

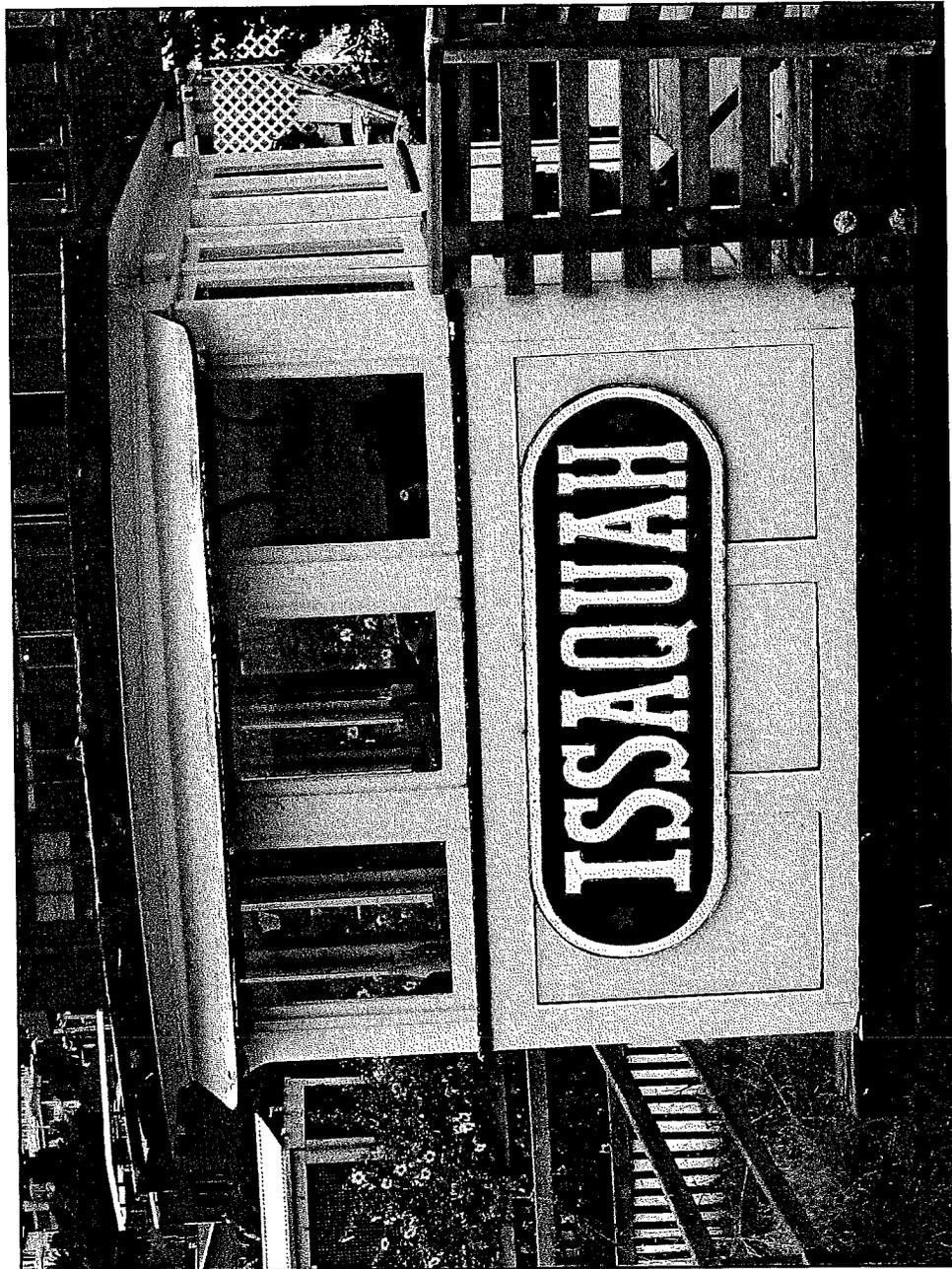
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AUG 27 2014

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

The
Issaquah Pilot Houses
Proposal
Recognition to the Sausalito Historical
Register

Galilee Harbor
Community Association
Pilot House Project Coordinator:
Steeenie Wicks
Steenie@aol.com
415 244 0681





August 13, 2014

Sausalito Historic Landmarks Board
Sausalito Planning Commission
Sausalito City Council
420 Litho Street
Sausalito CA 94965

Dear Sausalito Historic Landmarks Board, Sausalito Planning Commission, and Sausalito City Council,

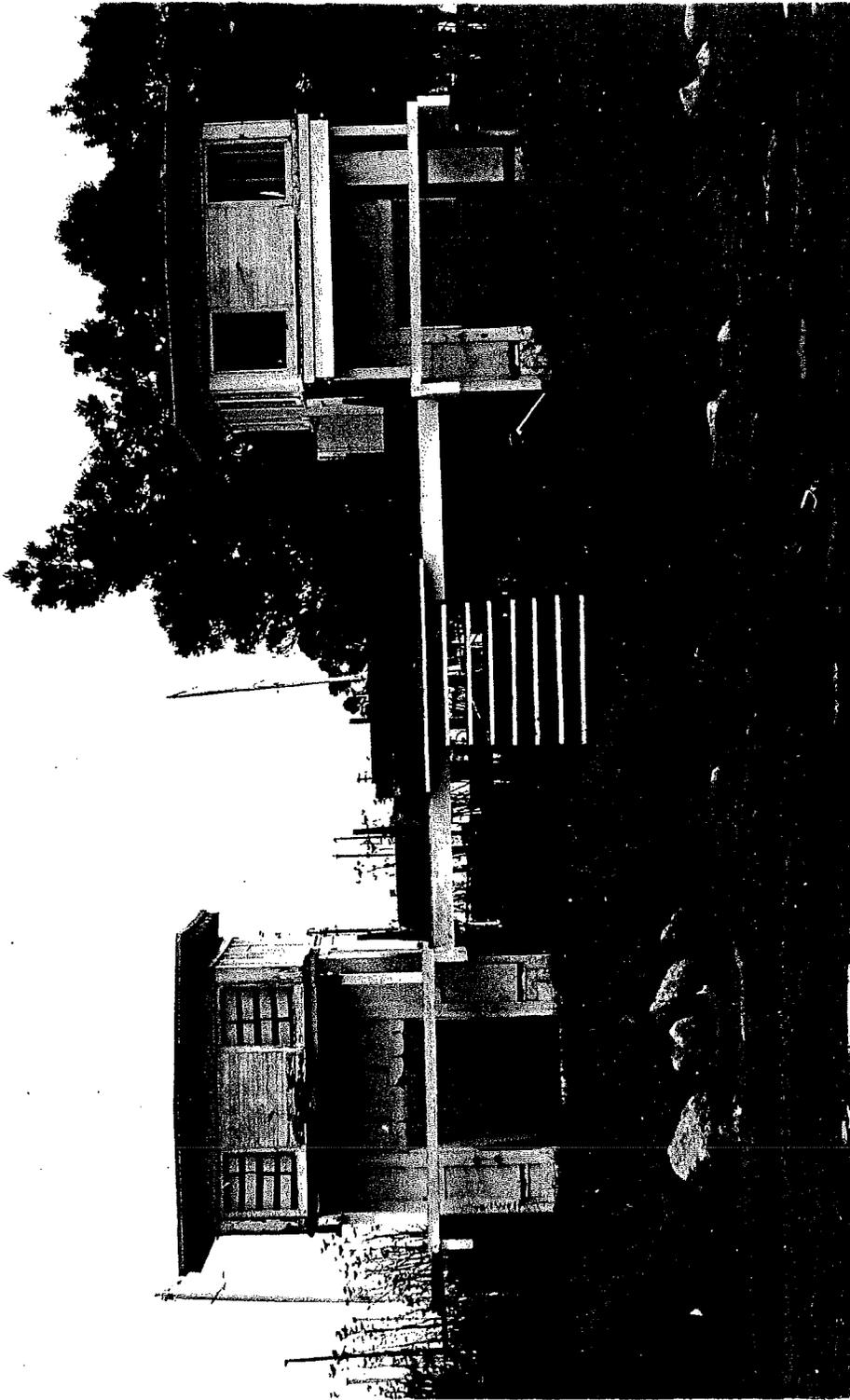
The Galilee Harbor Community Association Board of Directors has approved the application for listing the Issaquah Pilot Houses on the Sausalito Historic Register and has authorized Steefenie Wicks to represent Galilee Harbor in the process.

