

AA 60
Ordinance No. 10627A

AN ORDINANCE designating as a Landmark, the schooner Wawona, United States Merchant Vessel Official Number 81576; specifying the particular features to be preserved in accordance with the Landmarks Preservation Ordinance (102229) while such vessel is within the City limits, exempting such Landmark from the payment of certain fees, and requiring a written assurance of responsibility for salvage while such Landmark is in any submerged street area or waterway in this City.

3/4/77 Post

COMPTROLLER
 FILE NUMBER _____

Council Bill No. 98194

INTRODUCED: FEB 22 1977	BY EXECUTIVE REQUEST
REFERRED: FEB 22 1977	TO: BOARDING & URBAN DEV.
REFERRED:	
REPORTED: MAR 7 1977	SECOND READING: MAR 7 1977
THIRD READING: MAR 7 1977	SIGNED: MAR 7 1977
PRESENTED TO MAYOR: MAR 7 1977	APPROVED: MAR 14 1977
RETD. TO CITY CLERK: MAR 14 1977	PUBLISHED: VETO PUBLISHED:
VETOED BY MAYOR:	VETO SUSTAINED:
PASSED OVER VETO:	

ORDINANCE 106274

1
2
3 AN ORDINANCE designating as a Landmark, the schooner Wawona,
4 United States Merchant Vessel Official Number 81576;
5 specifying the particular features to be preserved in
6 accordance with the Landmarks Preservation Ordinance
7 (102229) while such vessel is within the City limits,
8 exempting such Landmark from the payment of certain
9 fees, and requiring a written assurance of responsibility
10 for salvage while such Landmark is in any submerged
11 street area or waterway in this City.

12
13 WHEREAS, Ordinance 102229 created the Landmarks Preservation
14 Board and established a procedure for the designation
15 and preservation of structures and areas having historical,
16 cultural, architectural, engineering or geographic
17 importance; and

18
19 WHEREAS, pursuant to Ordinance 102229 and due notice, the
20 Landmarks Preservation Board after a public hearing on
21 February 6, 1974 considered (a) the evidence and testimony
22 presented at such hearing, including the attached
23 Seattle Historic Building Data Sheet, and (b) the
24 conformance or lack of conformance of the proposed
25 designation with the Comprehensive Plan of Seattle and
26 with the purposes and standards of Ordinance 102229,
27 and based upon such evidence and consideration determined
28 that the schooner Wawona, United States Merchant Vessel
Official Number 81576, presently located at Northwest
Seaports, Kirkland, Washington satisfies each of the
following criteria required under Ordinance 102229 for
designation of a Landmark:

Section 6(1) has significant character, interest,
or value, as part of the development, heritage or
cultural characteristics of the City, State or
Nation; or is associated with the life of a person
significant in the past;

Section 6(5) embodies those distinguishing character-
istics of an architectural-type or engineering
specimen;

and recommended to the City Council that the schooner
Wawona, United States Merchant Vessel Official Number
81576 be designated a Landmark, that certain features
thereof should be preserved, that said vessel be
exempt for the payment of certain fees while in a
submerged street area or waterways in this City, and
that the City require a written assurance of responsibility
for salvage of that vessel should it sink, capsize or
burn while in submerged street area or a waterway in
the City; and

WHEREAS, the Planning and Urban Development Committee of the
City Council considered the report and recommendation
of the Landmarks Preservation Board at a public hearing
held pursuant to due notice, and reported to the City
Council in favor of such recommendation; Now, Therefore,

1 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

2 Section 1. That the attached report and recommendations
3 of the Landmarks Preservation Board are hereby approved and
4 the schooner Wawona, United States Merchant Vessel Official
5 Number 81576 is hereby designated a Landmark having a special
6 character or special historical, cultural, architectural,
7 engineering or geographic interest or value, based upon
8 characteristics specified in the attached report of the
9 Landmark Preservation Board, and the Secretary of the Landmark
10 Preservation Board is hereby directed, within ten days after
11 approval of this ordinance by the Mayor to send to the owner
12 of record of the property designated, by registered or
13 certified mail, and to the Superintendent of Buildings, a
14 copy of this ordinance and a letter outlining the basis for
15 such designation and the obligations and restrictions which
16 result from such designation while such vessel is within the
17 City limits.

