APRIL 2007
Puget Sound Maritime Historical Society
P.O. Box 9731
Seattle WA 98109-0731

APRIL DINNER PROGRAM:
THE PORT OF SEATTLE AND ODYSSEY:
AN UPDATE REPORT

DON’T FORGET TO MAKE YOUR DINNER RESERVATIONS EARLY!

APRIL DINNER MEETING:
WEDNESDAY, APRIL 4, 2007
SWEDISH-CULTURAL CENTER
1920 DEXTER AVENUE NORTH
SEATTLE, WASHINGTON
MENU: BAKED CHICKEN
USE FORM ON PAGE 3
TO MAIL IN YOUR RESERVATION TODAY!
• BAR OPENS AT 6 PM
• DINNER AT 7 PM
• PROGRAM: THE PORT OF SEATTLE AND ODYSSEY: AN UPDATE

Alec Fiskén, a Port of Seattle Commissioner and well-known figure on the city’s working waterfront, will present the Society’s dinner meeting program on Wednesday, April 4. In the past he has been an observer, former reporter and editor of Marine Digest publications, City of Seattle staff member, and now a public port maritime and related transportation issue policy-maker.

The Port of Seattle, according to its 2005 Report to the Community, is continuing its rapid growth as the major public port on Puget Sound. Building on historic high traffic volumes in 2004 a record number of shipping containers moved through the Port Sound facilities in 2005. On a percentage basis it had a faster growth rate than any other port in the United States. In 1999 the Port served 6,600 cruise line passengers and in 2006 this grew to 73,000 passengers and 196 vessels. In addition to the Port’s marine terminal operations Seattle Tacoma International Airport served 29.3 million passengers, its highest level in its nearly 60 year history.

From Alec’s unique perspective, he will outline the Port’s colorful history and use this context to discuss its current operations and possible future directions under the leadership of a newly-named executive director. Also of special interest to Society members, the veteran maritime leader will offer his views on the outlook for the Odyssey Maritime Discovery Center, an interpretive facility which has operated at Pier 66 on the Elliott Bay waterfront for almost ten years.

Volunteers Needed in Our Popular Research Library

We need more volunteers for our library program. Our library gets a lot of requests for information. Local people are suggested to come over to the library and our volunteers will help them find material. But a fair amount of the requests are from afar and those people are unable to come.

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Notes & Membership News

Library Volunteers Needed [continued from front page] to Seattle to do research. We respond to their requests as best we can. But we are sorely short staffed now to do these requests.
The PSMHS volunteers are in the MOHAI library from 10 A.M. to 4 P.M. on Thursdays and from 10 A.M. to 12:30 P.M. on Saturdays.
We also need help working on the collections of boxes of maritime paper ephemera that have been donated to the Society but often contain material unsorted so we really don’t know what all is in the boxes. It is very necessary that we find out what is in these boxes or it is useless and we just become a “Grandma’s Attic.”
Please call Pat Harde at 206-938-2397 if you can spare some time to help us do this very necessary work in our library.

Armed Forces Day Weekend Honoring Our Military Maritime Heritage

Armed Forces Weekend will be May 19th and 20th. This event at South Lake Union Park, at the Wharf, and the Armory will feature restored wooden military patrol and rescue boats built during World War II side-by-side with modern small craft used by today’s Coast Guard, Navy, Air Force, and Army. A full schedule of ceremonies, presentations, demonstrations, and reunions will honor our nation’s military maritime history and those who have created this proud heritage during the past 60 years. The event is sponsored by Combatant Craft of America, in association with the Center for Wooden Boats, Puget Sound Maritime Historical Society, and other partner organizations.

Captain Harold Huycke Passed Away February 12th

Captain Huycke was a longtime PSMHS editorial board member for The Sea Chet. He was a noted historian of square rigged ships and sailed as bos’n on C.A. THAYER on her last voyage from the Pacific Northwest to San Francisco. Because of his role as a member of the Cape Horners’ Sailing Society, ship surveyor, traditional sailing ship historian, and wonderful person, he will be sorely missed.

Deaths Noted for Two Maritime History Supporters

From PSMHS member Mike Mjdel we report the passing of two noted maritime history supporters: Jim Hermanson of Port Townsend and John Todd Jr. of Seattle. Jim Hermanson of Port Townsend wrote an article on the bark SOUTHERN CHIEF which, old and rotten, literally went to pieces off the Washington coast during a storm in 1894. The story appeared several years ago in The Sea Chet. Jim wrote two very fine illustrated books about the Port Townsend area: Rural Jefferson County: Its Past and Maritime History, and his second book, Port Townsend Memories. He was also co-author of the book Port Townsend: Years That Are Gone. Because of Port Townsend formerly being Port of Entry for Puget Sound, it generated many colorful stories about ships and men following the sea. Over a period of years Jim published stories in the Port Townsend Leader on many maritime subjects and his books were a compilation of his many articles. Jim was an able contributor to preserving maritime history.
Mike also notes the passing of John W. Todd Jr., who besides being the owner of Shorey’s Book Store, was for many years the editor of the monthly PSMHS newsletter that preceded The Sea Chet. Mike mentions that John was the first person who got him interested in joining, PSMHS in February 1957 and was his sponsor. John was a great source for used maritime books and many of the reference volumes in Mike’s personal library came from his shop.

Researchope for Shipwreck Information

The Underwater Archaeological Society of BC is currently involved with documenting and surveying a number of historic wrecks along BC’s Central Coast. One particularly famous marine tragedy was that of the US steamship GEORGE S. WRIGHT which disappeared somewhere in Queen Charlotte Sound with 33 souls aboard in January 1873. It was quite the sensational story on both sides of the border for some time, especially since there were rumors of the survivors being massacred. Unfortunately, the real circumstances behind the loss still remains a mystery—as does the actual location of the shipwreck.
Therefore, we wonder if anyone out there might recall coming across anything out of the ordinary...