Regards,

A handwritten signature in black ink, appearing to read "Chris Kulina". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Kulina
President
Galilee Harbor Community Association, Inc.

Galilee Harbor Community Association, Inc.
300 Napa Street Sausalito CA 94965
tel (415) 332-8554 fax (415) 332-7843 email: galileeharbor@gmail.com CA Relay Service 711

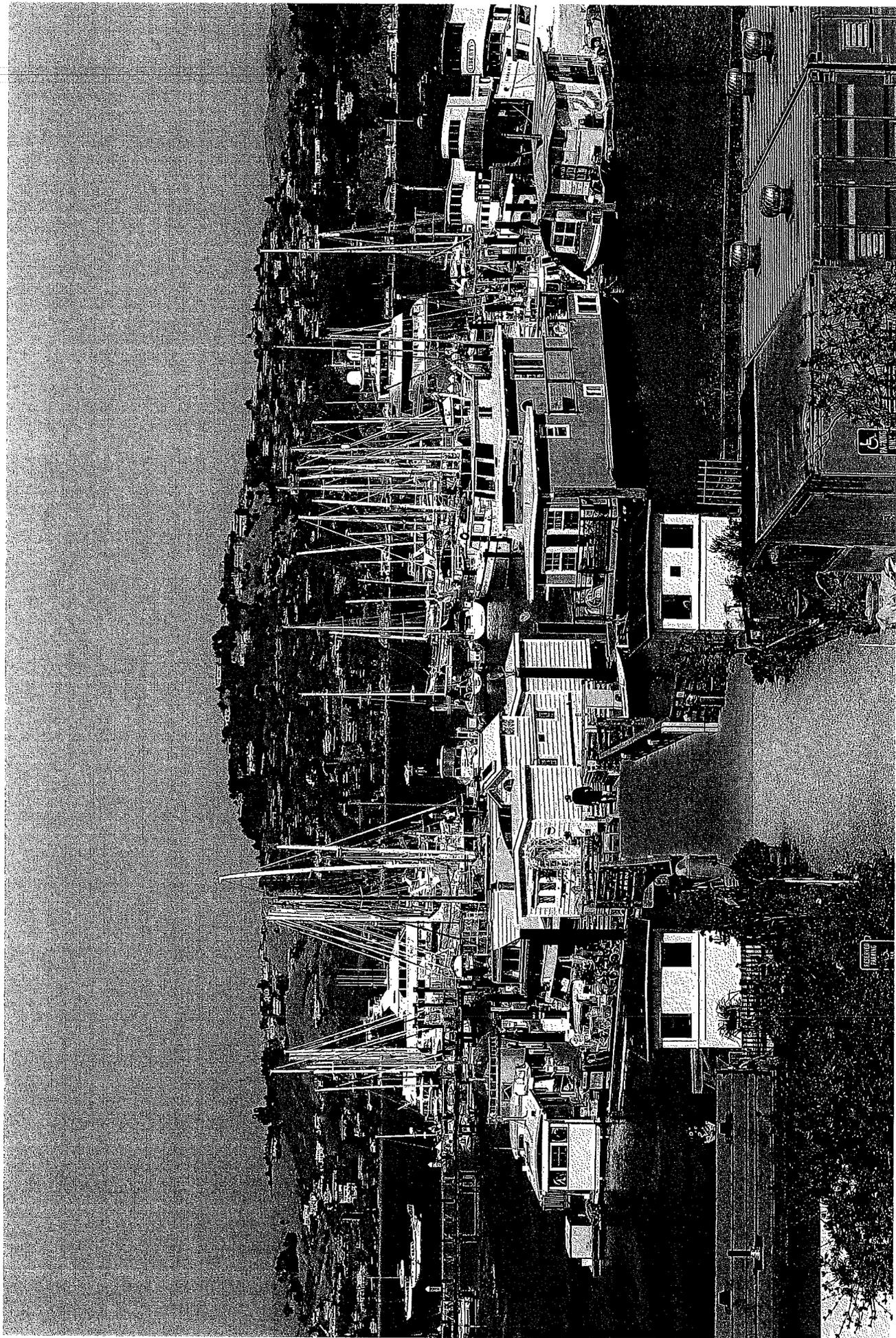


Issaquah Pilot House
on Schoonmaker Property
1984

CHRONOLOGICAL HISTORY OF THE ISSAQUAH FERRY:

