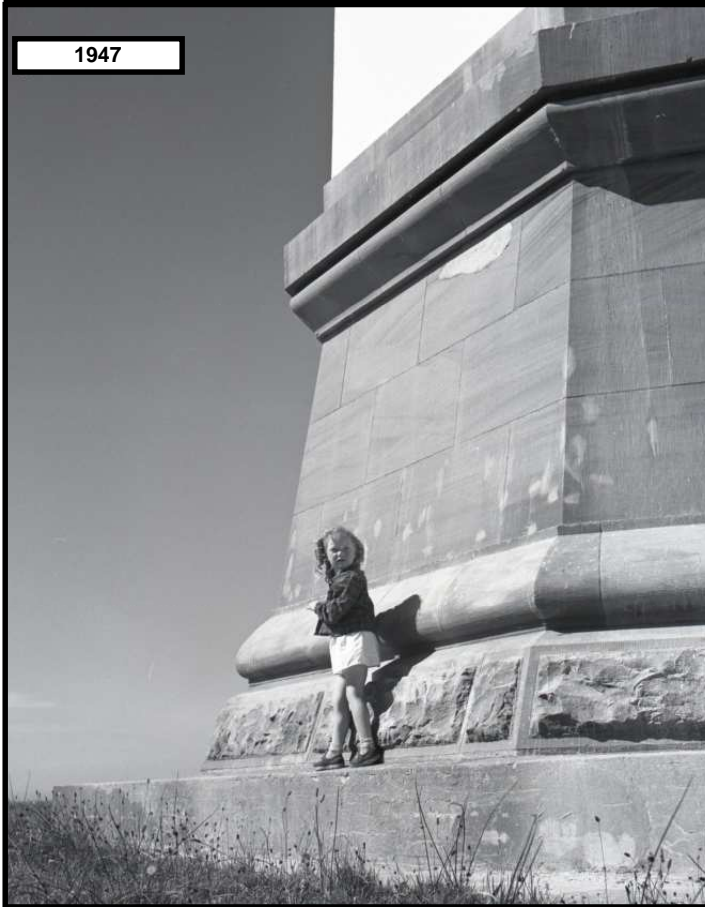


FogHorn

Westport-South Beach Historical Society Newsletter
September 2020

73 Years Later...Still 135 Steps



1947 at Grays Harbor Lighthouse...a little girl is playing around the base of our Lighthouse, waiting to climb up and visit her father operating the radio set at the service level. Local photographer Del Mulkey was visiting the Lighthouse with friends and snapped a set of black and white images of the visit and an unknown little girl. These images, when found in 2017 as negatives in an envelope marked "1947, Lighthouse with friends", would become favorites. The photo of the little girl at the base of the lighthouse with no trees visible to the west. Also, a close up of her that highlighted the stonework of the base in its raw original form, before being painted. The photos were reproduced and hung on the walls for visitors to enjoy as they climb.

2020...a visitor to the Lighthouse is explaining to the docents that she was here long ago, and that her father was with the Coast Guard, and they lived at the old Lightkeepers residences. Dutifully the information was taken down and they set off to climb. She remembered the 135 steps. She was determined to make it to the top again. Intent on the climb, she did not notice halfway up, the picture of the little girl standing on the base of the Lighthouse. Her husband did notice. He knew the story and they realized it was her. They called her older brother, who was also there that day in 1947, and he confirmed it was her. Our new friend, Julie (Smircich) Lewis, now 78, made it 135 steps to the top again, 73 years later.

(Continued on Page 4)

**WESTPORT-SOUTH BEACH
HISTORICAL SOCIETY
2020
BOARD OF TRUSTEES**

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Term Jan 2019 - Dec 2021

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Term Jan 2019 - Dec 2021

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Term Jan 2020 - Dec 2022

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Term Jan 2018 - Dec 2020

Board Position III

Kimmi Kerns
Term Jan 2018 - Dec 2020

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Manager
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*The FogHorn is a publication
of the Westport-South Beach
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Message from your President - Pete Eberle



As we come to the end of our summer season, we want to thank all our employees, work campers and volunteers for all the hard work they have put in to make opening to the public possible. They have all done a wonderful job of adapting to the new normal in a difficult world. They have put themselves at risk to serve the public by keeping our great venues open.

