Assistance Forrest Rambo



2845

HISTORIC PROPERTY INVENTORY FORM

IDENTIFICATION SECTION

Field Site No _____ OAHP No 16-184 Date Recorded 7/30/99
 Site Name Historic Pt. Hudson - Jr. Officer's Quarters
 Common Duplex
 Field Recorder Pam Clise/Vern Leckman
 Owner's Name Port of P.T. owner/ Point Hudson Co Lessee
 Address _____
 City/State/Zip Code _____

Status
 Survey/Inventory
 National Register
 State Register
 Determined Eligible
 Determined Not Eligible
 Other (HABS, HAER, NHL)
 Local Designation

PHOTOGRAPHY
 Photography Neg No _____
 (Roll No & Frame No)
 View of _____
 Date _____

Classification District Site Building Structure Object
 District Status NR SR LR INV
 Contributing Non-Contributing
 District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types
 Building Type _____
 Plan _____
 Structural System Wood Frame
 No of Stories 1

Roof Type
 Gable Hip
 Flat Pyramidal
 Monitor Other (specify) _____
 Gambrel
 Shed

Cladding (Exterior Wall Surfaces)
 Log
 Horizontal Wood Siding
 Rustic/Drop
 Clapboard
 Wood Shingle
 Board and Batten
 Vertical Board
 Asbestos/Asphalt
 Brick
 Stone
 Stucco
 Terra Cotta
 Concrete / Concrete Block
 Vinyl/Aluminum Siding
 Metal (specify) _____
 Other (specify) _____

Roof Material
 Wood Shingle
 Wood Shake
 Composition
 Slate
 Tar/Built-Up
 Tile
 Metal (specify) _____
 Other (specify) _____
 Not Visible

Foundation
 Log Concrete
 Post & Pier Block
 Stone Poured
 Brick Other (specify) _____
 Not visible Wood Frame

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State of Washington, Department of Community Development
 Office of Archaeology and Historic Preservation
 111 West 21st Avenue, KL-11
 Olympia, WA 98504 (206) 753-4011

LOCATION SECTION

Address 420-430 Hudson St.
 City/Town/County/Zip Code Port Townsend/Jefferson/98368
 Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____
 Tax No /Parcel No _____ Acreage less than one
 Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co
 UTM References Zone _____ Easting _____ Northing _____
 Plat/Block/Lot Port Townsend Original Townsite, Block 095
 Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

420-430 Hudson St

Study Unit Themes (check one or more of the following)

- | | | |
|--|--|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Conservation | <input type="checkbox"/> Politics/Government/Law |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Arts | <input type="checkbox"/> Entertainment/Recreation | <input type="checkbox"/> Science & Engineering |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Community Planning/Development | <input type="checkbox"/> Manufacturing/Industry | <input type="checkbox"/> Other (specify) _____ |
| | <input checked="" type="checkbox"/> Military | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Govt, arctt/Murch Bros Contractor

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

History and Significant Businesses

□ Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□ Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The Junior Officer's Quarters were completed in late 1935. Used as the quarters for junior officers thru the various evolutions as a government facility. In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, the Army used it as a training and staging area, and in 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. The Junior Officer's Quarters have been utilized as a monthly rental duplex since the 1960's. Little has been done to it's exterior to change the building besides repairs and paint over the years.

Major Bibliographic References (continued)

Major Bibliographic References

Date of Information □ □ Title of Source □ □ □ □ □ □

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

1882, Oct □ Petition to City of Port Townsend Vacating of Streets □ □ release to Mill Company

Oral History, Vol 3, Horace Winslow McCurdy

Newspaper Articles

1913, Oct 23 □ Powerful Electric Light

1915, Jan 7 □ Government Ready To Act

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1989-91 Numerous articles on current issues

Photographs, Museum Files, 'Construction of Point Hudson'

HISTORIC PROPERTY INVENTORY FORM

IDENTIFICATION SECTION

Field Site No _____ OAHF No 16-186 Date Recorded 7/30/99
Site Name Historic Pt. Hudson - U.S. Navy Signal Tower Bldg
Common _____
Field Recorder Pam Clise/Vern Leckman
Owner's Name Port of P.T. owner/ Pt. Hudson Co., Lessee
Address _____
City/State/Zip Code _____

- Status
- Survey/Inventory
 - National Register
 - State Register
 - Determined Eligible
 - Determined Not Eligible
 - Other (HABS, HAER, NHL)
 - Local Designation

PHOTOGRAPHY
Photography Neg No _____
(Roll No. & Frame No.) _____
View of _____
Date _____

