

HISTORIC AMERICAN BUILDINGS SURVEY DOCUMENTATION FOR THE CARPENTER BUILDING, PORT OF BELLINGHAM, 201 HARRIS AVENUE, BELLINGHAM, WA

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HISTORIC AMERICAN BUILDINGS SURVEY
CARPENTER BUILDING

Historic Name: Northwestern Shipbuilding Company Machine Shop

Common Name: Carpenter Building

Location: Harris Avenue Shipyard, 201 Harris Avenue
Bellingham, Washington 98225

The property is located on Assessor's Parcel Number (APN) 370202398085 within the southwestern portion of the City of Bellingham, known as South Bellingham or the Fairhaven district (Township 37 North, Range 2 East, Southeast ¼ of Section 1) (Figures 1 and 2)

UTMs: 10 N 535696 E, 5396598 N (NAD83)

Current Owner: Port of Bellingham

Current Occupant: Puglia Engineering, Inc. (lessee)

Present Use: Machine shop, offices, storage

Significance:

Located in the former shipyards of the Pacific American Fisheries Company, the Northwestern Shipyard Machine Shop Building was originally constructed circa 1942 by the Northwestern Shipbuilding Company to support the construction of naval vessels for the United States military during World War II (Figure 3). Commonly known as the "Carpenter Building," this name likely references the building's association with the production of primarily wood hulled ships at the shipyard during this period. The Northwestern Shipbuilding Company had significant impact on Bellingham's growth and development during the war, and its activities were celebrated events in the community. The property is currently owned by the Port of Bellingham and leased to Puglia Engineering, Inc., which operates the property as part of the company's Fairhaven Shipyard.

The Carpenter Building is considered historically significant for its association with the Northwestern Shipbuilding Company's Fairhaven shipyard, which manufactured U.S. Army and U.S. Navy vessels during World War II, and its influence on the growth and development of Bellingham during this period. The Carpenter Building is likewise recognized as an intact example of a distinctive building type, which was once common in Bellingham and the Puget Sound region, but is now becoming increasingly rare.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date(s) of Erection:

Circa March to May 1942

2. Architect/Builder:

Architect: Unknown

Builder: Northwestern Shipbuilding Company

3. Owners, Occupants, and Uses:

1915-1919: Pacific American Fisheries Company, commercial shipyard during World War I

1919-1942: Pacific American Fisheries Company, cannery boat repairs and storage

1942-1945: Northwestern Shipbuilding Company (lessee), ***building constructed*** to serve as machine shop in support of the company's shipyard operation during World War II

1945-1949: Pacific American Fisheries Company, vacant

1949-1966: Pacific American Fisheries Company, cannery boat repairs and storage

1966-Present: Port of Bellingham, Harris Avenue Shipyard

4. Original Plans and Construction:

The Carpenter Building was constructed between March and May 1942 by the Northwestern Shipbuilding Company to serve as a machine shop and fabrication facility in support of the company's operation of a shipyard during World War II (Figures 4, 5, and 6). No original plans or construction drawings of the building are known to exist. The Pacific American Fisheries Company (PAF) collection at Western Washington University's Center for Pacific Northwest Studies contains a 1942 construction drawing for a "Machine and Fabricating Shop" for the Northwestern Shipbuilding Company, dated May 25, 1942.¹ However, the building illustrated by this drawing does not match the Carpenter Building's design. It is unclear whether the drawing represents a different building constructed in a separate location, or if the building's design was modified prior

¹ F. Stanley Piper and B. W. Huntoon, "Exhibit C: Machine Shop and Fabricating Shop for Northwestern Shipbuilding Co., Bellingham, Washington," construction drawing (Bellingham, WA: Collections of the Western Washington University, Center for Pacific Northwest Studies, 25 May 1942), Bellingham Commercial Point Shipyard, 1917-18, 1944, folder 15.

to construction. It is also unknown whether the architect and engineer listed on the drawing are the same individuals that designed the Carpenter Building.

The drawing lists Frederick Stanley Piper as the architect and Berton (Bert) W. Huntoon as the consulting engineer. Stanley was one of Bellingham's most prolific architects between 1908 and 1937. He is credited with the design of the Bellingham Herald Building, the Bellingham Fine Arts Building, the Great Northern Train Station, the Eldridge Mansion and Homesite, and the Anacortes Public Library, among other commissions.² Huntoon was an engineer for the PAF beginning in 1899. He became superintendent of the company's cannery operations at Fairhaven in 1901, and is credited with at least partial design of the company's Commercial Point shipyard, which operated during World War I.³ Huntoon remained affiliated with the PAF through the 1940s and is known to have participated in the planning of the Northwestern Shipyard Company's facilities.

When first constructed, the Carpenter Building consisted of a three-story, rectangular wood-frame structure, measuring approximately 156 feet x 54 feet in plan and 45 feet high (to the eaves), with a long one-story projecting shed roof covering a portion of its east elevation. It featured a relatively low-pitch wood-truss gable roof and horizontal wood clapboard siding. The structure had a north-south orientation and was built offshore on a large pier, which extended north into Bellingham Bay. The pier would later be expanded and extended to form the existing Harris Avenue Pier.

The building's interior plan initially comprised two distinct sections. To the south, approximately two-thirds of the building was occupied by a large shop space, which was used for conducting repairs and the manufacturing of wide-diameter, breech-loading rifle components for navy ships. This space appears to have had an open plan and was three stories high on the interior. It was originally accessed by a large, segmented arch opening in the building's south elevation. This opening was later permanently fixed in closed position, but the original doors, door hinges, and door opening remain visible today. To the north, the building's original interior contained a machine shop on the first floor, an electrical shop on the second floor, and loft space on the third floor. These original spaces appear to correspond with the general arrangement of shop, office, and storage spaces that currently occupy the building.

Development of the Harris Avenue Pier occurred concurrent to that of the Carpenter Building, and the building was dependent on the pier's construction. The oldest portion of the pier, which supports the Carpenter building and is closest to the shoreline, was constructed in 1942 by the Northwestern Shipbuilding Company as part of its Fairhaven shipyard (Figures 5 and 6). The purpose of the pier was to serve as an in-water foundation for the Carpenter Building, and as a wharf for the loading and unloading of vessels.

² Katie Chase, "Bellingham Herald Building," National Register of Historic Places Nomination (Tacoma, WA: Artifacts Consulting, Inc., July 2013), 14.

³ The Whatcom Museum, "The Bert Huntoon Collection," online exhibit (Bellingham, WA: The Whatcom Museum), electronic document: <https://www.whatcommuseum.org/v/vex11/>, accessed September 2017.

As initially constructed, the Harris Avenue Pier originally had a long rectangular plan with a north-south orientation and extended north into Bellingham Bay. It measured approximately 300 feet long and between about 90 to 175 feet wide. The pier's widest portion created the platform upon which the Carpenter Building was constructed. It is a timber-framed structure consisting of timber decking spanning timber pile caps, supported by timber plumb piles. In 1996, the Port of Bellingham extended the pier's length by an additional 300 feet with the construction of a new concrete pier at its northernmost extent.

Development History

- 1916 — Operations began at PAF's new shipyard at Commercial Point.
- 1919 — The PAF closed the shipyard after the last government ship was completed.
- 1937 — The PAF expanded Commercial Point by dredging the waterfront areas and building a new bulkhead. The areas behind the bulkhead were in-filled with dredge spoils.
- 1941 — The PAF leased 12 acres to the Northwestern Shipbuilding Company at Commercial Point in Fairhaven.
- 1942 — From March to May, the Northwestern Shipbuilding Company constructed a new shipyard on the 12 acres leased from the PAF. The facility included a machine shop and pier, multiple shipways, and a renovated marine railway.
- 1942 — On November 15, the shipyard celebrated the launch of its first five vessels for the U.S. Army. It would produce a total of 27 ships between 1942 and 1944.
- 1943 — Three cranes were added to the shipyard to increase its capacity, bringing the total to five.
- 1944 — On July 5, the shipyard launched its final ship (U.S. Army tug 452) and thereafter ceased operations.
- 1945 — The PAF resumed control and operation of the shipyard after World War II.
- 1966 — The Port of Bellingham acquired PAF's holdings in Bellingham, including the Commercial Point Shipyard.
- 1983 — The Port of Bellingham renovated the former PAF shipyard and acquired a 2,800-ton capacity dry dock from government surplus.
- 1986 — Marine Contractors Inc. (MCI) leased the shipyard from the Port of Bellingham from 1986 to 1998. A major shipbuilding company, MCI gained numerous



Figure 3. Carpenter Building, View from Southwest—January 2015
ICF International, Seattle, WA



Figure 2
Study Area
Historic Resources Assessment for the Carpenter Building

Path: K:\Projects_3\Port_of_Bellingham\00000_14_Carpenter_Bldg\mapdoc\Figure_1_Vicinity.mxd; User: 19423; Date: 1/19/2015

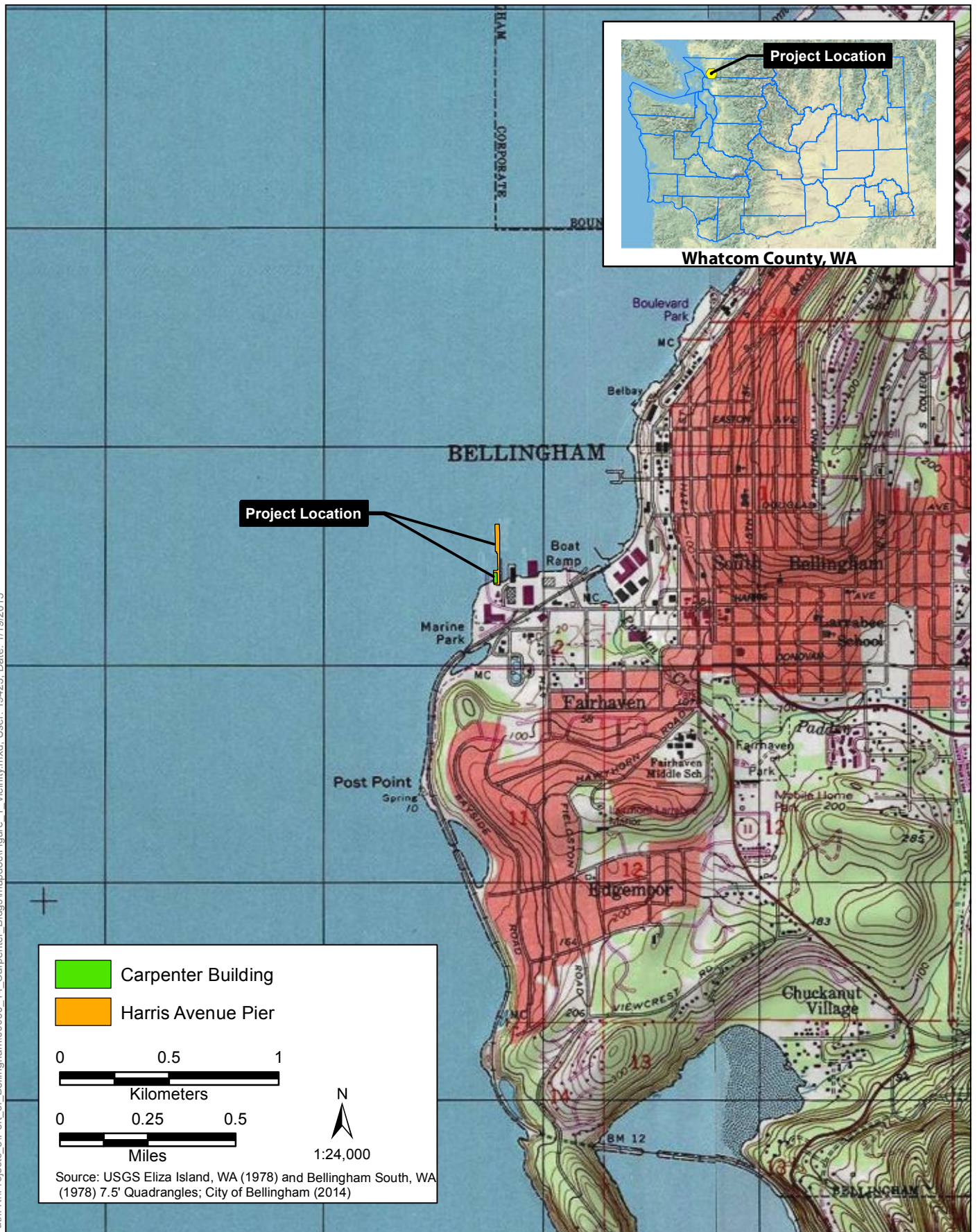


Figure 1
Project Vicinity
Historic Resources Assessment for the Carpenter Building

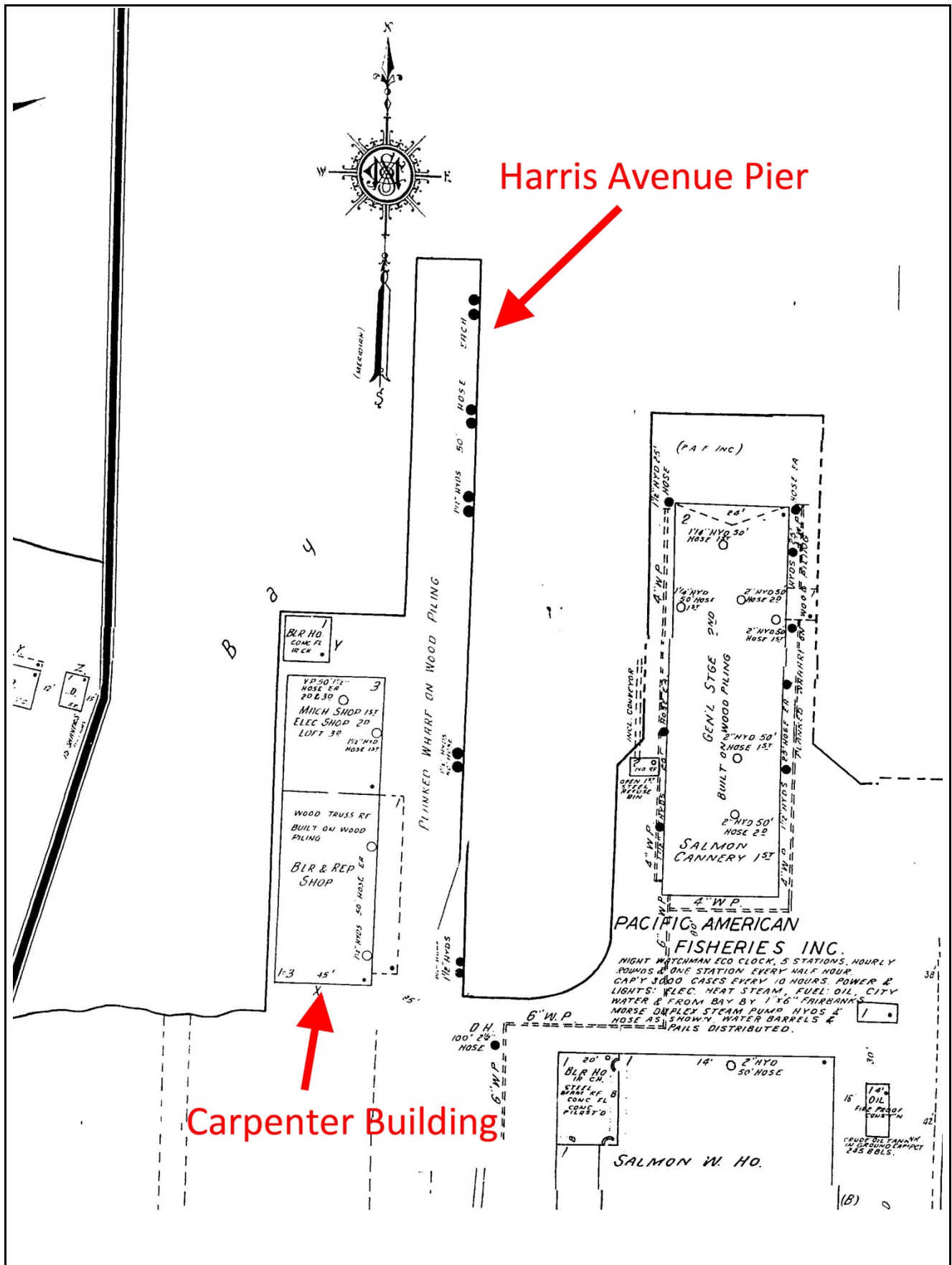


Figure 6. Sanborn Fire Insurance Map—October 1950
Sanborn Map Company, *Insurance Maps of Bellingham, Washington*, Sheet 89



Figure 5. Carpenter Building, View from the South—Circa 1955
Galen Biery Papers and Photographs #3333 (Partial View)
Heritage Resources, Western Washington University, Bellingham WA, 98225-9123



Figure 4. Pacific American Fisheries Company Shipyard, View from Southwest—January 27, 1962

Galen Biery Papers and Photographs #2875 (Partial View)

Heritage Resources, Western Washington University, Bellingham WA, 98225-9123

contracts with the National Oceanic and Atmospheric Administration, the Coast Guard, and the U.S. Navy.

1996 — The Port of Bellingham extended the original pier by 300 feet with the construction of a new concrete pier.

1998 — Bellingham Bay Shipyards, Inc., leased the shipyard from the Port of Bellingham from 1998 to 2002.

2005 — Puglia Engineering, Inc., leased the shipyard from the Port of Bellingham and established the company's Fairhaven Shipyard. This company is the property's current tenant.

5. Alterations and additions:

The Carpenter Building has good historical integrity and retains the majority of its original features and characteristics. Apparent alterations include the addition of a large shed-roof vestibule on the building's south elevation, changes to some of its fenestration, and the partitioning and renovation of several interior spaces. The building's original plan, roof, massing and structure, and exterior wall cladding all appear to remain largely intact. It retains a portion of its original use as a machine shop and ship repair facility, and its location, setting, and association within an operating shipyard remain unchanged.

