

ndemn. since 1965: "Open Space Project"
 (Financed by Fed, State + City funds)
 "...for purposes of ramp + water oriented..."

11.95 Acres [4.4 Uplands
 7.55 Tidelands]
 (Incl. Harbor Leases = 4.6 Ac. Tidel.)
 + "Atlantic St."

WE 5-2520
 Ramp Comfort Sta:
 1228 Harbor Av. SW.

WEST SEATTLE DON ARMEN! BOAT RAMP

0110102

HISTORY: ARMENI BOAT RAMP

The river at the head of the bay was identified by the Indians as "Dwamp-ish" ("many-colored river"); hence the name of the river headland "Duwamish Head". The bay was named by the Wilkes Expedition in 1841; Meany says in honor of the chaplain, Rev. J. L. Elliott; but Hanson claims that Midshipman Samuel Elliott was so honored.

The wide tidal flat delta of the Duwamish River caused West Seattle to be developed independently of Seattle. Excavation for the boat ramp revealed that a pioneer sawmill was on the site; also a spring-fed water tank with a plank top for filling water casks of sailing vessels, together with a small shipyard.

To encourage development of West Seattle, the Luna (Amusement) Park was built on piling on the beach below Duwamish Head and ferry service from Seattle was established in the 1880's, the ferry terminal located at S.W. Atlantic Street. A cable car loop was built by the realtors, with a station opposite the ferry terminal taking passengers up along California Way to the small settlement (and realty offices) on top of Duwamish Head and looping back down Ferry Avenue; it operated only to meet the ferry, being shut down between runs. On the beach a boardwalk was built from the ferry terminal, past the Seattle Yacht Club, to the Luna Park. The venture was successful, for Luna Park became a popular "outing" for Seattleites, and the realtors sold property.

(The first vessel in the Seattle area built specifically for saltwater ferry service was The City of Seattle built in Portland, Oregon in 1888 and placed on the West Seattle ferry run. She was a side-wheeler and double-ended, coal burning-steam propelled; accommodated foot passengers with an occasional horse and wagon. Upon the dredging of the Duwamish Waterway, filling of the tidal flats and construction of the Spokane Street drawbridge, a trolley car replaced the ferry and she was sold to California for ferry service in 1910, then taken to Sausalito in 1959 and converted into a yacht with diesel engines propelling the side wheels.) The cable car was taken over by the City upon annexation in 1907 and replaced with the trolley car from Spokane Street, up the old route along California Way to California Avenue.

The short length of deep water shoreline limited its development chiefly to a ship foundry built about 1920 and converted after WW II into a marina eventually named Seacrest. This turn toward recreation was promoted by the abundance of good fishing in these waters and the marina soon began to sponsor fishing derbies. Sportsmen's clubs began to pressure the City for a public boat ramp in West Seattle and this sheltered shore was the preferred location. In 1950 the Engineering Department graded a single lane ramp on the "end" of Maryland Street. Heavy use demanded that the ramp be paved with asphalt in 1954, for which the community donated \$200, plus \$300 from the Engineering Department.

With the concurrence of the West Seattle and King County Sports Clubs, the Park Board named the facility THE WEST SEATTLE DON ARMENI BOAT LAUNCHING RAMP in 1955 in honor of a Deputy Sheriff active in Boys Club, March of Dimes, athletic unions, Junior Olympics, and appearances on children's TV shows. Don Armeni (1909-1954) was killed in a gunfight attempt to capture a WW II veteran mental patient.