Classification District Site Building Structure Object
District Status NR SR LR INV
Contributing Non-Contributing
District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types

Building Type Military
Plan _____
Structural System Wood Frame
No. of Stones _____

Roof Type

- Gable Hip
- Flat Pyramidal
- Monitor Other (specify) _____
- Gambrel _____
- Shed _____

Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding
 - Rustic/Drop
 - Clapboard
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Brick
- Stone
- Stucco
- Terra Cotta
- Concrete / Concrete Block
- Vinyl/Aluminum Siding
- Metal (specify) _____
- Other (specify) _____

Roof Material

- Wood Shingle
- Wood Shake
- Composition
- Slate
- Tar/Built-Up
- Tile
- Metal (specify) _____
- Other (specify) _____
- Not Visible

Foundation

- Log
- Post & Pier
- Stone
- Brick
- Not visible
- Concrete
 - Block
 - Poured
 - Other (specify) _____
 - Slab

Integrity (Include detailed description in Description of Physical Appearance)

	intact	Slight	Moderate	Extensive
Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LOCATION SECTION

Address 315 Jackson St
City/Town/County/Zip Code Port Townsend/Jefferson/98368
Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____
Tax No./Parcel No _____ Acreage less than one
Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co
UTM References Zone _____ Easting _____ Northing _____
Plat/Block/Lot Port Townsend Original Townsite, Block 052, Lot 1
Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

- | | |
|--|---|
| <input type="checkbox"/> Greek Revival | <input type="checkbox"/> Spanish Colonial Revival/Mediterranean |
| <input type="checkbox"/> Gothic Revival | <input type="checkbox"/> Tudor Revival |
| <input type="checkbox"/> Italianate | <input type="checkbox"/> Craftsman/Arts & Crafts |
| <input type="checkbox"/> Second Empire | <input type="checkbox"/> Bungalow |
| <input type="checkbox"/> Romanesque Revival | <input type="checkbox"/> Prairie Style |
| <input type="checkbox"/> Stick Style | <input type="checkbox"/> Art Deco/Art Moderne |
| <input type="checkbox"/> Queen Anne | <input type="checkbox"/> Rustic Style |
| <input type="checkbox"/> Shingle Style | <input type="checkbox"/> International Style |
| <input checked="" type="checkbox"/> Colonial Revival | <input type="checkbox"/> Northwest Style |
| <input type="checkbox"/> Beaux Arts/Neoclassical | <input type="checkbox"/> Commercial Vernacular |
| <input type="checkbox"/> Chicago/Commercial Style | <input type="checkbox"/> Residential Vernacular (see below) |
| <input type="checkbox"/> American Foursquare | <input type="checkbox"/> Other (specify) _____ |
| <input type="checkbox"/> Mission Revival | |

Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) _____

NARRATIVE SECTION

315 Jackson St

Study Unit Themes (check one or more of the following)

- | | | |
|--|--|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Conservation | <input type="checkbox"/> Politics/Government/Law |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Arts | <input type="checkbox"/> Entertainment/Recreation | <input type="checkbox"/> Science & Engineering |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Community Planning/Development | <input type="checkbox"/> Manufacturing/Industry | <input type="checkbox"/> Other (specify) _____ |
| | <input checked="" type="checkbox"/> Military | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1941 Architect/Engineer/Builder U.S. Navy

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs restoration work

Major Bibliographic References

See continuation page

Statement of Significance (continued)

□ Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'.

□ Construction began on the U.S. Quarantine Station itself in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. In 1939 the Coast Guard took over the facilities. The U.S. Navy takes command of the Coast Guard in times of war, and in 1941 the facility was expanded with both permanent and temporary buildings for this war time use. The Navy built this, two story, 80 x 120 feet, significant structure in 1941. By 1945 uses included a parachute repair shop, auditorium, bowling alley and bike shop. In 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. In 1978, the team of Carol Hasse and Nora Petrich created a sail loft on the old parachute repair floor. The loft still occupies the upstairs space, with just Carol Hasse as owner and has grown into an internationally known sail loft over the last twenty years. Boat building, and wood working is a major use of the lower floor. Paradise Boat Works has been operating since 1982, purchased from Jim Peacock who was there in the 1970's. Little has been done to its exterior to change the building besides repairs and paint over the years.

Major Bibliographic References (continued)

□ Major Bibliographic References

Date of Information □ Title of Source □ □ □ □ □

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1930's-1990's Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

Keepers at the Gate, V. J. Gregory, 1976, Port Townsend Pub. Co.