With COVID-19 being the new normal, we are learning the hard truth of safely navigating life in today's world. The board held a meeting this last week and discussed our Election process and holding of events. Current rules that state "no more than 5 persons can be at a meeting" will keep us from holding our annual meeting. And with a spike in COVID-19 cases in Westport, we have decided to cancel this year's annual meeting to keep everyone safe. Since our bylaws specify that we hold our board member elections at the annual meeting, we will not be holding an election this year. Our Treasurer, Sherrie Williams, has agreed to serve another term, so we expect to reappoint her for one year or until we can elect her properly at the next annual meeting.

We have two members who are ending their service to pursue new endeavors away from Westport. We give a hearty thank you to former President and board member Kimmi Kerns for all she has done for the Historical Society and Westport by serving on the Lodging Tax Advisory Committee for the City of Westport. She has also faithfully published this quarterly newsletter, the *Foghorn*, for most of her time here and another hearty thanks to her for that.

Nicki Kollar has also been a multi term board member who has brought a lot to the organization, particularly helping to keep the gift shops up to speed. We wish her well in her new home closer to her family in the Seattle area and whatever endeavors she takes on.

We hope to have at least two possible Board members to interview at a future Board meeting. We expect to appoint them to the upcoming vacant seats at our December meeting. When the COVID-19 pandemic recedes next year and restrictions on public meetings are eased, we will hold elections to officially install them for their full terms. This is important to keep our election process and terms in the current 3 year rotation.

Our Executive Director, John Shaw, has been working with the City of Westport on a new 20-year lease of the Museum buildings and continuing monetary support to help keep us running for the foreseeable future. This is important to us in our negotiations with the Coast Guard to renew the loan of the Destruction Island Lens which is on display in the Lens Building. A big thank you to John Shaw who has been working to push these issues forward.

In closing, I want to give my thanks to all those who have visited us this summer and supported us.

Take Care and Stay Safe.

A Big "Thank You" to Humanities Washington



In May, Julie Smith applied for the CARES act Humanities Relief Grant, requesting the \$5,000 maximum amount of the grant and we were granted the full \$5,000! This grant is to be used for payroll, payroll taxes and utilities between May and October. Thank you Humanities, Washington!
And thank you, Julie, for your dedication and resourcefulness!

**PLEASE support our local businesses who
support US by their membership and/or donations
They need your support NOW more than ever !!**

Aloha Alabama
Basket House Gift Shop
Brumfield Construction
Chateau Westport
Englund Marine Supply
First Interstate Bank
Gold Rush Charters
Grayland Hardware

Harbor Marine Supply
Havenwyld Ceramics
Holiday Motel
Hungry Whale
Lost River Photography
Merino's Seafood
Merrill Photography
Security State Bank

Shoalwater Bay Casino
Stitches
Vacations by the Sea
WEfish
Westport Inn
Westport, LLC
Westport LH Writers Retreat
Windermere-Westport

**Due to Governor Inslee's COVID-19 'Stay Safe, Stay Healthy'
Restrictions most events have been cancelled. Please check our website
and Facebook page periodically for event announcements.**

Westport South Beach Historical Society

2020 AUTUMN Calendar of Events

TBD means 'To Be Determined' - Check our website and Facebook Page

September:

- 23rd Annual 30 Miles of Junque
- 48th Operation Shore Patrol Beach Clean-up
- Reach the Beach - Washington

COVID-19 cancelled
Saturday, September 19th
COVID-19 cancelled

October:

- **Annual WSBHS Meeting & Party**
- 27th Annual Cranberry Festival
- **Halloween Haunted Lighthouse**

COVID-19 cancelled - see page 4
COVID-19 cancelled
COVID-19 cancelled

November:

- Thanksgiving Day

Thursday, November 26th

December:

- Santa by the Sea
- **WSBHS Holiday Party**

Saturday, December 5th - TBD
Friday, December 11th - TBD

ED's Corner (73 Years Later...) (Continued from front) by John Shaw

It is always great fun to make connections and add to our story, and as it turns out, Julie's connection touches on several areas of interest to the Society. Her father, Julius Smircich, enlisted in the Coast Guard in 1936 as a Surfman and later became an engineer. He was involved in setting up the new signal and electronics in Willapa after the loss of the original Lighthouse in December 1940. The family lived in North Cove and Westport at the Lightkeepers residences. Her father was involved in wartime operation of the Lighthouse and the radio station. We are looking forward to digging in a bit deeper with Julie and her brother and to what details we may add to the archives.