The shed-roof vestibule that extends from the building's south elevation is a non-original addition, erected sometime after 1988. It consists of a large wood-frame truss that connects to the building's second story and is partially clad with plywood. It shelters several doorways and an exterior storage area at the building's south elevation.

The Carpenter Building's original fenestration primarily consisted of regularly-spaced pairs of window openings fit with nine-over-nine double-hung wood sashes on the first story, single windows fit with nine-over-nine double-hung wood sashes on the second story, and six-light wood sash casement windows at the building's third-story, all on its east and west elevations. Similarly configured windows punctuated the building's north elevation, flanking a large freight door opening and a pedestrian door on the first story, and an opening for a crane way on the second story. The aforementioned large, segmented arch opening characterized the building's south elevation. Other smaller pedestrian doorways punctuated the building's east and west elevations. All of the building's original window and door openings featured simple wood casings.

Many of the building's original doors and windows have been replaced with modern equivalents or enclosed. On the first story, several pairs of window openings were covered with plywood, particularly on the east elevation. Altered window openings on the second story have been partially enclosed, their sizes reduced, and their windows replaced with one-over-one vinyl or single-light aluminum frame inserts that are smaller in size. The building's third-story windows remain largely intact, except for a single window on the west elevation. Overall, the vast majority of the building's window

openings retain their original size, even if enclosed, and the percentage of windows replaced or enclosed is roughly estimated at about 34 percent.

The large segmented arch door opening on the building's south elevation was enclosed sometime before 1962. The pedestrian and freight door openings on the first story of the building's north elevation remain intact. However, the second story freight opening was partially enclosed and a modern pedestrian door installed. This door is currently accessed by a non-original exterior metal staircase, as are two similar second-story door openings on the east elevation. These latter doors were installed side by side in the locations of original window openings. At least one was likely installed as part of interior renovations in the early 1990s. Two pairs of original windows have also been replaced by modern door openings on the first story of the building's east elevation.

On the interior, the building's northern section retains its overall original three-level configuration. Several original, wood-frame wall partitions divide the floor plans of the original machine shop on the first floor and, except for a small renovated office area, its existing interior floors and finishes appear to be largely original. The northern section's second floor space was subdivided with interior wall partitions and rehabilitated as office space in the early 1990s. It currently exhibits a wide double-loaded corridor plan, including offices, a conference room, restrooms, and a kitchen area, with exterior entrances on the north and east elevations. The third floor space appears essentially unaltered and is currently used for storage.

The building's southern interior section, which once was open to a full three-story height, was subdivided and now contains two floors, with floor decks and wall partitions. The first floor was divided into multiple rooms, consisting of multiple office, shop, and storage spaces, each accessed through entrances on the building's south, west, and east elevations. The new second level was constructed as an extension of the existing second floor space in the building's northern section. It contains several partitioned storage rooms, but otherwise remains unfinished and was left open to the original roof framing.

The historical integrity of the Harris Avenue Pier is considered fair. It retains many of its original features and characteristics, but has also experienced numerous changes that have affected its integrity of design and materials. Much of the pier's decking has been replaced or covered with metal, concrete, and other materials, and the underlying piles and superstructure have been modified and repaired over time, as a result of routine inspections and maintenance. The pier's overall plan was altered with the addition of the new 300 foot concrete pier extension at its northernmost extent in 1996. The pier retains its original use, and its location, setting, and association within an operating shipyard remain unchanged.

B. Historic Context

The discovery of Bellingham Bay by Euro-Americans and the establishment of the town of Fairhaven and the other communities that now form the City of Bellingham are well-

documented in a wide range of primary and secondary sources.⁴ The history of this area generally follows the familiar pattern of settlement and development typical of many Pacific Northwest communities within the Puget Sound region.

Early History

Captain Henry Roeder and Russell Peabody, two Californians, were the first recorded settlers of Euro-American descent to arrive in Bellingham Bay. The pair entered Puget Sound at the end of 1852, originally intending to start a fishing company somewhere in the region. Upon their arrival, however, they learned that San Francisco had recently been ravaged by fire, and recognized a potential business opportunity in the city's reconstruction. Roeder and Peabody turned their attentions to timber harvesting and lumber production to take advantage of a high demand in San Francisco for much needed building materials.⁵

To make their fortune, Roeder and Peabody searched for a suitable location with fast-flowing water to establish a lumber mill. They found this location at the falls of Whatcom Creek on Bellingham Bay. While in Olympia, a Lummi chief called *Chow'it'sut* told them about the falls, and Roeder and Peabody hired Lummi guides to seek out the location. When they arrived at the bay, they found a suitable site, complete with swift water and stands of massive Douglas-fir and cedar trees ready for harvest.⁶ Roeder and Peabody established a lumber mill. Others soon followed their example. For decades after Roeder and Peabody's arrival, harvesting timber and cutting lumber remained the most important commodity in the Bellingham area.

Mining emerged as the area's second most important industry. Contemporary to Roeder and Peabody, William R. Pattle discovered coal outcroppings between what would become the towns of Fairhaven and Sehome in 1852. Pattle's attempts to commercially extract and process the coal proved unprofitable, and he abandoned the effort in 1855. His efforts, however, set a precedent for later mining ventures.⁷ A coal vein discovered on Henry Roeder's tract, for example, attracted the attention of several California investors in the mid-1850s. These investors established the Bellingham Bay Coal Company and opened the Sehome Mine, which remained in operation until 1878. This company was one of the area's largest employers during this period and was responsible for much of its early development, including the establishment of the company town of Sehome, to support its operations. Between 1878 and 1898, other mining ventures followed, such as the Foster and Blue

⁴ For overviews of the Bellingham's history and development see: Emily Lieb, "Bellingham – Thumbnail History," *HistoryLink.org*, Essay 7904 (20 August 2006), online document: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7904, accessed January 2015; Janet Oakley, "Whatcom County – Thumbnail History," *HistoryLink.org*, Essay 7327 (31 July 2005), online document: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7327, accessed January 2015; Lelah Jackson Edson, *The Fourth Corner: Highlights from the Early Northwest* (Bellingham, WA: Lelah Jackson Edson, 1951); and Lottie Roeder Roth, ed., *History of Whatcom County* (Seattle, WA: Pioneer Historical Publishing Company, 1926).

⁵ Lieb.

⁶ Ibid.

⁷ Edson.

Canyon mines. Opened in 1891, the Blue Canyon on the upper end of Lake Whatcom provided coal to the U.S. Navy until its closure in 1917.⁸

As the lumber industry and mining industries grew, so too did the local community. Fort Bellingham, an early military settlement, was established just above Whatcom Falls in 1856 to help protect the area's fledgling communities. Meanwhile, four towns were developed on the edge of Bellingham Bay with local homes and businesses concentrated near the water. These included the town of Whatcom (now Bellingham's Old Town district), the town of Sehome (Bellingham's downtown), the town of Bellingham (near Boulevard Park), and the town of Fairhaven (South Bellingham, also known as today's Fairhaven neighborhood). As the borders of these communities grew closer, local organizers recognized the disadvantage of having four separate sets of resources and utilities. In 1903, the towns officially merged and incorporated to become the City of Bellingham.⁹

Town of Fairhaven

Beginning in the mid-1800s, the peninsula that extends into Bellingham Bay in the vicinity of what is now Fairhaven was commonly known as Poe's Point. It was named after Alonso Marion Poe, an early settler who first filed a claim to the land under the Donation Land Claim Act of 1850.¹⁰ Much of the shoreline consisted of intertidal lands at this time, including a natural estuary at the mouth of Padden Creek. Through the late nineteenth and early twentieth centuries, these tide flats were gradually filled in to facilitate commercial and industrial development of the Fairhaven waterfront.

The town of Fairhaven was first established as a speculative development in the early 1880s. In 1883, Daniel J. Harris platted the townsite at the mouth of Padden Creek, east of Poe's Point. Like Poe, Harris had first settled the land in 1853 as part of a land donation land claim.¹¹ In 1861, Harris further added to this acreage by purchasing Poe's lands, which were situated west of present-day 7th Street and extended westward across the Point to the water.¹² At this time, the body of water nearest the Padden Creek estuary was known as Harris Bay and the tide flats extended inland to the east as far as present-day 10th Street and to the south as far as present-day Harris Avenue.¹³

Harris sold the platted townsite to Nelson Bennett, a promoter of the Fairhaven Land Company, in 1887.¹⁴ The Fairhaven Land Company was a subsidiary of the Fairhaven &

⁸ Edson; Oakley; and Lieb.

⁹ Ibid.

¹⁰ Edson.

¹¹ Elizabeth Walton Potter, "Fairhaven Historic District," National Register of Historic Places Inventory – Nomination Form (Olympia, WA: Washington State Parks & Recreation Commission, Office of Archaeology and Historic Preservation, September 1976), 8-1.

¹² Noel V. Bourasaw, ed., "Epochs in the history of Fairhaven and Dan Harris," *Skagit River Journal* (31 March 2007), online document: <http://www.skagitriverjournal.com/wa/whatcom/fairhavensth/harris/dan05-teck19030411.html>, accessed January 2015.

¹³ Whatcom County, "Map of Fairhaven on Harris Bay," 1 (2 January 1883), 15, online document: http://west.wvu.edu/cpnws/findingaids/cpnws/centennial/maps/buswell-19-17_full.jpg, accessed January 2015.

¹⁴ Edson, 253 and 255.

Southern Railway, which was incorporated in 1888 in Tacoma. A highly speculative venture, the Fairhaven Land Company's purpose in purchasing the townsite was to promote Bellingham Bay and the town of Fairhaven, specifically, as the terminus of the Great Northern Railway's transcontinental railway line, which was being extended to the west coast from Saint Paul, Minnesota. The Fairhaven & Southern Railway incorporated to build a railroad line south into the Skagit Valley to meet the Great Northern, and thereby ensure the subsequent development of Fairhaven, as well as the company's profits.

With property comprising both Fairhaven and the neighboring townsite of Bellingham (to the north), Bennett and his associates strongly promoted Fairhaven's development, initiating a real estate boom in the 1880s that would continue into the 1890s. The Fairhaven Land Company established a brick yard east of Fairhaven in Happy Valley, and started other factories and mills to provide building supplies for construction of the Fairhaven & Southern Railway to the south and the Bellingham and British Columbia Railroad to the north. Development in downtown Fairhaven boomed, as well. Fairhaven boasted the area's most extensive deep-water frontage, and a sizable business district emerged on the townsite, as speculators promoted the area as the transcontinental railroad's new terminus. Many of the buildings that now comprise the downtown Fairhaven Historic District, listed in the National Register of Historic Places in 1976, were constructed in this period.¹⁵

The Great Northern Railway eventually selected Seattle for the terminus of its transcontinental railroad line. This event put an end to Fairhaven's development boom and unluckily coincided with the Panic of 1893. A nationwide economic depression of the mid-1890s was the result. Despite these circumstances, however, Fairhaven continued to grow and develop over the next several decades, prospering from the region's coal and timber resources.

Fairhaven's Industrial Development

In 1889, the Fairhaven & Southern Railway completed its railroad line from Bellingham Bay southward to what is now Sedro-Wooley, Washington, and the coal fields of the Skagit Valley.¹⁶ The railway line ran north-south through downtown Fairhaven, constructed north along the shoreline of Bellingham Bay to the communities of Bellingham, Sehome, and Whatcom. South of downtown Fairhaven, it followed a route that roughly corresponded to the present alignment of the Old Fairhaven Parkway. The existing railroad right of way running north of the intersection of 9th Street and Gambier Avenue was its northern extent. The railway also operated a spur that diverted southwest from this same intersection, crossing the Padden Creek estuary on an elevated trestle. The BNSF's existing main line railway corresponds with the route of this original railroad spur.

Fairhaven's early industrial developments were primarily concentrated on these rail lines along the town's waterfront, extending over the intertidal lands west of 10th Avenue and

¹⁵ Potter, 8-3.

¹⁶ Noel V. Bourasaw, ed., "A Christmas gift for Sedro, Fairhaven & Southern Railway, 1889; the route from Bellingham Bay to old Sedro; and the name behind Fairhaven/Graves Street," *Skagit River Journal* (16 January 2012), online document: <http://www.skagitriverjournal.com/rr/sk-what/f-s03-jordan.html>, accessed January 2015.

north of Harris Avenue. By 1890, the largest of these developments included lumber mills owned by the Fairhaven Lumber and Planing Mill Company and H.P. Heacock (later the Pacific Coast Trade Company), both built over the tide flats at the end of Knox Avenue. By the following year, the tide flats had been filled in enough to reclaim nearly an entire city block of new developable acreage along the waterfront, completely filling in the area around the Fairhaven Lumber and Planing Mill and enabling the development of town lots north of Harris Avenue.

Harris Avenue had an east-west orientation through this area, running west from the town center and crossing the Padden Creek estuary. By 1897, the street reached only as far west as present-day 4th Avenue (originally Bennett Avenue) and development was primarily concentrated on its south side. The latter included a series of saloons, boarding houses and lodging houses, theaters, restaurants, barbers, and supply stores through the 1890s. The area of Poe's Point, located to the west of these businesses, remained largely undeveloped until the 1910s.¹⁷ The Fairhaven Land Company owned much of the land in this vicinity, and the only development consisted of two company shipping warehouses built over the water on one of Fairhaven's earliest wharves, just northwest of the intersection of Harris Avenue and 4th Street.

The general lack of development on Poe's Point was at least partially due to its natural geography. One of the Point's more notable features was a large 60-foot high hill situated beyond the western end of Harris Avenue. Extending to the water on the west and north and to the east as far as 4th Street at one time, the hill reportedly hosted the remains of an early cemetery. Through the 1890s and 1900s, this hill was gradually removed by hydraulic processes and the resulting spoils mixed with wood waste from the lumber mills to reclaim the tide flats along Fairhaven's waterfront.¹⁸ The shorelines north and west of Poe's Point were likewise filled-in in this manner, creating the lands that now comprise much of the Port of Bellingham's Harris Avenue Shipyard and the Bellingham Cruise Terminal by 1913.¹⁹ Fairhaven continued to grow in population at the turn of the twentieth century and following its incorporation as part of the City of Bellingham in 1903. It boasted the best deep-water wharves on the bay and was connected by railroad linkages north and south to the Great Northern Railway, the Northern Pacific Railway, and the Bellingham and British Columbia Railroad. Leveraging these advantages, the town emerged from the depression of the mid-1890s as an important manufacturing and commercial center for the region. During this period, existing businesses associated with the region's lumber and mining experienced financial growth and several new industries were established on the Fairhaven waterfront.

¹⁷ Sanborn-Perris Map Co., Limited, *Fairhaven, Whatcom Co., Wash.* (New York, NY: Sanborn-Perris Map Co., Limited, May 1890), Sheets 1-2; Sanborn-Perris Map Co., Limited, *Fairhaven, Whatcom Co., Wash.* (New York, NY: Sanborn-Perris Map Co., Limited, March 1891), Sheets 1-2; Sanborn-Perris Map Co., Limited, *Fairhaven, Whatcom Co., Wash.* (New York, NY: Sanborn-Perris Map Co., Limited, March 1897), Sheets 1-3; Sanborn Map Company, *Insurance Maps of Bellingham, Formerly Whatcom & Fairhaven, Washington* (New York, NY: Sanborn Map Company, 1904), Sheets 0b and 63; Sanborn Map Company, *Insurance Maps of Bellingham, Washington* (New York, NY: Sanborn Map Company, 1913), Sheets 0d, 81, 89, and 90.

¹⁸ Rosamond Ellis Van Miert, *Settlers, Structures & Ships on Bellingham Bay, 1852-1889* (Bellingham, WA: Applied Digital Imaging, 2004), 233.

¹⁹ Sanborn Map Company, 1913.

The most significant of these industries was Fairhaven's salmon canning industry. According to Frank Teck, editor of the *Fairhaven Times*, the first salmon cannery on Bellingham Bay was a relatively small, short-lived venture established in the town of Whatcom in the mid-1890s. Its progenitors were reportedly ambitious but undercapitalized, and the cannery failed after less than a year. Such characteristics apparently were common for many such ventures established during the 1890s, no doubt impacted by the decade's poor economic conditions.²⁰ From these modest beginnings, salmon canning would become one of the region's most important industries and significantly influence the growth and development of Fairhaven and the other communities on the shores of Bellingham Bay.

Between 1897 and 1903, a total of three salmon canning companies and one fish processing facility constructed plants along the reclaimed tide flats of Fairhaven's waterfront. The first commercial salmon cannery in Fairhaven is considered to have been the Fairhaven Canning Company, established in 1897. This company was soon followed by two additional canneries in 1898 and a cold storage and fresh fish shipping company in 1903. These companies were the Franco-American North Pacific Canning Company (which would later become the well-known Pacific American Fisheries Company), the Aberdeen Canning Company (which would later become the Bellingham Canning Company), and the Hacket Cold Storage Company of Boston. Along with a fourth salmon cannery established three miles south of Fairhaven at Chuckanut Bay (the Bellingham Bay Canning Company), these businesses formed the core of Bellingham's commercial salmon industry through the 1910s. Each company built and operated their own docks, warehouses, and wharves.

Pacific American Fisheries Company

The Franco-American North Pacific Canning Company and the Aberdeen Canning Company both arrived in Fairhaven in 1898 and established neighboring factories on Poe's Point (by then known as Commercial Point) at the west end of Harris Avenue. The Franco-American North Pacific Canning Company was incorporated by Roland Onffroy for \$25,000 in 1898. The company leased a factory site from the Fairhaven Land Company at the foot of what is now 4th Street. The landowner also became an investor in the new company, in an amount of \$2,500. Lacking the basic elements for a successful venture from the outset, the Franco-American North Pacific Canning Company filed for bankruptcy in November 1898, when it could not pay a gas bill of \$341.00. It was soon recapitalized and reorganized with the help of the Chicago-based marketing and food brokerage firm, Deming and Gould, as the Pacific American Fisheries Company (PAF) later the same year. The PAF would eventually grow to become the largest salmon canning operation in the region and absorb nearly all its competitors.²¹

Organized by B. A. Seaborg, a Columbia River salmon packer, the Aberdeen Canning Company likewise established its own salmon canning plant on the Fairhaven waterfront in 1898. The cannery was located west of the PAF's facility and east of the Carpenter Building's present location. The company went through several changes of ownership and

²⁰ August C. Radke, *Pacific American Fisheries, Inc.: A History of a Washington State Salmon Packing Company, 1860-1966* (Jefferson, NC: McFarland & Company, Inc., Publishers, 2002), 15.