18 Section 2. That while the vessel designated as a
19 Landmark in Section 1 above is within the limits of this
20 City and subject to the City's jurisdiction, the following
21 particular features of such Landmark shall be preserved:

22 a. The entire vessel and all components thereof.

23 Section 3. That said Landmark is hereby exempted from
24 the fees required for use and occupancy of submerged street
25 areas and waterways in this City by Section 70 of the
26 Harbor Code (Ordinance 87983) and Section 13 of the Street
27 Use Ordinance (90047); Provided the owners or sponsors of
28 such Landmark shall furnish the Board of Public Works with
written assurance that they shall be responsible for the
salvage of such Landmark should it sink, capsize, or burn
while in any submerged street area or waterway in this City.

(To be used for all Ordinances except Emergency.)

Neither the giving nor the receiving of such assurance shall be construed as a limitation upon any other right or remedy of the City of Seattle; and to the extent inconsistent herewith sections 70 of the Harbor Code (Ordinance 87983) and section 13 of the Street Use Ordinance (90047) are hereby superseded.

Section 4. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 7 day of March, 1977, and signed by me in open session in authentication of its passage this 7 day of March, 1977.

President of the City Council.

Approved by me this 14 day of March, 1977.

Mayor.

Filed by me this 14 day of March, 1977.

Attest: City Comptroller and City Clerk.

(SEAL)

Published

By Deputy Clerk.

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THE CITY OF SEATTLE

LAW DEPARTMENT

MUNICIPAL BUILDING - SEATTLE, WASHINGTON 98104
 AREA CODE 206 TELEPHONE 625-2402

JOHN P. HARRIS, CORPORATION COUNSEL

CITY PROSECUTORS

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CLAIMS MANAGER

V. L. PORTER

February 10, 1977

Re: Request for legislation to
 designate six vessels as
 landmarks

Honorable Paul Kraabel, Chairman
 Planning & Urban Development Committee
 City Council
 Seattle

Dear Sir:

By City Council transmittal you transmitted a memorandum together with certain documents, and requested that we prepare legislation designating six vessels as landmarks, exempting them from certain fees and requiring a written assurance of responsibility for salvage. The requested legislation is transmitted herewith.

We advise that the City has authority to impose requirements for the preservation of certain features of such vessels only while such vessels are within the limits of this City and subject to its jurisdiction. Accordingly each ordinance expressly provides that such requirements apply only while the vessels are within the City limits and subject to the City's jurisdiction.

In such connection, we advise further that, for most purposes, the W.T. Preston is not subject to the jurisdiction of the City, even when within the City limits, so long as it is owned by the U.S. Army Corps of Engineers.

Yours very truly,

JOHN P. HARRIS
 Corporation Counsel

By *James B. Howe, Jr.*
 JAMES B. HOWE, JR.
 Assistant

JBH:vf

LPA 138/76

CITY OF SEATTLE
LANDMARKS PRESERVATION BOARD
Suite 919 Arctic Building
Seattle, Washington 98104
Telephone: 625-4501
September , 1976

RE: C.F. 279436

Designation of

the schooner Mawona
as Landmark pursuant to Ordinance 102229

Honorable John P. Harris
Corporation Counsel
Law Department
The City of Seattle

Dear Sir:

By way of clarification and amplification of our prior request for legislation in the C.F. above cited, we request that you forward this letter to the City Council for inclusion in said C.F.

The Landmark Preservation Board, after a public hearing held on February 6, 1974 pursuant to due notice, at which time said Board duly considered (a) the evidence and testimony presented at such hearing, including the Seattle Historical Building Data Sheet in C.F. 279436, and (b) the conformance or lack of conformance of the proposed designation with the Comprehensive Plan of Seattle and with the purposes and standards of Ordinance 102229 and based upon such evidence and consideration determined that the (subject to be designated) the schooner Mawona

situated upon (legal description of site) off. no. 81576

at (street address or other commonly used description of location of landmark) Northwest Seaports, Kirkland Washington

satisfies each of the following criteria required under Ordinance 102229 for designation as a Landmark:

- Section 6 (1) has significant character, interest or value, as part of the development, heritage or cultural characteristics of the City, State of Nation; or is associated with the life of a person significant in the past;
-

Section 6 (2) is the site of an historic event with a significant effect upon society;

