



Waterlines

KMM Receives *Thelma C* Exhibit Architecture Plans

In August, KMM accepted architectural plans for the *Thelma C* Interpretive Exhibit from Barnes Associates, an Anchorage architecture firm. The plans describe the structural specifics of the exhibit, which will be sited on the inner side of the harbor spit between Oscar's Dock and the Threshold Services recycling box.

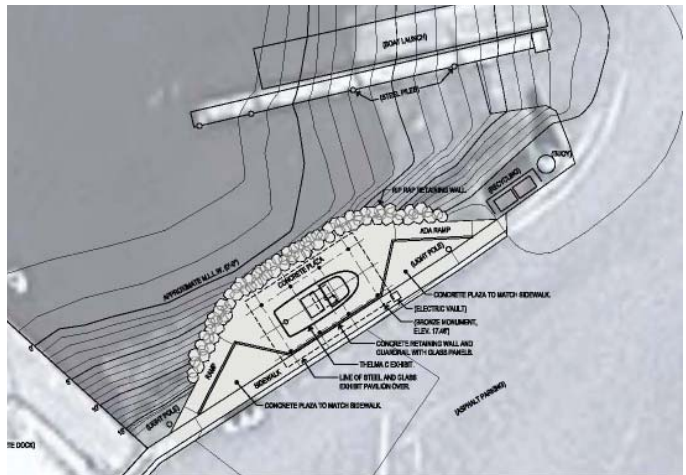
A two-level concept design will allow visitors to view the boat from both the deck and keel levels. The design takes advantage of the site's topography, which slopes steeply down from the parking lot level to the water. The site was approved for the project in 2009 by the Kodiak Ports and Harbors Advisory Board.

Interpretive panels and a multi-media cell phone tour will give visitors a hands-on appreciation of a commercial fishing boat and a deeper understanding of the cultural and economic importance of salmon to Kodiak. Part of the exhibit will also describe the effects of the 1964 earthquake and tsunami on Kodiak's harbor and fishing fleet.

The exhibit design features a viewing area at deck level, a lower level plaza allowing visitors to examine the hull and propeller, and ramps for pedestrians to walk between the two levels. A retaining wall behind the vessel will allow space for interpretive panels. Heavy glass panels will form a railing atop the retaining wall.

A roof atop six steel pilings will provide protection from the elements, with glass panels in the pavilion sidewalls and translucent roof panels allowing for natural lighting. The exhibit will also be lit at night.

Shipwrights Brain Johnson and Don Corwin led the vessel rebuilding effort in the spring of 2012. A team of about 20 volunteers worked on the project while learning boat repair skills from Mr. Johnson. The team replaced ribs, planks, and decking,



Thelma C Exhibit and Pavilion between boat launch ramp and Oscar's Dock

repaired the mast, and rebuilt much of the wheelhouse.

Plans call for the exhibit to be complete in time for the 50th anniversary of the 1964 earthquake and tsunami in March, 2014.

Major funding for the project comes from a 2011 Alaska Legislature grant, but additional funding will be needed to complete the pavilion.

The boat was donated to KMM in 2006 by its final owners, Mark and Myla Thomas.

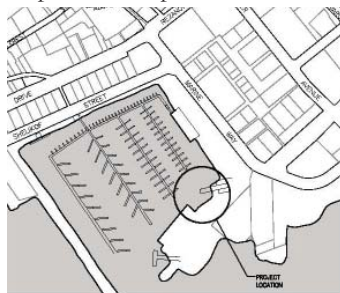
More information and photos of the project can be found on the KMM website and on our blog at www.kodiakmaritimuseum.blogspot.com.



Proposed site for the Thelma C Exhibit and Pavilion near Oscar's Dock

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Thelma C Exhibit and Pavilion location in the Kodiak Small Boat Harbor

From the Wheelhouse —

With winter upon us and a new year not far away, this is a good time to take stock of the efforts of Kodiak Maritime Museum over the past year.

Our attention has been focused on the Thelma C Project of course, which proceeded steadily since last January in a boat shed constructed at Kodiak College. It was quite amazing to watch as a team of volunteers led by shipwright Brian Johnson and preservation woodworker Don Corwin rebuilt this historic boat.