October Annual Membership Meeting Cancelled

Due to continuing COVID-19 gathering restrictions, your Board of Trustees has made the difficult decision to cancel our October Annual membership meeting. There are two open Board positions expiring at the end of the year and normally we would have had elections at the annual meeting. However, this year has been anything but normal, so the Board of Trustees is being flexible with the times. Since voting by mail or email is not feasible for us, the Board has decided to appoint people in those open positions, as per our by-laws, until those individuals can be affirmed at our next Annual meeting. Anyone wanting to serve on the board should contact Pete Eberle at mtcphe@msn.com or (425) 226-9946.

The only qualification for a Trustee is that you are a current member of the society and have been so for at least 6 months. The Board will interview prospective Board Trustees and appoint them at the November/December Board meeting.

2020 Glass Floats Season Ending Soon



Our Glass Float 'Wranglers' will be putting out the last of the 2020 floats for this year thru mid-October. There is still time to participate in the raffle drawings for premium floats, which will be weekly, starting September 25th thru October 30th.

If you find a float, please share via social media (#wildfloats2020 or #experiencewestport) or report it to the Museum to be entered in the raffle drawing, and encourage others to do the same.

Remember to be safe out there and be aware of the wind and tides and practice social distancing.

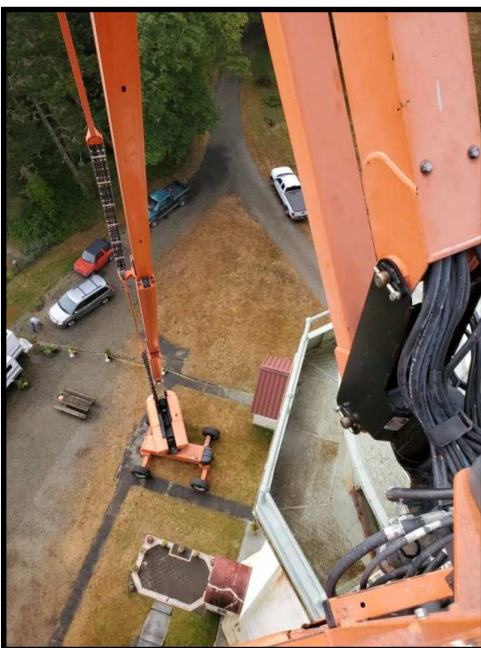
Lighthouse Inspection with a big Zoom Boom *by Pete Eberle*



At the end of July, we were able to secure the use of a 105-foot-reach man lift. This allowed us to go up higher on the lighthouse than we ever have and get close up views of its condition and document it. That morning, I had the privilege to ride in the man lift with Lowell Deaton at the controls. Thank goodness Lowell has nerves of steel - we had a smooth ride with no incidents. At full extension, the slightest mistake on handling controls can lead to violent death, injury or severe damage to the machine and lighthouse.

What we were there to look at was the condition of architectural details of construction and overall Lighthouse condition. We got closer looks at some of the rust and freeze damage that plagues some of the architectural supports and details. We were also able to get a personal bird's eye view of the vent ball and its condition. This was one of the bright spots as we were able to see that the vents were not plugged as some of us had assumed. This is good news. The bad news is that many of the details of the lighthouse are quickly disappearing due to the objects rusting away.

We also got a good look at how the storm windows were installed from the outside. This will help us decide how to best remove them for restoration in the future. Lowell, with his dedicated crew made up of his sons Josh and Kyle, were able to clean all the outside windows which really improves the view. Up to now we have never been able to clean these windows from the outside. They were also able to experiment with methods of treating some of the rust and color matching the paint.



A 'bird's eye' view of things



Vent ball with Lightning Rod



Rust damage on Bracket. Note crack, probably due to freeze jacking.