Late 1913	Keel laid.
Mar.7, 1914	Launched at Anderson Steamboat Company Houghton, Washington.
Mar.21, 1914	Trial run.
May 2, 1914	Commenced Newport-Parental School -Leschi Run.
1914-1917	Off run hours Excursions and Dances on Lake Wash. live orchestra-hard maple floor on passenger deck.
1916-1917	Problems: Lake lowered by Ship Canal construction. Completion Of road around Lake Wash. took Cars from Ferry.
Sept. 30, 1917	Ceased running.
Nov. 1917	Operated for one month for Port Commission.
Early 1918	Sold to Rodeo-Vallejo Ferry System in San Francisco Bay 'for a good price' - Mr. Alven J. Hanford and Mr. Oscar H. Klatt.
May 30, 1918	Left for California took 25 cords slab wood at Pt. Angeles. Two men aboard (Wyman and Wilson). Fired all the way, tug CONDOR could not do it alone.
July 4, 1918	Started service on Rodeo-Vallejo run over Carquinez straits.
1929	Carquinez Auto Bridge opened terminating ferry run. Then used on Mare Island-Vallejo and Martinez -Benicia runs and other 2 nd World War services.

1948	Placed out of service.
1950	Purchased by D.J. Arques who noted: 'The Issaquah is no longer able to float as her bottom is rotted out along the water line, she is in deplorable condition.'
Jan. 3, 1963	Story appears in SF press about the ferry stranded on the tide flats being used by 'beatniks'.
March 1966	story appear in the SF Chronicle problems with sanitation had developed for the residents of the 'little' ferry.
1970	The Pilot Houses from the Issaquah are salvaged from the mud flats as the body of the ferry was destroyed.
1975	Purchased by Jack Vander Muelin moved to Schoonmaker point to be used as offices.
1984 -1987	Office for waterfront organization Art Zone.
1987	Galilee Harbor purchase the Pilot Houses from Mr. Van der Muelin And they are moved to the Galilee Harbor property.
1987-present	Issaquah Pilot House have become part of Galilee Harbor community. They serve as mini museums with Displays of waterfront artifacts and photo's of waterfront community events.



Galilee Harbor Sausalito waterfront

Proposal Project for the Issaquah Pilot Houses

Objective: To have the Issaquah Pilot Houses listed on the local historical register.

August 2014

“A statement of the architectural or historical significance of the site or structure proposed for listing on the local register and description of the particular features that should be preserved.”

In the year 1970 Sausalito had the distinction of having the Charles Van Damme, The City of San Rafael, the Berkeley and the Issaquah all ferry boats from another time in waterfront history became part of what was to become known as the ‘Ferry-boat Grave Yard’. Some said it was the building of bridges that lured the public into their cars to cross them, the convenience lead to the destruction of the car ferry system. Local Sausalito waterfront historian Annie Sutter in 1982 wrote an article about the old ‘Ferryboats of Sausalito’, stating that; “It was by chance that the four ferries ended up in Sausalito after ferrying back and forth the shipyard workers between Vallejo and Mare Island. It seems fitting that after working side by side they ending up resting together in Sausalito.”

There is very little left of these historical structures that traveled the waterways because once they were ‘beached’ they began to deteriorate. Luckily the Pilot Houses from the Issaquah were saved, for the pass 20 years have been part of the Galilee Harbor Community Association. A community of artist and maritime workers that have worked at keeping them as close to their visual historical appearance as possible.

Waterfront craftsmen that reside in the Harbor help to keep her structure presentable and tidy.

Background on the Issaquah Ferry:

In the beginning she was not only the Issaquah Ferry but she was known affectionately as a 'True Lady'. The Issaquah was distinctive in her lines her design was crafted by the Anderson Steamboat and Ship Building Company in 1914, the year she was launched.

In the beginning the Issaquah Ferry was a car and passenger ferry that chugged the Lake Washington waters. It was only at her launching that it was discovered that her 9ft draft would prove to deep for the lake shoe bottom. The day after she was launched she had to be freed from her 'stuck-in-the-mud' position.

However, by May 1914 she was outfitted, dependably serving the public, crossing Lake Washington between Leshi, the Parental School on Mercer Island, and Newport. For the next 3 and a half years she would run this route while in between serving as a cruising dance hall, party center for local community groups.

The Issaquah would become the 'tiny little steamer' that would all but wipe out the competition of the Ferry service between Rodeo - Vallejo while enjoying few prosperous years until the completion of the Carquinez Bridge in 1927, this would be the beginning of the end for ferry services.

From 1929 to 1948 the Issaquah would become part of the small fleet of ferries that served Mare Island, Vallejo and Martinez. As mentioned before during WWII she would be used to ferry shipyard workers to Mare Island and Sausalito. Sausalito would become her last port of call in 1949.

Current Location:

The Issaquah has been part of the Galilee Harbor Community since 1987. At first they were rented out as office space to members of the Harbor. Then the community decided that it would be better to have them available to everyone. They were eventually moved to their current location at the beginning of the Galilee Harbor dock in 2005. Currently, they are being used as little museums, where displays are placed that have to do with the community and the history of the Sausalito waterfront.

Future Plans:

The Issaquah pilot Houses are now 100 years old. Because of age the Pilot Houses are always in need of work. Special work that is now being done by the talented members of the community that have been taught their skills by master boatwright, Bob Darr of the Aruques Traditional Boatbuilding School.

The windows are all being rehabilitated to comply with the structures in which they are placed. The roofs are being worked on to keep the interior's dry in damp weather. Vents have been placed in the roof to offer air circulation in the structures when the doors and windows are closed.

These two structures are the last of their kind to be located on the Sausalito waterfront. The waterfront has been their home for the past 70 years, with care, paint, new wood and a dedicated maritime community they will be around for another lifetime.

The only way to continue this process of rehabilitation is to raise money for these two structures. The addition of these two structures to the Sausalito Historical register would help this process to help preserve and honor them with the notification that shows the value of their existence as part of Sausalito's historic waterfront past, tomorrow's future.

Plans would be to have them remain in their current location at Galilee Harbor, while being opened at set times to accommodate residents and tourist to see the displays while standing in a Pilot House that at one time traveled the Lakes of Washington, taxied service men to Mare Island and became home to some of Sausalito's first waterfront dwellers.

Galilee Harbor
Project Coordinator
Steefenie Wicks
August 2014

Issaquah (steam ferry)

From Wikipedia, the free encyclopedia

Issaquah was a steam ferry built in 1914 that operated on Lake Washington and in San Francisco Bay.

