

## A MESSAGE FROM DOUG AVERETT, PORT COMMISSIONER



Doug represents Commission

As the Port's centennial year comes to an end, we thank you for your continuous support throughout our rich 100-year history.

The Port of Longview has supported local families for generations, driven the area's economy and played a key role in creating jobs and developing infrastructure year after year.

We are grateful for everyone who has played a part in the Port's success all the way from our humble beginnings. Because of you, we can look back and be proud of how far we've come. We are able to see the Port's growth and the benefits it has brought to the community. We are excited for the future and where the Port is headed and we couldn't have done it without you.

To conclude this historic year, I want to thank our outstanding team. From those

inside the White House, to our trade unions and to the dedicated ILWU members whom we are all so grateful for, your commitment to the Port has been integral to our success.

I also want to thank everyone who has supported the Port and our ability to fulfill the promises we make to our community. We are lucky to have customers, stakeholders, and community members who truly believe in the Port of Longview and its ability to deliver on the promises it makes. Thank you for a great Centennial year. Here's to the next 100 years! 🇺🇸



Your Board of Commissioners.

**DOUG AVERETT WAS APPOINTED TO THE PORT'S BOARD OF COMMISSIONERS IN 2017.**

**DOUG'S TERM RUNS FROM 2018-2024.**

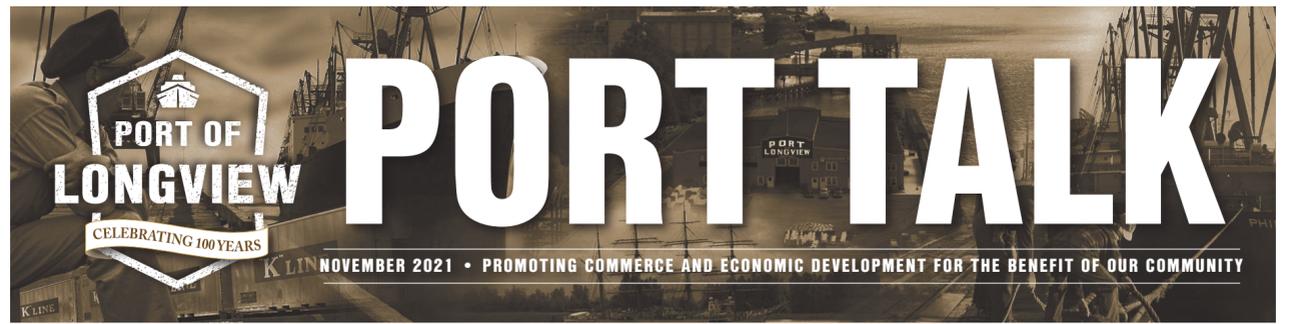
## YOUR BOARD OF COMMISSIONERS

- JEFF WILSON, DISTRICT 1
- DOUG AVERETT, DISTRICT 2
- ALLAN ERICKSON, DISTRICT 3

## COMMISSION MEETINGS

Regular meetings are held on the 2nd and 4th Wednesday of every month at 10:00 am and are also accessible to view by visiting [KLTV.org](http://KLTV.org). Questions may be submitted in advance to [publiccomment@portoflongview.com](mailto:publiccomment@portoflongview.com).

For more details, visit [www.PortofLongview.com](http://www.PortofLongview.com)



## HISTORY AT THE HELM: HARVEY HART SERVES 43 YEARS AT THE PORT

Harvey Hart's first job was driving the Monticello Hotel's blue bus to meet passenger trains eight times a day. Occasionally, he also drove Longview's only cab, which was owned by Long-Bell Lumber.

But before long, he began charting a career for himself in the world of business by attending the University of Washington, where he graduated in 1929.

Hart was still interested in Longview, though. He selected a study of the Port of Longview's shipping potential for his master's thesis. He wrote about how the Port could capitalize on the growth of the local lumber and paper industry.

