



Mason County Historic Preservation Commission

GRANT COMPLETION COVER MEMO MASON COUNTY HISTORIC PRESERVATION COMMISSION AUGUST 29, 2013

The Mason County Historic Preservation Commission is pleased to submit this Historic Maritime Transportation Survey: Phase 1, which was commissioned with a grant from the Washington State Department of Archaeology and Historic Preservation. The submittal deadline is Thursday August 29, 2013.

This survey was conducted by Aqua Terra Cultural Resource Consultants during the spring and summer of 2013. The boundaries of the study area ran from the Mason-Pierce County line on Case Inlet west around North Bay and concluding at Mclane Cove on the western boundary of Section 7, Township 21 N., Range 1 W., W.M.

The survey identified 29 historic maritime resources and Aqua Terra recommended three structures be considered to the Mason County Historic Registry.

This report contains eleven State of Washington Archaeological Site Investigation Forms and eighteen Historic Inventory Reports.

Aqua Terra Cultural Resource Consultants conducted two public meetings at the Grapeview Fire Hall. The first meeting was held on April 6, 2013 and the second meeting was held on August 25, 2013. It is understood that MCHPC member Rick Calvin wishes to submit an addendum to this report in early September summarizing the August 25th public meeting. We further understand that this is not a required element of the report.

I can be reached at 360-427-9670 ext. 571 or by e-mail at mms@co.mason.wa.us if there are any questions.

Michael MacSems
MCHPC Staff

CULTURAL RESOURCES REPORT COVER SHEET

Author: Jennifer Chambers

Title of Report: Mason County Historic Maritime Transportation Survey: Phase 1

Date of Report: August 7, 2013

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Satisfy a DAHP Archaeological Excavation Permit requirement? Yes#

DAHP Archaeological Site#:

TBD

- Submission of paper copy is required.
- Please submit paper copies of reports **unbound**.
- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**Mason County
Historic Maritime Transportation Survey:
Phase 1**

--- FINAL DRAFT ---

Prepared for:
Mason County Historic Preservation Commission
Shelton, Washington



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REPORT# ATCRC MS-01-13

August 20, 2013

**REVIEWED AND REDACTED FOR PUBLIC DISTRIBUTION
MASON COUNTY HISTORIC PRESERVATION COMMISSION**

OCTOBER 2019

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Required Disclaimer

This report has been financed, in part, with Federal funds from the National Park Service, Department of the Interior administered by the Department of Archaeology and Historic Preservation (DAHP). However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior or DAHP.

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Acronyms

ATCRC	Aqua Terra Cultural Resource Consultants
SHPO	State Historic Preservation Officer
DAHP	Department of Archaeology and Historic Preservation
MCHPC	Mason County Historic Preservation Commission
GLO	General Land Office Maps

Mason County Historic Maritime Transportation Survey: Phase 1

Introduction

Mason County Historic Preservation Commission (MCHPC) contracted with Aqua Terra Cultural Resources Consultants (ATCRC) to assist with the Mason County Historic Maritime Transportation Survey (the project). The objective of the project was to document and research any historic buildings, structures, objects and/or sites (or remnants thereof) that are or were associated with the maritime transportation history of Mason County waterways. The project was funded, in part, by a grant provided by the National Park Service, Department of the Interior administered by the Department of Archaeology and Historic Preservation (DAHP) and, as such, is subject to Section 106 of the National Historic Preservation Act (NHPA) compliance. No planned construction activities or undertakings are proposed for this project.

ATCRC conducted a multi-phased reconnaissance-level survey of the Phase I project area, which included all of the shoreline in North Bay of Case Inlet in Mason County between McLane Cove and Rocky Point. Survey was conducted both by sea and by land. This report provides an overview of the environmental and cultural contexts, and previously recorded sites in the survey area. This report also provides discussion on the expectations for the project; and, an overview of survey methodology employed for the project. We conclude with the results of the survey and recommendations for future work.

Project Location and Description

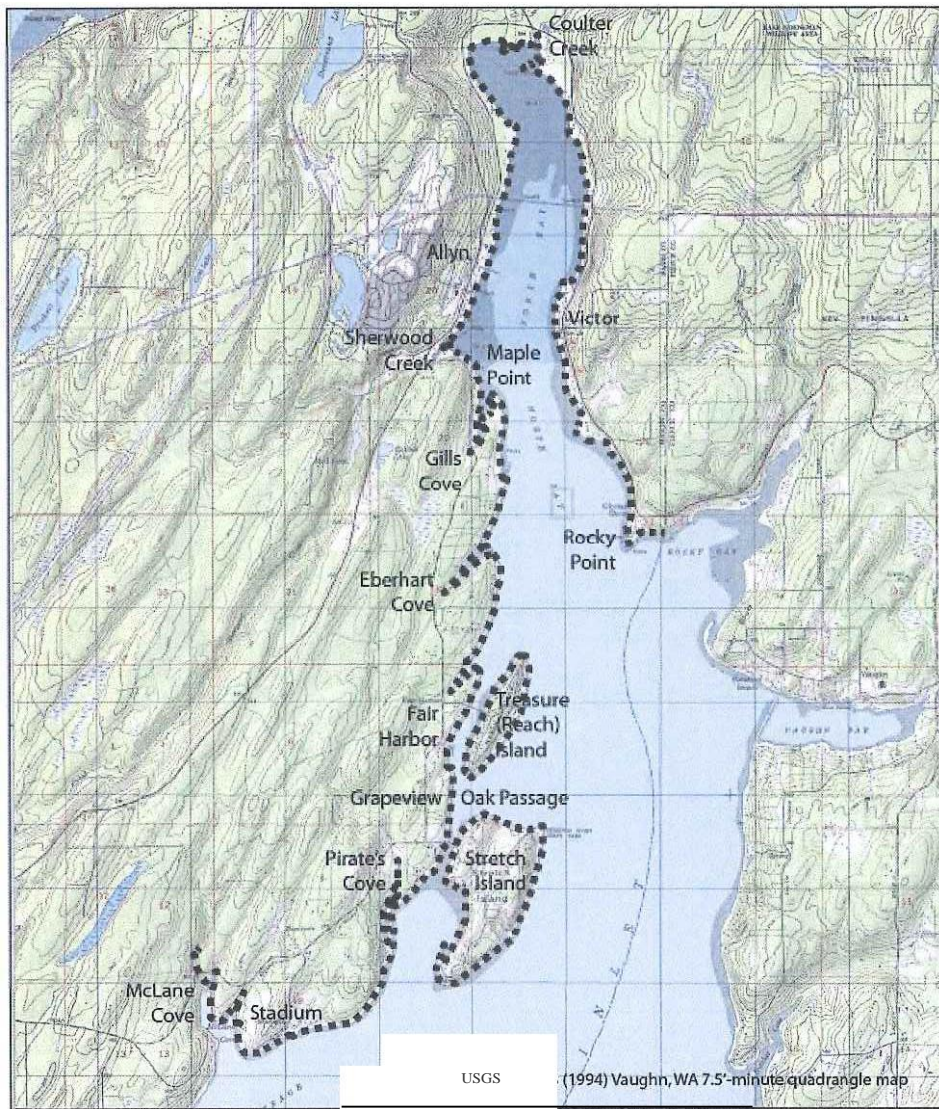
The project intends to document and research any historic buildings, structures, objects and/or sites (or remnants thereof) that are or were associated with the maritime transportation history of Mason County waterways. The project has been broken up into several phases as determined by arbitrary geographic boundaries, as defined by MCHPC. Phase I of the project covers the northern shorelines of North Bay in Case Inlet located between McLane Cove and Rocky Point and includes such placenames as: McLane Cove, Stadium, Pirate's Cove, Grapeview, Fair Harbor, Eberhart Cove, Gills Cove, Maple Point, Sherwood Creek, Allyn, Coulter Creek, Victor, Rocky Point, and Reach (Treasure) and Stretch Island (Figure 1). Per the scope of work, it was stipulated that the project area consisted of the shoreline and all adjacent properties immediately connected to the water from the mean low water line, and/or immediately accessible to the water by public roads that maintain a direct connection to the target resources. Historic maritime resources were defined as those that date between precontact to circa 1967 and were related to the movement of passengers, agricultural and forest products, mail and/or general cargo.