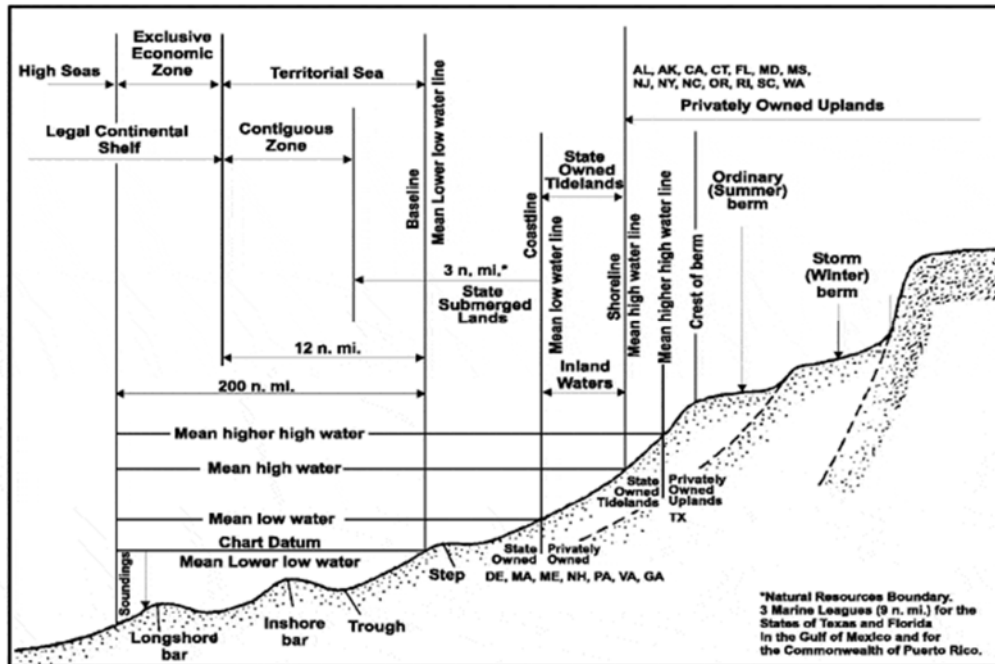


Remnants of a ladder rung above the lens room windows. These were used to support a portable ladder for window cleaning.

Our South Jetty, the Short Version...

by John Shaw

DATUMS



The Original Jetty

On June 3rd, 1896, Congress passed the Rivers and Harbors Act that authorized the construction of the south jetty at what at the time, was charted by the geodetic survey as "Point Chehalis or Hansen". The purpose of the construction was to create a channelized flow on the outgoing tide that would maintain a channel depth of 24 feet over the bar without dredging that would facilitate shipping in Grays Harbor. Rock and steam engines were hauled in on barges that could carry 1,500 tons to a wharf at what is commonly referred to as "Rocky Point". The wharf sported 5 derricks with engine houses, housing for 3 locomotives, boiler room, water tank, carpenter shop, blacksmith shop and an inclined ramp. The derricks moved the rocks from the barge to the railcars and they began their journey to the sea. Construction was started in 1896 and completed in 1902. This jetty was 13,374 feet in length, of which 11,950 feet extended seaward from the high-water mark at the time. The average grade was 8 feet above MLLW** (see note below). Most likely, because of the new jetty's effect on the longshore current, Point Chehalis/Hanson "grew" as much as 3,000 feet to the west between 1898 and 1904, mainly near the south side of the jetty. Even with the current erosion and fill near the restrooms at the jetty, it is interesting to note that the shore is still to the west of its position in 1898.

The Rivers and Harbors Acts of March 2, 1907 and June 25, 1910 authorized the Construction of the north jetty and construction continued between 1907 and 1913. In its original form, it was 16,00 feet long and about 5 feet above MLLW. By 1916 it was rebuilt to 8 feet above MLLW and lengthened to 17,204 feet. By 1926 the channel required almost continuous dredging to maintain the 24-foot target. After each construction, both jetties would begin to sink or "subside". Imagine standing in the outgoing surf. Think of the way that the retreating wave might take sand from under your feet and your feet would seem to "sink" into the sand. This is what happened to the jetty, particularly on the north side where the encroaching channel undercut it in places, causing a steep slope. This progressive deterioration would require major "rebuilt" of the jetties over years.

1910-1920

During this decade, construction of the north jetty continued between 1907 and 1913. The new "rebuild" of the north jetty in 1916 caused the channel that had developed next to the south jetty to shoal up and the new channel formed was wider, deeper and further north. This situation did not last long and dredging to maintain the channel was started again in 1916 and was required with increasing frequency as the new jetties deteriorated. Changes in the longshore current caused growth of Point Brown to the north and sand began to build up rapidly at the southern side of the south jetty.

(Continued on Page 8)

Washington State Parks Enters Initial Agreement on the Proposed Golf Course *by John Shaw*

At a recent zoom meeting with the local “Thirsty Thursday” discussion group, State Parks Planner, Laura Moxham, spoke, answered questions, and gave an update on the Parks RCA (Recreational Concession Area) process involving Westport Light State Parks. “Thirsty Thursday” is a casual group of interested Westport citizens who meet via Zoom to discuss local issues and to socialize in a responsible manner during COVID-19.