²¹ Radke, 19.

naming during its first six years of operations. Then, in 1905, a group of Canadian investors purchased the company and renamed it the Bellingham Canning Company. Welsh managed the company's salmon canning operations in Fairhaven into the 1930s, and the company expanded to establish other plants in Alaska during this period. In 1932, the Bellingham Canning Company's Fairhaven plant was acquired by the PAF, which had taken over most of the area of Commercial Point by this time. Thereafter, outside of Bellingham, the Bellingham Canning Company continued its independent Alaskan operations until the mid-1960s.²²

In 1915, the PAF began to further expand its Fairhaven operations with the development of a large commercial shipyard at Commercial Point. The company purchased the land encompassing the western side of Commercial Point, containing the Hackett Cold Storage Company facility and the remaining sections of the tall hill, abutting the property to the south. The PAF proceeded to cut an extension of Harris Avenue into the hill, using the excavated material to broaden the new shipyard grounds, by using it as fill behind a newly constructed seawall along the Point's intertidal zone. The PAF then constructed a series of new buildings and structures associated with ship building operations to support the company's commercial fleet.²³

The PAF's development efforts were described as follows in the company's magazine, *The Shield*, in December 1918.

*"The Commercial Point shipyard site is located south of the Pacific American Fisheries plant proper, and occupies the ground formerly held by a cold storage proposition – in fact, the joiner and one planer shop are located in the original refrigeration building. The yard proper was built by leveling of a great portion of the Point and throwing the debris behind the bulkheading in the Bay. A street was cut through the hill, making an easy entrance to the yard. The main offices and gate are at the end of this cut, while the planer building, molding loft and storeroom were built out on the five-acre dock the company erected in anticipation of war work. The five ways of the yard are on the northwest front of the yard property, with plenty of deep water for launchings and the whole of Bellingham Bay to recover the new ship. The extreme south side of the yard is the lumber yards, with docking facilities at one end for the largest steamers. The paint shops, blacksmith shops and store houses are located near the Great Northern tracks on the east. The yard is crisscrossed with railway tracks throughout, and trackage is provided to the end of the pier, where the sheer legs handle the installation of the heavier portions of machinery."*²⁴

Operations at the new PAF shipyard began in 1916. The shipyard specialized in the construction of wooden steamships for the PAF's own use and under contract with the U.S. Shipping Board during World War I. By the war's end, the PAF had expanded shipyard's capacity to double its original size, providing sufficient space to have five ships under construction simultaneously. A total of seven vessels were constructed at the shipyard during the war.²⁵

²² Radke, 16.

²³ Gilpin, 10; Jeff Jewell, "PAF fleet among the last of the coast's wooden trawlers," *The Bellingham Business Journal* 31 (Bellingham, WA: The Bellingham Business Journal, May 2008); Radke, 106-107.

²⁴ Pacific American Fisheries, Inc., *The Shield* (December 1918), 70.

²⁵ Jewell; Radke, 108-111.

The PAF close the shipyard in 1919 after the last government ship was completed, and sold its ship-building machinery and equipment to the Bellingham Junk Company the following year. The PAF continued to utilize the shipyard for boat repairs and storage through the 1930s, until 1937, when the PAF again dredged the waterfront areas around Commercial Point and used the dredge spoils to backfill and further expand the shipyard.²⁶ This work would set the stage for the property's resumed use as a wartime producer of naval vessels.

Northwestern Shipbuilding Company

During World War II, Commercial Point was again used for the construction of boats and ships in support of the United States' war effort. The PAF leased the property to the newly organized Northwestern Shipyard Company in 1942, which contracted with the U.S. Army and other agencies to construct wooden-hulled vessels for military use. The Northwestern Shipbuilding Company was organized by a group of Seattle-based investors in 1942. Jack Gilbert, a former PAF employee was named President and served as the company's local yard manager. Charles Taylor, a resident of Tacoma with experience as a shipbuilder during World War I, was appointed the facility's construction superintendent.²⁷

The Northwestern Shipbuilding Company broke ground on the new shipyard on March 24, 1942. The shipyard comprised a total of 12 acres of the PAF's property at the end of Harris Avenue on Commercial Point, the same site as the PAF's shipyard during World War I. The Northwestern Shipbuilding Company invested approximately \$150,000 to enlarge and modernize the older facility, including the construction of a marine railway, 11 ship ways, and a new machine shop and pier.²⁸ The latter are now known as the Carpenter Building and the Harris Avenue Pier.

Operations began at the new shipyard in May 1942, after the Northwestern Shipbuilding Company received its first contract, valued at \$250,000. The contract was for the construction of six 90-foot shallow water naval barges. Soon thereafter, the company secured additional contracts for as much as \$6 million from both the U.S. Army and the U.S. Navy. The shipyard was awarded a contract to build two 135-foot minesweepers for the U.S. Navy in March 1942 and a contract to construct five 114-foot freight and passenger boats by the U.S. Army two months later.²⁹

By October 1942, a total of 10 vessels were under construction at the Northwestern Shipbuilding Company's Fairhaven shipyard. With all this work, the shipyard eventually employed as many as 1,000 workers in three shifts, working around the clock for seven days a week. This rampant pace characterized much of the company's activity through most of the war. The same month, the company also leased a logging plant in Marblemount, Washington,

²⁶ Jewell.

²⁷ Al Currier, "Looking Back, Northwest Shipbuilding," *Bellingham Business Journal* (Bellingham, WA: Sound Publishing, Inc., 1 October 2003).

²⁸ Ibid.

²⁹ Ibid.

from the Buller Brothers Lumber Company, to help meet the shipyard's high demand for timber.³⁰

Unlike many other wartime shipyards in the Puget Sound, the Northwestern Shipbuilding Company specialized in the construction of wooden-hulled ships. Construction of this vessel type was particularly valued because of the shortage of metals during the war and also for the type's special characteristics. Minesweepers, for example, were purposely built with wooden hulls, because it helped reduced the potential of detonating magnetized mines that would otherwise be attracted to a ship's metal hull. The shipyard's ability to produce quality wooden-hulls benefited from Bellingham's large Scandinavian population, which characteristically contained a higher than average number of skilled carpenters.

As one of Bellingham's largest employers in the 1940s, the local populace enthusiastically embraced the company's efforts to support the war and produce naval vessels as quickly as possible. In October 1942, the shipyard was awarded a special "Minuteman" flag in recognition of every company employee having purchased war bonds to support the United States' military, and that the company had even exceeded its bond quota by 10 percent. The presentation of the flag was celebrated as an important civic event. The high school band led a march to the shipyard, followed by a public flag raising ceremony at shift change. The City of Bellingham's mayor reportedly presented the flag, as gathered spectators sang the national anthem.³¹

In November 1942, the Northwestern Shipbuilding Company completed its first five vessels. Heralded as the "Victory Quintuplet," their launching drew national attention to the Fairhaven shipyard. Two news-reel companies filmed the launching festivities and the event was covered by press and magazine photographers, in addition to a sizable gathering of spectators, dignitaries, and company employees. The local American Legion drum and bugle corps, the "Veterettes" drill team, and a union band all performed at the celebration.³²

Nearly all of the Northwestern Shipbuilding Company's launches were celebrated in this manner. As with its inaugural launch, the shipyard's launching ceremonies were frequently attended by thousands of people and typically featured patriotic music, speeches by dignitaries, presentations of flags to the ship, and gifts of recreational equipment and other items to their crews. Female sponsors christened each vessel by breaking a bottle of champagne across the bow, and local civic and social organizations were enlisted to host and conduct the ceremonies. Employees who worked extra hours at the launch events are also recorded as often donating their extra pay to war-related charities.³³

The Northwestern Shipbuilding Company continued to operate the Fairhaven shipyard until 1944. In March 1943, the shipyard obtained contracts for six more U.S. Army vessels, valued at \$2.5 million. Because of this and other increasing business, the Northwestern Shipbuilding Company added three cranes to the facility in early 1943, bringing the total to five. Workers

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

³³ Ibid.

launched the last vessel built at the shipyard (U.S. Army tug 452) on July 5, 1944. Despite claims to the contrary, the company received no further work the rest of the year and the cessation of hostilities in 1945 marked the end of the company's wartime operations.³⁴

Overall, the Northwestern Shipbuilding Company's impact on the local community was considered quite large. During its short period of operation, the shipyard contributed over \$4.5 million in paid wages to local employees and purchased an estimated \$2 million in supplies and materials from local vendors. The shipyard's employees were also praised for their exemplary role in the local war bond effort. By the war's end, the Northwestern Shipbuilding Company had constructed a total of 27 ships for the United States military. The company quietly ceased operations at the end of 1944 and officially closed in 1945.³⁵

The Northwestern Shipbuilding Company's facility was one of two sizable shipyards with operations on Bellingham Bay during World War II. The other was the Bellingham Shipyards, established by Arch Talbot in 1941 on the tide flats near Squalicum Creek, which would eventually become the largest privately owned shipyard in the United States. Because of these two companies and others like them in the Puget Sound, Bellingham and the Pacific Northwest region garnered a national reputation for quality shipbuilding that had lasting influences through the remainder of the twentieth century.

Postwar Period

The PAF did not operate its Fairhaven cannery from 1939 to 1949. The company only operated its Friday Harbor Canning Company facility during the war, due to reductions in available labor, materials, and wartime demands.³⁶ In 1949, the PAF resumed operations at its Fairhaven facility and carried out a rebuilding program to once again pack salmon on Puget Sound. The Fairhaven facilities were completely rehabilitated, and the newest high speed canning equipment purchased and installed. This work included the resumption of activities at the PAF (formerly Northwestern Shipbuilding Company) shipyard, which was again utilized to repair and maintain the company's fishing fleet.

Beginning in the mid-1930s with the passage of Initiative 77 in Washington State, the salmon canning industry experienced the beginning of a slow decline, which increased more rapidly in the years after World War II. Initiative 77, known as the Washington Fish Traps and Fishing Regulations Initiative, was a statewide measure passed by the people of Washington on the November 6, 1934. The measure prohibited the use of fish traps for catching salmon within state waters, prohibited drag seines for catching salmon in the Columbia River, and created special fishing areas for trolling and provided for salmon fishing seasons.³⁷ These

³⁴ Ibid.

³⁵ Tim Colton, "Northwestern Shipbuilding, South Bellingham, WA," *ShipBuildingHistory.com* (20 January 2015), online document: <http://www.shipbuildinghistory.com/history/shipyards/4emergencysmall/northwestern.htm>, accessed January 2015; Currier.

³⁶ The Friday Harbor facility operated throughout the war, except for the 1944 season. Radke, 160-161.

³⁷ Ernest N. Hutchinson, Secretary of State, *A Pamphlet Containing Constitutional Amendments: Referendum Measure No. 18, Initiative Measure No. 77, Initiative Measure No. 94* (Olympia, WA: The Secretary of State, 6 November 1934), online document: http://wsldocs.sos.wa.gov/library/docs/OSOS/voterspamphlet/voterspamphlet_1934_2006_001787.pdf, accessed January 2015.

conditions, combined with the increased efficiency, reduced costs of airplane travel and shipping, and depleted salmon populations, significantly impacted traditional methods of commercial fishing in the Puget Sound and up into Alaska. The result was an overall decrease in market demand for canned salmon as consumers turned to fresh or frozen salmon as a higher quality, and less expensive alternative.³⁸

After 1959, due to these changes in the salmon industry, the PAF gradually phased out its Fairhaven operations. In 1966, the Port of Bellingham acquired PAF's holdings in Bellingham, including the shipyard.³⁹

Harris Avenue Shipyard

As an entity, the Port of Bellingham was first established to provide oversight and coordinated planning for the development of Bellingham's waterfront, following exponential industrial growth on the waterfront in the early twentieth century. Prior to 1920, industrial activity on Bellingham Bay was controlled by private interests with little or no thought to long term economic viability. The PAF, the Bloedel Donovan Lumber Mill, Olympic Portland Cement, and several sizable lumber and shingle mills all vied to improve their interests along the waterfront, both in Fairhaven and near Whatcom Creek. This led to a crowded and confusing assortment of docks and other facilities on the waterfront that hampered further growth and commercial development. To correct the situation, the voters of Whatcom County followed the lead of other port communities on the West coast and overwhelmingly passed a charter to create a public Port Authority under state law in 1920. The Port Commission thereafter assumed responsibility for many of the public waterways, wharfs, tidelands, and real estate in both Bellingham and Blaine, Washington.⁴⁰

The Port of Bellingham established the Harris Avenue Shipyard in the 1970s and has leased the property since this time to various tenants. The property is currently leased to Puglia Engineering, Inc. and All American Marine, Inc. Puglia Engineering, which also operates shipyards in Tacoma and Alameda, California, maintains the property as its Fairhaven Shipyard, used in the repair and maintenance of vessels. All American Marine is in the business of building high quality aluminum monohull and multi-hull aluminum boats.

C. Statement of Significance

The Carpenter Building is directly associated with the Northwestern Shipbuilding Company's Fairhaven shipyard and the construction of naval vessels, under contract with the U.S. Army and U.S. Navy during World War II. These efforts were the manifestation of much larger regional and national programs to transition commercial industrial facilities to wartime production, and to provide equipment and materials necessary to support the United

³⁸ Radke, 160-161.

³⁹ Jewell; Radke, 168-169.

⁴⁰ Phil Dougherty, "Voters create Port of Bellingham in an election held on September 14, 1920,"

HistoryLink.org Essay 9536 (2010), accessed April 2013, [http://www.historylink.org/index.cfm?](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=9536)

[DisplayPage=output.cfm&file_id=9536](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=9536); *Bellingham Herald*, "Work on Dock is Suspended by Sauset" (23 March 1918), 28 (102): 6; *Bellingham Herald*, "New Municipal Dock Receives First Shipment" (11 June 1919), 29 (170): 12; *Bellingham Herald*, "Municipal Dock to be Ready for Use by May 1," (7 March 1919), 29 (88): 1.

States' overseas military campaigns. It also retains association with the PAF and that company's operation and maintenance of a commercial fishing fleet in the postwar period.

The Carpenter Building was a central component of the Northwestern Shipbuilding Company's Fairhaven shipyard and was involved in the construction of 27 naval ships during the shipyard's wartime service, between 1942 and 1944. As one of the last remaining intact elements of this shipyard, the Carpenter Building represents Bellingham's wartime industries and its role in the production of naval vessels during World War II. It further represents an importance to the growth and development of the Fairhaven community in this regard.

Historical accounts indicate that the Northwestern Shipbuilding Company's shipyard was a rallying point for local citizens in supporting the country's war effort, such as selling war bonds. The public enthusiastically embraced the purchase of war bonds as a way to support the local shipyards, buying them to sponsor ships during the war. Each vessel produced by the shipyard was celebrated by the local community, and this community pride helped anchor the region's shipbuilding reputation during the war and through the rest of the twentieth century.

Fairhaven's wartime naval ship building activities also provided crucial economic stimulus to Bellingham and the surrounding region. Bellingham benefited from the immediate employment provided by the shipyard and a swift increase in housing and related commercial development was the result. The shipyard was an important employer of local labor during the war, specifically benefiting from the region's high Scandinavian populations, and these factors had lasting effects on Bellingham's growth and development in the postwar period. Following the end of World War II, the Carpenter Building transitioned back to commercial use in the late 1940s and 1950s. It continued to support the operations of the PAF's shipping fleet until the company relinquished its ownership of the property in 1966. This transition set the stage for the building's current and continued use as part of ship building and repair operations at the Port of Bellingham.

Owing to its association with the Northwestern Shipbuilding Company's Fairhaven shipyard and the shipyard's role in the history of Fairhaven during and after the war, the Carpenter Building is considered eligible for listing in the NRHP under criterion A. It is associated with the production of naval vessels during World War II and the impacts this wartime industry had on the local community and the region. Under criterion C, the building embodies the distinctive characteristics of an early 1940s industrial facility, specifically built for Bellingham's shipbuilding industry. Its fully wood-frame construction, erected on a pier over water, for example, is one of several characteristics that distinguish it from other more recent facilities in the vicinity. It is also one of the last industrial buildings of this vintage and type on the Fairhaven waterfront that remains largely intact, and is one of only a few remaining structures directly related to the PAF's once expansive salmon packing plant and shipyard.

PART II. ARCHITECTURAL INFORMATION:

A. General Statement

The Carpenter Building was initially constructed between March and May 1942 to serve as a machine shop and fabrication facility for the Northwestern Shipyard Company's Fairhaven shipyard during World War II. Built on a wooden pier, the building supported the construction of 27 wooden-hulled naval ships between 1942 and 1944. The building's design reflects its purpose. Its length, height, and open interior plan accommodated the building and repair of various vessel components, and provided space for a machine shop, electrical shop, and blacksmith shop, in addition to offices and storage. Its placement on a wood pier positioned it near the shipyard's center and next to a marine railway, which provided convenient access to the facility.

1. Architectural Character

The Carpenter Building's outward appearance is that of a wood-frame industrial building, typical of the period and region. It has no discernable high style. However, its design reflects that of other such maritime industrial buildings on Bellingham Bay. It consists of a three-story, wood-frame structure with a long, rectangular plan set in a north-south orientation. It stands over water on a timber pile pier. The building features a relatively low-pitch, wood-truss gable roof and horizontal wood clapboard siding. Fenestration consists of original multiple-light, double-hung, wood sash windows with wide casings, many of which have been replaced with non-original metal or vinyl sliding windows, and a mixture of larger freight doors and smaller personnel door openings.