In accordance with the scope of work, ATCRC was contracted for Phase I of this project to:

- advertise in local media and conduct a public meeting prior to the start of the reconnaissance survey to solicit input from the general public;

- solicit input from the Squaxin [Island Tribe] and Skokomish [Tribal Nation] representatives prior to the start of the reconnaissance survey;
- accomplish a reconnaissance level survey on land and by water;
- develop and submit via the State-wide Historic Property Inventory Online System (HPI System) approximately 35-40 new and complete reconnaissance level inventory forms and approximately 5-10 new archeology site forms for properties identified during the reconnaissance level survey;
- develop and submit a survey project report;
- develop and submit a reproducible map of the survey area; and,
- advertise in local media and conduct a public meeting to present the findings of the survey and inventory project and respond to any questions raised by the public.

It is ATCRC's intention that this report and the documents included herein address each of the required contractual stipulations.



Mason County Maritime Historic Survey, Mason County, WA

••, Project Area



Figure 1. Portion of the USGS (1994) Vaughn, WA 7.5-minute quadrangle map depicting the project area and geographic place names located within the project area.

Regulations

The project was financed, in part, with Federal funds from the National Park Service, Department of the Interior administered by the DAHP. As such, the project included tribal coordination and reporting standards consistent with Section 106 of the National Historic Preservation Act (NHPA) compliance. There are currently no planned construction activities or undertakings.

Section 106 requires that Federal agencies take into account the effects of their undertakings on historic properties. A historic property is typically aged 50 years or older and is defined in 36 CFR part 800.16(1)(1), as follows:

... any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization, and that meet the National Register criteria.

Section 106 generally requires the Federal agency involved in the undertaking to identify the area of potential effects (APE), inventory any historic properties that may be located within the APE, and determine if the identified historic properties located within the APE may be eligible for listing in the National Register of Historic Places (NRHP). An APE is defined in 36 CFR 800.16(d), as follows:

... the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

If NRHP-eligible historic properties are identified within the APE then potential adverse effects to the historic properties must be assessed, and a resolution of adverse effects recommended. Under Section 106, the responsible Federal agency must, at minimum, consult with and seek comment from the State Historic Preservation Officer (SHPO) and/or the Tribal Historic Preservation Officer (THPO), as applicable, and consult with any affected or potentially affected Native American Tribe(s).

For purposes of this project, the APE is considered synonymous as the project area and/or Phase 1 project area as defined herein.

Coordination

Tribal

On April 2, 2013, ATCRC sent letters to council chair members of the Skokomish Tribal Nation and the Squaxin Island Tribe providing information regarding the survey and extending invitation to contribute any information they may have regarding the survey area (Appendix A). To date, no comments have been received by ATCRC from the Skokomish Tribal Nation. A representative of the Squaxin Island Tribe has indicated to MCHPC that they will provide an addendum at a later date.

Public

ATCRC held a public meeting to inform the interested public on the survey purpose, the survey area boundaries, the field survey process, and to give an overview of the types of sites, structures and objects that may be encountered within the survey boundary areas, as well as, the process for nominating these important sites to national and local historic registers.

Per the scope, the public meeting was advertised in local media including the North Mason Community Voice, Northbay Review, The Port of Allyn, Shelton- Mason County Journal, Mason County Daily News, the Olympian, KMAS, KRXY, the Kitsap Peninsula Visitor and Convention Bureau, the Treasure Island Community Club and online at the Grapeview Community Association and Allyn Community Association webpages.

The public meeting was held at the Grapeview Fire Hall in the Horton Community Center located at 4350 Grapeview Loop Road, Grapeview, WA 98546 on April 6, 2013. The public meeting was attended by: Rick Calvin, Stan Graham, and Steve Rose each of the MCHPC; and, Sarah Amell, Chrisanne Beckner, and Jennifer Chambers each of ATCRC. The public meeting was not attended by any other individuals not already affiliated with the project.

Background Review

The maritime history of the Puget Sound is rich and diverse. The general themes -- beginning with native canoe cultures and continuing to today with a strong maritime economy and thriving maritime cultural organizations -- have been well-documented for Puget Sound (e.g. Artifacts Consulting, Inc. 2011, Parametrix and Berk and Associates 2010). As such, the background review provided below is to be considered a general overview of these themes to offer a broader understanding of maritime transportation history in Puget Sound and, specifically, within the project area. The background review as it is presented here is by no means intended to be considered exhaustive or complete, rather, it is intended to provide a starting point to facilitate connecting stories with place.