Contents

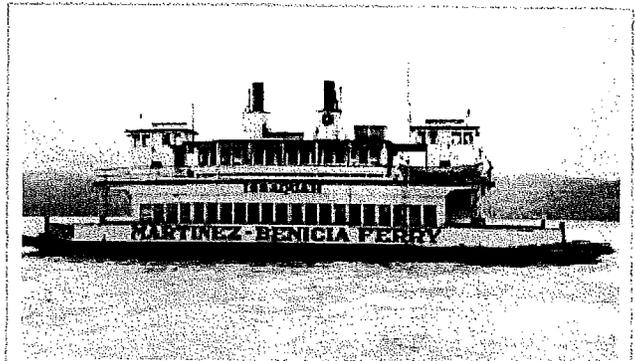
- 1 Design and construction
- 2 Lake Washington service
- 3 California service
- 4 See also
- 5 Disposition
- 6 Notes
- 7 References

Design and construction

Issaquah was built in 1914 by Capt. John L. Anderson at his shipyard on Lake Washington at Houghton, Washington.^[1] On launching, *Issaquah* slid down the shipway and then became stuck in the mud, and had to be towed off.^[2] The vessel is reported to have been acquired by Anderson Steamboat Company at a cost \$33,571 in May, 1914.^[3]

Captain Anderson was a prominent boatbuilder and steamboat operator on Lake Washington, and the *Issaquah* was the most elaborate vessel he had ever built. *Issaquah* was the first ferry built by a private owner in the Puget Sound region. *Issaquah* was also one of the first ferries in the region designed and constructed to transport automobiles. The upper deck included a hardwood dance floor which was used when the ferry was taken out on moonlight excursions.^[1]

Lake Washington service



Issaquah in California service.

Career

Name:	<i>Issaquah</i>
Owner:	Anderson Steamboat Company Rodeo-Vallejo Ferry Co.
Builder:	John L. Anderson (1868–1941)
Launched:	March 7, 1914
Maiden voyage:	May 2, 1914

General characteristics

Type:	steam ferry
Tonnage:	288
Length:	114.2 ft (34.81 m)
Beam:	38.2 ft (11.64 m)
Depth:	8.9 ft (2.71 m) depth of hold.
Installed power:	twin steam engines, 125 hp (93 kW) each.
Propulsion:	propellers
Capacity:	40 cars, 600 passengers
Crew:	six (6)

Issaquah was placed on the route running from Leschi to Mercer Island and then to Newport. In 1891 the eastern terminus of this route connected to a road that ran to Lake Sammamish, Fall City, Preston, Issaquah, North Bend, and Snoqualmie, Washington. It is doubtful whether *Issaquah* ever carried the full licensed complement of automobiles when on Lake Washington.^[1]

California service

In 1917, the private ferry owners on Lake Washington, which meant Captain Anderson as a practical matter, were undercut by competition from King County.^[1] Another problem was that all of the company's docking facilities had to be reconstructed after the opening of the Lake Washington Ship Canal in 1916 caused the level of the water in Lake Washington to be lowered by 9 feet (2.74 metres).^[2]

As a result of these difficulties, Anderson was forced to leave the private ferry business. On September 30, 1917, *Issaquah* ceased operations on Lake Washington. After being operated during the month of November 1917 by the Seattle Port Commission, the vessel was sold in early 1918 to the Rodeo-Vallejo Ferry System, operating in northern San Francisco Bay.^[2]

The ferry departed from Houghton on May 30, 1918, having first been boarded up and loaded with cord wood for use as fuel. *Issaquah* steamed out to Neah Bay, where more wood was taken on and the ferry was taken in tow to San Francisco Bay.^[4] Two men stayed on *Issaquah* during the tow, keeping steam up and running the vessel's sidewheels, as the tug was insufficiently powerful to accomplish the task alone. The ferry arrived in good condition and began service on the Carquinez Strait on July 4, 1918.^[2]

The ferry remained in service under the name *Issaquah* in the Vallejo-Martinez area until after World War II. After the Carquinez Bridge was completed in 1927, the ferry was shifted to the Mare Island routes from Vallejo, Martinez, and Benicia. In 1948 the ferry was purchased by D. J. Arques, owner of a Sausalito shipyard, for \$1,000.^[2]

See also

- MV *Issaquah*, ferry built in 1979

Disposition

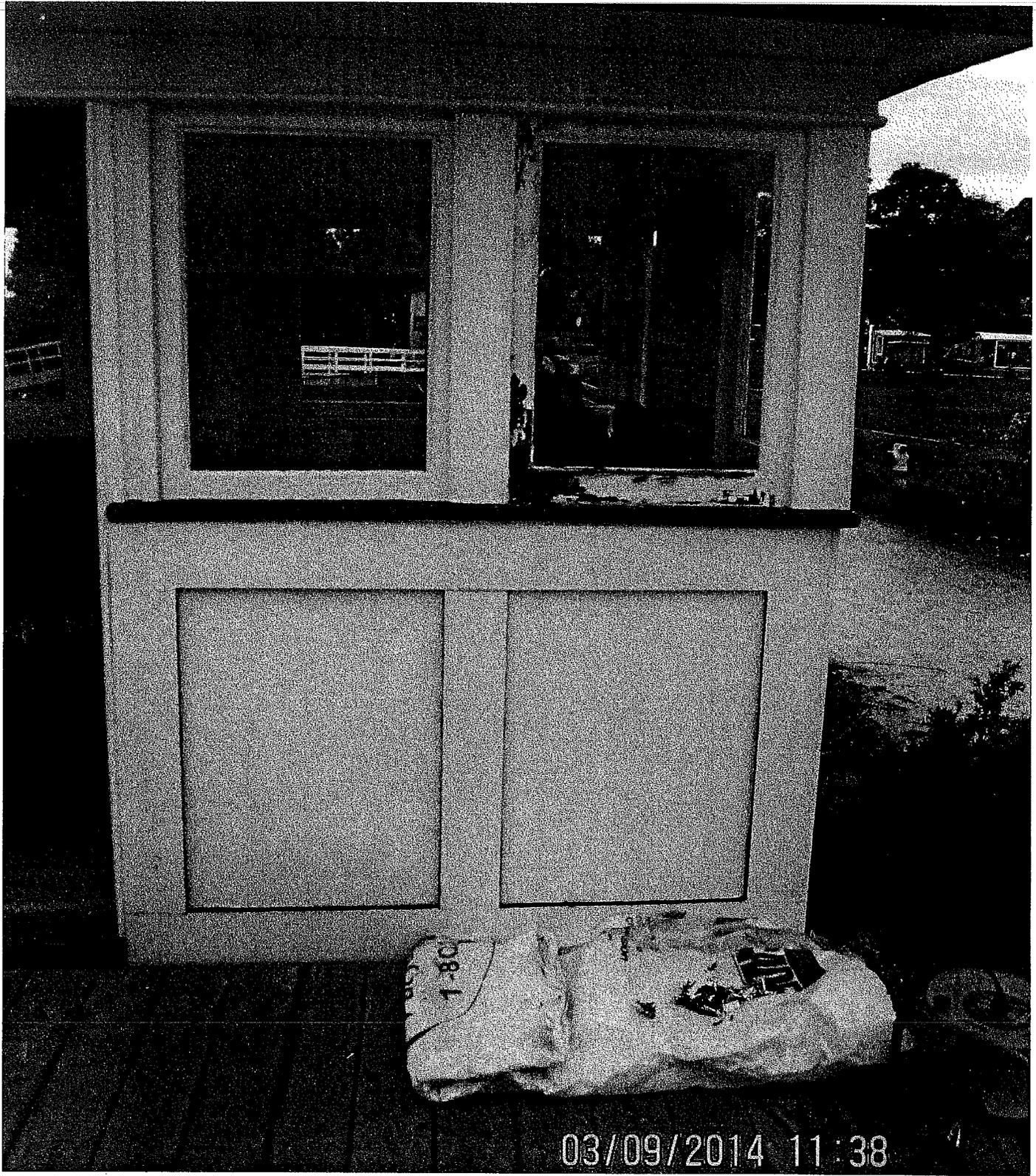
The ferry ended up abandoned on a mud flat in Sausalito, California.^[1] In the 1970s the two pilot houses were salvaged from the mud flats and restored. They were the sole remnants of the vessel, and as of 2011 resided on dry land as a museum attraction at 300 Napa Street, Sausalito, California.^[4]