On the exterior, the building is characterized by regularly spaced door and window openings across its east and west elevations, and a symmetrical design to its north and south elevations. Both the east and west elevations have similar configurations. They are each 13 bays wide, exhibiting full height levels at the first and second stories, and a truncated third story, as viewed from the exterior. The building's north and south elevations are each three bays wide and three stories high.

The south elevation originally featured a large, segmented arch opening, which opened to a large, full-height shop space that occupied the southern two-thirds of the building. Over the top of this opening, a non-original, shed roof vestibule was added to the south elevation. It shelters an area that is fully on its east and west elevations, and enclosed by wood frame structural supports sheathed with plywood panels on its south elevation. The shed roof is sheathed with corrugated metal roofing, set over a series of wood frame rafters. A smaller one-story shed roof addition shelters three bays on the building's east elevation. It also features wood support posts and a corrugated metal roof.

The north elevation features freight door openings in the center bays of both the first and second stories, flanked by window openings in the outer two bays. The second story opening, which has been altered, is sheltered by a projecting shed roof that is clad by corrugated metal roofing. A horizontal window opening punctuates the elevation above

this shed roof. A large representation of the PAF's corporate logo is painted above the window opening, in the elevation's gable end.

On the interior, the Carpenter Building is characterized by several intact spaces that retain their original, unfinished industrial appearance. Two of these spaces retain original ceiling-mounted I-beam hoists. These include two long hoists centrally mounted in the open ceiling of the building's south section on the second floor, in the space formerly occupied by the full-height shop space. The longer of these hoists runs approximately half of the building's overall length. Several hoist trolleys and chains still hang from these elements. Similarly, a one-ton I-beam hoist remains extant in the first floor machine shop, in the building's northern section. The hoist is mounted perpendicularly on parallel steel tracks at the ceiling between the space's two central rows of structural columns. It spans the width of the shop's center bay, and the support tracks extend the space's full north-south length.

2. Condition of fabric

The Carpenter Building remains in use and is currently occupied by Puglia Engineering, Inc., which operates the property as part of the company's Fairhaven Shipyard. It is a fully functional facility, and all spaces contained in the building are fully utilized. Despite this continued use, however, the building exhibits several areas of deterioration. Elements of the roof and exterior walls show indications of water intrusion, which has resulted in evident staining and some damage in the interior spaces. On the rafters of the attic spaces, guano indicates the previous presence of birds in the building. Deterioration and loss is also present at the ledger supporting the south shed roof trusses. In addition, there are many examples of deteriorated wood at the building exterior. Gaps exist in the exterior wall cladding in some areas, and wood elements of both the building and pier show signs of rot. Within the building, there are indications of shrinkage and sagging at the second floor. Splitting may be observed at many girders and columns in the first and second story.

B. Description of Exterior

1. Overall dimensions

The building consists of a three-story, rectangular wood-frame structure, measuring approximately 156 feet x 54 feet in plan and 45 feet high (to the eaves). It is divided into two distinct sections on the interior. To the south, approximately two-thirds of the building was originally occupied by a large shop space that extended the building's full height. The building's floor space measures approximately 21,000 square feet, with a partial attic level at the building's north end.

2. Foundation

The building has no foundation nor cripple walls in the tradition sense. Rather, it was built offshore on a large pier, today known as the Harris Avenue Pier, which extends

north into Bellingham Bay. Its foundation consists of wood timbers that tie directly into the pier's structural components, and the pier's widest portion creates the platform upon which the building was constructed. The pier is a timber framed structure consisting of 3-inch x 12-inch timber decking that spans 12-inch x 12-inch timber pile caps. The pile caps run in an east-west or transverse direction, spaced at a nominal six feet on center. The pier's northern two-thirds features additional longitudinal 12-inch x 12-inch timber pile caps below the transverse pile caps. Creosote-treated timber plumb piles support the pile caps. Overall, the pier measures approximately 300 feet long and between from 90 to 175 feet wide. In 1996, the Port of Bellingham extended the pier's length by an additional 300 feet with the construction of a new concrete pier at its northernmost extent.

3. Walls

All four of the Carpenter Building's exterior walls are clad with horizontal, one-inch x eight-inch wood boards applied directly to two-inch stud framing, set at approximately 24 inches on center. This wall framing extends the building's full height. Vertical corner boards sheath the building's corners. Some of the cladding exhibits water damage, and several have been displaced or show signs of rot and decay.

4. Structural system, framing:

The Carpenter Building's structural system is composed of timber post and beam construction placed directly on the supporting Harris Avenue Pier. The first floor's flooring appears to be integrated with and laid directly over the underlying pier beams, and the building's structural columns are positioned over the pier's pile caps. Four rows of heavy-timber structural columns, oriented north-south through the building, support the second floor's heavy timber beams (also oriented north-south) and floor deck. The column rows are equidistantly spaced across the building's width with two at the building's perimeter walls and two at the building's center. The latter columns are exposed and particularly evident in the building's north machine shop, supply room, and south machine shop. In the building's south section, these columns in part have defined the placement of interior wall partitions. The two center column rows are absent on the second floor. Instead, the building's structural load is carried by a continuation of columns and beams at the building's perimeter walls. These elements support the third floor's timber beams and floor deck in the northern section, and fully extend to the roof with no intervening floor deck in the southern section. The roof is structurally supported by a series of trusses, constructed from lumber sections with six panel points (roughly 20 feet on center), and a series of wood-frame roof purlins and rafters.

5. Openings:

a. Doorways and doors:

Personnel and loading bay doors provide access to the Carpenter Building on the north, south, east, and west elevations. Several of the building's original door

openings remain intact and continue to function as doorways, but most have been altered and many non-original door openings introduced.

North Elevation

On the north elevation, there are three door openings in the elevation's center bay on the first story and a single door opening in the center bay on the second story. All appear to be original openings. On the first story, the elevation's center bay is punctuated by a large freight door that opens to the building's first floor machine shop. This door consists of a large, side-sliding, track freight door. The door is constructed of vertical wood boards reinforced by applied diagonal bracing on its exterior face and casings at its edges. It hangs from a metal track that extends over the first story window in the elevation's western bay. A second door opening punctuates the elevation west of this window. It consists of an original, wide, personnel door opening. The opening is fit with a wood door constructed of vertical wood boards held together by internal structural framing, and features metal strap hinges and wide wood casings. Immediately east of the freight door is a small personnel door. It is fit with an original wood door, constructed of vertical wood boards, held together by wide framing around the edges and a diagonal brace applied to the door's interior face. The door is set in an original wood frame with wide wood casings on the exterior, and original exposed, ferrous metal strap hinges.

On the north elevation's second story, a former freight door opening has been partially enclosed and a non-original personnel door installed. Simple wood casements mark the outline of the former door opening, and evidence of its prior function remains in the intact I-beam hoist that extends horizontally outward from the exterior wall, above the door opening. The hoist's base is affixed to the exterior wall above the door opening, and its outward edge is supported by a diagonal cable anchored to the elevation's gable end. The existing non-original door consists of a single-light metal door set in a narrow frame. It is accessed by a non-original metal staircase that extends downward across the elevation's eastern bay.

East Elevation

On the east elevation, three door openings punctuate the first story and three door openings punctuate the second story. All of these openings are positioned in the elevation's south central section, beginning at the fifth bay from the south. On the first story, the southernmost door opening consists of a personnel doorway that was cut into the space of a former window. The window was removed, but the window opening appears to remain intact. It was enclosed by a large, thick sheet of plywood, which covers the opening from the top of the window opening to the pier deck. The door opening was cut into the bottom center of the plywood. It is fit with a heavy, non-original, metal, nautical door and frame, which was most likely salvaged from a sea-going vessel. The door is characterized by a single ovoid light. It opens to the first floor electrical shop room. East of this door opening is a second non-original personnel doorway, cut into the lower quadrant of an original pair of windows, which

were partially enclosed. The door consists of a contemporary, pre-hung, steel door and frame insert with a recessed six-panel design. The door opens to the first floor first aid room.

Non-original door openings punctuate the east elevation's center bay on both the first and second stories in the place of former window openings. On the first story, the door opening consists of a large freight door opening with a side-sliding track door. The non-original door is formed of thick plywood panels suspended from a metal track by metal strap hinges. A small service window was cut into the door, which opens to the building's first floor supply room. On the second story, a former window in the center bay was removed and replaced by the existing personnel door opening. The door opening, which is shorter than the former window opening, has a wood frame with simple wood casings, and is fit with a non-original, metal door with a single light. It opens into a second floor exit hallway. The window opening was enclosed with matching exterior siding. One bay to the south of this doorway, another non-original door opening punctuates the elevation. It occupies the lower portion of an original, single window opening, which was enclosed with plywood. The door consists of a contemporary, pre-hung steel door and frame insert with a single light over recessed two-panel design. It opens into a second floor storage area. Both of these second-story doorways are accessed by a non-original metal staircase and landing that extends across the east elevation's center.

A large freight door opening punctuates the bay south of the non-original door on the east elevation's second story. This door extends the second story's full height and features an original wood frame with narrow wood casings. It is enclosed by four panels of equal width but differing heights, set in a two-over-two pattern. The panels are formed from vertical wood boards that are framed on the interior.

South Elevation

The building's south elevation originally featured an extremely large, segmented arch opening that extended to nearly the elevation's full height and width. This opening and its massive doors remain intact. However, the doors have been permanently closed and fixed in place, and now form what is considered the building's south exterior wall.

This opening's original doors consist of four, separate panels of roughly equal dimensions, set in a two-over-two pattern. Each panel is constructed of horizontal wood boards that match the building's exterior siding, held together by structural framing on the interior. They were originally affixed to the elevation and made operable, allowing them to swing open, by at least eight sets of long, metal strap hinges at the left and right edges of the door opening. Four sets of these hinges remain intact and are evident from the building exterior. These hinges are at the opening's top right and left corners, at the lower left corner, and at the left-mid level roughly between the first and second stories. The door frame is defined by narrow strips of wood casing, much of which also remains intact.

Multiple smaller door openings punctuate the much larger elevation doors, all on the first story. These doorways include a side-by-side pair of opposing, side-sliding track doors and four non-original personnel doors. One of the latter punctuates the western track door.

The two track doors occupy the south elevation's center and center right bays. They each hang from a common metal track by pairs of metal strap hinges, but are both fixed in place. The doors are constructed of horizontal wood boards that match the building's exterior siding, held together by interior frames. The personnel door punctuating the western track door has a simple wood frame and the opening is enclosed with plywood.

Two of the four personnel doors punctuate the south elevation's two west-central bays on the first story, respectively. The westernmost of these door openings is fit with a contemporary, wood, single-light over two recessed panels door deeply inset within a narrow wood frame. It opens to the administrative office in the building's southwest corner on the first floor. East of this opening, a second door opening consists of a flush mounted, thin plywood door with no exposed frame. It opens to the machine shop in the building's southern section.

The south elevation's fourth personnel door is located in the easternmost bay on the first story. It is the only doorway that does not punctuate the massive elevation doors. The door consists of a flush mounted wood door constructed of horizontal wood boards that match the building's exterior siding. Large metal strap hinges affix the door to wide casings over a wood frame. The door provides access to a storage room, located adjacent to the south machine shop.

West Elevation

Two personnel door openings punctuate the building's west elevation on the first story; one in the center bay and one in the fourth bay from the south. Both doorways are non-original openings, and partially cut into original window openings. The southern door is accessed from the south by a metal grate walkway set on the western edge of the underlying pier's cross timbers, and extends northward only as far as the doorway. A metal railing is mounted along the walkway on the west. The southern door opening provides access to the employee locker/break room on the building's first floor. It is fit with a contemporary, single-light wood door set deeply within a narrow wood frame. A narrower metal grate walkway (catwalk) continues north of the southern doorway along the west elevation, ending at the pier decking at the building's north end. A loose post and cable railing flanks this walkway on the east. This walkway provides access to the west elevation's northern door opening. This door opening is fit with a contemporary, six-recessed panel wood door set in a narrow wood frame.

b. Windows:

Three distinct types of original windows characterize the Carpenter Building. Two of these window types feature nine-over-nine, double-hung wood sashes, either as pairs set in a common frame, or singly. The former are primarily located on the building's first story and the latter on the second story. The third window type consists of horizontal, six-light, wood casement windows that characterize the building's third-story space, primarily on its east and west elevations. All of the original windows consist of regularly spaced, divided-light, wood sash windows set in wood frames with simple wood casings and narrow sills. Many of these windows have been replaced with modern equivalents or enclosed.

North Elevation

Five window openings are present in the building's north elevation. These openings include: pairs of intact original windows in each of the north elevation's two outer bays on the first story, substantially altered pairs of original windows in each of the outer bays on the second story, and a wide, non-standard original sliding window above the second-story door opening in the center bay.

The altered pair of windows in the easternmost bay of the north elevation's second story consist of a non-original pair of contemporary, single-light, fixed, metal-frame windows set in an original frame. The windows' original frame and casings remain intact, but the original double-hung sash windows have been removed. Likewise, in the second story's westernmost bay, one of the paired original windows (the eastern window) was removed, and the opening enclosed with wood siding to match the exterior wall cladding. The other window in the pair was also removed and replaced with a smaller, fixed, single-light window in a narrow metal frame. The spaces above and below the latter are enclosed with plywood. The wood frame and header of the original window remain intact.

East Elevation

The building's east elevation originally featured pairs of double-hung sash windows in each bay on the first story, single double-hung sash windows in each bay on the second story, and single casement windows in the three northernmost bays on the third story, starting one bay south from the north elevation. On the first story, seven of the original 13 pairs of windows remain intact; two out of the original 13 windows remain intact on the second story; and all three of the elevation's third story windows remain intact. Of the elevation's other window openings, all have been replaced, enclosed, or otherwise altered. This number includes the elevation's six doorways, which were installed in spaces formerly occupied by original windows in the central and south-central bays on both the first and second stories.

The altered windows on the elevation's first story include those modified by installation of the three door openings, and three windows formerly in the bays

sheltered by the non-original shed roofed structure that spans a portion of the elevation's southern half. Of those windows impacted by the door installations, the pair of windows above the first aid room door are the only remnants of these windows that remain intact. Originally a pair of double-hung sash windows, the lower half of this window opening was fully enclosed. The openings belonging to the other two windows impacted by the door installations are no longer evident. The three window pairs sheltered by the shed roofed structure were removed, their exterior openings enclosed with plywood, and their interior spaces finished with drywall.

On the elevation's second story, the window openings in the same central and south-central bays were also modified by the installation of the three doorways now in those locations. Some portions of the wood frames belonging to these windows remain intact. North of these bays, the original windows in all but the northernmost bay were replaced by shorter, non-original, one-over-one sliding windows. One of these windows is a vinyl window; four are metal frame windows. The difference in materials suggest the varying window types were installed at different times. The original wood frame around the vinyl window remains intact, and the vacated space above the window is enclosed with plywood. In contrast, the original wood frames around the metal windows were reduced in size to match the replacement window heights, and the vacated space enclosed with horizontal siding to match the elevation's exterior wall cladding. The window in the northernmost bay matches the metal frame windows, but the window's height matches that of the original wood frame.

In the two southernmost bays on the second story, the original windows were replaced with non-original, one-over-one, vinyl sliding windows. These windows, which are shorter than the originals, were installed centrally and the vacated spaces above and below the windows enclosed with plywood. The openings' original wood frames remain intact.

South Elevation

Only one window is present in the south elevation. It consists of a non-original rectangular, fixed wood window near the elevation's western edge. It is deeply inset within a wood frame, surrounding by simple wood casings. The window opens to the administrative office in the building's southwest corner on the first floor.

West Elevation

Like the east elevation, the building's west elevation originally featured pairs of double-hung sash windows in each bay on the first story, single double-hung sash windows in each bay on the second story, and single casement windows in the five northernmost bays on the third story. On the first story, all 13 pairs of original windows remain intact. Two of the window pairs were partially impacted by the installation of the elevation's two doorways, resulting in the loss of lower sash of one window each. On the second story, all 13 original single window openings remain

intact. However, only the southernmost three windows still contain their original sashes. The sashes in all but one of the other windows were removed and replaced with non-original, one-over-one, vinyl sliding windows, which are shorter in height. The vacated spaces above these windows were enclosed with plywood. The one exception is the window opening in the bay north of the elevation's center bay. It was replaced with a non-original, one-over-one, metal sliding window, and the vacated space enclosed with corrugated metal. All of the elevation's third story windows remain intact. However, the sash in the southernmost window opening was removed and the opening enclosed with plywood.

5. Roof:

The Carpenter Building has a gable roof, set in a north-south orientation, and features corrugated metal cladding with metal ridge cap. This cladding is placed atop underlying wood sheathing, set over wood purlins. The roof features simple wood cornices and slightly overhanging boxed eaves at the east and west elevations and wide fascia and open eaves in the gable ends at the north and south elevations.

C. Description of Interior

1. Floor plans:

The Carpenter Building's interior floor plan originally consisted of two distinct sections. To the south, approximately two-thirds of the building was occupied by a large shop space accessed from the large door opening formerly in the building's south elevation. This space appears to have had an open plan and was three stories high on the interior, encompassing the building's full height. It was used for conducting vessel repairs and manufacturing wide-diameter breech-loading rifle components for navy ships during World War II. To the north, the building's interior contained a machine shop on the first floor, an electrical shop on the second floor, and loft storage space on the third floor.