ATCRC's background review of the maritime transportation history of the project area was based largely upon areas of interests as defined by MCHPC; review and analysis of project files provided by MCHPC; local ecology and geologic data to better understand the environment as it may have related to historic maritime transportation; archaeological, historic, and ethnographic records made available on the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database to identify any potential previously recorded historic maritime transportation resources; selected published local historic resources such as those held at the Mason County Historical Society Museum, Mason County GIS website, the Puget Sound Maritime Collection at the Foss Waterway Seaport; and, informal discussions with private landowners and local residents.

Environmental Setting

The project area is located in North Bay of Case Inlet, Mason County. Case Inlet is one of several inlets that comprise Puget Sound. Puget Sound consists of a series of watersheds, rivers and streams that drain into small coves and inlets of tidewater, as well as into larger bays. Puget Sound is flanked on its western side by the Olympic Mountain range and on its eastern side by the Cascade Mountain range.

The extensive inland waterways of the Puget Sound were created by a series of momentous geologic events, ranging from huge glacial processes and massive earthquakes, to gradual and abrupt changes in sea and land levels. During the Pleistocene, the Puget Sound was covered by a thick ice sheet. In the last interval, known as the Fraser Glaciation, the Puget Sound was covered with ice that was up to 1,250 meters thick (Thorson 1980). The ice blocked north-flowing streams and created a system of proglacial lakes that were fed by ice-marginal and sub-glacial meltwater systems. About 15,000 years ago, the ice started to retreat northward toward Port Townsend; and, later retreated from what is now the Strait of Juan de Fuca. Remains of the glacial outwash plain, glacial moraines, kettle ponds, and old river terraces are still visible today and represent ground surfaces as old as 11,000 to 15,000 years (Fenneman 1931).

The project area is generally represented by forested uplands, abrupt and gently elevated shorelines, and expansive tidelands. The forested uplands are characteristic of the *Tsuga heterophylla* zone: consisting primarily of western hemlock, Douglas-fir (*Pseudotsuga menziesii*), western red cedar (*Thuja plicata*), and various species of firs, alders, and maples (Franklin and Dymess 1973). Development along the forested uplands included in the project area has been moderate, primarily consisting of rural residential and/or recreational properties.

The shoreline throughout the project area varies in slope, ranging from sea level to areas of cut-bank bluffs and steeper hills. Generally the elevation fluctuations are level at the northern extent of the project area and increase at the southernmost portions of the project area. The local shores vary with a mixed combination of rocky gravelly beds hosting intermittent glacial erratic, to large expanses of silt and mud.

The coves, bays and estuaries of North Bay are prime habitat for salmon (Chinook, Coho, Chum, Steelhead, and cutthroat) and flatfish (sole and flounder) as well as herring, perch, rockfish, eagles, and heron. Tidelands within the project area have been extensively developed largely as a result of industrial aquaculture activities, most prevalent in the northern inlet area. Shellfish harvesting is a profitable local industry, and the tidelands are regularly planted with geoduck and other shellfish species. Aquaculture harvest requires the removal of shells, rock, sand dollars, crab, and other nearshore species to plant seedling tubes that will be removed. Fully matured geoduck are harvested by using high volume jets to liquefy the surrounding sand up to three feet below the sand surface to access the shellfish (Case Inlet Shore line Association n.d.). The local shellfish industry has dramatically modified the surrounding shorelines and disturbed the natural environment by removal of natural eelgrass beds and other native species habitat.

According to the United States Department of Agriculture, Natural Resource Conservation Service (USDA NRCS n.d.) Web Soil Survey, nine soil units are present within the project area. Listed in order of prevalence: Everett gravelly loamy sand, Sinclair shorty loam, Alderwood gravelly sandy loam, Indianola loamy sand, Kitsap silt loam, Bellingham silty clay, McKenna gravelly loam and McMurray peat. Each of these soil series is formed in glacial sediments of till, outwash, drift or alluvium (USDA NRCS n.d.).

Cultural Setting

Prehistoric

Human occupation in the Northwest Coast is believed to have begun following the retreat of glacial ice across the landscape in the Late Pleistocene. To date, the oldest indication of human occupation in Washington State appears at the Manis Mastadon Site in Sequim, which dates to approximately 13,800 years before present (BP) (Gustafson and Manis 1984). Here, a bone point was identified embedded in the bone of a mastodon, which provided evidence of hunting and butchering by early humans (Gustafson et al 1979). Other early archeological sites identified in Washington State include the Clovis/Richey-Roberts Site, located in Wenatchee. Here, several large Clovis points were encountered in situ. Silica encrusted on the points was dated to 13,000 years old (Kirk and Daugherty 2007:15). Overall, these archaeological sites have led to the indication that early culture in Washington State was highly mobile and relied heavily upon large game.

Between 12,000 to 7,000 years ago, socio-economies appear to have changed to a foraging strategy that included smaller inland game, aquatic animals, and a variety of plants (Suttles and Lane 1990). Sites from this period are typically encountered on high marine and river terraces (current and abandoned), subalpine meadows, and saltwater shores (Kirk and Daugherty 2007:84). The artifact assemblage from this period is generally represented by large leaf-shaped and stemmed points, scrapers, flake tools and blade cores (Carlson 1990). Hearths, structures, and/or plant and animal remains have not been found associated with these sites from this period.

After 5000 BP, populations appear to become larger and more complex as groups utilized a wider range of resources, including salmon and shellfish, land mammals, and plant resources such as berries, roots, and bulbs. Ground stone tools, microblades and cores appear at this time as well as bone and antler tools, ground shell, and harpoons. Shell middens are also prevalent in this time period and continued into the ethnohistoric period (Ames and Maschner 1999:89).

Ethnohistoric

The project area is located in the ceded traditional territory of the Squaxin Island Indian Tribe (Ruby and Brown 1986, Spier 1936, Suttles and Lane 1990). The Squaxin are one of seven autonomous groups who once occupied the seven-inlet region of the southern Puget Sound inlets and surrounding watersheds of Lower Puget Sound, including North Bay of Case Inlet. Other local native groups included the *Sa-He-Wa-Mish* of Hammersley Inlet, the *Noo-She-Chatl* of Henderson Inlet, the *Squi-Aitl* of Eld Inlet, the *Sawamish/T'Peeksin* of Totten Inlet, and the *S'Hotl=Ma-Mish* of Carr Inlet. Following the Medicine Creek Treaty of 1854, these groups were combined and collectively referred to as the Squaxin Island Tribe.

