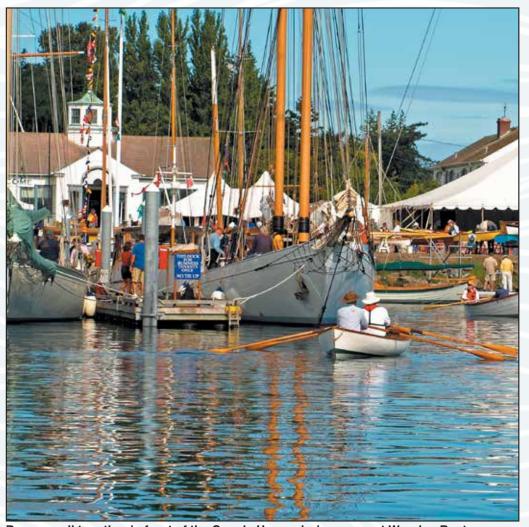




A December 2018 windstorm swept over jetties and into the Point Hudson Marina. Photo by Ron Moller



Rowers pull together in front of the Cupola House during a recent Wooden Boat Festival. Photo by Jan Davis



"We're all pulling together to preserve Point Hudson."

Michelle Sandoval, Mayor, City of Port Townsend

A Legacy at Risk

The area we know as Point Hudson was once a tidal lagoon. When Capt. George Vancouver's longboats slid onto the beach in May of 1792, it was home to the S'Klallam people. Between 1860 and 1890 the lagoon was filled and white settlers used the area as a Catholic mission, a shipyard, a sawmill and an icehouse. In the 1930s, the U.S. government built an immigration and quarantine center which later became a Coast Guard station. Those buildings still line the harbor. Even as the S'Klallam and the first white pioneers found respite at Point Hudson, it still welcomes boaters and visitors from near and far. But today, Point Hudson's historic legacy is at risk. The 80-year-old overlapping jetties that protect the marina from waves and winds are failing. The piles have worn away, the basalt rocks have disintegrated, and the cable-ties have rusted. There is little to stop storm winds and waves from sweeping through the boat basin. After almost a century, the wooden buildings need help too.

Crossroads of Opportunity

A Salish Sea without a vibrant Point Hudson Marina would be much diminished. This publicly owned marina and its boater services lie at the crossroads of the busy boating lanes between Seattle, the San Juans and Victoria, B.C. It offers refuge where Admiralty Inlet and the Strait of Juan de Fuca intersect. It offers over 50 transient slips for boats up to 70 feet. More than 5,000 vessels use Point Hudson each year. They find power, showers, laundry and all the delights of Port Townsend's bustling historic commercial district. Point Hudson is an economic engine, with 155 direct jobs that pay an average of \$50,000 per year, and another 127 indirect jobs. The tenant businesses at Point Hudson, most of them marine-focused, generate over \$22 million in annual revenues. Among those tenants are U.S. Customs and the Washington State Department of Fish and Wildlife. The marina hosts the annual Wooden Boat Festival, put on by the adjacent Northwest Maritime Center. Just over a mile southwest is the Port of Port Townsend Boat Haven Marina and work yard, with three haul outs, a fuel dock and 400 highly skilled marine trades workers.

Saving a Special Place

The Port of Port Townsend cherishes Point Hudson as a treasure entrusted to current and future generations, and has made rebuilding the jetties at the marina entrance a top priority. Looking ahead, the Port seeks to also rehabilitate the historic buildings at the Point, energizing the district so it can serve the the boaters and visitors of tomorrow. The rebirth of Point Hudson will also support economic growth through tenant marine trades and a myriad of other businesses.



The quarantine station in 1932.



Port Townsend & Pt. Hudson. Map courtesy USGS



Towing a boat at Point Hudson. Photo by Jan Davis



Point Hudson is still an active working waterfront.

Photo by Kaci Cronkhite

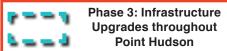
"We are determined to save and renew Point Hudson so it continues its central role in both the life of this community and in the maritime world for generations to come."

Port Commission President Pete Hanke



Phase 1: Jetties

Phase 2: Buildings



Plan for Rehabilitation

Our plan has three basic phases:

- 1. Rebuild Point Hudson's jetties, starting with the South Jetty (it takes the brunt of weather) and then the North Jetty. \$14.7 million.
- 2. Restore the historic buildings. \$TBD
- 3. Renovate utilities and infrastructure. \$TBD

We're in this together. Full speed ahead!























