

AA 64

Ordinance No. 106278

AN ORDINANCE designating as a Landmark, the excursion boat Virginia V, United States Merchant Vessel Official Number 222170; 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.

COMPTROLLER
FILE NUMBER

3/2/77 Pass

Council Bill No. 98198

INTRODUCED: FEB 22 1977	BY: EXECUTIVE REQUEST
REFERRED: FEB 22 1977	TO: PLANNING & 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:	PUBLISHED:
MAR 14 1977 VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:

ORDINANCE 106278

1
2
3 AN ORDINANCE designating as a Landmark, the excursion boat
4 Virginia V, United States Merchant Vessel Official
5 Number 222170; specifying the particular features to be
6 preserved in accordance with the Landmarks Preservation
7 Ordinance (102229) while such vessel is within the City
8 limits, exempting such Landmark from the payment of
9 certain fees, and requiring a written assurance of
10 responsibility for salvage while such Landmark is in
11 any submerged street area or waterway in this City.

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

17 WHEREAS, pursuant to Ordinance 102229 and due notice, the
18 Landmarks Preservation Board after a public hearing on
19 February 6, 1974 considered (a) the evidence and testimony
20 presented at such hearing, including the attached
21 Seattle Historic Building Data Sheet, and (b) the
22 conformance or lack of conformance of the proposed
23 designation with the Comprehensive Plan of Seattle and
24 with the purposes and standards of Ordinance 102229,
25 and based upon such evidence and consideration determined
26 that the excursion boat Virginia V, United States
27 Merchant Vessel Official Number 222170, presently
28 located at Northwest Steamship Company, Seattle,
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 characteristics
of an architectural-type or engineering specimen;

and recommended to the City Council that the excursion
boat Virginia V, United States Merchant Vessel Official
Number 222170 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 excursion boat Virginia V, United States Merchant Vessel
5 Official Number 222170 is hereby designated a Landmark
6 having a special character or special historical, cultural,
7 architectural, engineering or geographic interest or value,
8 based upon characteristics specified in the attached report
9 of the Landmark Preservation Board, and the Secretary of the
10 Landmark Preservation Board is hereby directed, within ten
11 days after approval of this ordinance by the Mayor to send
12 to the owner of record of the property designated, by registered
13 or 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.

1 Neither the giving nor the receiving of such assurance shall
2 be construed as a limitation upon any other right or remedy
3 of the City of Seattle; and to the extent inconsistent
4 herewith sections 70 of the Harbor Code (Ordinance 87983)
5 and section 13 of the Street Use Ordinance (90047) are
6 hereby superseded.
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(To be used for all Ordinances except Emergency.)

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 Pro Tem of the City Council.

Approved by me this 14 day of March, 1977.
[Signature]
Mayor.

Filed by me this 14 day of March, 1977.

Attest: [Signature]
City Comptroller and City Clerk.

By [Signature]
Deputy Clerk.

(SEAL)

Published _____

THE CITY OF SEATTLE

LAW DEPARTMENT

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

JOHN P. HARRIS, CORPORATION COUNSEL

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ANDRE WOOTEN

CLAIMS MANAGER
V. L. PORTER

February 10, 1977

JAMES M. TAYLOR
GORDON F. CRANDALL
G. GRANT WILCOX
THOMAS J. WETZEL
ARTHUR T. LANE
JORGEN G. BADER
CHARLES R. NELSON
LAWRENCE K. McDONELL
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PHILIP M. KING
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JAMES G. BLAIR
CHARLES D. BROWN
DONA M. CLOUD
ROSS A. RADLEY
GORDON B. DAVIDSON
DIANA F. THOMPSON
MARIANNA S. COOKE

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

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 excursion boat Virginia I
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) excursion boat Virginia I

situated upon (legal description of site) off. no. 222170

at (street address or other commonly used description of location of landmark) Northwest Steamship Company, Seattle 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 ~~excursion boat~~
Virginia V be designated as a Landmark and
that the following features thereof should be preserved by the
following controls:

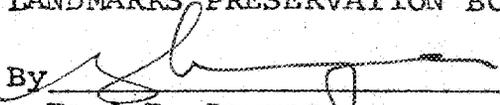
"That with respect to the above described landmark,
no person shall do or cause to be done, any of the
following except pursuant to a Certificate of Approval
duly issued by the Landmark Preservation Board (See
Section 8 of Ordinance 102229):

- 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 excursion boat Virginia V, 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 returning 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 recall 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 include</i> Forest Ridge Convent/Hebrew Academy		Hearing advertised and deferred.