Section 6 (3) exemplifies the cultural, political, economic, social or historic heritage of the community;

Section 6 (4) portrays the environment in an era of history characterized by a distinctive architectural style;

- Section 6 (5) embodies those distinguishing characteristics of an architectural-type or engineering specimen;
-

Section 6 (6) is the work of a designer whose individual work has significantly influenced the development of Seattle;

Section 6 (7) contains elements of design, detail, materials or craftsmanship which represent a significant innovation;

Section 6 (8) by being part of or related to a square, park or other distinctive area, should be developed or preserved according to a plan based on a historic, cultural or architectural motif;

Section 6 (9) owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or city;

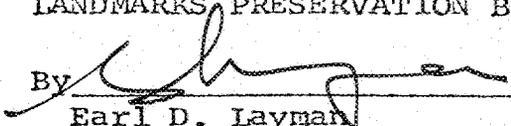
and recommends to the City Council that the foregoing schooner Wawona be designated as a Landmark and that the following features thereof should be preserved by the following controls:

"That with respect to the above described landmark, no person shall do or cause to be done, any of the following except pursuant to a Certificate of Approval duly issued by the Landmark Preservation Board (See Section 8 of Ordinance 102229):

- a. any proposed routine maintenance, including service or replacement of parts, that would change the appearance and character or historic significance;
- b. any changes, other than those required for routine maintenance, that would affect the appearance and character or historic significance;
- c. the commencement or continuation of a restoration program proposed for the vessel. Following issuance of a Certificate of Approval for a restoration program, the Board shall require that it be regularly informed in writing of program progress.

The Board also recommends that the schooner Wawona, as a Seattle Landmark, under restoration and open to the public, shall be exempt from the payment of moorage fees when moored in a City waterway or submerged street. The City shall require a written assurance from the owners or sponsors of the vessel that they would be responsible for the salvage of that vessel should it sink, capsize, or burn while in the waterway or submerged street.

LANDMARKS PRESERVATION BOARD

By 

Earl D. Layman

Historic Preservation Officer



Seattle City Council

Memorandum

Date: September 17, 1976

To: Honorable John Harris, Corporation Counsel

From: Paul Kraabel, Chairman, Planning and Urban Development Committee

Subject: City Council transmittal dated September 17, 1976, requesting legislation designating Old Main Street School, etc. as historic landmarks.

The Planning and Urban Development Committee has approved the recommendation of the Landmarks Preservation Board to designate the properties described in the attached materials as historic landmarks under the Landmarks Preservation Ordinance No. 102229. In each case the Landmarks Board has submitted a proposed draft ordinance.

In the case of the historic ships recommended by the Board, the Board has provided in its draft a section exempting the ship from the payment of fees when moored in public waterways. The Committee approved the fee exemptions, but noted that there is a question how this should best be accomplished. Please consult with Ms. Roberta Deering of the Office of Urban Conservation, Department of Community Development regarding the question of whether this exemption should be provided in the designating ordinance or by means of an amendment to the Harbor Code and Street Use Ordinance.

Thank you for your attention to this matter.

City of Seattle
LANDMARKS PRESERVATION BOARD
Suite 919 - ARCTIC BUILDING - Seattle, Washington 98104
625-4501

LPB-75a/76

August 16, 1976

The Honorable Paul Kraabel
Seattle City Council

ATTENTION: Warren McGee, Council Assistant

REFERENCES: (a) Letter dated 06/06/73 from: BPW (Alfred Petty, Chairman)
(b) Letter dated 11/15/73 from: BPW (Betty L. McFarlane, Execu.Secy.)

Dear Mr. Kraabel:

In accordance with agreements between your office and this office, we are re-
turning for resumption of action by the Planning and Urban Development Committee
on August 18, the following listed landmarks to be considered for designation.
As noted in the tabulation all of these properties have previously been acted
upon favorably by your Committee and in addition one of them was acted upon by
the Council of the Whole. Since these properties were considered early on in
the establishment of our landmark procedures, the formulation of designating
legislation did not occur in the same sequence as it does now and you will re-
call that it was necessary that such legislation as had been drafted be recalled
from Corporation Counsel by us with your acquiescence. It is our understanding,
as with the other non-contested properties which your Committee acted on two
weeks ago, that you are willing to consider these additional properties once more
in order that the designation process may be completed at an early date.