The group took the opportunity to ask questions regarding the recently completed Memorandum of Agreement (MOA) between the Parks and Westport Golf LLC. Laura also gave some background on the overall process that began in 2015 with establishment of the Parks recreational concession concept along with details of Parks acquiring the additional land adjacent to the existing Park and its designation and an eligible RCA location. The details are hosted at:

<https://parks.state.wa.us/1161/Westport-Light-Recreation-Concession-Are>

Laura explained that the MOA outlines the relationship, responsibilities and process between the vendor and Parks and sets the next sets of milestones in the planning process. That work will include the following:

1. Hydrological Study
2. Wetland Delineation
3. Vegetation Survey
4. Habitat Assessment/Wildlife Assessment
5. Coastal Study
6. Cultural Resources study
7. Habitat Opportunities and Constraints Analysis
8. Market Analysis

Westport Golf, Inc. and DMK Architects spoke at the meeting hosted at McCausland Hall in October 2019, to provide perspective on their proposal at Westport Light State.

Laura suggested that those interested can take a look at the public meeting which was recorded by the Westport South Beach Historical Society and posted on our YouTube page here:

<https://www.youtube.com/channel/UCAwRWwmG0XqvH5q03upD2ow>

“Thirst Thursday” member Joni Rogers commented: “We were all blown away by Laura's grasp on the many facets of the development of this park. This place means the world to us. We truly appreciate that she understands our personal stake in the decisions being made.”

Volunteers Needed for the *FOGHORN*

Do you have ideas for articles in the *Foghorn*? Do you like to write? Do you like to do research? Are you able to navigate Microsoft Publisher or another similar publishing program? Can't watchstand or want to be out with the general public, but would like to contribute to the Society from home? Then we could use your help in the quarterly production of this Newsletter! Please contact the Museum. Thank you !!

Our South Jetty, the Short Version... (continued from page 6)



1930-1940 The "Second" Jetty

By 1933, the seaward end of the south jetty had "subsided" or sank 18 feet, to ten feet below MLLW and the shore end had "subsided" 2 feet. Similar, severe "sinking" had occurred at the north jetty, reducing the section exposed to the tides to an average of 1.5 feet. This mandated another "rebuild" of the south jetty between 1935 and 1939 and the north jetty between 1941 and 1942. Both jetties were rebuilt to 20 feet above MLLW. Rock for the south jetty rebuild was landed at "Rocky Point" on a similar wharf to the earlier one, with the rock being hauled in from somewhere near Chehalis. The 1930 's unloading procedure differed from the earlier work in that derricks were not used to unload the rock from the barges. According to eyewitness accounts, the rock was loaded

in rail cars that were simply rolled off the barge. The entire unloading procedure reportedly took less than an hour. Another feature of the 1930 's rail system was a "turntable" for the locomotives which greatly sped the process. The major contractor was Columbia Construction, who in the 1936-37 construction season, laid 1.3 million tons of rock for the South jetty. Techniques that were honed in Grays Harbor were taken the following year to build the new North Jetty on the Columbia river starting at Fort Canby.



This rebuild of Grays Harbors South jetty to the greater height made dredging of the Harbor mouth unnecessary but interrupted the longshore flow of sand to such an extent that severe erosion of Point Chehalis began. To stop this erosion from the point, the jetty was intentionally breached, near the spot of the recently developed channel. The idea was that sand could then pass through and replenish, "nourish", the eroding point. The name "Point Chehalis" replaces "Point Hanson" on the survey chart of 1937. The channel continued to deepen and moves south.

The Port Dock first appears in the 1930 Corp of Engineers survey charts with the Coast Guard pier showing in parallel in the 1938 charts. The new Coast Guard Station, now the Westport Maritime

Station appears after its completion in 1939. The wharf at the end of Pacific Avenue is evident in the Corp charts beginning in 1890 but has effectively become abandoned.

1940-1950

To stop the continued erosion of Point Chehalis, the south jetty was intentionally breached. The plan soon failed as sand from the south filled in the breach. There was also another "rebuild" of the north jetty to 20 feet above MLLW between 1941 and 1942. The 1940's were a time of great change for the beaches, as the "point" (Westhaven fish camp) was eroding, and what we now call "Halfmoon Bay", began to form as result of the earlier breach. Erosion at the tip of the point was happening at a furious pace. As things changed above water, big changes were occurring below the surface, too. 1,800 feet of the south jetty's seaward end were destroyed and the remainder that was exposed to the water subsided as much as 18 feet in some areas. The north jetty fared better but only slightly; 650 feet of the seaward end was destroyed and additional 1,000 feet settled 10 feet.