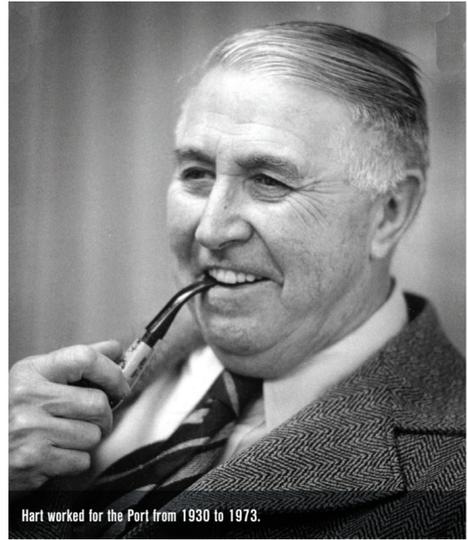
At the time he wrote his thesis, Hart had no intentions of joining the Port. But that's where he wound up working as a bookkeeper in 1930 after the Great Crash on Wall Street during the onset of the Great Depression. Thirteen years later, he became the Port's manager – a position he held for decades.

"It was almost as if they were destined to be together," Hart's daughter, Janet Brandt, reflected on her father at the Port.

Brandt fondly recalls how her father, who died in late 1993 at the age of 87, was always talking about the growth potential of the Port. One thing Hart was very proud of, "was how the Port's cargo tonnage favorably compared with the West Coast's largest ports," Brandt said.

"He was so embroiled in the operation of the Port that sometimes he would forget about other obligations," Brandt related. The dads in the neighborhood took turns driving their children to school. Occasionally, Hart would be so "preoccupied with the day's agenda that he would forget we were in the car and drive right past the school," she related. The experience was as embarrassing to Hart as it was delightful for the kids.

During Hart's 30 years at the helm, the Port underwent three major periods of growth – **lend-lease** shipping to the Russian Far East during World War II, the development of general merchandise import movements during the 1950s and 1960s and the beginning of diversification into drybulk cargo shipping in the 1960s and 1970s. During these decades, Hart earned for himself a



Hart worked for the Port from 1930 to 1973.

much-deserved reputation for both his expertise and integrity.

"Dad turned down a number of job opportunities at much larger ports" so that he and his family could remain in Longview, Brandt recalled. "He felt his destiny was here, that he could never have a better relationship with staff and the union people than he had here. He wanted to see the Port through the changes that were happening in the Port and in world transportation."

A portion of this story was first published in the Port of Longview's *Manifest* in Summer of 1996. 🇺🇸

## TERMS TO KNOW

**LEND-LEASE:** An arrangement made in 1941 where the United States supplied military equipment to the UK and its allies, originally as a loan in return for the use of British-owned military bases.

**JITNEY:** A bus, or taxicab, that transports passengers on a route for a small fare.

**STOW:** To place or arrange, especially in a neat and compact way.

**GONDOLA:** An open railroad freight car with low sides.

**TALLOW:** A hard fatty substance made from animal fat that's used in making candles and soaps.

**RIGGED:** To assemble and adjust the equipment of a sailboat to make it ready for operation.

**BOOM:** A long pole attached to the bottom of a sail that improves the control of the sail's angle and shape.

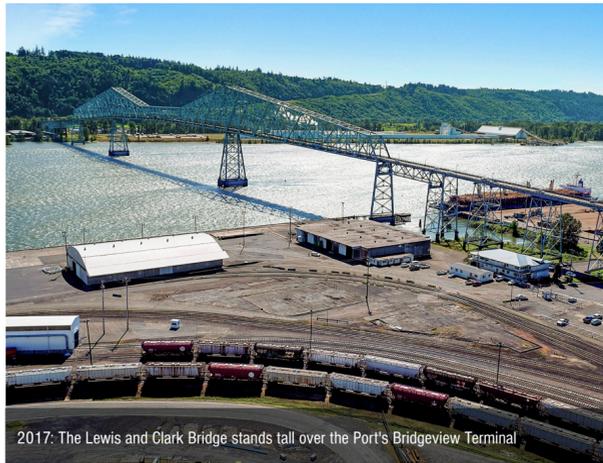


Harvey Hart circa 1943

## SPOT THE DIFFERENCE: SNAPSHOTS OF THE PORT OF LONGVIEW'S GROWTH



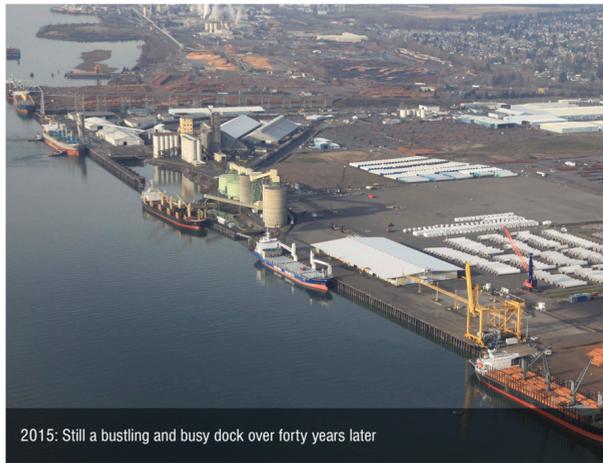
1928: Looking out from the top of the Grain Elevator at Berth 4