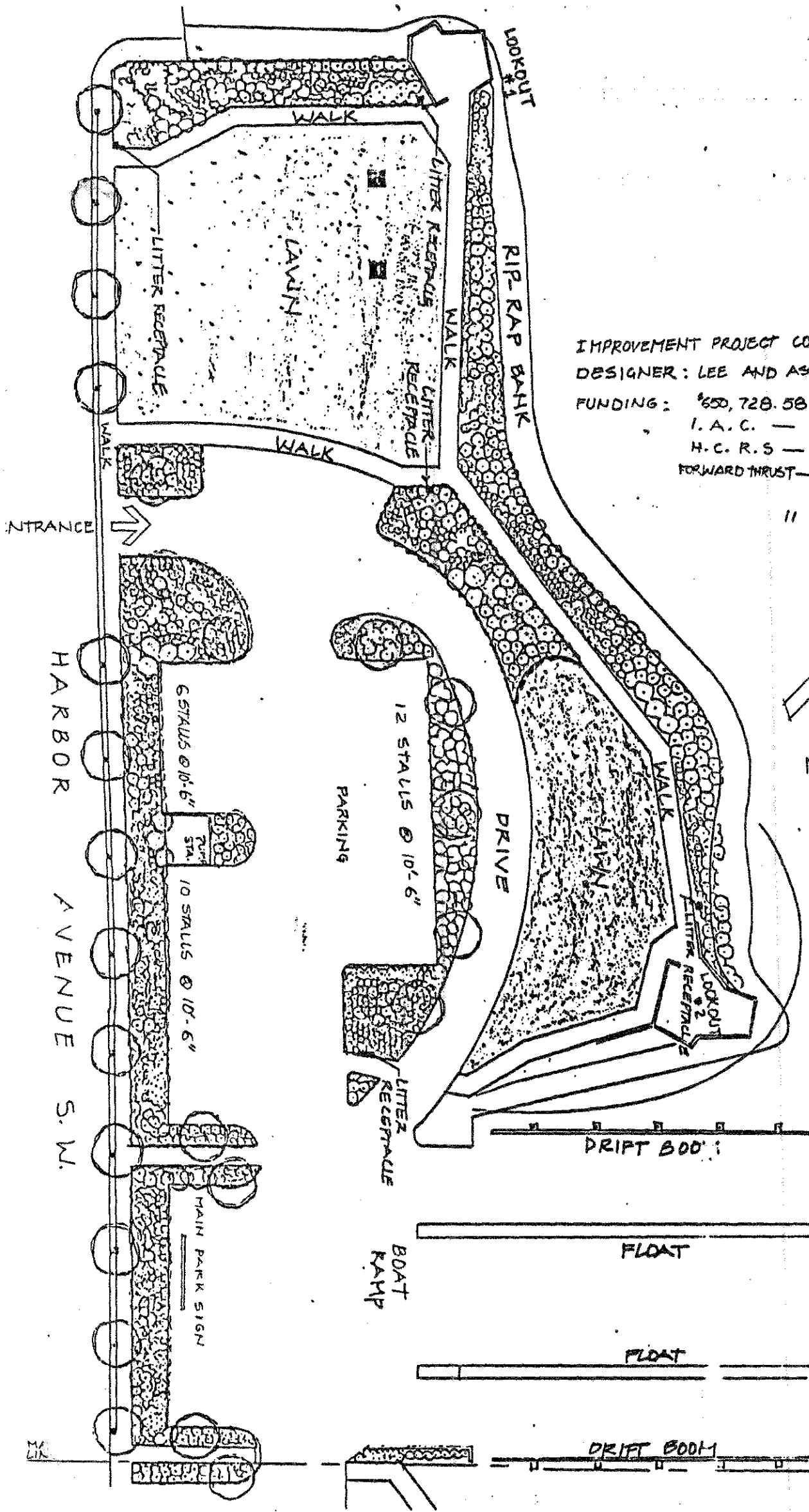
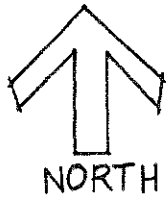
In 1961 the West Seattle Commercial Club organized efforts to increase the size of the ramp facility. The Park Board accepted the proposal in 1964 as a 1960 bond project. Federal and State matching funds became available, plus "Forward Thrust" - it was expanded to meet Alki Beach Park on the north, to S.W. Georgia Street, and another Project including Seacrest Marina to Fairmount Avenue S.W. on the south, creating a continuous beach park from Fairmount Avenue S.W. to 65th Avenue S.W., plus Beach Drive S.W. from Alki Point to S.W. Spokane Street: 3 miles of spectacular views of Elliott Bay, harbor, city, mountains, and Puget Sound.

