

AA 63

Ordinance No. 106277

AN ORDINANCE designating as a Landmark, the snagboat W. T. Preston, United States Army, Corps of Engineers, 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.

3/2/77 Pass

COMPTROLLER
FILE NUMBER _____

Council Bill No. 98197

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

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ORDINANCE 106277

AN ORDINANCE designating as a Landmark, the snagboat W. T. Preston, United States Army, Corps of Engineers; specifying the particular features to be preserved in accordance with the Landmarks Preservation Ordinance (102229) while such vessel is within the City limits and subject to its jurisdiction, 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, 1974 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 snagboat W. T. Preston, United States Army, Corps of Engineers, presently located at Hiram Chittenden Locks, Lake Washington Ship Canal, 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 snagboat W. T. Preston, United States Army, Corps of Engineers, 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 snagboat W. T. Preston, United States Army, Corps of
5 Engineers, 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 and subject to the City's jurisdiction.

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
29 written assurance that they shall be responsible for the
30 salvage of such Landmark should it sink, capsize, or burn
31 while in any submerged street area or waterway in this City.
32

(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 Pro Tem of the City Council.

Approved by me this 14 day of March, 1977.

Mayor.

Filed by me this 14 day of March, 1977.

Attest: E. L. King
City Comptroller and City Clerk.

(SEAL)

Published.....

By Rayne Ingovine
Deputy Clerk.

JAMES M. TAYLOR
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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

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 HARRIETT M. CODY
 DAVID N. WALTON
 ANDRE WOOTEN

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

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 snagboat W.T. Preston
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) snagboat W.T. Preston

situated upon (legal description of site) ~~at~~ U.S. Army, Corps of Engineers.

at (street address or other commonly used description of location of landmark) Hiram Chittenden Locks, Lake Washington Ship Canal

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;

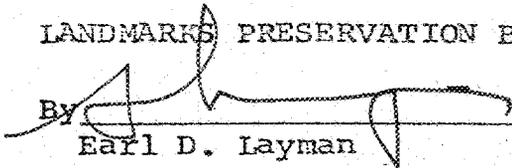
and recommends to the City Council that the foregoing snagboat W.T. Preston be designated as a Landmark and that the following features thereof should be preserved by the following controls:

"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):

all proposals and changes subject to review by placement of the W.T. Preston as a federal property on the National Register shall also be forwarded in writing to the Board for its information, and shall be forwarded in sufficient time (prior to actions by the National Advisory Council), that the Board may effectively comment on such changes.

The Board also recommends that the snagboat W.T. Preston, 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 included</i> Forest Ridge Convent/Hebrew Academy		Hearing advertised and deferred.

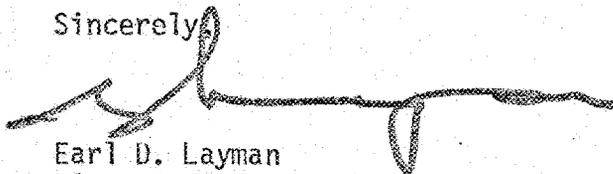
MORE-

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

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 Broman, Director of Community Development
Garry 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

LPA - file

SKOLNIK

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 W. T. PRESTON 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 W. T. PRESTON be designated a Seattle Historic Landmark. The City Council, in accordance with the procedures established by Ordinance 102229 hereby designates the snagboat W. T. PRESTON as a Seattle Historic Landmark.

Section 2. Satisfaction of Criteria (Definition of Significance)

2a. Historical Significance

The W. T. Preston is the last in a line of snagboats originating in 1880. She is now the last large sternwheeler operating in the Puget Sound area.

2b. Engineering Significance

The snagboat W. T. Preston is a steam powered 338 HP stern wheel propelled craft. She was originally built at Lake Union Dry Dock and Machine Works. The propelling steam engine is a Gillette and Eaton two cylinder non-condensing 338 HP. The main boiler is a locomotive fire tube 6'-2" high x 46" dia. The stern paddle wheel is 18 feet wide by 17 feet in diameter with 48 buckets of clear fir 2" x 18" x 6'-6".