Southern Section

The building's southern section has been heavily altered from its original configuration as an open shop space. A second floor was constructed, matching the northern section's second floor space in elevation, and several partitioned rooms created in the newly formed first floor space. Currently, these first floor spaces include (from west to east) the following distinct spaces: an administrative office in the building's southwest corner, a southern machine shop and office, a storage room in the building's southeast corner, an electrical shop north of the storage room, and a first aid room north of the electrical shop. All but the electrical shop and first aid room are accessed by doorways in the south elevation. The electrical shop and first aid room are accessed by doorways in the east elevation. North of these spaces (from west to east) are an employee locker/break room and a supply room. The employee locker/break room is accessed by the doorways in the west elevation, and the supply room is accessed by a doorway in the east elevation and via an internal connection with the first floor machine shop in the building's northern section.

On the second floor, the building's southern section contains a large, mostly unfinished space that is primarily used for storage. The space has no finished ceiling and is fully open to the building roof. Within this space, several smaller, self-contained rooms have been constructed. These include men's and women's restrooms, a kitchenette, and a series of three small living quarters. The large, mostly unfinished space is accessed from the building's northern section, which has doorways in the north and east elevations.

Northern Section

The building's northern section retains many of its original characteristics, especially on the first floor. On the second floor, however, spaces have been rehabilitated and improved to accommodate contemporary uses. On the first floor, a machine shop occupies the section's entire floor area. This space appears to retain its original use and configuration, and, consequently, is likely the building's most intact interior space. It is accessed by the door openings in the building's north elevation, and internally connects to office space south of its southwest corner. A small, partitioned chain room is also located in its northeast corner.

The northern section's second floor originally contained an electrical shop. This space was subsequently rehabilitated for administrative use. This use characterizes the space today. The space has a double-loaded central corridor configuration, featuring an extra wide central corridor running in a north-south orientation. The central corridor is directly accessed from the second-story, exterior door opening at the north elevation and through a narrow hallway to the second-story, exterior door opening at the east elevation. A series of offices and administrative rooms flank the corridor on the east and west, including a conference room in the section's southwest corner and men's and women's restrooms in the southeast corner. The conference room is larger than the other spaces, creating a narrower central corridor in this area between it and the restrooms. This corridor connects to the building's south section and a second narrow hallway that exits at the east elevation. A staircase to the building's third floor space is located in the section's northwest corner.

The Carpenter Building's third floor is an unfinished space that occupies the attic space of the building's northern section. It is largely an open space, featuring the exposed structural elements of the building's walls and roof rafters and trusses. A partition wall of framed, horizontal wood boards separates this third floor space on the south from the open plan of the southern section's second floor ceiling. The staircase used to access the space rises from the building's northwest corner.

2. Stairways

The Carpenter building features two exterior stairways and one interior stairway. The two exterior stairways are located at the building's north and east elevations, running in a straight run from east to west and from north to south, respectively. They provide access to the building's second floor from the ground level (i.e., the pier deck), and have similar construction. Both are constructed of blue-painted metal with an open riser design. Metal

grill panels enclose the spaces between each tread of the eastern elevation's stairway, and form the walls of its railings. The railings of both stairways consist of slender metal stanchions and handrails. The stairways are structurally supported by rectangular metal landings at the end of each stairway run. These landings are affixed to the building's exterior elevations and supported by slender metal posts. Two posts and an angle bracket support the northern stairway, and three metal posts support the eastern stairway. The northern stairway landing features open metal grill floors, while the eastern stairway landing has a solid metal floor.

The building's interior stairway is located in the building's northwest corner, and consists of a straight-run providing access from the second floor to the third floor. It has a simple design, and is constructed of wood with wood handrails and a surrounding railing where it opens to the third floor.

3. Flooring:

The floors throughout much of the Carpenter Building consist of unfinished wood flooring. On the first floor, six-inch wood flooring is present in the north and south machine shops, the electrical shop, the employee locker/break room, and the supply room. The wood flooring in the first aid room is covered with vinyl tile; in the administrative office in the building's southwest corner, it is covered with carpet; and in the office space at southwest corner of the north machine shop is covered with plywood panels. On the second floor, wood flooring characterizes the building's entire south section. However, portions of this area are also sheathed with plywood panels, primarily in the central area between the self-contained rooms. The central corridor in the second floor's north section is covered with plywood panels, which have a painted surface finish. The floors in most of the offices are also covered with finished plywood or composite panels. The conference room and select office floors are covered with carpet. The building's third floor features sections of unfinished four-inch wide wood flooring and 12-inch wide wood subflooring. It appears the latter was exposed in some sections, due to repairs from water damage.

4. Wall and ceiling finishes:

The Carpenter Building's perimeter walls on the first, second, and third floors primarily consist of exposed, unfinished stud walls, which reveal the back side of the exterior wall cladding. This aesthetic is accompanied by exposed ceiling framing in many spaces. The north and south machine shops, and the supply room on the first floor, the south section on the second floor, and the entire third floor these characteristics. Similarly, the interior wall partitions in these spaces primarily consist of wood-frame walls clad with horizontal wood boards, similar to the building's exterior cladding. The outside of the chain room, the north machine shop's south wall, and the north wall of the south machine shop are indicative of this construction.

Elsewhere on the first floor, the walls in the employee locker/break room are clad with sheets of dark, vertical wood paneling; the walls and ceiling in the southwest corner

office and the first aid room are finished with painted gypsum board; the electrical shop room walls consist of unfinished drywall and plywood, and a metal-framed drop ceiling; and the walls of the south machine shop consist of a mix of all of these wall finishes. On the second floor, the walls and ceilings of the north section's central corridor and administrative spaces all consist of finished drywall. In addition, the standalone spaces in the second floor's south section are constructed of wood frame partitions finished with drywall.

5. Openings:

a. Doorways and doors:

At the perimeter walls, the Carpenter Building's interior door openings are the same as those on the exterior. Interior only door openings include those between the northern machine shop and the supply room on the first floor, the chain room door, and the office and administrative room doors on the second floor.

On the first floor, the door between the north machine shop and the supply room is an original, wood, side-sliding track door constructed of narrow vertical boards, hanging by two strap hinges from a metal track. A similarly constructed swinging personnel door provides access to a small storage closet also to the east. All three openings are framed with wide, simple wood casings. The chain room door consists of a framed panel door with diagonal bracing. Other interior doors in the south machine shop, first aid room, and electrical shop all consist of plain solid core wood doors set in wood frames.

On the second floor, the interior office and administrative space doors consists of solid core wood doors with pale veneers, set in wood frames. The corridor doors are all further characterized by small, rectangular lights. The door between the second floor's north and south sections consists of a metal door in a metal, and the doors into each standalone space is a plain solid core wood door set in a wood frame.

On the third floor, a narrow doorway punctuates the firewall between the third floor space and the ceiling area of the second floor's south section. The door is constructed of vertical boards with horizontal braces, set in a simple wood frame with no casings.

b. Windows:

The Carpenter Building's window openings are the same as those on the building's exterior. The only interior windows are: a small single-light window with a wood frame and wide casings adjacent to the interior door opening between the north machine shop and the supply room; two sets of non-original, metal-frame, sliding glass windows in the first floor offices at the north machine shop's southwest corner; two non-original, metal-frame, sliding windows along the second floor corridor and

exit hallway; and a non-original metal-frame sliding window in the interior wall partition of the first aid room.

6. Decorative features and trim:

The Carpenter Building, with its industrial style and utilitarian character, generally does not possess decorative features or trim on exterior or interior spaces. Rather, the character-defining spaces, features, and materials are those elements that most accurately reflect the structures' industrial use. The chain room in the northeast corner of the north machine room is one of the few spaces that has a notable finished appearance. Its interior walls are finished with horizontal four-inch wood cladding with corner moldings at the wall and ceiling corners.

7. Mechanical Equipment:

a. Heating, ventilation, and air-conditioning:

The Carpenter Building is equipped with an internal HVAC system that serves only some portions of the building. Ventilation ducts are present on the first floor at the ceiling of the north machine shop, oriented in a north-south configuration, running on the outside of each central row of structural columns. The HVAC system supplies the north machine shop, supply room, and machine shop office on the first floor, but its primary purpose appears to be to condition the building's second floor offices and administrative spaces through floor vents in these areas.

Other parts of the building are supplied by standalone ventilation units or heaters. On the first floor, the employee locker/break room has multiple hanging, industrial heaters, and there is a single hanging heater in the electrical shop room. A window air conditioning unit supplies the first floor office in the building's southwest corner. There are no evident HVAC systems in the south section of the building's second floor, nor at the third floor level.

b. Lighting:

The Carpenter Building's exterior lighting is minimal and utilitarian in design, predominately added to the building for security and safety. There are non-original flood lights mounted near the eaves at the building's north elevation and in the gable of the south elevation. Wall mounted lights are also present above each metal stairways on the second stories of the north and east elevations, respectively.

On the interior, the building's original lighting consisted of ceiling mounted or hanging pendant lights, set at regular intervals in a grid pattern across the ceilings on each floor. Many of these original pendant lights remain intact in the original second floor space of the second floor's south section, and on the third floor. Non-original, suspended banks of fluorescent lighting is present in the north and south machine

shops and the employee locker/break room. Ceiling mounted, boxed fluorescent lighting is present in the first and second floor offices and administrative spaces.

c. Plumbing:

Plumbing systems in the Carpenter Building relate primarily to the function of the employee men's and women's toilets and kitchenette on the second floor, and sinks in the employee locker/breakroom and first aid room on the first floor. There is no other obvious evidence of plumbing systems in the building.

d. Electrical Systems:

Electrical service is present throughout the building. A series of wide diameter conduits for the electrical system run beneath the ductwork of the HVAC system on the first floor. These conduits reach the building exterior at an exterior electrical box mounted on the east elevation.

D. Site:

1. General setting and orientation:

The Carpenter Building is located in South Bellingham, approximately .5 miles west of downtown Fairhaven and set over the water of Bellingham Bay on a north and west facing-promontory known as Post Point or Commercial Point. The structure is located within and is a part of the Port of Bellingham's Harris Avenue Shipyard. The shipyard is situated at the far west end of Harris Avenue, which is located within an intertidal zone that rises to approximately 5 meters above mean sea level at the promontory (see Figure 1). Currently, the shipyard is almost entirely paved or otherwise covered with hard-packed gravels, with little to no vegetation—outside of small weeds and shrubs—that can be considered part of the native community. The vicinity of the Carpenter Building and Harris Avenue Pier has undergone dramatic topographic changes since the late nineteenth century, in large part due to efforts to reclaim areas of the intertidal zone for increasingly complex industrial purposes.

2. Historic landscape design:

The industrial property surrounding the Carpenter Building consists of reclaimed tide flats that were filled-in and developed through the early twentieth century by the PAF during creation and expansion of its facilities at its Commercial Point shipyard. Historically, the former shipyard facilities, of which the Carpenter Building was once a part, were located to the Carpenter building's southwest and south. The Harris Avenue Pier and the marine railway, situated immediately west of the building, are among the few remnants of this historical use. The PAF's canning facilities were located to the east, including the former Bellingham Canning Company building, which remains extant on the next pier to the east.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings

No original plans or construction drawings of the Carpenter Building are known to exist. However, Western Washington University's Center for Pacific Northwest Studies contains an extensive collection of archives and records from the PAF, which relate to the history of the property and the Northwestern Shipyard Company's construction of the Carpenter Building.

B. Historic Views

Western Washington University, Center for Pacific Northwest Studies (Images of the PAF and Northwestern Shipyard Company's shipyards)

Whatcom Museum (1800s views of the region, including tideflats and bay)

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PART IV. PROJECT INFORMATION

The Port of Bellingham (Port) is currently undertaking a project that considers demolition of the former Northwestern Shipbuilding Company Machine Shop Building, commonly known as the Carpenter Building, and portions of the existing Harris Avenue Pier, located in the Port's Harris Avenue Shipyard at 201 Harris Avenue in Bellingham, Washington. These activities are related to the Harris Avenue Shipyard Site-Wide Remediation Project (the project) being undertaken by the Port, pursuant to an agreement with the Washington State Department of Ecology.

The Harris Avenue Shipyard is one of 12 sediment cleanup sites around Bellingham Bay, targeted for environmental cleanup and remediation as part of the Washington State Department of Ecology's Bellingham Bay Demonstration Pilot Project. In March 2010, the Port and the Washington State Department of Ecology entered into an Agreed Order (No. 7342) to carry out testing and remediation of the Harris Avenue Shipyard property. Remediation activities are expected to include site-wide subsurface soils testing and sediments removal, which would require the removal of the Carpenter Building and the removal of a portion of the Harris Avenue Pier. Following remediation, the Harris Avenue Shipyard would be enhanced with the construction of new facilities for the improvement and expansion of shipyard operations.

The project is subject to state and federal environmental regulations and is expected to receive federal permits from the U.S. Army Corps of Engineers (Corps). It is, therefore, considered a federal undertaking under Section 106 of the National Historic Preservation Act (NHPA). Pursuant to Section 106, the Corps initiated a review of the undertaking, established an Area of Potential Effects (APE), and identified one historic property within the APE, consisting of the Northwestern Shipbuilding Company Machine Shop Building and the existing Harris Avenue Pier as a contributing feature of the building. The Corps concluded that the Northwestern Shipbuilding Company Machine Shop Building is eligible for the listing in the National Register of Historic Places (NRHP) and that the proposed undertaking would have an adverse effect on the historic property. The Washington State Department of Archaeology & Historic Preservation (DAHP), also known as the Washington State Historic Preservation Officer (SHPO), agreed with these findings. Corps further consulted with the Lummi Nation, the Samish Indian Nation, the Nooksack Tribe, the City of Bellingham, and the Washington Trust for Historic Preservation (WTHP) about the undertaking.

To resolve the project's potential adverse effects on the Northwestern Shipbuilding Company Machine Shop Building, the Corps entered into a Memorandum of Agreement with the SHPO, the Port of Bellingham, the City of Bellingham, and Washington Trust for Historic Preservation. The Memorandum of Agreement calls for the implementation of several measures to mitigate the adverse effect. Among these measures is a stipulation to document the historic property according to DAHP's Level 2 documentation standards. This documentation is intended as fulfillment of this mitigation measure.

BergerABAM retained ICF International (ICF), on behalf of the Port, to conduct a historic resources assessment of the Carpenter Building and Harris Avenue Pier. This technical report presents the methods, findings, and recommendations of the historic resources assessment, including evaluations of these properties to determine their potential eligibility for listing in the National Register of Historic Places (NRHP) and the project's potential effects on these resources.

Documentation prepared by:

Christopher Hetzel, MA, project manager/senior architectural historian, at ICF International, October 2017. Christopher exceeds the U.S. Secretary of the Interior's Professional Qualifications (36 CFR 61) in the fields of history and architectural history and has over 20 years of professional experience in these areas.

Research Methods

ICF conducted general and property-specific archival research to establish a historic context for the Carpenter Building and the Harris Avenue Pier and to aid in their identification and analysis as possible historic resources. Materials examined included previous cultural resources studies conducted in the vicinity of the study area, available online resources, and primary and secondary resources from local repositories. Historical maps, photographs, and other records pertaining to the properties were reviewed. ICF specifically investigated the collections of the Washington State Archives Northwest Regional Branch, Western Washington University's Center for Pacific Northwest Studies, and the Bellingham Public Library's local history section. In addition, ICF also conducted a literature review and cultural resources records search using DAHP's WISAARD in December 2014, to obtain and review copies of previously completed cultural resources studies in the vicinity of the Carpenter Building and Harris Avenue Pier, and to determine whether either of the properties had been previously recorded.

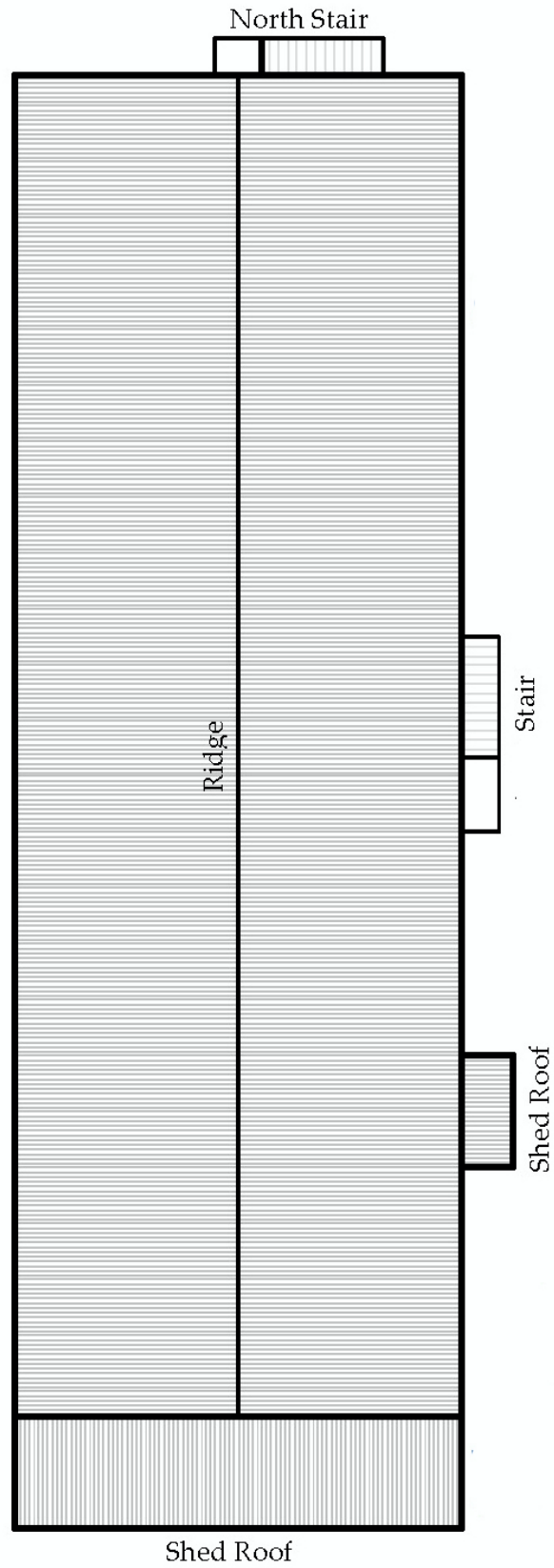
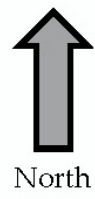
Field Methods

ICF conducted a detailed inspection and survey of both the Carpenter Building and Harris Avenue Pier. These activities involved visual examination of the structures' interior and exterior spaces and obtaining photographs of each. ICF senior architectural historian, Christopher Hetzel, MA, conducted the investigation. The structures' interior and exterior spaces were visually inspected and information collected about their physical characteristics, including the type and materials of character-defining features, the existence of alterations, and the building's overall physical integrity. ICF captured digital photographs of all exterior and interior spaces and produced archive-quality, large-format black and white photographs of the Carpenter Building's exterior elevations and selected interior locations.