2017: The Lewis and Clark Bridge stands tall over the Port's Bridgeview Terminal



1969: Seven ships line the Port's docks



2015: Still a bustling and busy dock over forty years later

**YOU CAN HELP US PLAN THE PORT'S NEXT 100 YEARS!**

THE FINAL ADOPTION OF THE PORT'S PLANNING DOCUMENTS IS COMING UP. MAKE YOUR VOICE HEARD AT THE NEXT WORKSHOP:

**[WWW.PORTOFLONGVIEW.COM/PLANNING](http://WWW.PORTOFLONGVIEW.COM/PLANNING)**

## GROWING UP ON THE DOCKS AT THE PORT OF LONGVIEW

The Port of Longview invited the community to share their stories and connections to the Port. This story was submitted.

Over the Port of Longview's first 100 years, thousands of people have worked on its docks. From father and son duos to countless dedicated men and women, many people have contributed to the local community's economic wellbeing and the region's success.

Rand Randall grew up on the Port's docks. As a child, he would watch his dad, Corwin Crandall, work while he admired the huge vessels, cranes and steam locomotives. Rand even sold copies of the Longview Daily News to the Longshoremen and the crews on the ships.

"The Port was always such an exciting place for a young boy to visit," said Rand. "Sometimes, we'd get foreign coins and stamps. It was an exciting time in my life."

At age 17, and as a Longshoreman's son, he could work on weekends, during summer vacations and on holidays. He would work nine-hour days until 1958, when a new contract changed the workday to six hours.

"It was the 50s and we were called the *School Boys*," said Rand. "There

were several of us and we would handle boxes, sort pallets and work our legs chasing *jitneys*."

While working at the Port in the 1950s, Rand learned how to hand **stow** lumber, filling the bow of the ship. He also worked bagging used military brass or ammunition.

Rand had many jobs at the Port. He squeezed out **Tallow** tank cars, unloaded beef hides that were folded and salted, loaded **gondola** box cars and drove old Long-Bell lumber carriers from the Port toward Weyerhaeuser. He also loaded bales of pulp by hand stowing and **rigged ships' booms** for loading and unloading.

"The Port was a big part of my growing up and gave me a good start in life," said Rand. "The bosses and the Longshoreman at the Port treated me great. My father wanted me to become a registered longshoreman, but I was interested in mechanical things, so I turned it down."

Rand's years of longshoring ended when he graduated from Lower Columbia College. He went on to work in the mechanical center at Longview Fibre, one of the community's long standing employers, for 31 years. 🇺🇸



Port of Longview purchased two new Whirley Cranes in the 1950s.

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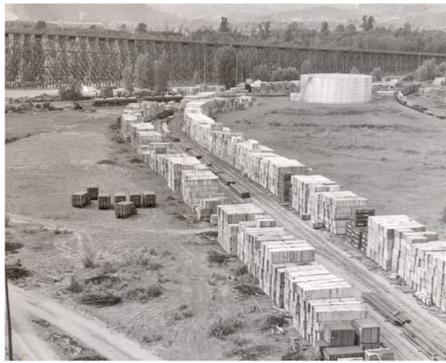
# PORT OF LONGVIEW: HISTORY IN THE MAKING

On March 19th 1921, the local community voted to approve the new Port of Kelso located on the banks of the Cowlitz River.

In 1926, the Port of Kelso relocated to the Columbia River and its new facilities were officially dedicated at a celebration on April 15th. Shortly after, the Port gained its first manager, Herbert Tabke, and a grain elevator was constructed. After many years of confusion and controversy, local voters authorized the Port of Kelso to be renamed the Port of Longview in 1929.



During World War II, the Port became a hub for wartime equipment and supplies moving around the globe. In 1944, the Port built a new dock and constructed outdoor storage areas to accommodate increased supply shipments of war materials. Around the same time, the longest serving port manager, Harvey Hart, took the helm and would lead the Port through its next 30 years of growth.