Notes

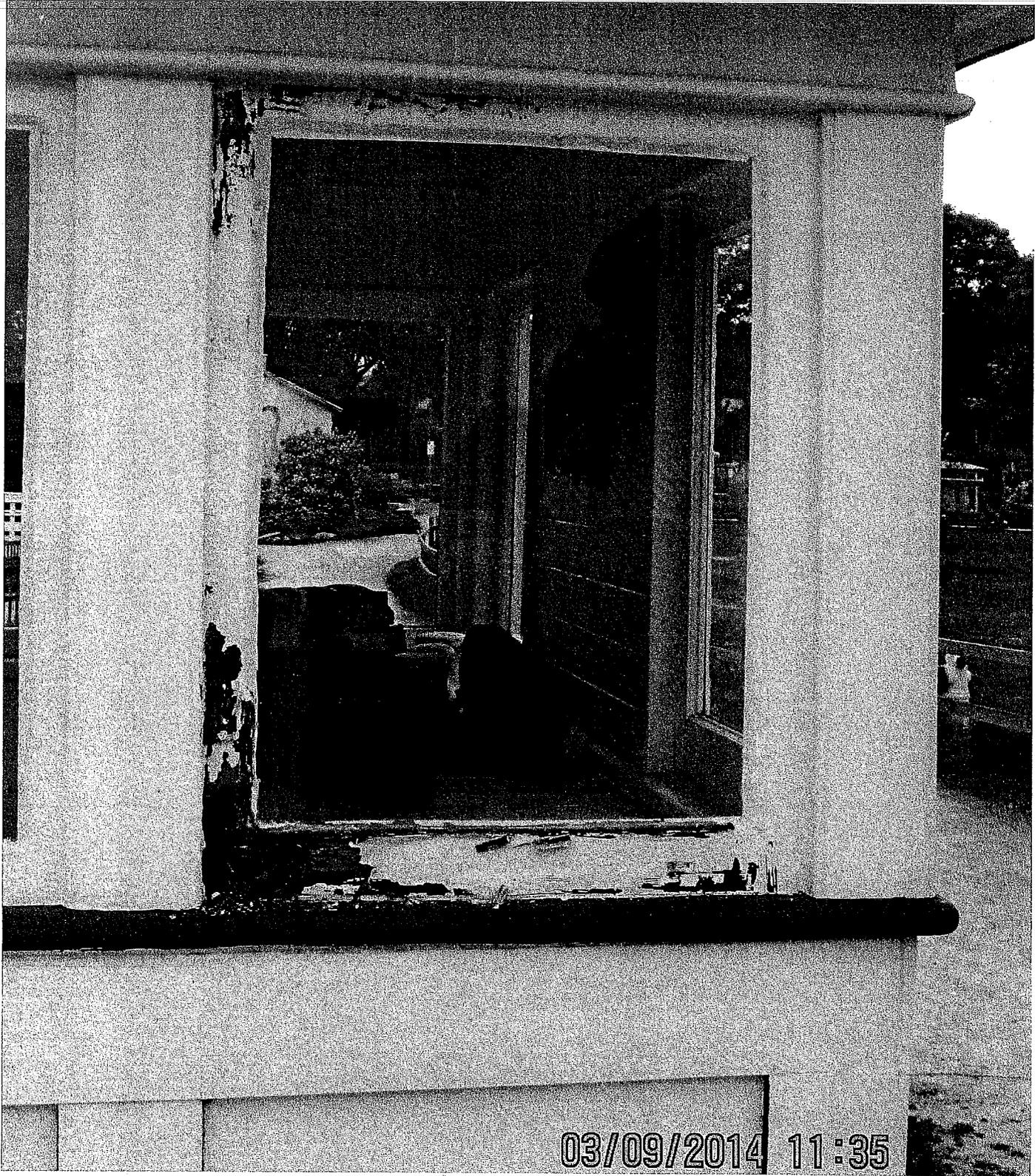
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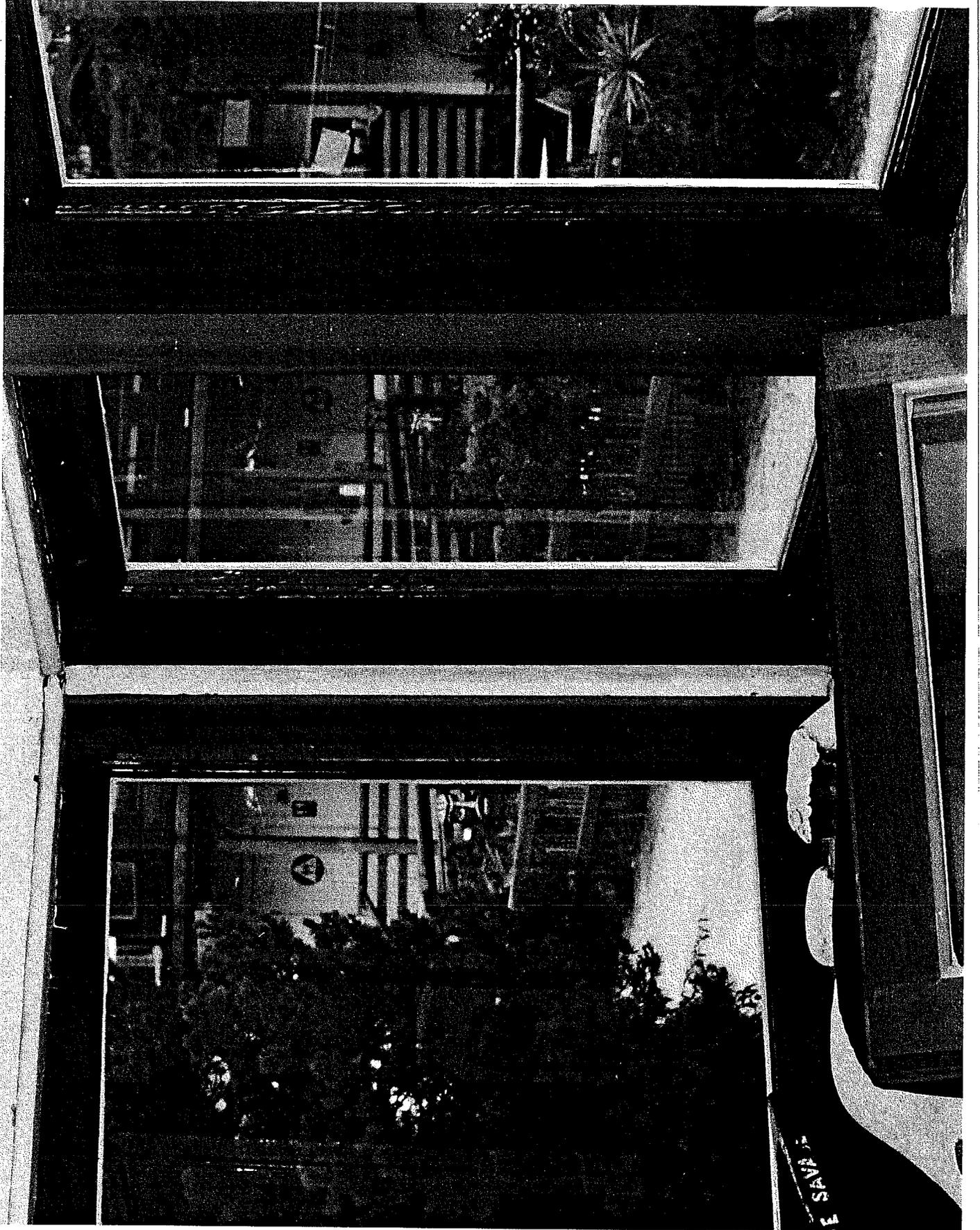
Anton Hottner