Pre-contact Squaxin Island Tribe settlements, like other Coast Salish groups, were often located along major waterways and at heads of bays or inlets, where abundant resources of coastal and estuarine environments supported a relatively rich, diverse, and reliable subsistence base (Ames 1994). During the winter months, these groups lived in large villages of cedar plank houses at permanent settlements. During the spring and summer, they lived in seasonal encampments often constructed of reed mats while fishing, hunting, and plant and berry collecting.

At North Bay, two ethnographic village sites have been recorded. One ...**REDACTED...** that had a well-defined path across the narrow stretch of land between this village and ...**REDACTED...** (Waterman 2001:268; Smith 1940); and, another at the ...**REDACTED...** (Smith 1940). Other recorded ethnographic place names include: *Qola'tstEb*, meaning "serviceberry ground" for a beach lying west of McLane's Cove (Waterman 2001:269); *Tuxc'tcai*, for a "mossy place" where "slime was wiped from fish before drying them," ...**REDACTED...** (Waterman 2001:268); *Sulu'xults*, for a promontory projecting from the north shore at the entrance to Rocky Bay where seals were abundant (Waterman 2001:268); and, *TuxsqwElts*, meaning "hot" or "place where something is cooked, baked, or heated", ...**REDACTED...** (Waterman 2001:268, 272).

Prior to non-native settlement in the project area by the late 1800s, water travel would have been the primary means of transportation in and around the project area as there were few established trails, relative to the extensive road systems present today, and pedestrian movement through the thickly forested vegetation and steep embankments would have been difficult and more time consuming. Canoes were made out of wood and varied in construction, style, and ornamentation by tribe, gender, time and purpose (Artifacts Consulting, Inc. 2011:157). In addition to providing travel between seasonal

encampments and day-to-day transportation, canoes were also used for fishing and whaling, visiting, and burial practices.

Historic

Spanish explorers first navigated the Puget Sound area in the early 1600s. In 1777-1780, the British explorer, Captain James Cook, explored the Pacific Northwest. In 1791, Captain Peter Puget recorded Case Inlet as part of Captain George Vancouver's expedition with the British Royal Navy. In 1842, surveyors from the United States Exploring Expedition, under Lieutenant Charles Wilkes, mapped and subsequently named the bays and inlets throughout Admiralty Inlet, Hood Canal and Puget Sound, in an attempt to promote the region's potential for non-native settlement (Rochester 2003). The result of the Wilkes Expedition aided the U.S. government in deciding where to place the US/Canada border.

Regional non-native settlement increased drastically following the Oregon Donation Land Act of 1850. The law granted each male American citizen aged 18 years or older a Donation Land Claim (DLC) consisting of 320 acres, or a half section, of public lands as long as the land was occupied, cultivated, and "improved" for four consecutive years; wives were granted an additional 320 acres **in** their own names.

One of the first non-native settlements in North Bay is credited to Silas Stiles (North Bay Beginnings, Mason County Historical Society Museum, Shelton, Washington). In 1872, John Wiseman took out a DLC on the east side of North Bay (Davis n.d.). A few years later, in 1889, Fred Sisson and his family settled in what was to become Victor. The Sisson's purchased the land from Herman Woodin who had come to area in 1887 (Davis n.d.). In 1887, John and Delilah Eberhart and James and Deborah Wickersham each settled on 149 acres on what was to become Allyn (Allyn Community Association n.d.).

Unfortunately, non-native settlement in the project area came at the expense of native settlements and by 1854, following negotiations between the Squaxin (as well as the Nisqually and Puyallup) and the United States government the tribe's territory had been ceded to the United States Government in exchange for reservation lands. The Squaxin were assigned a reservation on Squaxin Island and compelled to abandon their villages.

Non-native settlement along North Bay continued to expand especially nearest the shorelines where resources were more readily accessible. The shorelines supported the early economies of the local communities, which primarily included logging, viticulture, and oystering.

Sawmills were established along drainages where water was used to power the mills and to float the logs from one place to another. In 1854/1856, Joe and Warren Sherwood and their partner Allen Stewart purchased Silas Stiles land and built a water powered lumber mill that operated until 1873 when Joe died of a logging accident (Fredson 1993:20-21; North Bay Beginnings, Mason County Historical Society Museum, Shelton; Long 2010). A logging camp was also reportedly located at the mouth of Sherwood Creek from 1878

until 1882 (Whitehall 1995, as cited in Flenniken and Trautman 2002). Other early sawmills included L. W. Daniels and Son [John and Daniel Longfellow (North Bay Beginnings, Mason County Historical Society Museum, Shelton)] which produced shingles and rough planed lumber (Allyn Urban Growth Plan: 1); and, Overton Logging at Coulter Creek.

In 1872, Lambert Evens purchased land on what was to become Stretch Island. Evens cleared the property for farming and orcharding, and eventually planted the island's first grapevines (Ott 2011). In 1878, Walter Eckert established another vineyard on Stretch Island. Viticulture soon prospered and the island became known locally as the Isle of Grapes.

By the 1900s, Case Inlet had become home to two main oyster growers / operators: the Sargent Oyster Company located near the head of the bay and Coast Oyster at Allyn (Allyn Community Association n.d.). Together they produced 25,000 to 40,000 gallons of processed oysters a year (Allyn Community Association n.d.).

The early North Bay communities also depended heavily on the waterways for transportation as the few roads in the early days consisted of a trail between Victor and Allyn (Victor Cut-Off Road) (Davis n.d.; Bureau of Land Management [BLM] 1856a, 1856b, 1858). Initially, privately owned boats and docks were the principle mode of transportation to move people and served the local needs very well but as the industries and populations grew larger watercrafts were required.

In the 1890s, a fleet of steamers operated by a number of companies offered boat travel. Vessels employed on Case Inlet were generally smaller and engaged in general purpose work such as passenger transport, delivering construction supplies and groceries, and towing (Wikipedia 2013). Steamboats served communities all along Case Inlet including at Grapeview (Detroit), Allyn, Eberhardt Float, and Stretch Island (Findlay and Patterson 2008). At Grapeview, steamships came to Pickering and Oak Passages and passengers would row out to meet them (Ott 2011). A pier and float with freight house was located at Oak Passage; and, a float connected by gangplank and landing at the bridge was located at McLane 's Cove (Ott 2011). At Victor a public dock was constructed on the waterfront ...REDACTED... (Davis n.d.). While a smaller dock (81 feet or 24.7 meters, 97 gross tons) was also constructed at Detroit (Wikipedia 2013).