<u>BUILDINGS</u>	<u>REFERENCE</u>	<u>ACTION</u>
Old Main Street School	CF 27980	Recommended by PUDC; legislation prepared.
Flatiron Building	CF 280066 CB 96133	Recommended by PUDC & City Council; legislation prepared.
Immaculate Conception Church	CF 27980	Recommended by PUDC; legislation deferred.
<i>not included</i> Forest Ridge Convent/Hebrew Academy		Hearing advertised and deferred.

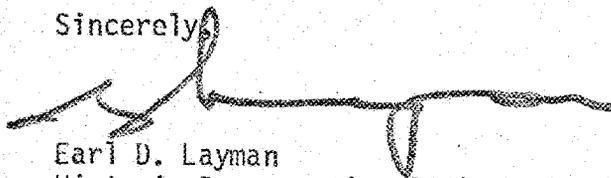
MORE-

SHIPS	REFERENCE	ACTION
Ferry San Mateo)		
The Wawona)		
Virginia V)	CF 279436	Recommended by PUDC;
Lightship Relief)	RESOLUTION 24836	blanket resolution pre-
W.T. Preston)		pared.
Arthur Foss Tug)		

We appreciate your willingness to exempt these properties from the moratorium on designation procedures and wish to assure you that we will be coordinating directly with Corporation Counsel in the refinement of the legislation as we have been doing with the first group. We are returning the 1974 Comptroller Files and earlier legislation.

You will note that in the proposed legislation for the several ships we have included a paragraph, "Section 4, Exemptions from the Provisions of the Harbor Code and Street Use Ordinance". The reasons for this provision are noted in the two reference letters from the Board of Public Works. We have responded directly to the suggestions of that Board that the provisions for moorage exemptions be handled by landmark designation or legislation on a ship by ship basis. However, in this office we are somewhat of the opinion at this time that it might be better to accomplish this through an amendment to the Harbor Code/Street Use Legislation. We shall also be glad to discuss this matter with your or with Corporation Counsel.

Sincerely,



Earl D. Layman
Historic Preservation Officer

cc: J. Peter Staten
Mrs. George Corley, Jr.

Attachments: References (a) and (b).

Enclosures: Data and Draft Legislation for Ten Properties

C.F. 279890
279436
280066

RES. 24836

C.B. 96133

City of Seattle
LANDMARKS PRESERVATION BOARD
306 Cherry Street - Seattle, Washington 98104

LPB-1728

Actions and Considerations of the Landmarks Board

Six Historic Ships

Sequence of Events:

1. Prior to February 6, 1974, the Board and staff were contacted by interested parties concerning historic preservation of six ships.
2. On February 6, 1974, the Board held a meeting to informally review the six ships. At the meeting Art Skolnik, Pioneer Square District Manager, briefed the Board on Seattle maritime history and the history of the six ships. Following discussion, Victor Steinbrueck moved to initiate landmarks designation procedures for the five ships. The motion passed.
3. On February 20, the Board advertised in the Daily Journal of Commerce a Notice of Public Hearing to be held on Wednesday, May 1, 1974, to review and recommend on possible landmark designation of the six ships. The owners were concurrently notified.
4. At the Public Hearing of May 1, 1974, testimony was heard on designation of the six ships as Seattle Historic Landmarks. Following discussion, Victor Steinbrueck moved to recommend landmark designation for each of the six ships to the City Council.
5. On August 16, plaques were presented to the W. T. PRESTON and VIRGINIA V commemorating their placement on the National Register. A similar plaque for the WAWONA had been presented and installed in 1973.
6. On July 18, 1974, the Planning and Urban Development Committee of the City Council advertised Notice of Public Hearing to be held on September 18, 1974, to review and recommend on possible landmark designation of the six ships as Seattle Historic Landmarks. The owners were concurrently notified.
7. In their Public Hearing of September 18, 1974, the Planning and Urban Development committee of the City Council recommended landmark designation of six historic ships: The Arthur Foss tug, the Wawona, the Virginia V, the lightship Relief, the ferry San Mateo, and the W. T. Preston.