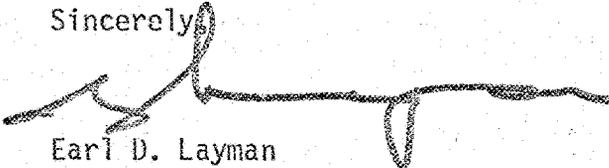
MORE-

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

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.

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

BLM:lm

cc: James Braman, Director of Community Development
Gerry Jones, Department of Community Development
Arthur Skolnik, Director of Pioneer Square Project
City Engineer
City Council
Gary Bloomquist, 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 S. S. Virginia V 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 Virginia V be designated a Seattle Historic Landmark. The City Council, in accordance with the procedures established by Ordinance 102229 hereby designates S. S. Virginia V (off. no. 222170) as a Seattle Historic Landmark.

Section 2. Satisfaction of Criteria (Definition of Significance)

2a. Historical Significance

The Virginia V is the last remaining survivor of the once large "Mosquito Fleet" which carried mail, goods and passengers between the towns of Puget Sound. She thus played a significant role in the transportation history of Puget Sound and the Pacific Northwest. She has operated largely in this capacity since 1922.

2b. Engineering Significance

The Virginia V is a wooden hull, wooden superstructure, with a single funnel amid ships. Her power is a triple expansion reciprocating steam engine of 400 indicated horsepower, fed by a water tube stoddert boiler. Her present appearance, including a distinctive straight vertical bow, is very close to her original appearance.

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 VIRGINIA V 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

LPB-1408

1. Name (common or present and/or historic) excursion boat VIRGINIA V

2. Street and Number 4250 - 21st Avenue W. Block _____ Lot _____ Year Built 1922

3. Present Owner Northwest Steamship Company Present Use excursion trade

4. Interim Owner(s) _____ Interim Use(s) _____

5. Original Owner West Pass Transportation Co. Original Use mail boat "Mosquito Fleet"

6. Architect _____ Builder Matthew Anderson

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

8. Classification:

Building

Public

Occupied

Open to Public:

Site

Private

Unoccupied

Yes

Structure

Both

Preservation work
in progress

No Charter

Object

Threatened by
demolition

Hours _____

Other

Unknown

Historic
Boat

9. Neighborhood Information:

A. Compatibility With Neighborhood

C. Architecturally Strong Neighborhood

Structure Yes _____ No _____

Comments _____

Use Yes _____ No _____

B. Importance to Neighborhood

Great _____

Moderate _____

Minor _____

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

Roland, Carey, The Sound and the Mountain

Gordon Newell, Maritime History of the Pacific Northwest -(H. W. McCurdy edition)

Gordon Howell, Ships of the Inland Sea

"Sea Chest", the quarterly journal of the Puget Sound Maritime Historical Society

11. Cross Street Reference

_____	_____	_____
_____	_____	_____

12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture

B. Construction Material
wood hull
wooden superstructure

C. No. of Stories

D. Condition
Excellent _____
Good X
Fair _____
Poor _____

E. Exterior Desecration of Original Design

None or little X
Moderate amount _____
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).

The vessel has an overall length of 125 feet, a beam of 24 feet, and draws up to 12 feet of water. She has a distinctive straight vertical bow. There are glass windows both on the main deck and the deck level above. On the third deck (topside) there are two lifeboats and the wheel-house. She has a single funnel amidships. Paint color is white, with black trim.

To the best of our knowledge, the present appearance is very similar to the original appearance, and efforts have been made to preserve the historic identity of the vessel.

Her power is a triple expansion reciprocating steam engine of 400 indicated horsepower, fed by a water tube Stoddert boiler at 200 pounds per square inch working pressure. In her heyday, her speed was 14 knots, with 13 knots normal cruising speed. Today, in the excursion business, her owners operate her at a more economical 11 to 12 knots.

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 vessel was built by Matthew Anderson, a master shipwright of the 1920's, at Maplewood, Washington, in the year 1922. Its original owners were Captain N. G. Christensen and his sons, owners of the West-Pass Transportation Co., located on the mainland just west of Vashon Island.