The waterways continued to provide the area's principle source of transportation until the 1930s when water travel was largely replaced by the development of roads. In 1927, the Coulter Creek to Allyn Road was completed (David n.d.). The Stretch Island Bridge was constructed in 1920 (and rehabilitated in 1973) and the Treasure (Reach) Island Bridge was constructed in 1953 (rehabilitated in 1974 and replaced in 2012) (USDOT FHA; Flenniken et al. 2010) which provided a land route for the islands. Following the popularity of the personal vehicle and subsequent development of intricate road systems, local facilities such as public docks largely fell into disuse with most demolished by 1949 (Davis n.d., Sagerson and Robinson 1998:13).

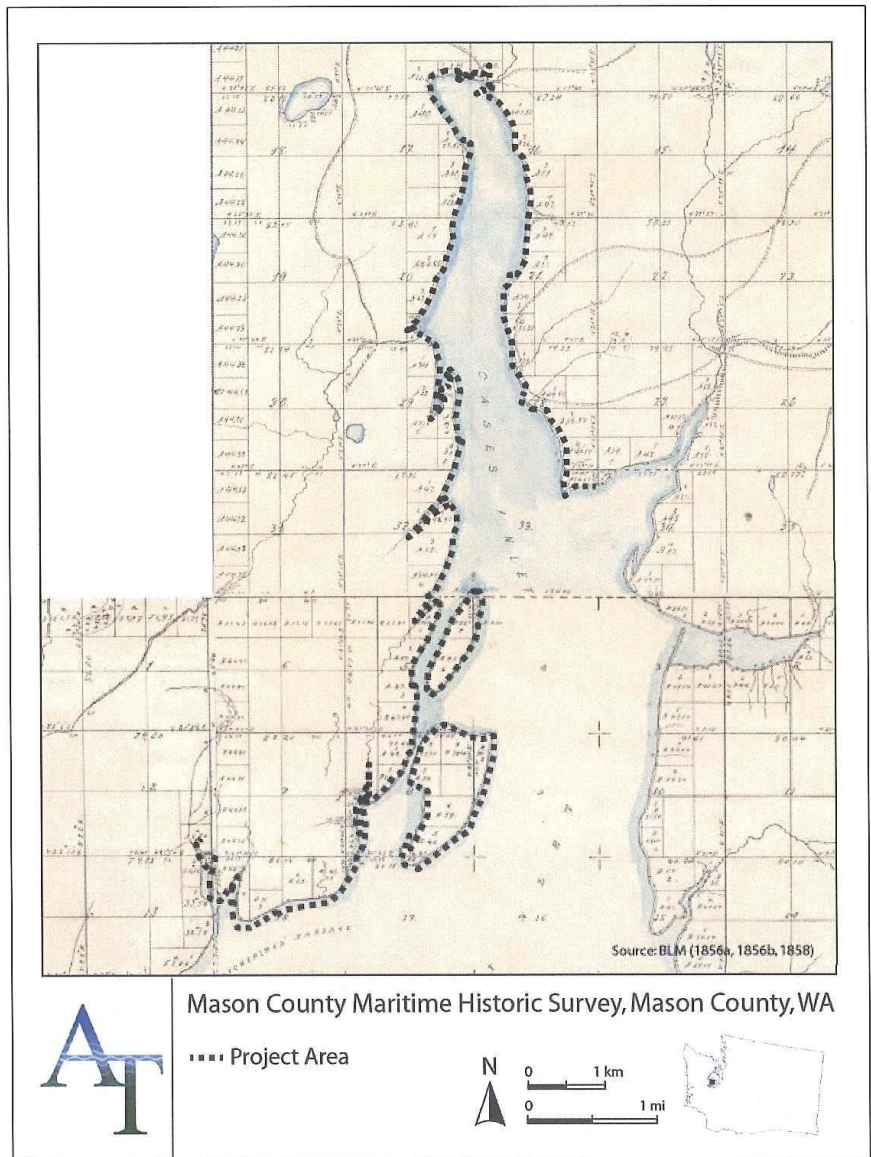


Figure 2. 1856 and 1858 historic maps detailing the project area and the early shoreline of North Bay.

Previously Recorded Sites

ATCRC conducted a search of information provided on the DAHP's WISAARD database to determine if any archaeological sites and/or historic properties have been previously recorded in the project area.

Twenty-four archaeological sites have been previously recorded in the project area (Table 1). All of the archaeological sites previously recorded in the project area consist of precontact sites except for one, 45MS207, which consists of a historic scatter site. Of the precontact sites (n=23), n=] 8 are shell midden sites, n=3 are petroglyphs, and n=2 are lithic scatter sites. Nearly all of the precontact sites displayed evidence of disturbance as a result of shoreline erosion and/or other modern development.

Table 1. Archaeological sites previously recorded within the project area.

Site Number/ Name	Site Description
45MS1	Precontact shell midden (REDACTED). Site has been disturbed REDACTED
45MS2	Precontact shell midden (REDACTED). Site is disturbed.
45MS3	Precontact shell midden (REDACTED). Disturbed by erosion.
45MS4	Precontact sheell midden (REDACTED). Disturbed.
45MSS	Precontact shell midden (REDACTED). Disturbed.
45MS6	Precontact shell midden (REDACTED). Site disturbed by erosion.
45MS7	Precontact shell midden (REDACTED).
45MS8	Precontact shell midden (REDACTED). Site very disturbed by erosion REDACTED.
45MS9	Precontact shell midden (REDACTED)
45MS10	Precontact site; Disturbed (erosion) (REDACTED).
45MS11	Precontact isolate (REDACTED). Disturbed by erosion
45MS12	Precontact shell midden (REDACTED). Site is badly disturbed.

4SMS13	Precontact shell midden (REDACTED)
45MS14	Precontact shell midden (REDACTED).
45MS15	" REDACTED " Precontact shell midden (REDACTED).
45MS18	Intact precontact site REDACTED
45MS49	Precontact petroglyphs REDACTED
4SMS103	Precontact pecked petroglyphs REDACTED
45MS104	Precontact pecked petroglyphs REDACTED
45MS107	Precontact short term occupation site (REDACTED).
45MS127	Precontact shell midden- REDACTED
45MS142	Precontact lithic scatter (REDACTED).
45MS207	Historic (early 1950s- early 1960s) debris scatter (REDACTED).
45MS210	Small precontact shell midden (REDACTED).