PUGGET

SOUND

IMPROVEMENT PROJECT COMPLETED 1983
 DESIGNER: LEE AND ASSOC. L.A.RCH.
 FUNDING: \$650,728.58
 I. A. C. — \$156,250.00
 H. C. R. S — \$312,500.00
 FORWARD THRUST — \$181,678.58

11 18 85



DRIFT BOOM

FLOAT

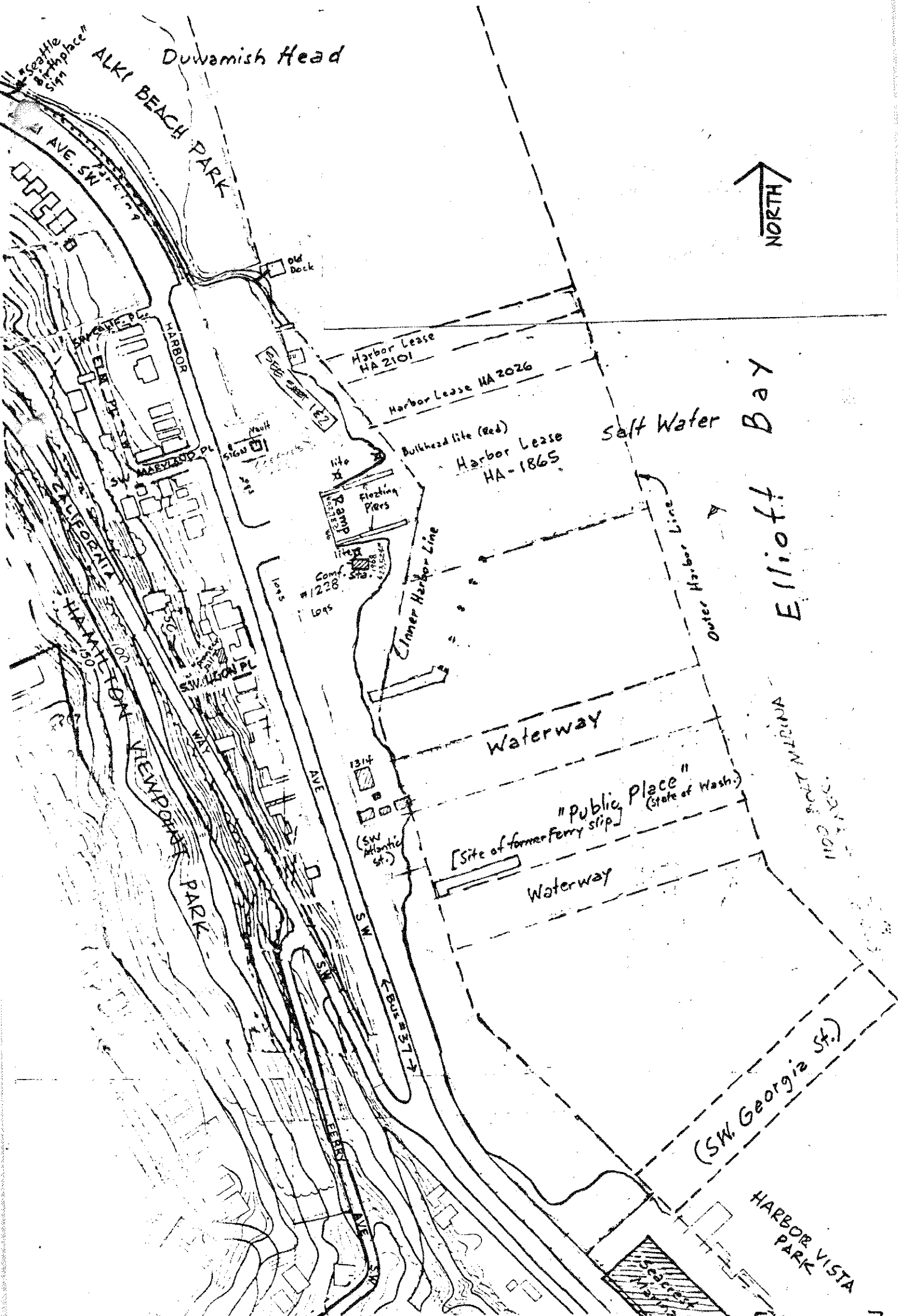
FLOAT

DRIFT BOOM

MATCH LINE

605

DON ARMENI BOAT RAMP



NORTH

Developm. of end of Maryland St. as ramp (Engr.) 1950
 Condemn. since 1965: "Open Space Project"
 (Financed by Fed, State + City funds)
 "...for purposes of ramp + water oriented..."

11.95 Acres [4.4 Uplands
 7.55 Tidelands]
 (Incl. Harbor Leases = 4.6 Ac. Tidel.)
 + "Atlantic St."

WE 5-2520
 Ramp Comfort Sta:
 1228 Harbor Av. SW.

WEST SEATTLE DON ARMENI BOAT RAMP