In August we also received the architectural plans for the exhibit site, (see page 1) Our next step in will be to solicit construction bids from interested contractors. I invite you to view updates and photographs of the project on our blog: www.kodiakmaritimemuseum.blogspot.com.

Other longstanding KMM projects remain on track, including the “Faces of the Kodiak King Crab Fishery” photo portrait project and its related oral history program which is now touring other places in Alaska (see page 3).

We also have high hopes for a new project in the works- a cell-phone guided walking tour of the harbor. (also on page 3) This project builds on the success of the cell phone tour which accompanies the “King Crab” portrait exhibition, and involves some very cool technology.

On a more personal level, in September the board reluctantly accepted the resignations of board members Chris Lynch and Ken Reinke. They both are busy people in the community and felt they needed to focus on other areas of service. Chris was first elected in 2002, and Ken in 2005 and both had served as Board Presidents- Chris in 2007, and Ken this past year. I am personally grateful for their friendship and astute advice since I came aboard at KMM four years ago. The Board and I wish them every future success.

While we will miss Chris and Ken, we’ve recently welcomed two new board members- Marnie Liest and Deb Nielsen. (see page 3) Both women bring talent and energy and the Board and I are looking forward to working with them over the next few years.

To all our friends and members, have a joyful holiday season and a Happy New Year- Toby Sullivan, Executive Director

KMM Building Plans Update

About a dozen Kodiak residents and KMM Board members met at Fishermen’s Hall in early May to discuss KMM’s museum building plans and to do a walk-around of three City-owned harbor sites being considered for the building.

Participants generally agreed that Site 2 was best suited for the project. Site 2 is on the harbor spit adjacent to the Alaska Fresh Seafoods processing plant. Favorable comments centered on the site’s proximity to the harbor and other museums and its location away from areas used by fishermen and visitors. A former building on the site housed an air service, restaurant, and offices, but was demolished in the mid 1990s.

Objections to Site 1, on the corner of Shelikof and Marine Way, included limited room for expansion, possible congestion on an already busy corner, and impacts on harbor parking.

Comments on Site 3, along the Near Island Channel, were more favorable, though several people expressed concerns that a building there would block views of the channel and outer harbor. The site would likely also require additional fill or pilings over the water to accommodate a building, which could add to the cost.

While the building site selection process is ongoing, KMM board and staff continue work on the details of a capital construction campaign as well as funding for annual building operational expenses.



Three City-owned sites under consideration for a Kodiak Maritime Museum

A 2007 McDowell Group feasibility study commissioned by the museum estimated costs for a 4,000 to 6,000 square foot museum building ranging from \$3.7 to \$4.3 million. The study outlined a mid-range annual operating budget of \$288,000 for personnel, utilities, insurance and programming, with debt service adding additional annual costs.

KMM continues work on the project with our Foraker Group, Pre-Development Program advisor and the Rasmuson Foundation, and is committed to creating a realistic funding plan before moving forward with construction.

KODIAK MARITIME MUSEUM

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OUR NEWSLETTER IS GOING ELECTRONIC!

DO WE HAVE YOUR EMAIL ADDRESS?

Due to printing and mailing costs KMM will soon stop mailing paper editions of our *Tidelines* newsletters. By early next year, the newsletter will be delivered by email. To stay on our newsletter mailing list, please fill in your email address in the membership form on the back of this newsletter.

The KMM Board of Directors recently welcomed two new members to the board- Marnie Liest and Deb Nielsen. Marnie works at the Alutiiq Museum, and Deb is a longtime fisherman and business owner in Kodiak.

Marnie first came to Kodiak in 2005 to take a job as Registrar at the Alutiiq Museum. Her job involves collections, grants, budgets, and accreditation. Originally from Ohio, she has an MA in Art History and a graduate certificate in Museum Studies from the University of Cincinnati.



Marnie Liest recently joined the KMM Board of Directors

She first got involved in the Kodiak Maritime Museum through the Thelma C project.

“I grew up in a family that restored three historic homes and historic preservation is dear to my heart. I was hesitant to join in as I felt I did not have the necessary skills, but shipwright Brian Johnson convinced me that it takes a community to do a project like this and just to come and try. It never occurred to me that I could swing a mallet and actually successfully caulk wood seams, but he made the work easy.”