Several occurrences for human remains, burials and/or cemeteries have also been recorded within the project area. At Allyn, human remains were discovered (REDACTED). Other recorded inventories for human remains, burials and/or cemeteries in the project area include historic accounts.

At Allyn, a "graveyard" was recorded on the 1879-1880 United States Coast Geodetic Survey map (REDACTED). BLM records indicate the property was owned by "E.A. Light" (BLM 1871, as noted ...REDACTED). E.A. Light reportedly moved his family to North Bay where he conducted a large lumbering business. He secured the establishment of a post office at his place in Mason County and was appointed postmaster. Within a few years, he disposed of his mill property and returned to Steilacoom (Hines 1893, as noted REDACTED). An "Indian Graveyard" (REDACTED) was also recorded REDACTED on REDACTED United States Coast Geodetic Survey (REDACTED). According to records held at DAHP, no evidence beyond the written accounts has been previously identified at ...REDACTED.

Additionally, 30 historic property inventories (HPI) have also been previously recorded in the project area (Table 1). Of the 30 HPIs previously recorded in the project area, 27 are single family residences, two are commercial structures, and one is a bridge. Only two of these resources have been recommended eligible for the NRHP (with five unable to determine).

Table 2. Historic properties previously inventoried in the survey area.

Property Address/Parcel#	Description	NRHP Eligibility
REDACTED	1950 single family residence	No (Miller 2012a)
REDACTED	1960 single family residence	No (Miller 2012b)
REDACTED	1940 single family residence	Unable to determine (Miller 2012c)
REDACTED	1948 single family residence	Unable to determine (Miller 2012d)
REDACTED	1915 single family residence	Yes (Howard and Chase 2011a)
REDACTED	One-lane bridge, constructed in 1953, that connects Reach Island- also known as Treasure Island-to Fair Harbor.	No (Trautman 2010) Yes! Howard and Chase 2011b)
Allyn Dock	Commercial wharf/pier constructed in 1922	No (Howard and Chase 2011c)
REDACTED	1948 single family residence	No (Miller 2012e)
REDACTED	1925 single family residence	No (Miller 2012f)
REDACTED	1934 single family residence	No (Miller 2012g)

Property Address/ Parcel#	Description	NRHP Eligibility
Sargent's Oyster Company Oyster Processing House	1953 commercial structure	Yes Van Galder (2012b)
REDACTED	1924 single family residence	No (Miller 2012h)
REDACTED	1963 single family residence	No (Miller 2012i)
REDACTED	1952 single family residence	Unable to determine (Miller 2012j)
REDACTED	1940 single family residence	No (Miller 2012k)
REDACTED	1948 single family residence	No (Miller 2012l)
REDACTED	1959 single family residence	No (Miller 2012m)
REDACTED	1950 single family residence	No (Miller 2012n)
REDACTED	1959 single family residence	No (Miller 2012o)
REDACTED	1944 single family residence	No (Miller 2012p)
REDACTED	1921 single family residence	No (Miller 2012q)
REDACTED	1956 single family residence	No (Miller 2012r)
REDACTED	1960 single family residence	Unable to determine (Miller 2012s)

Property Address/ Parcel #	Description	NRHP Eligibility
REDACTED	1948 single family residence	No (Miller 2012t)
REDACTED	1953 single family residence	No (Miller 2012u:
REDACTED	1952 single family residence	No (Miller 2012v)
REDACTED	1940 single family residence	Unable to determine (Miller 2012w)
REDACTED	1948 single family residence	No (Miller 2012x)
REDACTED	1959 single family residence	No (Miller 2012y)
REDACTED	1950 single family residence	No (Miller 2012z)

Expectations

Considering the scale of the survey area and the extensive history of precontact, ethnographic and historic land use in North Bay, numerous historic maritime transportation related sites are probable within the project area.

Precontact sites would typically be expected to be located at the junction of REDACTED. These sites in the survey area could include evidence of precontact occupation sites, ...REDACTED... likely been accessed via the water with canoes and/or on foot via trails.

Historic sites in the project area would be expected to be represented by historic residences, piers, docks, bulkheads, stairs, and/or roadways. These sites may be indicated in the project area by identifying those properties that are relatively older and geographically located where water is easily accessible by land for the pedestrians (e.g. not at the top of a steep bluff) and by water by boats (e.g. deep and not as affected by tides).

Field Survey

Field survey consisted of a reconnaissance-level survey that utilized a variety of methods including boat survey and pedestrian survey in an attempt to visually inspect the ground for evidence of surface and/or above-ground resources. No subsurface exploration and/or testing was employed. All field methods were consistent with the DAHP's Survey and Inventory Guidelines for reconnaissance-level survey, in accordance with the scope of work.

On March 15, 2013, an initial field reconnaissance survey was conducted by boat during overcast and cool weather conditions. The survey was attended by Sarah Amell of ATCRC and Rick Calvin of the MCHPC. Shea Sundahl navigated the boat. Rick Calvin provided general locational information and descriptions for known and potential resources within the project area. The information was plotted on a project map and noted for later research. Photographs were taken of each of the resources and/or the general area in that the resources were suspected to be located.

On April 27, 2013, Sarah Amell and Jennifer Chambers, both of ATCRC, conducted another reconnaissance survey by boat during overcast and cool weather conditions. Shea Sundahl navigated the boat. This survey was conducted largely by water, stopping frequently to access the shoreline in order to further investigate the resources identified by Rick Calvin during the March 15, 2013 survey, and those that had been identified elsewhere such as in historic maps, ethnographies, and previously recorded resources with the DAHP. Notes, GIS points, and photographs were taken throughout the survey.

Following the field surveys, the Mason County GTS was consulted to identify all historic-aged structures located in the project area that may not have been visible from the boat. Initially, all structures dating from pre-1967 and meeting the threshold for inventory (as stipulated in the scope of work) were identified for further field inspection but after looking at the structures located on the parcels immediately adjacent to the shoreline on just **REDACTED** alone it became clear that there were significantly more properties to inventory in the greater project area than were allowed or feasible within the budget and field survey parameters of the scope of the current project. Additionally, some private properties were not accessible due to lack of owner access permission. As such, selected historic structures were further refined to represent those that were the oldest within the surrounding communities, based on the assumption that those older properties may represent early homesteads and/or facilitated early transportation and deliveries to those locations and may be contributing elements to the overall historic transportation theme.