Holden Crane





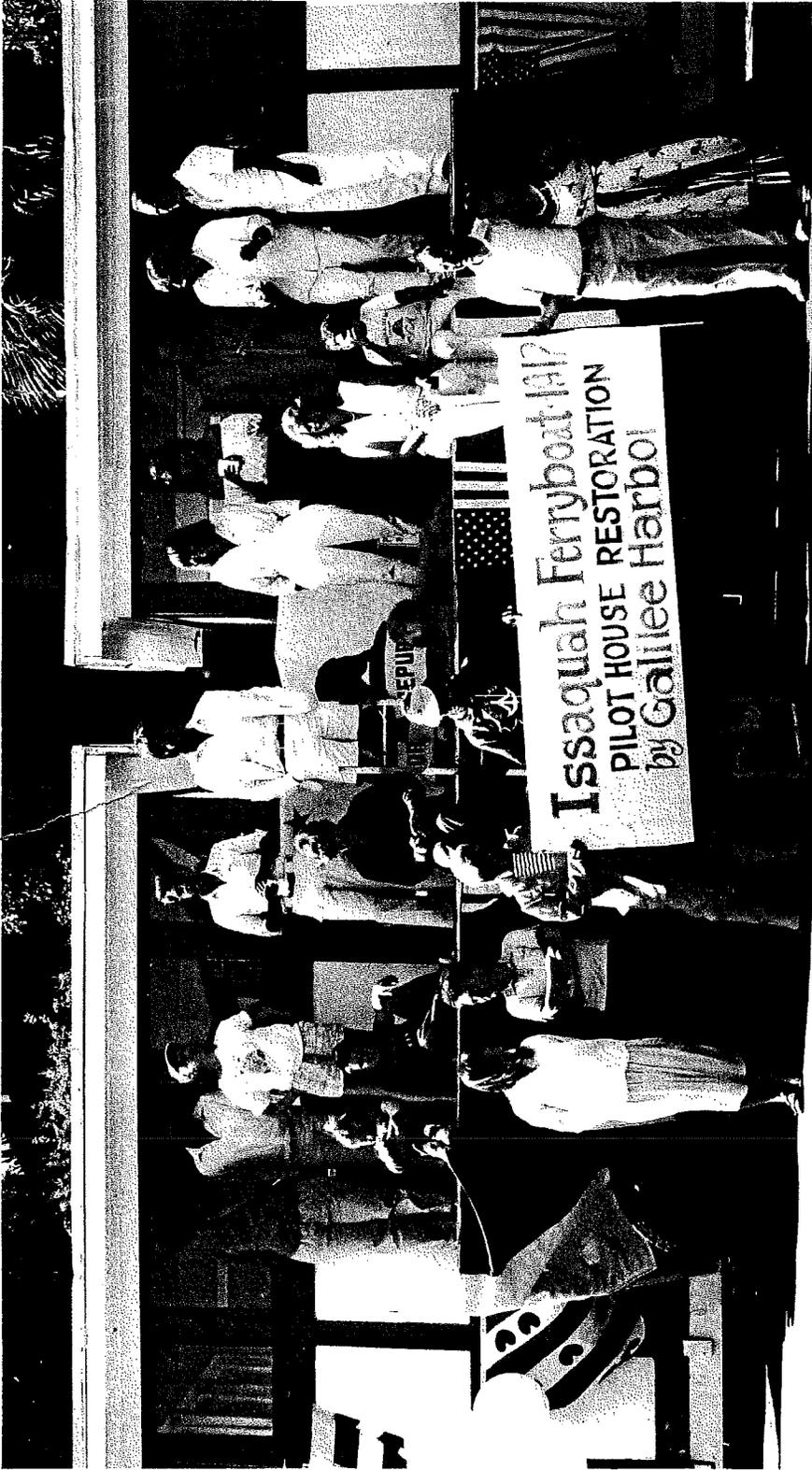




Galilee Harbor Community

Group Photo's

Photographer:
Steeenie Wicks



2861



1998

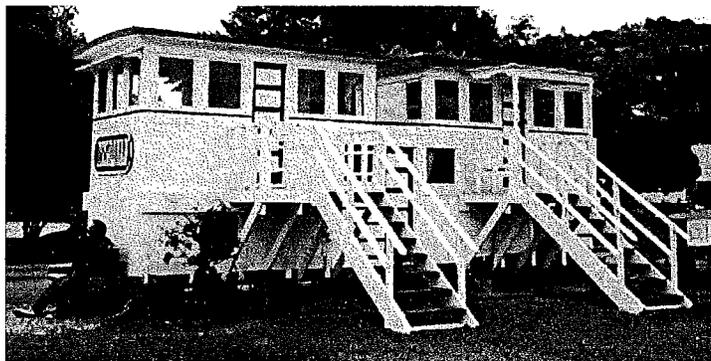
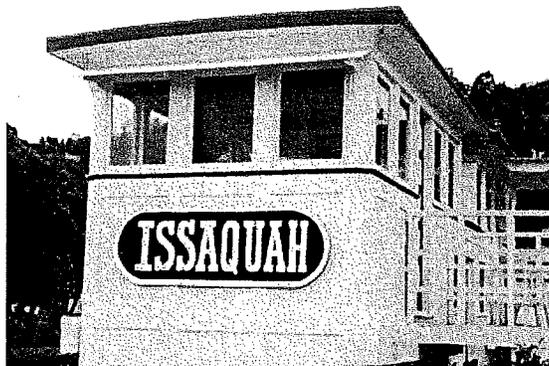
2002



visit learn participate about resources gift shop

Issaquah Ferry Pilot Houses (Sausalito, CA)

300 Napa Street, Sausalito, California



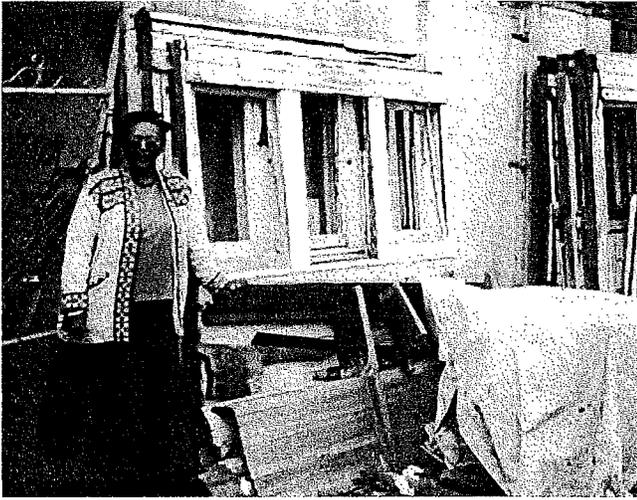
September 1999 photos by David Bangs

The ferry ISSAQUAH has gone through a long life's journey since its maiden journey on Lake Washington on May 2, 1914. Most of the ferry is history, but the two pilot houses are preserved and on display in the Galilee Harbor parking lot in Sausalito, California. As of September 1999, the harbor is undergoing a \$1.7M expansion, after which the ISSAQUAH pilot houses will be positioned on either side of the walkway to the boats, and serve as a museum to both the ferry ISSAQUAH and the history of the Galilee Harbor community.

The 114 foot two decker steam ferry boat was revolutionary when it was launched by the Anderson Steamboat Co. in 1914. It served as a private ferry and tour boat on Lake Washington until 1918, when public ferry competition made its continued operation here unprofitable. At that time, it was sold to the newly formed Rodeo/Vallejo line in California and brought down the coast to the San Francisco Bay where it served on various runs until it was retired in the 1948.

In the 1950's, the ferry was moved to Sausalito and divided up into individually rented units. The tenants tended to be artists and were described at the time as "beatniks." Though the boat was superficially