“As Registrar at the Alutiiq, I’ve been fortunate to work on a variety of projects, and I hope to translate these experiences to my service to the Kodiak Maritime Museum. I am very excited about the upcoming projects KMM has on its plate, including moving the Thelma C to its new home downtown, where I live,

work, and walk every day.”

Deb Nielsen has lived in Kodiak since the early 70s when she hitch-hiked from San Diego to work in the canneries. For sixteen years, she lived on Shuyak Island, where she began her fishing career.

“At first I cooked and worked on deck, but soon, found myself running a seine skiff. After four years in the skiff, I began skippering my own seiner. Over the years, I fished herring in the spring, salmon in the summer and crab in winter. Halibut fishing somehow happened when time and opportunity allowed. I have seen first hand that the fleet as it is now is due to the intrepidity of mariners who started with almost nothing. If it floated, they put a seine on it.



Deb Nielsen, KMM's newest board member

I have a great deal of respect for the fishing fleet and would like to convey that respect by working with people involved in an enterprise that chronicles and celebrates the remarkable journey our fleet has made.”

The Board recently accepted the resignations of Board President Ken Reinke and longtime board member Chris Lynch. Both resigned with regret to spend more time in other pursuits.

Chris joined the board in 2002 and was a past President. Ken joined the board in 2005 and was President from January 2012 until his resignation in September.

KMM Plans Smart Phone Harbor Tour

Following up on the success of KMM’s guided harbor walking tours, the museum is planning a self guided harbor tour using smart phone technology.

Beginning in the spring of 2013, visitors will be able to tour the harbor on their own, using their cell phones to view text, images, oral histories and video.

The tour will feature the history of



Scan the image above with your cell phone’s QR code reader to view information on Kodiak’s fishing fleet.

Kodiak’s harbor and fishing fleet, complemented by personal stories of fishermen, processing plant workers, and other people who live and work on the waterfront.

To access the tour, visitors will use their cell phones to scan QR codes posted around the harbor. The cellphone will then automatically connect to the online tour content. GPS technology will locate visitors on a map depicting points of interest.

Guide By Cell, the San Francisco firm which hosts KMM’s Faces of the Kodiak King Crab fishery audio cell phone tour, will host the new harbor tour. Tour content will be designed by KMM.

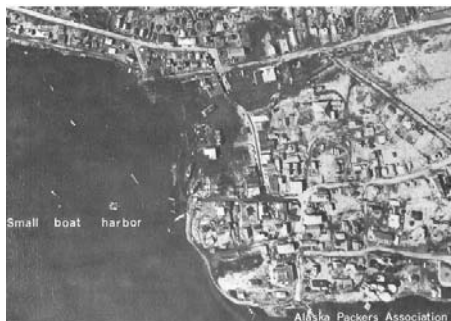
KMM King Crab Fishery Exhibit Tours Alaska

A KMM exhibit of thirty two photo portraits of crab fishermen, processing workers and others who participated in the Kodiak King Crab fishery from the 1950s to the 1980s is touring Alaska.

The exhibit, which first was shown in Kodiak in May, 2011, has been viewed by more than 5,000 people in Wasilla and Anchorage since it went on the road in June 2012. The exhibit will next be displayed at Anchorage’s Loussac Library in early 2013.



“Faces of the Kodiak King Crab Fishery,” at Wasilla’s Dorothy Page Museum, summer 2012



The Kodiak waterfront following the March 27, 1964 Great Alaskan earthquake and tsunami.

Bill Garden, Dave LeClercq, and 60 Years of Making Fishing Boats

After almost a year of work by a team of shipwrights and volunteers, the seiner *Thelma C* is nearly ready to become the centerpiece of an outdoor exhibit near Kodiak's small boat harbor. While much of the proposed exhibit will tell the story of the boat and the people who fished on her within the larger history of the Kodiak salmon fishery, the boat is also an important part of the long history of shipbuilding in the Pacific Northwest.

Built in 1965 from Douglas fir and yellow cedar, the *Thelma C* is now an artifact of the last years of new wooden boat building in the Northwest, before fiberglass and aluminum came to dominate fishing boat construction.