On June 24, 26 and 29, 2013 Chrisanne Beckner of ATCRC conducted a series of field visits to collect all data necessary to complete the required Historic Property Inventory (HPI) forms for above ground resources. This data generally included a description of all defining features and construction materials, the location of the resource, accompanying photographs and an early assessment of significance and eligibility. Parcel information and the build date of the property was derived from Mason County GIS. In many instances, additional information was acquired during informal interviews with the

property owners. HPI forms were prepared and submitted to the DAHP's WISAARD database. Copies of the HPI forms are provided in Appendix B.

A final field survey was conducted on July 23, 2013 by Sarah Amell and Jennifer Chambers to collect any data necessary to inventory the archaeological resources previously identified during boat surveys. This survey was conducted entirely by land and included taking UTM coordinates, notes, and photographs from an alternative perspective (e.g. land vs. sea).

Results

Results of the survey identified 29 historic maritime resources (Table 3 and Figure 3). Of these resources, 18 were inventoried as historic properties (HPI) and 11 as archaeological sites based on DAHP site types. DAHP standards indicate properties "in-ruin" are recorded as archaeological sites. Details and photographs of the 29 inventory forms completed as a result of this survey are provided in Appendix B.

Table 3. Historic resources inventoried as a result of this project.

ATCRC Temp -Site #	ARCH/HPI form?	Resource	Description	Location	Previously inventoried?	Notes
ATCRC-1	Arch	Historic Bridge	REDACTED	REDACTED	no	
ATCRC-2	Arch	Precontact shell midden	REDACTED	REDACTED	no	
ARCRC-3	Arch	Historic Bridge	REDACTED	REDACTED	no	
ATCRC -4	HPI	Modern Water Structure	REDACTED	REDACTED	no	Modern resource - HPI prepared but not evaluated
ATCRC-5	HPI	Historic Homestead	REDACTED	REDACTED	yes (Washington State Historic Preservation Inventory Project 1975)	
ATCRC-6	HPI	Historic Homestead	REDACTED	REDACTED	no	

ATCRC Temp-Site #	ARCH/HPI form?	Resource	Description	Location	Previously inventoried?	Notes
ATCRC-7	HPI	Historic Residential Structure	REDACTED	REDACTED	no	
ATCRC-8	HPI	Historic Residential Structure	1930 SFR	REDACTED	no	
ATCRC-9	HPI	Historic Residential Structure	1900 SFR	REDACTED	no	
ATCRC-10	HPI	Historic Residential Structure	1930s SFR	REDACTED	no	
ATCRC -11	HJ>T	Historic Water Structure	ca 1956 wood structure presumed to be boat shed.	REDACTED	no	
ATCRC-12	HPI	Modern Residential Structure	REDACTED	REDACTED	no	Modern resource - HPI prepared but not evaluated
ATCRC-13	HPI	Historic Residential Structure	1926 SFR	REDACTED	no	
ATCRC-14	HPT	Historic Structure	REDACTED	REDACTED	no	
ATCRC-15	HP!	Historic Water Structure	Boat shack of undetermined age.	REDACTED	no	

ATCRC Temp-Site#	ARCH / HPI form?	Resource	Description	Location	Previously inventoried?	Notes
ATCRC-16	HPT	Historic Residential Structure	1920 SFR	REDACTED	no	
ATCRC-17	HP!	Historic Residential Structure	1920 SFR	REDACTED	no	
ATCRC-18	HP!	Historic Residential Structure	1930 SFR	REDACTED	no	
ATCRC -19	HPI	Historic Residential Structure	1920 SFR	REDACTED	no	
ATCRC-20	Arch	Historic Rock Feature	Low wall consisting of stacked ballast rock	REDACTED	no	
ATCRC-21	Arch	Historic Water Structure	16 pilings	REDACTED	no	
ATCRC-22	Arch	Precontact shell midden	REDACTED	REDACTED	yes	
ATCRC-23	Arch	Historic Water Structure	6 pilings	REDACTED	no	
ATCRC-24	Arch	Historic Water Structure	REDACTED	REDACTED	no	
ATCRC-25	Arch	Historic Water Structure	Low wall consisting of stacked ballast rock	REDACTED	no	
ATCRC-26	Arch	Historic Water Structure	REDACTED	REDACTED	No	
ATCRC -27	Arch	Historic Water Structure	Several pilings	REDACTED	No	

ATCRC Temp-Site #	ARCH/HPJ form?	Resource	Description	Location	Previously inventoried?	Notes
ATCRC-28	HPI	Historic Residential Structure	1924 SFR	REDACTED	No	
ATCRC-29	HPI	Historic Residential Structure	1920 SFR	REDACTED	No	