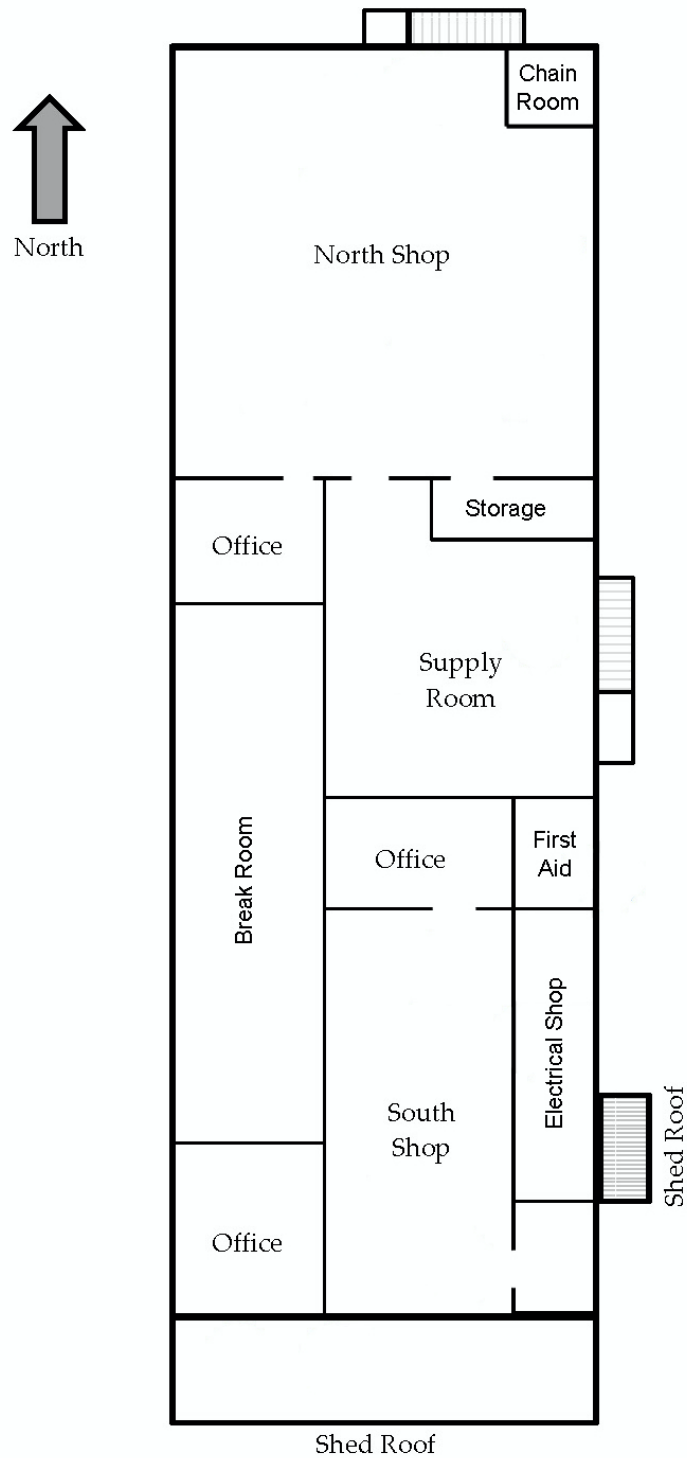
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Carpenter Building
Harris Avenue Shipyard, 201 Harris Avenue
Whatcom County
Washington 98225

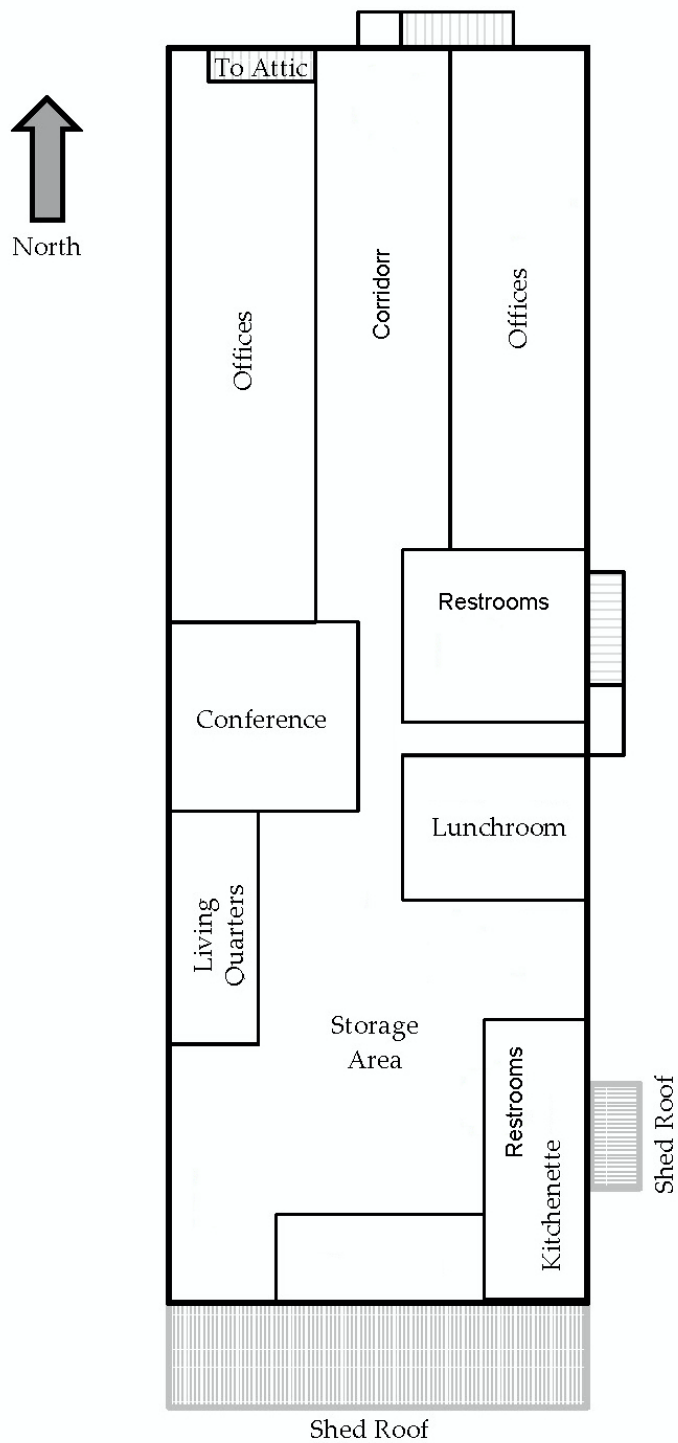
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- 2 FIRST FLOOR PLAN
- 3 SECOND FLOOR PLAN
- 4 THIRD FLOOR PLAN



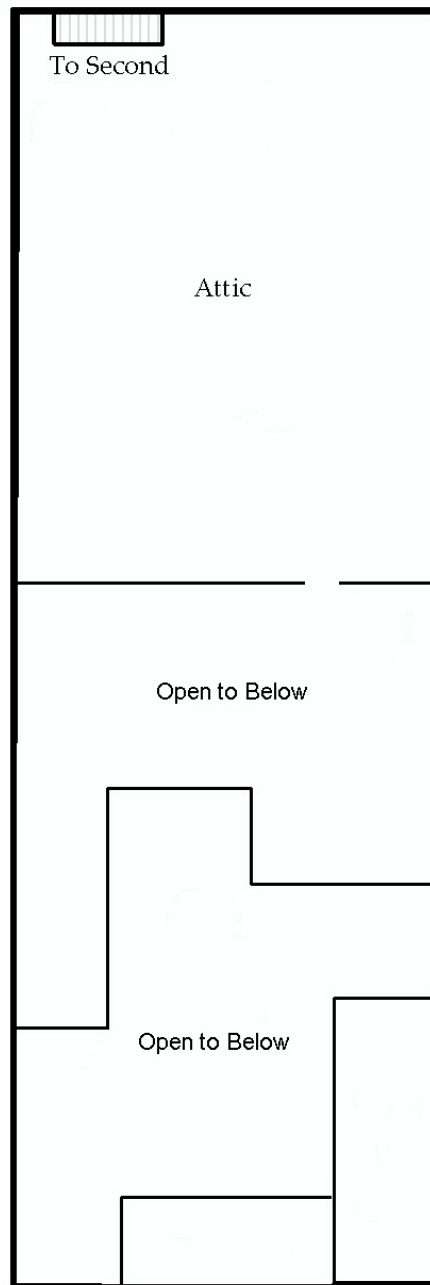
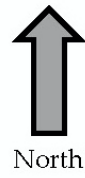
Carpenter Building – Exterior Plan



Carpenter Building – First Floor Plan



Carpenter Building – Second Floor Plan



Carpenter Building – Third Floor Plan

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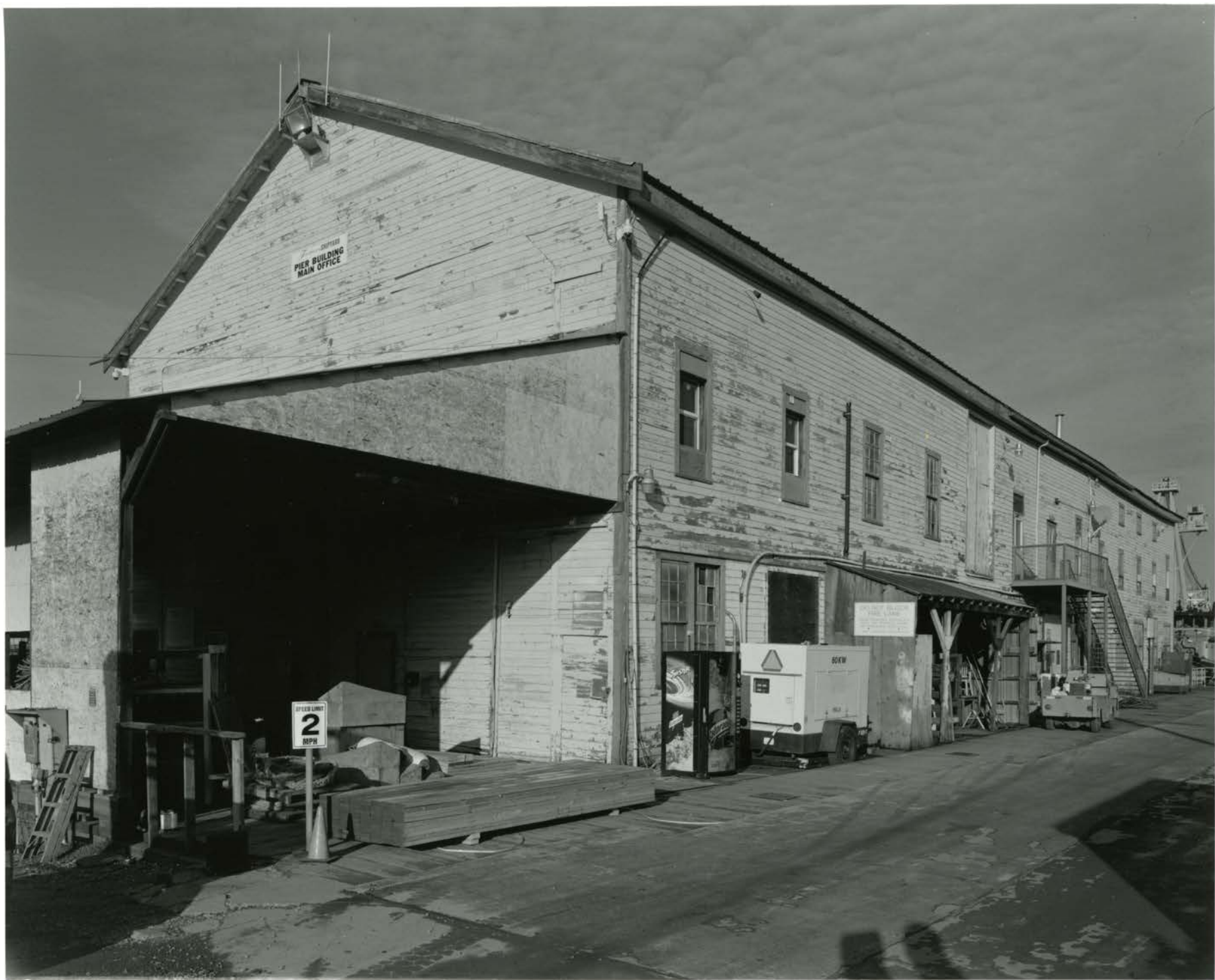
Carpenter Building
Harris Avenue Shipyard, 201 Harris Avenue
Whatcom County
Washington 98225

Photographs by ICF International
Tore Oftness, Photographer, December 2014

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- 2 EXTERIOR, SOUTH AND EAST ELEVATIONS, FACING NORTHWEST
- 3 EXTERIOR, SOUTH AND EAST ELEVATIONS, FACING NORTHWEST
- 4 EXTERIOR, SOUTH ELEVATION, FACING NORTH
- 5 EXTERIOR, WEST AND SOUTH ELEVATIONS, FACING NORTHEAST
- 6 EXTERIOR, EAST ELEVATION, FACING EAST
- 7 INTERIOR, FIRST FLOOR, NORTH MACHINE SHOP, FACING SOUTHEAST
- 8 INTERIOR, SECOND FLOOR, SOUTH SECTION, FACING SOUTHEAST









SHIPYARD
PIER BUILDING
MAIN OFFICE

DO NOT
ENTER
HAUL OUT
IN
PROGRESS

20









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Carpenter Building
Harris Avenue Shipyard, 201 Harris Avenue
Whatcom County
Washington 98225

Photographs by ICF International
Christopher Hetzel, Photographer, December 2014

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3. Detail of North Elevation, View Southeast