Section 3. Controls

All proposals changes subject to review by placement of the W.T. PRESTON as a federal property on the National Register shall also be forwarded in writing to the Board for its information, and shall be forwarded in sufficient time (prior to actions by the National Advisory Council), that the Board may effectively comment on such changes.

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

4a. The W. T. PRESTON as a Seattle Historic Landmark when under restoration or 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.

JJ:vj

092474

Landmarks Preservation Board

Seattle Historic Building Data Sheet

1. Name (common or present and/or historic) snagboat W. T. Preston

2. Street and Number Hiram M. Chittenden Locks Block _____ Lot _____ Year Built 1929 & 1939-40

3. Present Owner U. S. Army Corps of Eng. Present Use debris vessel

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

5. Original Owner _____ Original Use _____

6. Architect _____ Builder Lake Union Dry Dock & Machine Works

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

8. Classification:

<input type="checkbox"/> Building	<input checked="" type="checkbox"/> Public	<input checked="" type="checkbox"/> Occupied	Open to Public: <input checked="" type="checkbox"/> Yes <u>restricted</u>
<input type="checkbox"/> Site	<input type="checkbox"/> Private	<input type="checkbox"/> Unoccupied	
<input type="checkbox"/> Structure	<input type="checkbox"/> Both	<input 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:

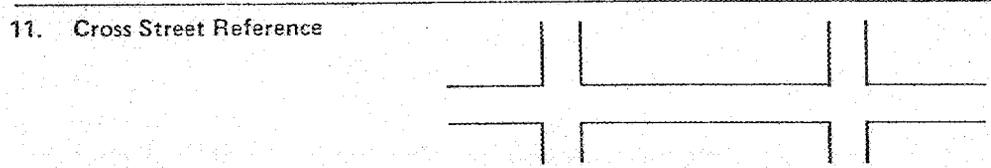
A. Compatibility With Neighborhood	C. Architecturally Strong Neighborhood
Structure Yes _____ No _____	Comments _____
Use Yes _____ No _____	<u>Familiar sight on Puget Sound inland waters</u>
B. Importance to Neighborhood	
Great _____	
Moderate _____	
Minor _____	

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

Information sheet: U. S. Army Corps of Engineers Operations Manual 1974

Newell, Gordon, ed., The H. W. McCurdy Marine History of the Pacific Northwest,

Seattle, Superior Publishing Co., 1966.



12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture

B. Construction Material
steel hull
wood superstructure

C. No. of Stories

D. Condition

Excellent X
Good _____
Fair _____
Poor _____

E. Exterior Deseccration 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).

Snagboat W. T. Preston is a steam powered 338 HP stern wheel propelled craft, 163'-6" in length. The hull was designed for operations in shallow water for channel clearing. The original wood hull was replaced with the present steel hull which was designed by Seattle District, Corps of Engineers and manufactured and installed by Lake Union Dry Dock and Machine Works in 1939-40. The steam engine from the Swinomish was installed in the W. T. Preston in 1929 and has been in continuous use since first installed in the Swinomish in 1917. The stack rises 42'-6" above the waterline.

Sternwheel snagboat and bucket dredge, steam driven, steel hull, wood house. For snagging and debris clearing in Puget Sound and its Tributary waters. Length overall 163'6", molded 138'-0", beam overall 34'-8", draft 3'8", displacement 494 longtons. Propelling engine: Gillette and Eaton two cylinder non-condensing, 338 hp, 14" bore x 72" stroke, 16-27 rpm. Main boiler: Locomotive firetube, 46" dia. x 6'-2" high, Working press 180#. Fuel oil: 2# light diesel oil. Paddle wheel 17'-0" dia x 18'-0" in length with 48 buckets, clear fir 2" x 18" x 6'-6". Total crew: 14 men (1 shift operation) quarters: 12 crew - main deck 9 officers and others - boat deck.