Earl D. Layman
Historic Preservation Officer

JJ:vj
091774

Re: Historic Ships
Harbor Code Ordinance 100171

June 6, 1973

The Honorable Wes Uhlman
Mayor
City of Seattle

Dear Mayor Uhlman:

The Board of Public Works had before it, in regular session today, your communication of May 8 recommending that the Board investigate the possibility of amending existing legislation so that ships that are recognized by the City as being historic landmarks could be exempted from payment of fees when moored in public waterways. This matter had previously been referred to the City Engineer for a report and recommendation.

The City Engineer reported that by their very nature, most aged vessels, especially those classed as historic, require extensive repair and/or maintenance. Without constant care and supervision any vessel is in danger of sinking, capsizing, burning or vandalism. To cover this possibility most applications for waterway or submerged street use permits require that a surety bond or cash deposit be provided to cover the potential cost of removal, etc. The City Engineer indicated that he is convinced that this requirement is of the utmost importance and should not be waived for any but a governmentally sponsored body without some other form of protection.

In regard to amendments, none would be necessary if, as in Section 9.05.770(e) compliance is waived when the United States of America and its agencies, the State of Washington or any municipal corporation has made application for permission to use a waterway or submerged street.

The City Engineer further stated that, in his opinion, a firm distinction should be made between the many old vessels and those officially designated and registered as "Historic" ships. If an Historic Landmark Commission should soon be formed, it would seem proper that it alone should determine a ship's historic nature and under separate legislation exempt the vessel from the provisions of the Harbor Code and Street Use Ordinance. The Commission could then commit the City to assume responsibility for the salvage and removal of those so-designated vessels which suffer misfortune and sink or are otherwise destroyed in public area.

June 6, 1973

The Board, after due deliberation, concurred in the recommendation of the City Engineer that exemptions from payment of moorage fees be granted only as provided in the existing ordinance, or as specifically provided by the City Council in legislation responding to recommendations of the Historic Landmark Commission, which legislation would be on a ship-by-ship basis for proper control and also provide that the City assume responsibility for salvage when necessary. This legislation would obviate the need for bonds and insurance. (As there would be a financial impact on the City, perhaps the community in some way could accept some of the financial burden). In the case of governmental sponsors, the City could accept written assurance from the sponsor that it would be responsible for salvage.

Respectfully submitted,

BOARD OF PUBLIC WORKS

Alfred Petty
Chairman

BIM:lm

cc: James Braman, Director of Community Development
Garry Jones, Department of Community Development
Arthur Skolnik, Director of Pioneer Square Project
City Engineer
City Council
Gary Blomquist, Mayor's Office
L. Emry
R. W. Wilkinson, Director of Management
and Budget

November 15, 1973

Mr. Earl D. Layman
Historic Preservation Officer
Seattle Landmarks Preservation Board
Department of Community Development

Dear Mr. Layman:

For your information and assistance, we attach the Board of Public Works' communication to the Mayor of June 6, 1973, regarding requests for exemptions from payment of moorage fees for historic vessels.

It was the Board's recommendation that such requests be granted only as provided in the existing ordinances (Harbor Code/Street Use) or as specifically provided by the City Council in legislation responding to recommendations of the Landmarks Preservation Board, which legislation should be on a ship-by-ship basis for proper control.

Yours very truly,

BOARD OF PUBLIC WORKS

Betty L. McFarlane
Secretary

BLM:lm
Att.

cc: Mayor Wes Uhlman
City Council Members
Board of Public Works Members
Art Skolnik ✓

RECEIVED
DEC 10 1973
DESIGN & CONSTRUCTION

AN ORDINANCE designating the schooner WAWONA as a Seattle historic Landmark, stating criteria for such designation, and establishing controls for preservation of that Landmark.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Purposes and Declaration of Designation.

The Seattle Landmarks Preservation Board, by the authority vested in it under Ordinance 102229, and in accordance with procedures established by that Ordinance, has recommended under the purpose and criteria of that Ordinance that the WAWONA be designated a Seattle Historic Landmark. The City Council, in accordance with the procedures established by Ordinance 102229 hereby designates the schooner WAWONA (off. no. 81576) as a Seattle Historic Landmark.