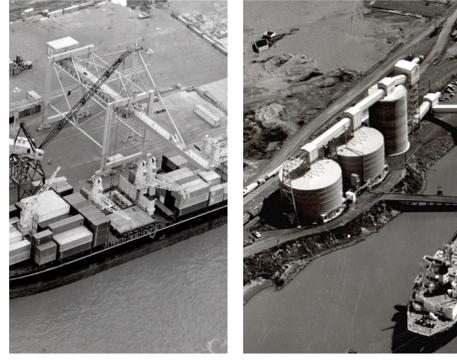


The Port's business continued to grow and new facilities were built along the waterfront. In 1969, the Port moved into a modern office space and was busy with warehousing and distribution, a new line of business that moved everything from canned fruit to teacups across the docks.



The Port dedicated a new container crane and in 1983, Arco Products Company - later British Petroleum (BP) - rebuilt the former alumina unloading facility at Berth 5 as a new export terminal.

Later, in 1988, President Ronald Reagan presented the Port of Longview with the "E" Award for excellence in exporting.



In the early 2000s, the Port dedicated its new Berth 8 and completed Phase 1 of its Industrial Rail Corridor Project with the Fibre Way Overpass. The following year, the Port handled its first shipments of wind energy cargo and in 2007, the Port welcomed its first Liebherr Mobile Harbor Crane all the way from Denmark.

In 2009, the Port was named 'Port of the Year' by the Washington Public Ports Association.



For the third time in its 100-year history, the Port relocated its admin office. In 2020, the Port moved into the historic Long-Bell Lumber Company 'White House', placing the Port in a new home to grow into over its next 100 years.



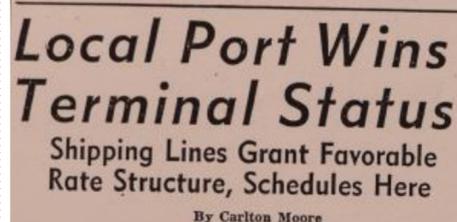
## 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

The Port was now in its second decade of operation and tonnage continued to grow at a healthy rate. In the early 1930s, the Longview-Rainier bridge was completed and tolls were instituted to pay for its construction. In 1936, the Port's grain terminal found a new operator and was among the most successful on the west coast. In the following years, many new facilities were built as the Port celebrated its first decade of operation.



After years of petitioning, the Port of Longview finally gained its terminal status designation, giving shippers through Longview the same favorable rates as other, larger ports.

By 1951, the Port was handling a new record of 2.3 million tons of cargo. Later, two new cranes joined the fleet and moved cargo for the Priest Rapids Dam.

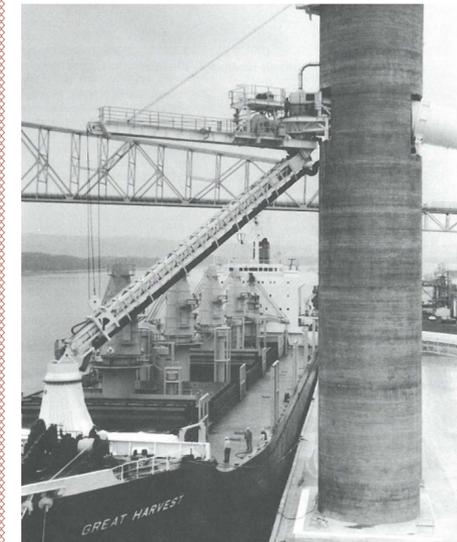


The 1970s had the most diverse cargo mix yet - from tractors from France and cargo for the Trojan nuclear power plant, to Easter baskets, Christmas decorations, canned mackerel and television sets.

In 1973, Port Manager Harvey Hart retired after 30 years at the helm and the Port began construction on an addition to its Berth 7.



In 1990, the Port's renovated drybulk export facility at Berth 2 began operating and in 1993, the Port joined with three other public entities to establish a Regional Airport Authority. By 1999, the Port had purchased nearly 350 acres of new property from International Paper.



The Port purchased its second Liebherr Mobile Harbor Crane and adopted "Washington's Working Port" as a new tagline.

To increase waterfront access for citizens of the port district, the Port of Longview purchased Willow Grove Park and Boat Launch in 2014. Since then, the Port has invested millions of dollars in upgrading the park and the boat launch features.