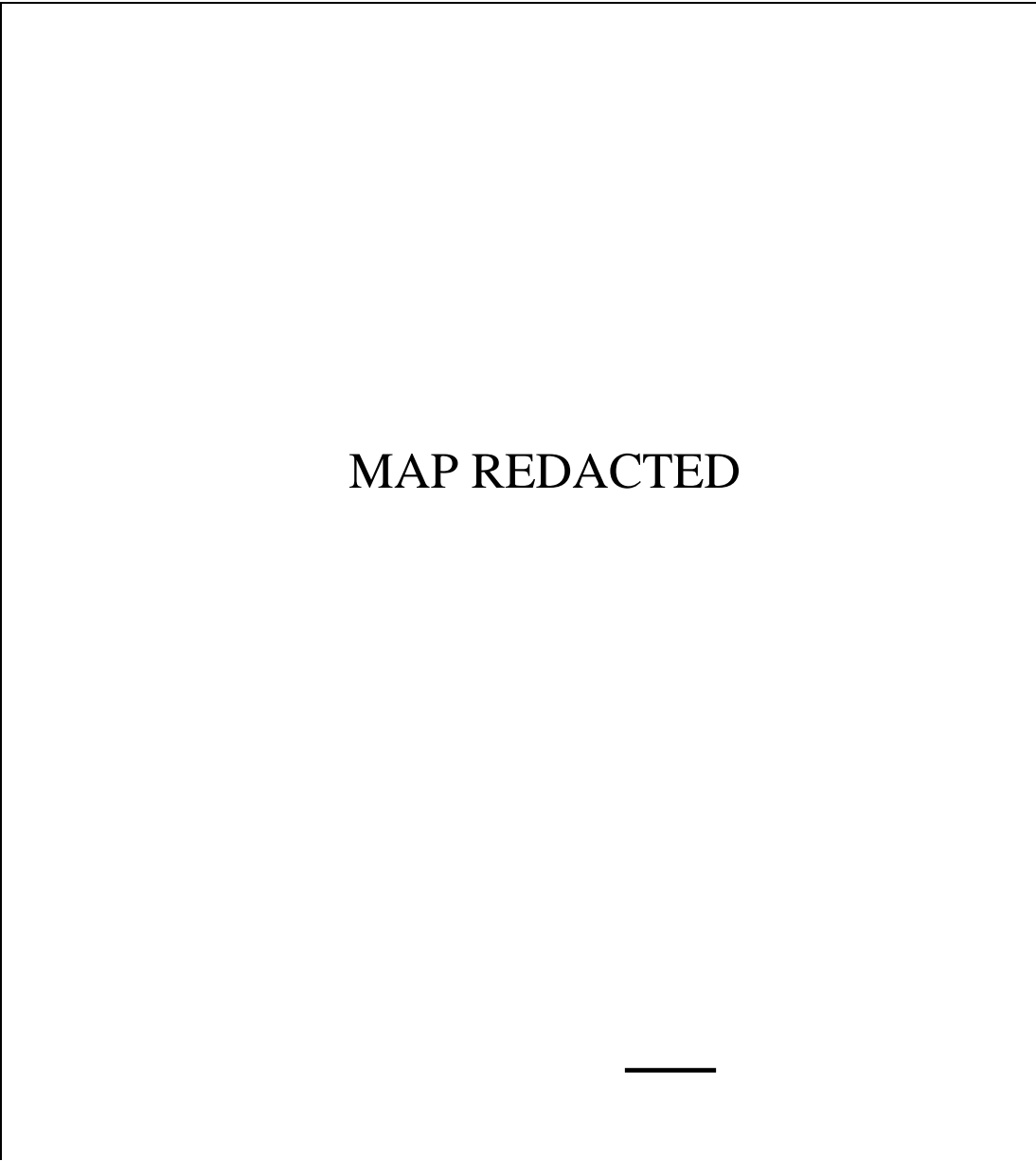


Figure 3. Map detailing location of historic resources inventoried as a result of this project. (Archaeological sites have been omitted at the request of MCHPC.)

Conclusions and Recommendations

Twenty-nine (29) historic maritime resources were identified as a result of this survey. Throughout the project area, extensive evidence of historic shoreline development and improvements (e.g. residential structures, bank stabilization and remnants of docks, pilings, and piers) was observed.

No definitive transportation routes were identified as a result the 29 historic maritime resources inventoried during this survey. Undoubtedly there were transportation routes across North Bay. Native Americans would have used canoes and trails to travel between villages and resource procurement sites. Non-natives would have also utilized various watercraft and trail systems for the same purposes. Unfortunately, an archaeological signature indicating and/or linking maritime transportation routes was not made apparent during this study. Further information may be acquired by conducting more extensive background research on the historic properties that have been inventoried as a result of this study and relating those findings with tribes and the local community.

Of the resources identified in the project area, ATCRC recommends that nominations be prepared for all that were recommended eligible for the NRHP. These include the original St. Charles Winery and Eckert Homestead.

The original St. Charles Winery is significant for its associations with important trends in local and state history, including the cultivation of the Island Belle wine grape and the development of the orchards that still define Stretch Island. The site is potentially significant as well as for its associations with important people, namely Lambert Evans, the original homesteader on Stretch Island, and the Somers family, who founded both the St. Charles Winery and the Puget Sound Maritime Museum on site. Historic buildings on site do not retain perfect integrity. However, together they tell a compelling story of Stretch Island's early history.

The Eckert Homestead is significant as it holds three of the earliest residential buildings on Stretch Island, each of which are associated with important trends in local and state history, including the development of the Island Belle wine grape and the development of some of the earliest orchards on Stretch Island. The site is also significant for its association with the prominent Eckert family. The Eckert's were not only agricultural leaders, but also managed the local post office on their land, and managed a local weather station on site. Buildings associated with these endeavors remain. The site also holds three residences dating from the 1890s through 1908. Some of these buildings retain sufficient integrity to be considered eligible for the NRHP.

ATCRC also recommends reconsidering nomination of the Sargent Oyster House. Though the oyster house was surveyed in 2012 and was, therefore, not a part of the current survey, the building is nearly intact, and is an excellent example of buildings related to Case Inlet's history as an oyster-producing region. The building received a determination of eligibility from the state DAHP and should be recognized for its associations with maritime history on North Bay.

Additionally, ATCRC recommends the launching of a public education campaign to highlight and celebrate the rich history of maritime life on Case Inlet. Public education efforts may help residents recognize the value of protecting and celebrating their historic resources. Public education efforts can take many different forms, and may include a combination of the following: partnering with regional history centers like the Mason County Historical Society in Shelton on public history events during National Historic Preservation Month, held in May of each year; producing posters, postcards, websites, museum exhibits and mailings that celebrate Case Inlet's commercial and maritime history; hosting public talks and tours that introduce the county's rich collection of historic resources to residents and visitors.

It should also be clarified that no survey, however intensive, can guarantee 100% identification of all potential resources within the project area. This survey was limited in scope, geographic boundaries, and resources and, as such, can in no way be exhaustive of all potential historic sites, structures and features in the project area. Additional investigation, especially exploration of subsurface and profile deposits could be beneficial in identifying additional historic maritime transportation resources in North Bay.

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or TCPs associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature and information identified in this report, and on our reconnaissance-level field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which ATCRC is not aware and has not had the opportunity to evaluate.

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Appendix A: Copy of Correspondence with Skokomish Tribal Nation and Squaxin Island Tribe.

TRIBAL LETTERS REDACTED

Appendix B: Forms for Historic Maritime Transportation
Resources Identified in the Project Area.

**DAHP ARCHAEOLOGICAL AND
HISTORIC PROPERTY INVENTORY
FORMS**

REDACTED