The *Thelma C* was one of hundreds of wooden seine boats built to replace boats lost in the tsunamis which swept through the Gulf of Alaska following the March, 1964 Great Alaskan Earthquake. Ken Christoffersen, originally from Kodiak, but long fishing in Prince William Sound, lost his boat the *Christine* in the Valdez tsunami. A year later, with help from a Federal disaster relief loan program, he sailed a brand new boat, the *Thelma C*, from the Commercial Marine shipyard in Seattle back to Valdez. He sailed north with a sister ship from the same yard, the *Dart*.

Both boats were built from a stock "Seine Boat," design drawn up by legendary marine architect William Garden in 1963.

Almost sixty years later, nearly all of the "earthquake boats," as the

They built five sailing boats before World War II began, at which point Bill went to work in other yards building ships for the war effort before being drafted into the Army. The Army sent him to the Adak Ship Repair Base, about which he later said, "I was the only man in the Army doing a job he liked."

Dave LeClercq, Mr. Garden's shipbuilding partner, was born in Seattle in 1916 and came of age in the Depression. To survive in a harsh economic world, he adopted a fierce work ethic, a habit he kept throughout his life. Years later his son Sam would say of him, "He didn't know where his next meal was coming from. He would simply outwork anyone else."

When he was 22, Mr. LeClercq began his association with Mr. Garden at a small boat building yard on Lake Union in Seattle. They began building sailing yachts, but in a partnership lasting five decades, they built everything from tugboats to fishing boats.

In later years, Mr. Garden said of Dave LeClercq, "He was high energy, a natural, an excellent production man."

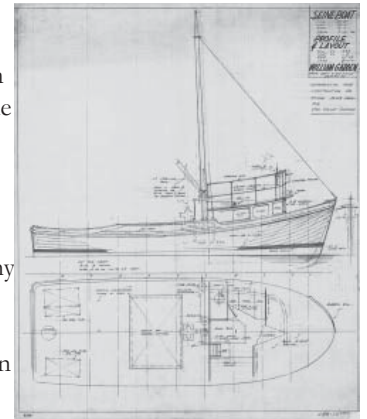
While the two men never wanted for work, their big break came in 1959, when the Bristol Bay gillnet sailboat fleet began using engines. Suddenly everybody needed a new boat and Commercial Marine was producing 70 boats a year. In 1964, when the Great Alaskan Earthquake destroyed much of the Gulf of Alaska salmon fleet Commercial Marine worked overtime to get fishermen back in the water.

Besides building boats, Mr. LeClercq enjoyed water skiing, and made the 20 mile trip from his home on Mercer Island to the yard on Lake Union on skis when weather permitted. He died in 2009 at the age of 93.

Mr. Garden died at his home in Victoria, B.C. in 2010.

Mr. Garden's ship's plans, including his "Seine Boat," design, were eventually donated to Mystic Seaport in Connecticut.

In 2011, KMM purchased a digital copy of Bill Garden's "Seine Boat," design, which was used in the rebuilding of the *Thelma C*. It will eventually be part of the interpretive exhibition of the boat.



1963 "Seine Boat" Ship's Plan
Mystic Seaport William Garden Collection

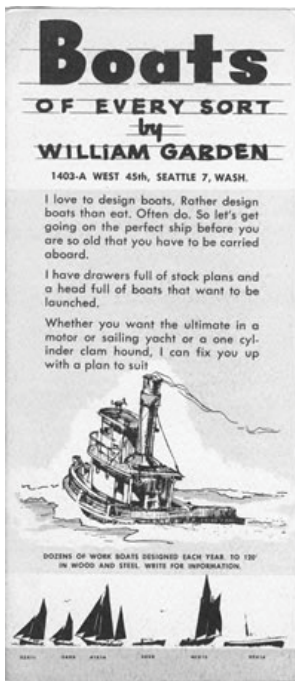


Image courtesy Mystic Seaport,
William Garden Collection

boats built as a result of the 1964 tsunamis were known, are gone. KMM believes that with the demise of the *Dart*, in Yakutat in 2011, the *Thelma C* may be the last surviving example of Mr. Garden's classic design.