4. Detail of North Elevation, View Southeast



5. Detail of East Elevation, View West



6. Detail of East Elevation, View West



7. Detail of East Elevation, View West



8. Detail of East Elevation, View West



9. Detail of East Elevation, View West



10. East Elevation, View Northwest



11. South and East Elevations, View Northwest



12. South Elevation, View Northwest



13. Overview from the South, View North



14. South Elevation, View Northeast



15. Detail of Vestibule Addition, View Southwest



16. Detail of South Elevation, View Northwest



17. Detail of South Elevation, View Northeast



18. Detail of Window, East Elevation



19. West and South Elevations, View Northeast



20. West Elevation, View Northeast



21. West Elevation, View East



22. Detail of East Elevation, View East



23. Detail of East Elevation, View East



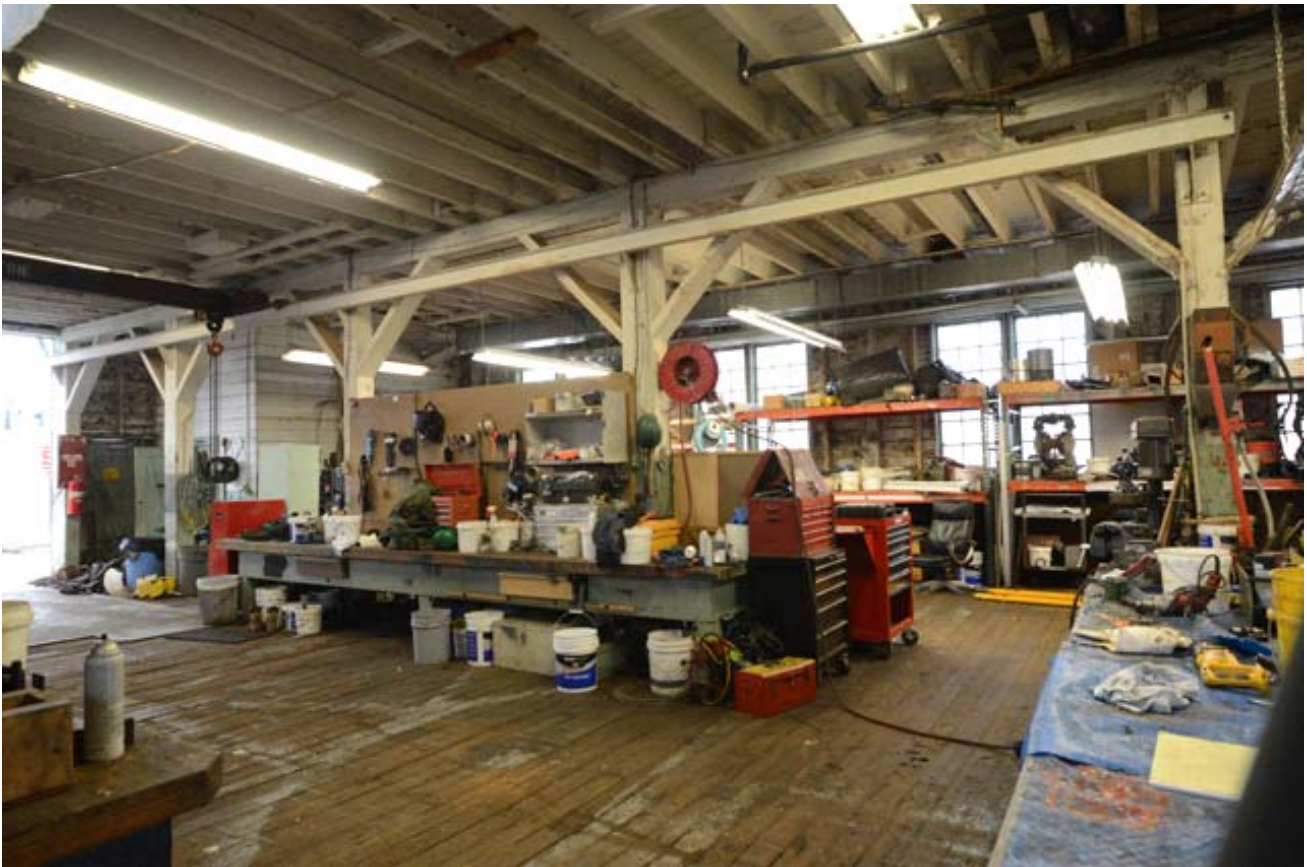
24. Detail of East Elevation, View East



25. First Floor, North Machine Shop, View Southwest



26. First Floor, North Machine Shop, View Southeast



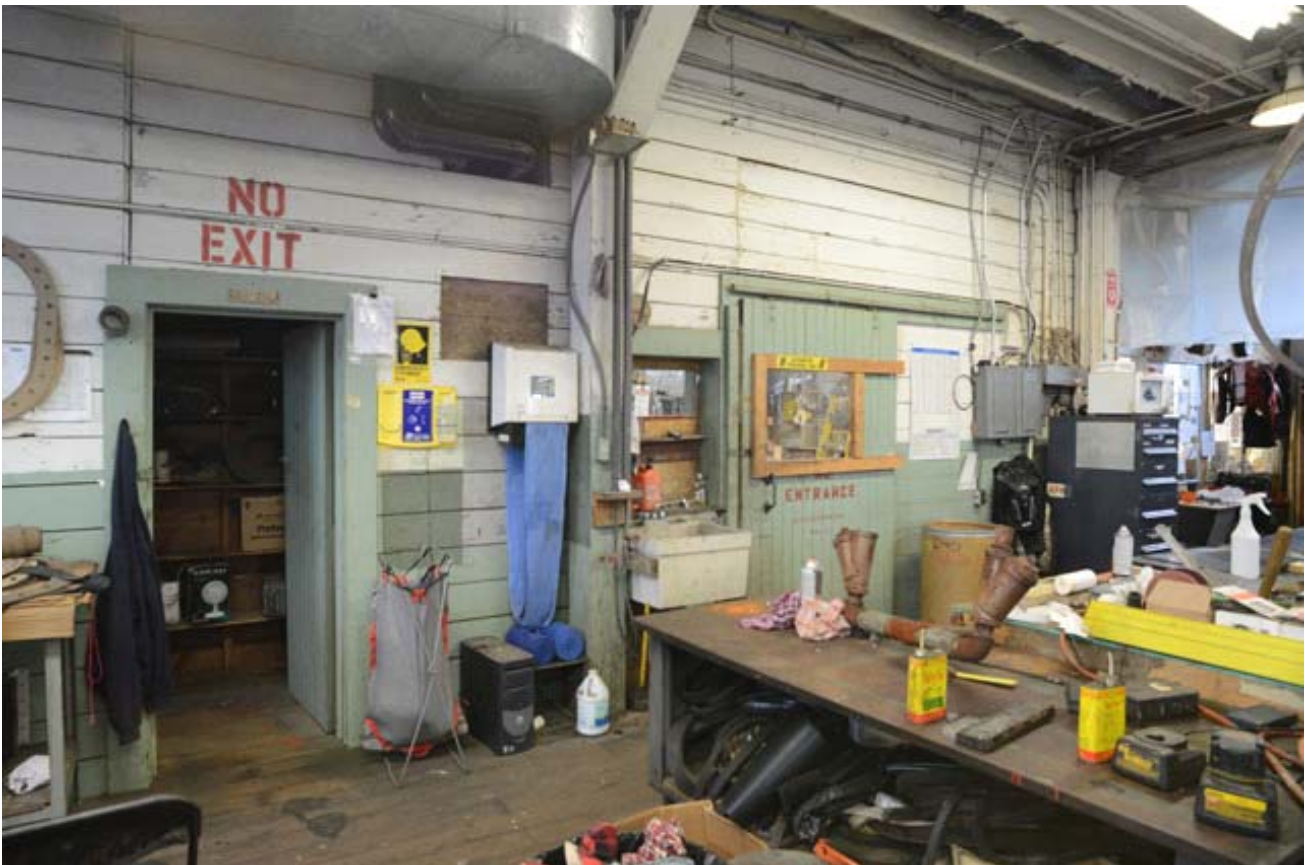
27. First Floor, North Machine Shop, View Northeast



28. First Floor, North Machine Shop, Northwest



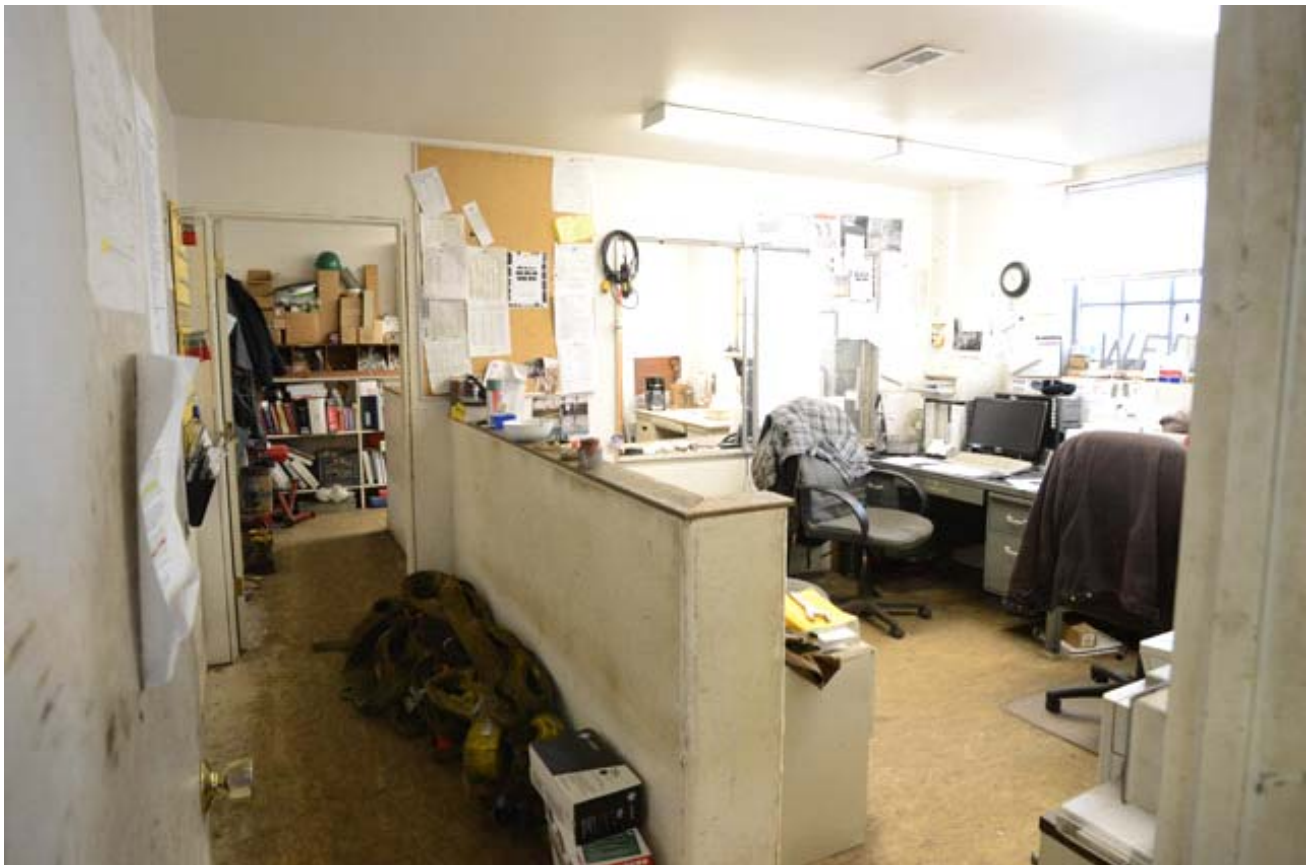
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30. First Floor, North Machine Shop, View Southwest



31. First Floor, Machine Shop Office, View Southwest



32. First Floor, Machine Shop Office, View Southwest



33. First Floor, Break Room, View Northeast



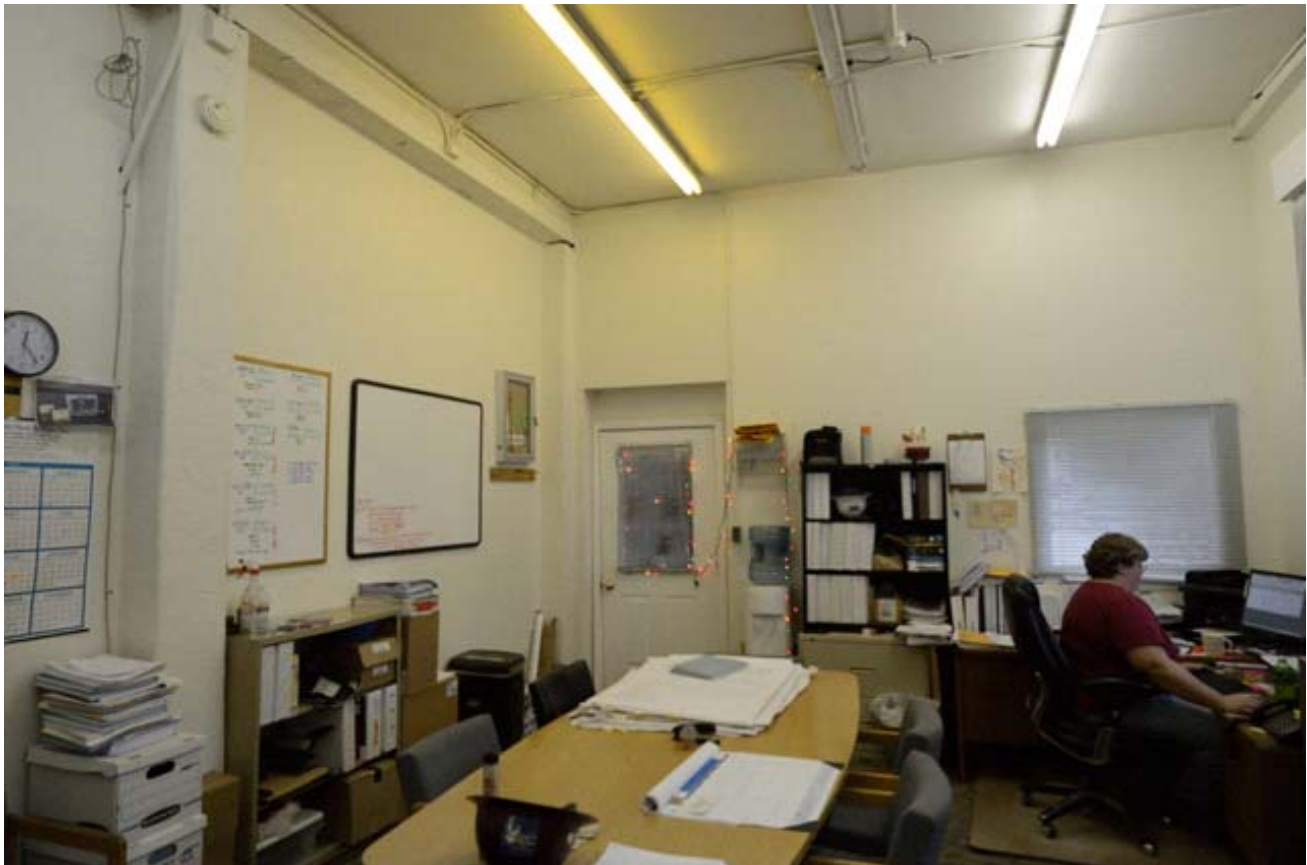
34. First Floor, Break Room, View Southwest



35. First Floor, Break Room Office, View Southwest



36. First Floor, Office, View Northwest



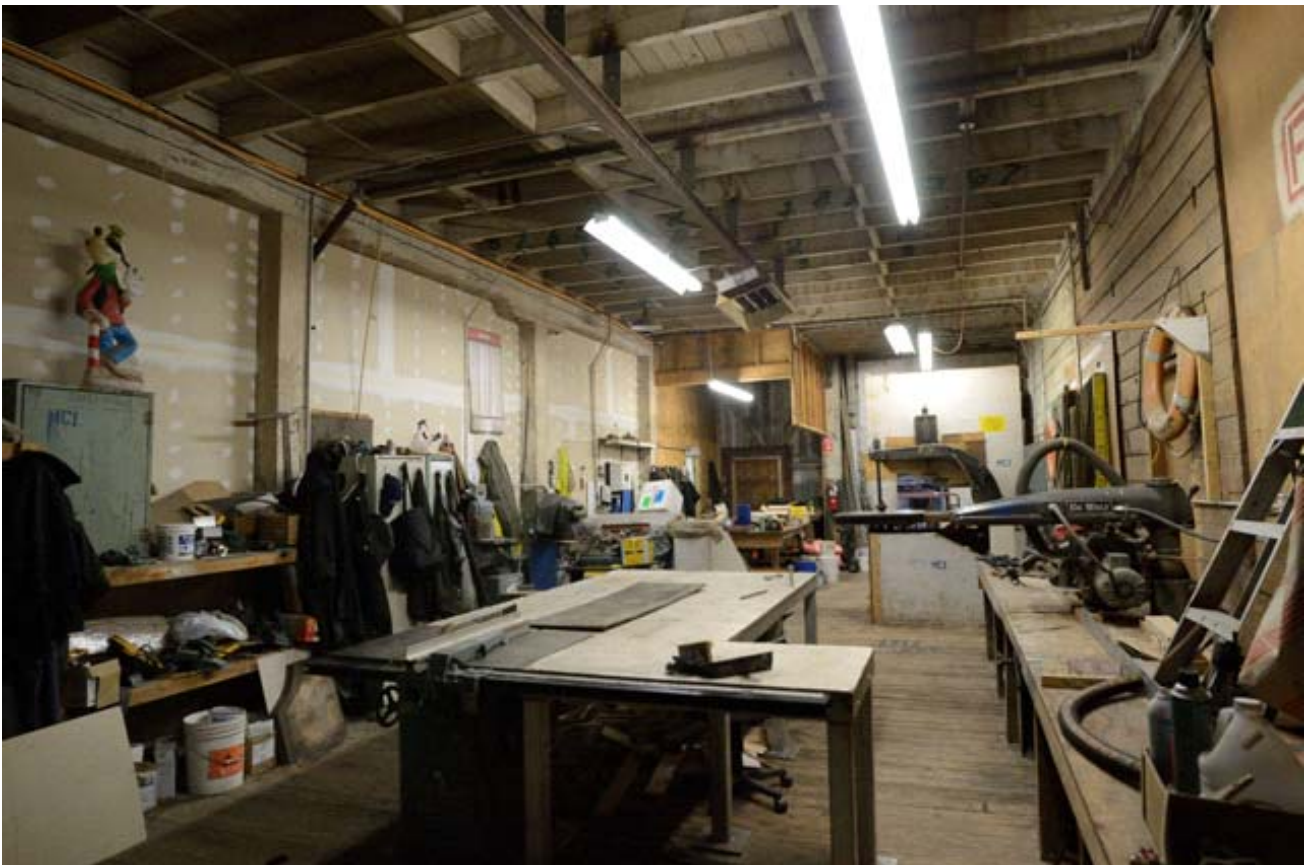
37. First Floor, Office, View Southeast



38. First Floor, South Machine Shop, View Northwest



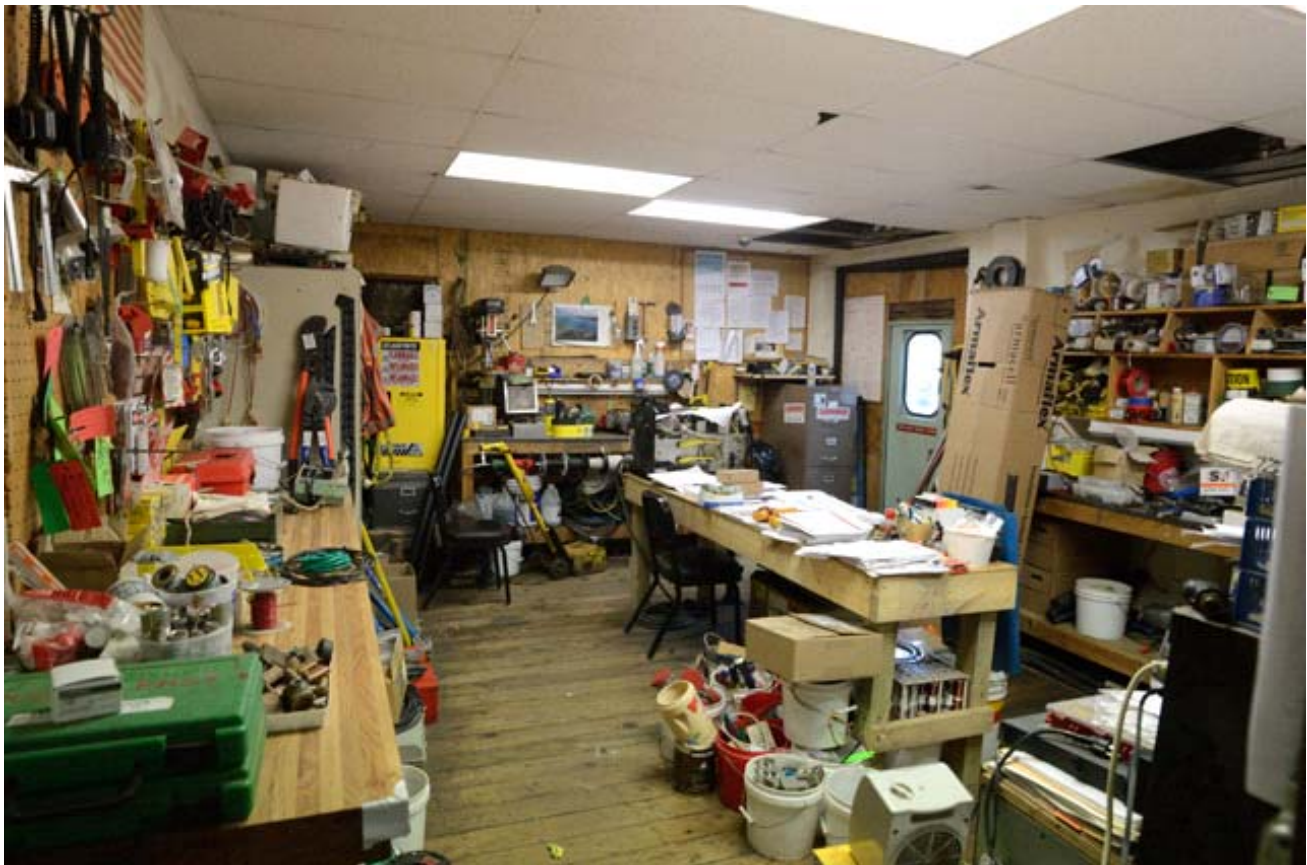
39. First Floor, South Machine Shop, View North