Section 2. Satisfaction of Criteria (Definition of Significance)

2a. Historical, Cultural Importance

The Wawona remains as the last example of the once vast Puget Sound Fleet of commercial windjammers. During her long history of commercial sailing she served the pioneer development of the Pacific Northwest, first as a lumbering schooner, then for nearly three decades as a codfisher in the Bering Sea. She remains as an example of the romantic days of commercial sailing. During that time the Wawona was skippered from 1900-1906 by Captain "Matt" Peasley, hero of "Cappy Ricks" sailing tales and one of the most famous of West Coast Sailing Captains.

2b. Engineering Significance

The Wawona remains as a three-masted, baldheaded schooner powered by sails alone; an engine for propulsion has never been installed. For her age, she is in remarkably good condition with much of her original wood work in its original condition. She was designed to be a lumbering schooner, and is reputed to be the largest three-masted schooner ever built on the West Coast. Her efficient design allowed for a small crew to handle her sails, and yet carry 630,000 board feet of lumber.

Section 3. Controls.

3a. Any routine maintenance, including service or replacement of parts, that does not affect the appearance and character or historic significance, shall not need Board approval.

3b. Any proposed routine maintenance, including service or replacement of parts, that would change the appearance and character or historic significance, shall be submitted to the Board in writing prior to its execution. Should the Board find that the proposed change would be detrimental to the vessel as a Historic Landmark, enforcement procedures prescribed in Ordinance 102229 shall be invoked.

3c. Any changes, other than those required for routine maintenance, that would affect the appearance and character or historic significance, shall not be made without the issuance of a Certificate of Approval from the Board in accordance with provisions of Section 8, of Ordinance 102229.

3d. In the event that a restoration program is proposed for the vessel, or that such a program is underway, the commencement or continuation of said program is subject to the issuance of a Certificate of Approval from the Board in accordance with provisions of Section 8 of Ordinance 102229, following which the Board shall require that it be regularly informed in writing of program progress.

3e. The Board in reviewing any proposed changes, shall do so in accordance with the procedures outlined in Ordinance 102229.

Section 4. Exemptions from the provisions of the Harbor Code and Street Use Ordinance.

4a. The WAVONA as a Seattle Historic Landmark, under restoration and open to the public, shall be exempt from the payment of moorage fees when moored in a City waterway or submerged street. The City shall require a written assurance from the owners or sponsors of the vessel that they would be responsible for the salvage of that vessel should it sink, capsize, or burn while in the waterway or submerged street.

Landmarks Preservation Board

Seattle Historic Building Data Sheet

1. Name (common or present and/or historic) schooner WAWONA

2. Street and Number _____ Block _____ Lot _____ Year Built 1897

3. Present Owner Northwest Seaports Present Use Museum

4. Interim Owner(s) Robinson Fisheries Interim Use(s) cod fishing boat

5. Original Owner Dolbeer and Carsen Original Use lumber schooner

6. Naval Architect Hans Bendixeen Builder Fairhaven, California

7. Assessed Value: Building _____ Land _____ Assessors File No. _____

8. Classification:

- | | | | |
|---|---|--|-----------------------------|
| <input type="checkbox"/> Building | <input type="checkbox"/> Public | <input type="checkbox"/> Occupied | Open to Public: |
| <input type="checkbox"/> Site | <input checked="" type="checkbox"/> Private | <input checked="" type="checkbox"/> Unoccupied | |
| <input type="checkbox"/> Structure | <input type="checkbox"/> Both | <input checked="" type="checkbox"/> Preservation work
in progress | <input type="checkbox"/> No |
| <input type="checkbox"/> Object | | <input type="checkbox"/> Threatened by
demolition | Hours _____ |
| <input checked="" type="checkbox"/> Other
Historic
Ship | | <input type="checkbox"/> Unknown | |

9. Neighborhood Information:

A. Compatibility With Neighborhood

Structure Yes _____ No _____

Use Yes _____ No _____

B. Importance to Neighborhood

Great _____

Moderate _____

Minor _____

C. Architecturally Strong Neighborhood

Comments _____

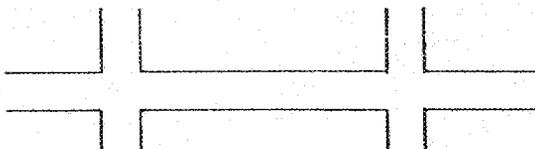
10. Special Research Sources (Be Specific, list name or item and where found)