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 "W. T. Preston" was built in 1929 at Lake Union Dry Dock & Machine Works, replacing the "Swinomish". It is the last in a line of snag boats originating in 1880.

The original engine was transferred from the Swinomish to the wood hull W. T. Preston, then into the new steel hull W. T. Preston in 1939. The new hull was built and launched in Lake Union in September, 1939.

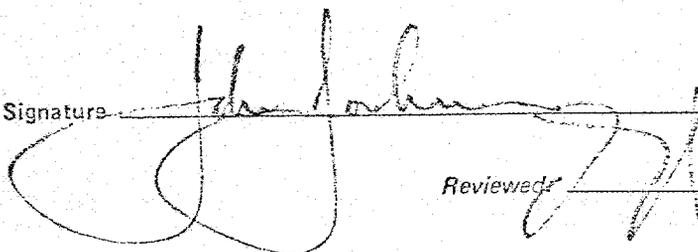
The sternwheeler Swinomish participated in dredging of the government ship canal (Lake Washington Ship Canal), and along with Perry's flagship from the arctic the "Roosevelt", sailed through the locks and canal on opening day, July 4, 1917.

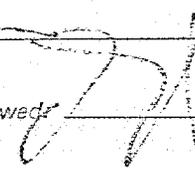
Captain George S. Murch, master of the W. T. Preston since 1936, continued as master until he retired in 1962. He was succeeded by Capt. Norman Hamburg, who had been a member of the crew since 1927 and First Mate since 1945. The present captain, Norman Ronning, has been commanding the snagboat since 1969.

The "W. T. Preston" has participating in two colorful boat races in recent years: a sternwheeler race in 1950 (she won), and a non-tug-workboat race several years later (she lost).

She is now the last large sternwheeler in Puget Sound and is not only useful but the cause of much interest when and wherever she passes. She draws a sizeable crowd whenever she has open house to the general public.

The W. T. PRESTON was placed on the National Register of Historic Places, see Federal Register, Vol. 37, No. 65 April 4, 1972.

Surveyor Signature  Date 9/24/74

Reviewed  Historic Preservation Officer Date 9/24/74

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

Your Committee on **PLANNING & URBAN DEVELOPMENT**

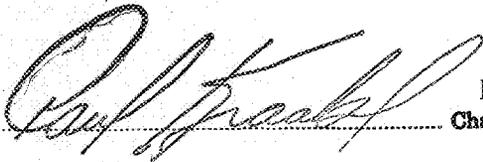
MAR 7 1977

to which was referred

C.B. 98197

Designating as a Landmark, the snagboat W. T. Preston, United States Army, Corps of Engineers; 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.

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

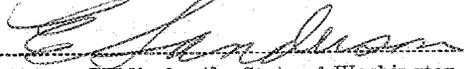
ORDINANCE NO 106277

was published on March 16, 1977



Subscribed and sworn to before me on

March 16, 1977



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

ORDINANCE 10227

AN ORDINANCE designating as a Landmark the tugboat W. T. Preston, United States Army, Corps of Engineers, specifying the particular features to be preserved in accordance with the Landmarks Preservation Ordinance (10223) while such vessel is within the City limits and subject to its jurisdiction, and 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 10223 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 10223 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 10223, and based upon such evidence and consideration determined that the tugboat W. T. Preston, United States Army, Corps of Engineers, presently located at Harza Chestnut Lock, Lake Washington Ship Canal, Seattle, Washington satisfies each of the following criteria required under Ordinance 10223 for designation of a Landmark:

Section 5(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 5(2) embodies those distinguishing characteristics of an architectural-type or engineering specimen;

and recommended to the City Council that the tugboat W. T. Preston, United States Army, Corps of Engineers, 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 tugboat W. T. Preston, United States Army, Corps of Engineers, 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 Preservation Board, and the Secretary of the Landmark 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 and subject to the City's jurisdiction.

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 87853) and Section 13 of the Street Use Ordinance (89947). 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 87853) and section 13 of the Street Use Ordinance (89947) 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