William Garden himself was born in 1918 in Calgary, Alberta, and moved with his parents to Seattle in 1928. After high school he learned boat building at the Edison Boat Building School and then went to work at the Andrews Boat Yard in Portage Bay, on Lake Union in Seattle.

By 1940 he was the design half of a boat building partnership with his friend, Dave LeClercq, who turned Bill's designs into finished boats at Commercial Marine Construction on Lake Union.

Of the partnership, Mr. Garden once said, "I used to design them and he'd build them."



William Garden in his office
Mystic Seaport William Garden Collection



Commercial Marine yard at Lake Union
photo: Commercial Marine Construction



Dave LeClercq, 1956
Photo: Commercial Marine Construction

Sources for this article include the Mystic Seaport website for information about William Garden, and a June, 2009, Seattle Times obituary

KMM's Uganik Bay Cannery Collection Catalogued

With funding from the Alaska State Museum Grant-In-Aid program, KMM recently catalogued over 250 items from its Uganik Cannery Collection and accessioned them into the museum's permanent collection.

The Uganik Collection includes cannery tools and hardware, photo albums, and cannery records dating back to the 1940s.

The collection was started and maintained at the Uganik Cannery in the 1980s and 1990s by Mary Valentine, wife of longtime Uganik Cannery Superintendent Del Valentine. The collection was donated to KMM by Uganik Cannery owner Mike Shupe, in 2009 and transported to Kodiak in 2011 by longtime Uganik Bay residents Dave Pingree and his daughter Beth.

To catalogue the collection, KMM contracted Kodiak historian Anjuli Grantham to photograph, number, and label the items while entering basic descriptions into the museum's collections database.

The Uganik Cannery was constructed in the 1920s in the Northeast Arm of Uganik Bay, on the west side of Kodiak Island, to take advantage of abundant west side salmon runs. The facility canned salmon each summer until the mid-2000s, when the economics of a changing salmon industry prompted the owner, Ocean Beauty Seafoods, to close the plant.

The cannery was subsequently sold to Anchorage businessman Mike Shupe, owner of Polar Seafoods, but has not operated since then.



Uganik Bay collector Mary Valentine in the Uganik Cannery office, about 1993

are in good condition, notably in Uganik Bay, at Port Bailey in Kupreanof Strait, and in Uyak Bay. Many others, abandoned decades ago, are identifiable now only by

Kodiak Island Cannery Site Survey Proposed



*Making ice cream on the Alitak Cannery dock, about 1955
Photo: Tim Smith, www.tanignak.com*

A recent proposal by members of the Alaska Historical Society calls for the identification and documentation of every fish processing plant ever operated in Alaska. Currently there is no definitive list of the hundreds of canneries built, operated, and in many cases, abandoned, since the mid nineteenth century along Alaska's long coastline, from Southeast to the Arctic.

The ambitious project seeks initially to

create an accurate list of all of Alaska's canneries and their locations. Ultimately, the project would gather as much documentation as possible on known canneries, including current photographs of existing sites. The information could eventually be used to nominate specific sites for listing in the National Register of Historic Places.

The Kodiak Island area has dozens of known cannery sites. While nearly all fish processing on Kodiak is now concentrated in the city of Kodiak, many salmon, herring, clam and crab processing plants have operated in nearly every bay on the island, as well as on Afognak and Raspberry Islands and the adjacent Alaska Peninsula.

Two plants off the road system, in Alitak Bay and Larsen Bay, still process salmon each summer. The Larsen Bay plant has been in continuous operations since 1911.

A few defunct Kodiak Island canneries



*Uganik Cannery, in Northeast Arm, Uganik Bay, 1993
Uganik Cannery Collection*

rotting pilings and the overgrown mounds of collapsed buildings.

Many Kodiak cannery sites were documented in Pat Roppel's 1986 book, "Salmon From Kodiak.", which will be used as a primary source for the Kodiak survey. Survey organizers are also hoping to enlist the help of fishermen and people living in remote areas of Kodiak Island to get current photographs of remote cannery sites.

Project leaders include Alaska Historical Society board members Katie Ringsmuth, Penelope Goforth, and Anjuli Grantham. KMM plans to participate in the project.



Workers at the Uganik Cannery Egg House sort salmon roe for export to Japan, about 1993. Uganik Cannery Collection



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