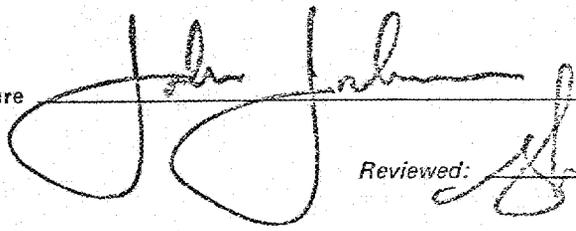
In the years 1922 to 1939, she operated between Seattle and Tacoma via the West Pass of Vashon Island, delivering groceries, mail, and passengers to little communities along the way. She averaged 125,000 miles per year and carried over eight-million passengers without a single lost-time accident. In 1939, she was withdrawn from the Seattle-Tacoma route, ending a historic chapter in the transportation history of the Pacific Northwest.

After various changes of ownership, she returned to the excursion business near the end of World War II, under the ownership of Captain and Mrs. Howell Parker of Seattle. Their runs went as far north as the San Juan Islands and as far south as Olympia. This business continued through 1953, and made a remarkable contribution to the happiness of thousands of people, young and old.

In 1948 she took part in the last race between two vessels of the original "Mosquito Fleet", beating her near sistership, the "Sightseer". The latter vessel, incidentally, was burned for scrap on the Columbia River in 1970, leaving the Virginia V the sole survivor of the Mosquito Fleet.

In the years 1955 through 1957, Mr. Charles McMahon of Seattle operated the "Ginny" on the excursion trade, and was responsible for fine work in extending the life of the steamer by undertaking a complete restoration job. In 1958 she was bought by Cyrus Devenny who operated her with other vessels in the Puget Sound Excursion Line, primarily to Bainbridge Island. In March 1968, she was sold to a new firm, the Northwest Steamship Company, Inc., the present owner.

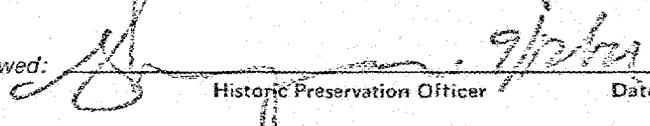
Surveyor Signature



Date

11 Sept. 74

Reviewed:



Historic Preservation Officer

Date

9/12/74

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

Your Committee on **PLANNING & URBAN DEVELOPMENT**

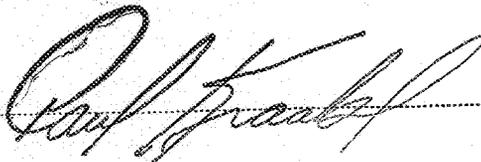
MAR 7 1977

to which was referred

C.B. 98198

Designating as a Landmark, the excursion boat Virginia V. United States Merchants Vessel Official Number 222170; specifying the particular features to be preserved in accordance with the Landmark 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.

RECOMMEND THAT THE SAME DO PASS



P&UD
Chairman

Chairman

Committee

Committee

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 106278

was published on March 16, 1977

B. Abbott
Subscribed and sworn to before me on

March 16, 1977

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

ORDINANCE 102273

AN ORDINANCE designating as a Landmark the excursion boat Virginia V. United States Merchant Vessel Official Number 222170, 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 excursion boat Virginia V. United States Merchant Vessel Official Number 222170, presently located at Northwest Steamship Company, Seattle, 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 characteristics of an architectural type or engineering specimen.

and recommend to the City Council that the excursion boat Virginia V. United States Merchant Vessel Official Number 222170 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, 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,

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 excursion boat Virginia V. United States Merchant Vessel Official Number 222170 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 Landmarks Preservation Board, and the Secretary of the Landmarks Preservation Board is hereby directed, within ten days after approval of this ordinance by the Mayor to send to the owner of record of the property designated, by registered or certified mail, and to the Superintendent of Buildings, a copy of this ordinance and a letter outlining the basis for such designation and the obligations and restrictions which result from such designation while such vessel is within the City limits.

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 87982) and Section 13 of the Street Use Ordinance (89047). 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, capsize, 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 87982) and section 13 of the Street Use Ordinance (89047) 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 UHLMAN,
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.