NATIONAL REGISTER OF HISTORIC PLACES

Inventory form

Puget Sound Maritime Historical Society records and documents

11. Cross Street Reference



12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture
wood hull
wooden superstructure

B. Construction Material

C. No. of Stories

D. Condition
Excellent _____
Good _____
Fair X
Poor _____

E. Exterior Desecration of Original Design

None or little _____
Moderate amount X
Considerable _____

F. Architectural worth at Example of Its Style

Exceptional _____
Excellent _____
Good _____
Fair _____
Poor _____

G. Notable Features: (Be specific, i.e., detailing, craftsmanship, proportions, materials, colors, interior, etc. Refer to Guidelines of Landmarks Preservation Board).

Wawona is a three-masted, baldheaded schooner of 468 tons and is of 630,000 feet lumber capacity. She measures 156 ft. x 36 ft. x 12.3 ft. deep. Her official number is 81576 and her signal letters K.N.D.S.

Wawona was constructed of wood and powered by sails alone; an engine for propulsion has never been installed.

Condition of the vessel is "good" for its age. However, as in any wooden ship, decay has taken its toll and particularly the forward section of the vessel above the main deck. This section must be restored before new masts are stepped. The existing masts (shown in photos) were installed after World War II, in 1946, but were removed by Save Our Ships two years ago as a safety measure.

14. Significance

A. Major Significance

- Historical
- Architectural
- Engineering
- Cultural
- Geographical
- Archaeological

B. Level of Significance

- National
- State
- Community

C. Statement of Significance (Be specific, history, personages, events, etc.)

The three-masted, baldheaded schooner Wawona was built by Hans Bendixsen at Fairhaven, California, on Humboldt Bay in 1897. She was built for the lumber firm of Dolbeer and Carson, Eureka and San Francisco.

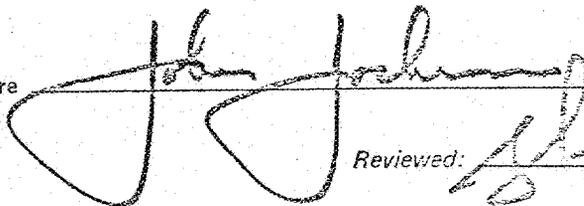
Wawona operated routinely in the Pacific Coast lumber trade -- with an occasional trip off shore to the Fiji Islands for cobra, until 1914. At that time she was purchased by the Robinson Fisheries Company of Anacortes, Washington.

Until this time her greatest fame, perhaps, lay in the fact that Ralph E. "Matt" Peasley of Cappy Ricks fame had been one of her skippers. Peter B. Kyne, author of "Cappy Ricks" had used Matt Peasley, a real-life windjammer skipper, as one of the leading characters in his book about Gray's Harbor lumbering and shipping.

After 1914, Wawona's reputation grew rapidly for she often was "highliner" of the Bering Sea sailing codfishing fleet. This rugged trade separated the "Men from the Boys" and this fine schooner proved her worth on many occasions. Through the year 1940 she had totalled 6,830,400 codfish caught. This was a world's record for a catch by a single vessel.

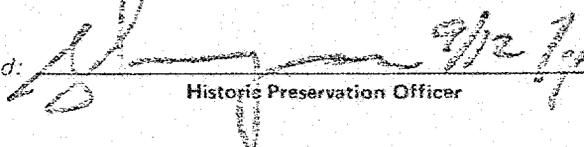
Wawona was conscripted during World War II for government use as a barge. She was re-rigged in 1946 and made one last codfishing cruise to the Bering Sea. For nine succeeding years, Wawona sat in port. In 1952, a Capt. Ralph E. Petersen, sought to turn Wawona into a south seas cruise ship. His purchase and plan ended in lack of funds and lack of seamen. In 1953 William Studdart, cattle rancher from Montana, and his friend and partner star Gary Cooper purchased the schooner for hopeful cattle trade with Russia. The trading failed and the schooner again sat in disrepair. About this time, California started buying up old sailing vessels for their new maritime museum. Other cities saw the desirability of owning historic ships, and began buying all of the last sailing vessels away from Puget Sound, but by 1963 only Wawona remained. A fund-raising campaign and loans made possible the purchase of Wawona in 1964 for a maritime museum.