maintained, all the time it was sinking deeper into the mudflats and suffering rot from the bottom up. In 1970, Issaquah area historian Harriet Fish visited the boat and wrote a series of articles for *The Issaquah Press* on the ferry's history and predicament. One of those articles was entitled "Ferry Issaquah is Seeing Her Last Days." Later, the wheelhouses and walls of the ferry were saved when the mudflats on which the ferry rested were developed into today's Waldo Point houseboat development.



September 1999 photo by David Bangs

Steefenie Wicks of the Galilee Harbor Community Association has been instrumental in preserving what's left of the ISSAQUAH. She is pictured here next to the remaining walls rescued from the rotting hulk on Sausalito's mudflats by the now-defunct Art Zone organization, of which Wicks was director from 1984-1988. Art Zone represented the interests of artists and others who were living in boats and other structures along the city's waterfront before they were displaced by new developments in the 1970's and 1980's. Galilee Harbor, which is a resident-owned live-a-board marina, is a direct result of that movement.



September 1999 photo by David Bangs

This houseboat dock is surprisingly named "Issaquah Dock." It is part of the Waldo Point Harbor houseboat community, on Gate 6 road off Bridgeway, in Sausalito. The ferry ISSAQUAH languished for many years on the mud flats that later became part of the Waldo Point development.