40. First Floor, South Machine Shop, View Southeast



41. First Floor, Electrical Shop, View Southwest



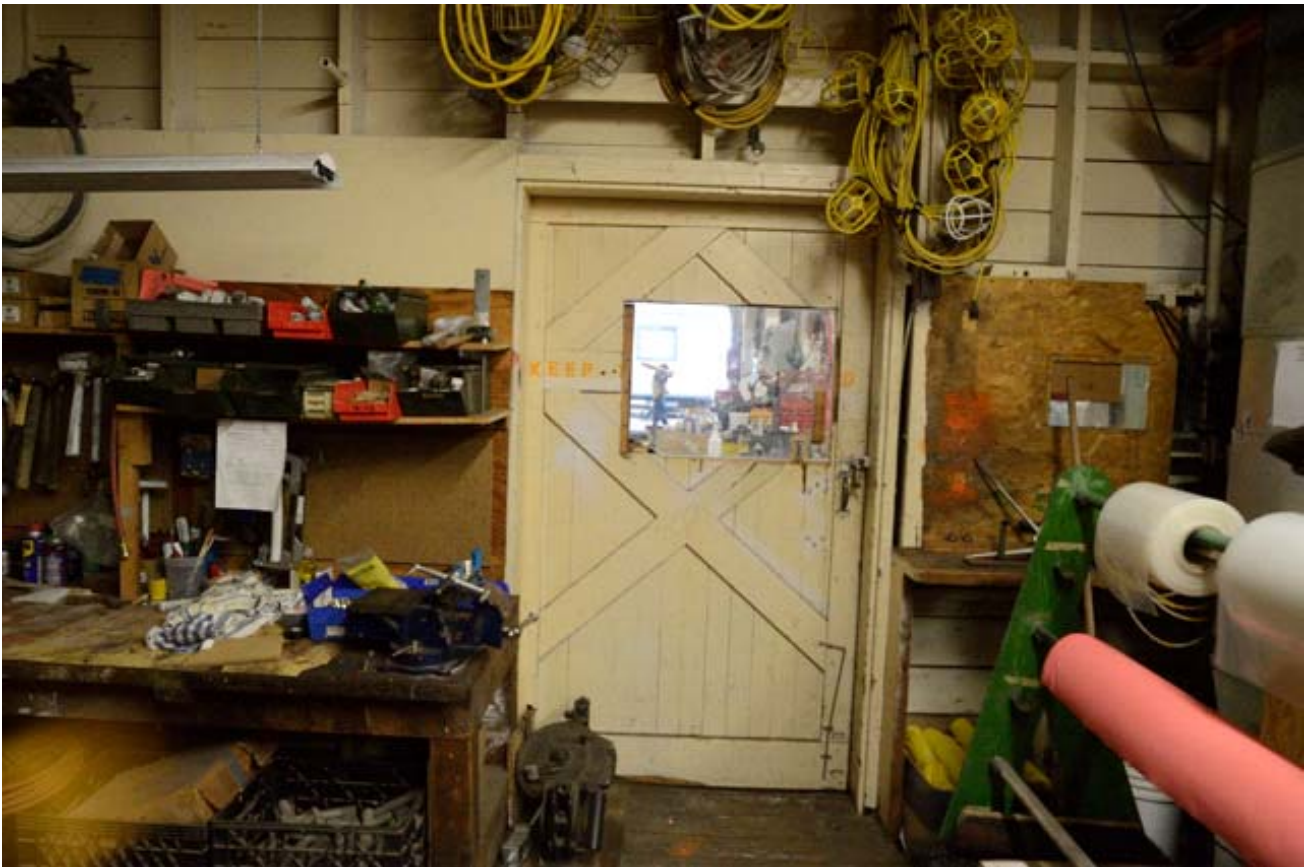
42. First Floor, Electrical Shop, View Northeast



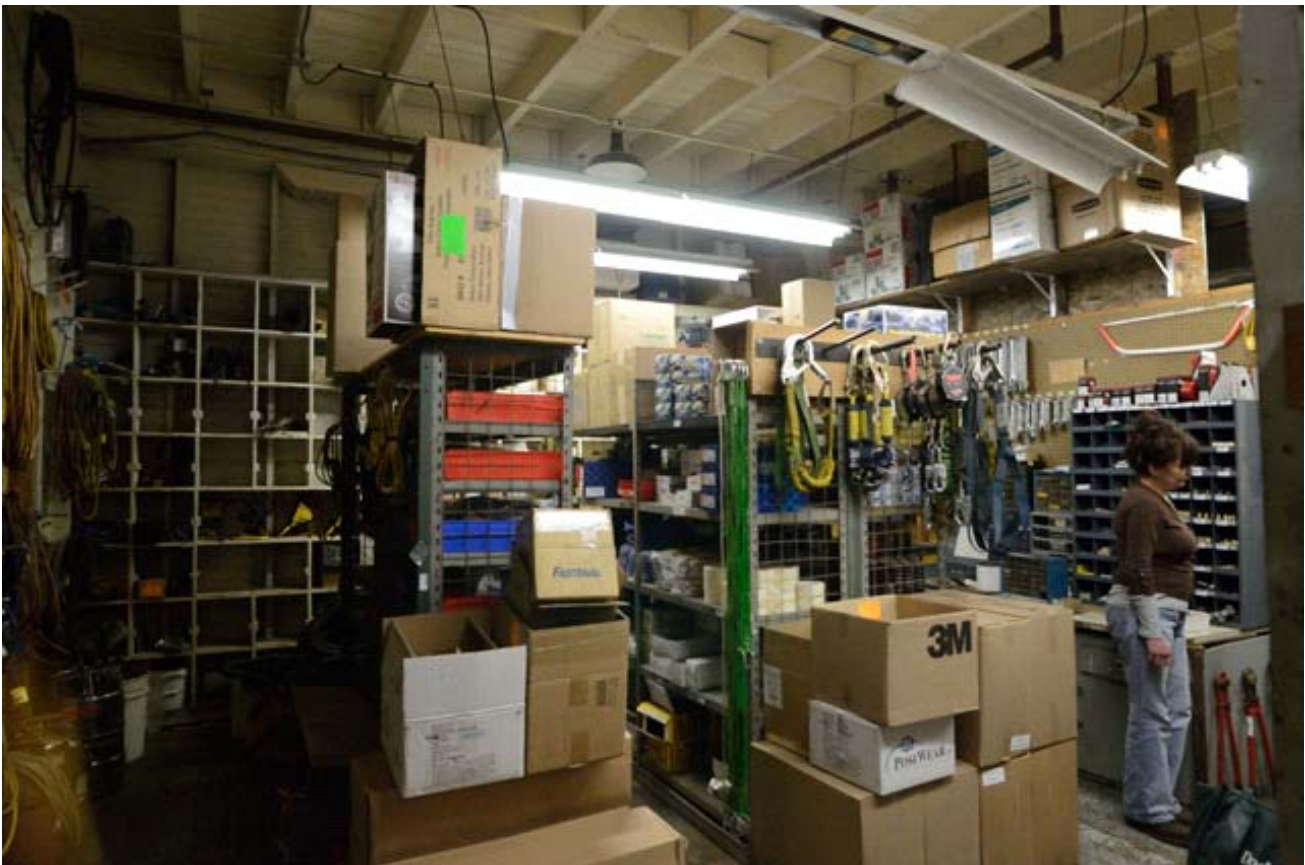
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46. First Floor, Supply Room, View Northwest



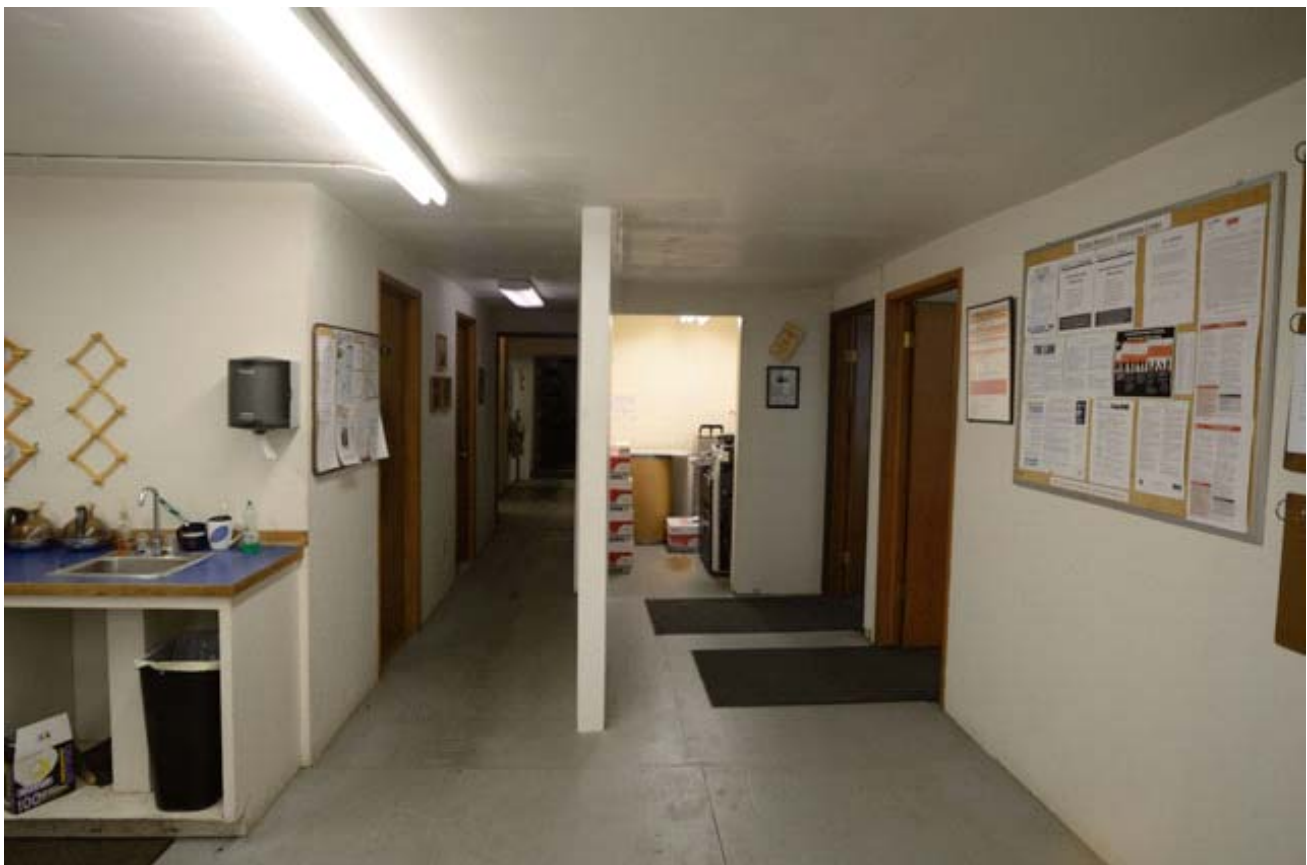
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51. Second Floor, Typical Office, View Southeast



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62. Third Floor, View South



63. Third Floor, View Southeast



64. Third Floor, View Southwest

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- 2875 HISTORIC VIEW, AERIAL SHOWING WEST AND SOUTH ELEVATIONS OF CARPENTER BUILDING WITHIN COMMERCIAL POINT SHIPYARD, FACING NORTHEAST, 1962, WESTERN WASHINGTON UNIVERSITY, CENTER FOR PACIFIC NORTHWEST STUDIES, GALEN BIERY PAPERS AND PHOTOGRAPHS

- 3333 HISTORIC VIEW, SOUTH AND WEST ELEVATIONS OF CARPENTER BUILDING WITHIN PAF'S COMMERCIAL POINT SHIPYARD, FACING NORTH, CIRCA 1955, WESTERN WASHINGTON UNIVERSITY, CENTER FOR PACIFIC NORTHWEST STUDIES, GALEN BIERY PAPERS AND PHOTOGRAPHS

- 156 HISTORIC VIEW, AERIAL SHOWING NORTH ELEVATION OF CARPENTER BUILDING WITHIN PAF'S COMMERCIAL POINT SHIPYARD, FACING SOUTH, 15 OCTOBER 1946, WESTERN WASHINGTON UNIVERSITY, CENTER FOR PACIFIC NORTHWEST STUDIES, PACIFIC AMERICAN FISHERIES RECORDS

- 253 HISTORIC VIEW, SOUTH ELEVATION OF CARPENTER BUILDING IN THE BACKGROUND, FACING NORTHEAST, 10 APRIL 1943, PUGLIA ENGINEERING, INC.

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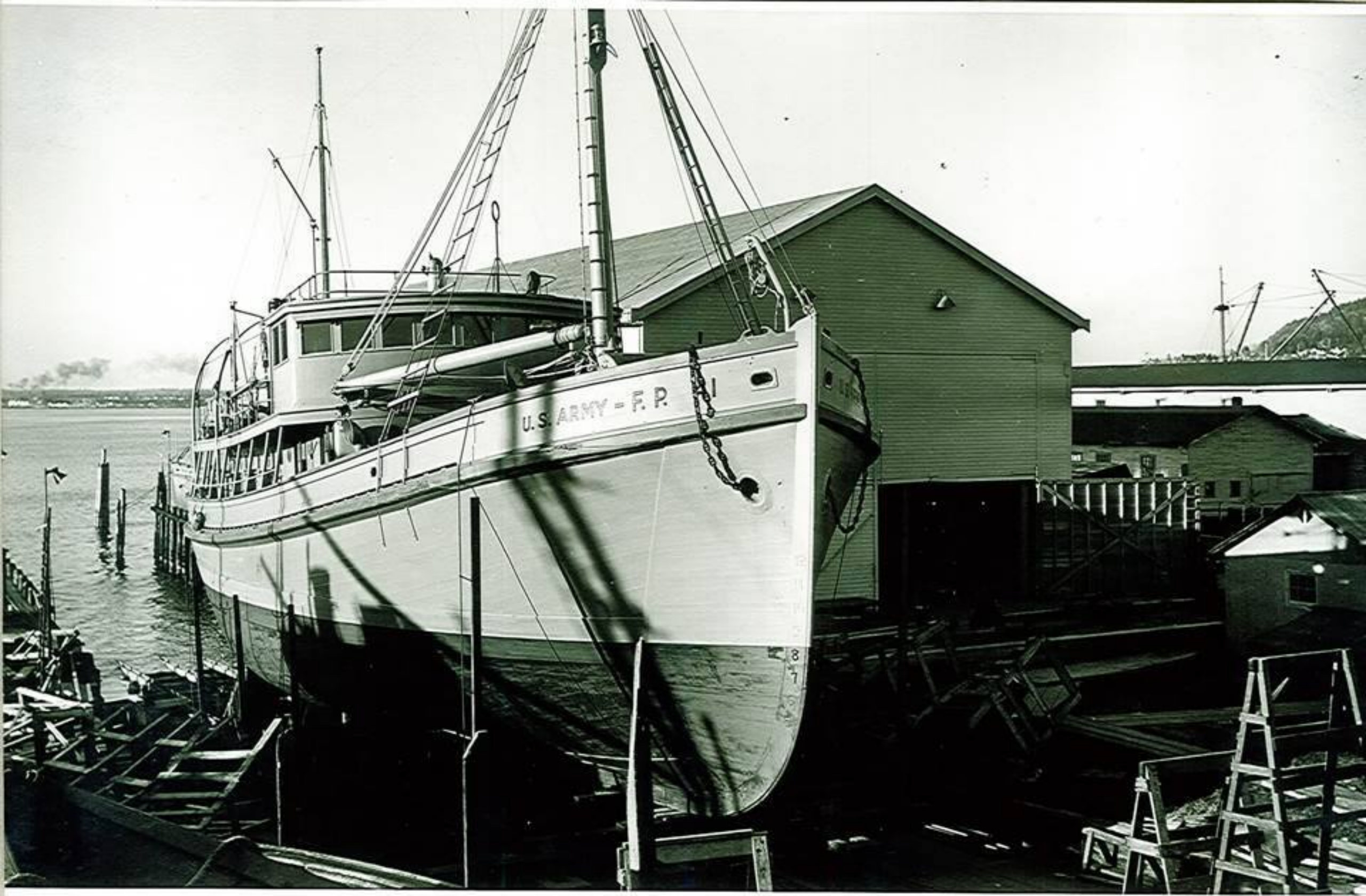


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BELLINGHAM, WASH.



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253 4/10/43



— North from roof of joiner shop —

Huntton, photo.

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