1950- 1960

Westport was recycling past jetty building process in the early 50's. To stop the rapid erosion of the point, seven groins, three timber breakwaters and a 2, 880-foot revetment were constructed between 1950 and 1957. Rocks from the sections of the old jetty that remained above high-water mark were promptly recycled to build parts of these projects. This time trucks replaced the trains. These projects have worked well to protect the point. The jetties continued to sink and deteriorate. Out of the 11,950 feet of jetty that extended seaward from the late 1930's rebuild of the south jetty, less than 5,000 feet remained at or above grade by the early 1960's,

1960 -1970

The jetties continued to sink, and by 1964, it was "rebuild" time, again. Trucks carried the rock this time and modern machinery muscled the rock into place, This "rebuild" was very successful at creating the channelized flow of water on

(Continued on Page 9)

Ruth McCausland - Gone, But Never to be Forgotten *by Barb Aue*



On Sunday, September 6, 2020, longtime Seattle, then Tokeland, then Olympia resident, Ruth McCausland, slipped peacefully from this mortal coil at her beloved cottage on Woodard Bay surrounded by family. She was 101.

Ruth and her husband Bob purchased retirement property in Tokeland in 1979 and remained there until moving to Olympia in the spring of 2006. While living on the South Beach, both were extremely active in our South Beach communities, including being founding members of the Westport South Beach Historical Society. Their contributions, both in the form of volunteer efforts and strong continuous financial support, were honored in 2005 with the renaming of the Westport Maritime Museum gatherings and events building to McCausland Hall.

While she is no longer physically with us, Ruth's presence gratefully will always remain in the form of her many published columns, essays and books. They include her benchmark histories of our community, Washington's Westport and They Came By Sea. Additional works inspired by her time in our community include Coastal Washington Shorebirds & Waterbirds and Coastal Washington Backyard Birds.

Ruth's slice-of-life biographical work, Weekenders' Island, chronicles her adventures in the mid-1960s after she and her husband Bob purchased a vacation property on the northwestern tip of Whidbey Island, where Ruth first developed her love of bird watching.

Memorial celebration of Ruth's life will be held following the end of gatherings restrictions due to COVID-19.

So many, many of us will miss your positive spirit, generous heart, wit and wisdom, Ruth.

Fair winds and following seas, my dear friend.

Our South Jetty, the Short Version... (continued from page 8)



Business district flooding

the outgoing tides that would scour the navigation channel to the desired depths without dredging.

1970 - 1990

Scientific discussions began that the lowering of the offshore bar had exposed the beaches immediately south of the jetty to heavier wave action. The beaches fronting on Westhaven Park began to erode, narrowing the strip of land between the ocean and Halfmoon Bay. There was uncertainty about whether the 1960's "rebuild" was too successful at creating scouring currents and it was suspected that the littoral currents altered by the construction in such a way that encouraged erosion. It was also suggested that we simply were seeing the result of some natural cycle of building and erosion.

Discussion that the dams on the Columbia River were altering the sediment flow that drives the beach building process, began during this time. These questions began to be studied in more depth by a

new host of agencies. The Westhaven Park area suffered a major wash out in 1988 and winter storms during high tides continued to send water into the dockside business district of Westport.

There is more story to come on the jetties....

***Mean Lower Low Water (MLLW), which is the average height of the lowest tide recorded at a tide station each day during a 19-year recording period, known as the National Tidal Datum Epoch. MLLW is only a mean, so some tidal levels may be negative relative to MLLW; see also mean low water spring. The 19-year recording period is the nearest full year count to the 18.6-year cycle of the lunar node regression, which has an effect on tides.*

Westport-South Beach Historical Society
Newsletter

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2201 Westhaven Dr.
Westport, WA 98595

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mailed !!

Mailing Label Here

Announcing the 2020 Volunteer & Watchstander of the Year



Jerrod Diles - Volunteer of the Year

Jesse Diles - Watchstander of the Year

Both men are always ready to lend a hand whenever needed, whether it's standing watch or helping out with special projects and events. The Westport South Beach Historical Society is lucky to have them.

Congratulations and Thank You
for your dedicated service !