Newspaper Articles

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1984, Dec 5, □ Evolution of Point Hudson, by Bonnie Cullen

1989-91 Numerous articles on current issues

Photographs, Museum Files

HISTORIC PROPERTY INVENTORY FORM

IDENTIFICATION SECTION

Field Site No _____ OAHF No 16-191 Date Recorded 7/30/99
 Site Name Historic Pt. Hudson - Head Harbor Office
Common Cupola House-Wooden Boat Foundation
 Field Recorder Pam Clise/Vern Leckman
 Owner's Name Port of P.T. owner/ Pt. Hudson Co. Lessee
 Address _____
 City/State/Zip Code _____

Status
 Survey/Inventory
 National Register
 State Register
 Determined Eligible
 Determined Not Eligible
 Other (HABS, HAER, NHL)
 Local Designation

PHOTOGRAPHY
 Photography Neg No _____
 (Roll No. & Frame No.)
 View of _____
 Date _____

Classification District Site Building Structure Object
 District Status NR SR LR INV
 Contributing Non-Contributing
 District/Thematic Nomination Name Port Townsend Historic District

DESCRIPTION SECTION

Materials & Features/Structural Types
 Building Type _____
 Plan _____
 Structural System Wood Frame
 No of Stories 1

Roof Type
 Gable Hip
 Flat Pyramidal
 Monitor Other (specify) _____
 Gambrel
 Shed

Cladding (Exterior Wall Surfaces)

Log
 Horizontal Wood Siding
 Rustic/Drop
 Clapboard
 Wood Shingle
 Board and Batten
 Vertical Board
 Asbestos/Asphalt
 Brick
 Stone
 Stucco
 Terra Cotta
 Concrete / Concrete Block
 Vinyl/Aluminum Siding
 Metal (specify) _____
 Other (specify) _____

Roof Material
 Wood Shingle
 Wood Shake
 Composition
 Slate
 Tar/Built-Up
 Tile
 Metal (specify) _____
 Other (specify) _____
 Not Visible

Foundation
 Log Concrete
 Post & Pier Block
 Stone Poured
 Brick Other (specify) _____
 Not visible Wood Pilings

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



2853

State of Washington, Department of Community Development
 Office of Archaeology and Historic Preservation
 111 West 21st Avenue, KL-11
 Olympia, WA 98504 (206) 753-4011

LOCATION SECTION

Address 380 Jefferson St.
 City/Town/County/Zip Code Port Townsend/Jefferson/98368
 Twp T30N Range R1W Section _____ 1/4 Section _____ 1/4 1/4 Section _____
 Tax No./Parcel No _____ Acreage less than one
 Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co
 UTM References Zone _____ Easting _____ Northing _____
 Plat/Block/Lot Port Townsend Original Townsite, Block 094
 Supplemental Map(s) _____

High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

380 Jefferson St.

Study Unit Themes (check one or more of the following)

- Agriculture
- Architecture/Landscape Architecture
- Arts
- Commerce
- Communications
- Community Planning/Development

- Conservation
- Education
- Entertainment/Recreation
- Ethnic Heritage (specify) _____
- Health/Medicine
- Manufacturing/Industry
- Military

- Politics/Government/Law
- Religion
- Science & Engineering
- Social Movements/Organizations
- Transportation
- Other (specify) _____
- Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Govt, architect/Murch Bros, Contractors

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs new paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

History and Significant Businesses

□ Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□ Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The Head of the Harbor Office was finished by mid 1935. Used as offices and storage for the Quarantine Station. In 1939 the Coast Guard took over the facilities, and at the time the Navy took over during WWII, the building had been converted to additional officer's quarters. The back section was added at this time as was the tennis court directly behind it. It is thought to be used as such thru the Army training and staging area period as well. In 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. The Head of the Harbor building has been utilized as a monthly rental unit from the late 1960's thru late 1980's. The back section has included part residential, part wood working shop, and pottery shop during its monthly rental years. Since that time it has been converted to commercial use, with occupants such as a dive shop and the Wooden Boat Foundation offices. Little has been done to it's exterior to change the building besides the 1941 addition of the back area, repairs and paint over the years.

Major Bibliographic References (continued)

Major Bibliographic References

Date of Information □ □ Title of Source □ □ □ □ □ □

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

Newspaper Articles

1913, Oct 23 □ Powerful Electric Light

1915, Jan 7 □ Government Ready To Act

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1989-91 Numerous articles on current issues

Photographs, Museum Files, 'Construction of Point Hudson'