Surveyor Signature



Date

Reviewed:



Historic Preservation Officer

Date

Affidavit of Publication

STATE OF WASHINGTON KING COUNTY—SS.

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

ORDINANCE NO 106274

was published on March 16, 1977

B. Abbott
Subscribed and sworn to before me on

March 16, 1977

E. Anderson
Notary Public for the State of Washington,
residing in Seattle.

ORDINANCE 106274

AN ORDINANCE designating as a Landmark the schooner Wawona, United States Merchant Vessel Official Number 31376, specifying the particular features to be preserved in accordance with the Landmarks Preservation Ordinance (102229) while such vessel is within the City limits, exempting such Landmark from the payment of certain fees, and requiring a written assurance of responsibility for salvage while such Landmark is in any submerged street area or waterway in this City.

WHEREAS Ordinance 102229 created the Landmarks Preservation Board and established a procedure for the designation and preservation of structures and areas having historical, cultural, architectural, engineering or geographic importance; and

WHEREAS pursuant to Ordinance 102229 and due notice, the Landmarks Preservation Board after a public hearing on February 6, 1977, considered (a) the evidence and testimony presented at such hearing, including the attached Seattle Historic Building Data Sheet and (b) the conformance or lack of conformance of the proposed designation with the Comprehensive Plan of Seattle and with the purposes and standards of Ordinance 102229, and based upon such evidence and consideration determined that the schooner Wawona, United States Merchant Vessel Official Number 31376, presently located at Northwest Seaports, Kirkland, Washington satisfies each of the following criteria required under Ordinance 102229 for designation of a Landmark:

Section 6(1) has significant character, interest, or value, as part of the development, heritage or cultural characteristics of the City, State or Nation, or is associated with the life of a person significant in the past;

Section 6(2) embodies those distinguishing characteristics of an architectural-type or engineering specimen;

and recommended to the City Council that the schooner Wawona, United States Merchant Vessel Official Number 31376, be designated a Landmark, that certain features thereof should be preserved, that said vessel be exempt for the payment of certain fees while in a submerged street area or waterway in this City, and that the City require a written assurance of responsibility for salvage of that vessel should it sink, capsiz or burn while in submerged street area or a waterway in the City; and

WHEREAS the Planning and Urban Development Committee of the City Council considered the report and recommendation of the Landmarks Preservation Board at a public hearing held pursuant to due notice and reported to the City Council in favor of such recommendation; Now Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That the attached report and recommendations of the Landmarks Preservation Board are hereby approved and the schooner Wawona, United States Merchant Vessel Official Number 31376, is hereby designated a Landmark having a special character or special historical, cultural, architectural, engineering or geographic interest or value, based upon characteristics specified in the attached report of the Landmark Pres-

Section 2. That while the vessel designated as a Landmark in Section 1 above is within the limits of this City and subject to the City's jurisdiction, the following particular features of

such Landmark shall be preserved:

a. The entire vessel and all components thereof.

Section 3. That said Landmark is hereby exempted from the fees required for use and occupancy of submerged street areas and waterways in this City by Section 70 of the Harbor Code (Ordinance 57983) and Section 12 of the Street Use Ordinance (99847). Provided the owners or sponsors of such Landmark shall furnish the Board of Public Works with written assurance that they shall be responsible for the salvage of such Landmark should it sink, capsiz, or burn while in any submerged street area or waterway in this City. Neither the giving nor the receiving of such assurance shall be construed as a limitation upon any other right or remedy of the City of Seattle, and to the extent inconsistent herewith section 70 of the Harbor Code (Ordinance 57983) and section 12 of the Street Use Ordinance (99847) are hereby superseded.

Section 4. This ordinance shall take effect and be in force thirty days from and after its passage and approval if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 7th day of March, 1977, and signed by me in open session in authentication of its passage this 7th day of March, 1977.

TIM HILL,
President Pro Tem of the
City Council.

Approved by me this 14th day
of March, 1977.

WES UELMAN,
Mayor.

Filed by me this 14th day of
March, 1977.

Attest: E. L. KIDD,
City Comptroller and
City Clerk.

By WAYNE ANGEVINE,
(Seal) Deputy Clerk.

Publication ordered by E. L.
KIDD, Comptroller and City
Clerk.

Date of Official Publication in
the Daily Journal of Commerce
Seattle, March 15, 1977. 40-8599