Ferry History

The following indented text is an excerpt from the book *This Was Issaquah* ([/store/books/this-was-issaquah](#)), by Harriet Fish, page 12. Pages 12-21 contain a series of newspaper articles written by Harriet about the ferry Issaquah. The full book is available at the Issaquah Depot gift shop. This article was written in 1970:

... [By] 1914, Captain [John] Anderson [of the Anderson Steamboat Co.] had gathered about him other visionary boat designers who drew up, built, and launched the first, and last, privately owned inland waterway, double-ended, steam ferry boat. From that day in 1913 when here keel was laid, until March of 1914 when she was launched, this revolutionary

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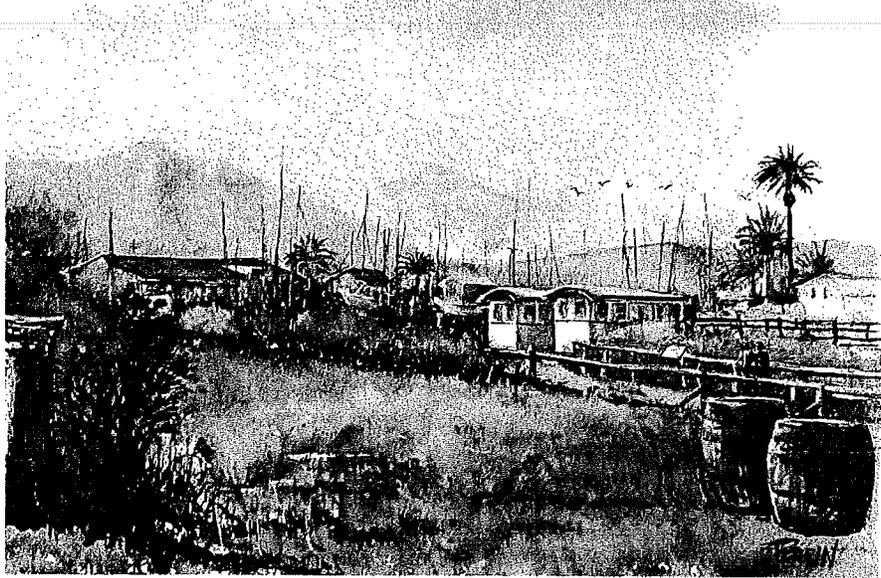
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'Issaquah Ferry Pilot Houses'

Transparent Plein Air Watercolor

Matted and Framed, with glass.)18" x 22"

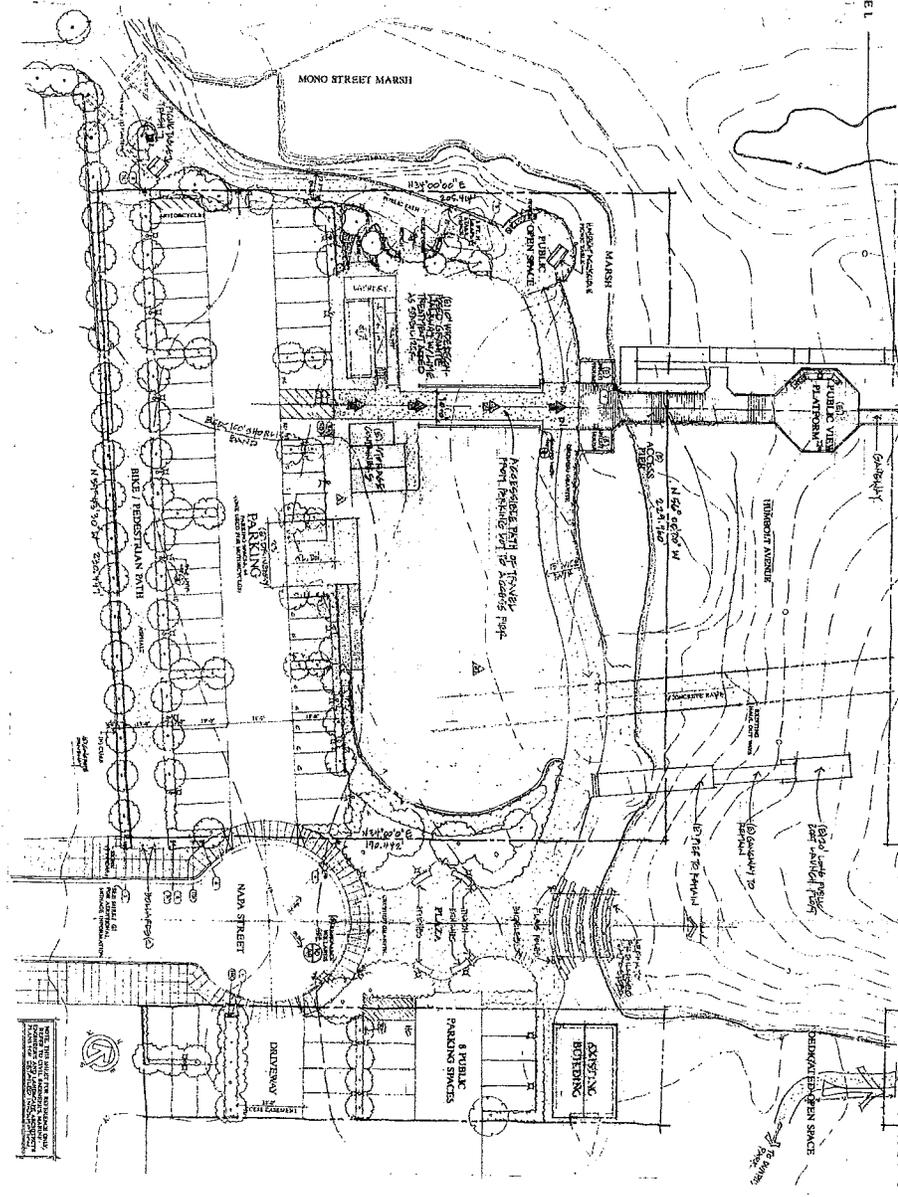
sold

Winsor Newton archival pigments and Arches 140 lb Rough wc paper

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NOTE: SHEETS ALSO PART OF PHASE 1
 REFER TO MARINE
 ENGINEER'S PLANS

CONTOUR DATUM CONVERSION			
MARKING	FIELD	L.M.	ADJ/RED./USDS
70% ELEVATION	Remanufacture Building & Parking Lots	SAUSALITO C.U.P.	BDCC
Remanufacture Building & Parking Lots	10.25	19.05	7.5
Normal High Tide	5.85	5.25	2.8
Normal Low Tide	0	0	0
Normal High Tide	2.75	2.85	0
Normal Low Tide	0	-2.95	-2.95
Normal High Tide	0	-2.20	-2.20
Normal Low Tide	-2.25	-4.45	-4.45
Normal High Tide	-2.25	-4.45	-4.45
Normal Low Tide	-4.45	-11.0	-11.0



SITE PLAN
 1

A1.1

DATE: 11/2/04
 SCALE: 1/8" = 1'-0"
 SHEET: 1 OF 1
 PROJECT: GALILEE HARBOR
 CLIENT: RIA
 DESIGNER: RIA
 CHECKER: RIA
 APPROVER: RIA
 DATE: 11/2/04

GALILEE HARBOR
 DUMPSTER / RECYCLE ENCLOSURE & UTILITY ROOM
 300 NAPA STREET
 SAUSALITO, CALIFORNIA
 APN 64-082-01

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