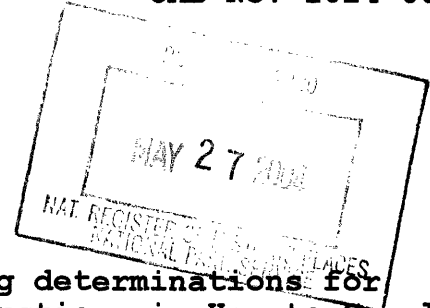


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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name Judith Ann

other names/site number AHRS Site No. PET-00528

=====

2. Location

=====

street & number Mile 12.25 Zimovia Highway

not for publication n/a

city or town Wrangell vicinity X

state Alaska code AK county Wrangell-Petersburg code 280

zip code 99929

USDI/NPS NRHP Registration Form

Judith Ann

Wrangell-Petersburg, Alaska

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Judith Ann Bittner
Signature of certifying official

May 25, 2004
Date

Alaska
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register See continuation sheet.
determined eligible for the National Register See continuation sheet.
determined not eligible for the National Register
removed from the National Register
other (explain):

Edson H. Beal 7/7/04

Signature of Keeper Date of Action

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Judith Ann

Wrangell-Petersburg, Alaska

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
_____	_____ buildings
_____	_____ sites
<u>1</u>	_____ structures
_____	_____ objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register n/a

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) n/a

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Judith Ann

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6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: transportation Sub: water-related

Current Functions (Enter categories from instructions)

Cat: transportation Sub: water-related

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

no style

Materials (Enter categories from instructions)

foundation n/a

roof n/a

walls n/a

other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

The *Judith Ann* is a cargo and passenger boat. Known as the "Queen of the Stikine," the boat operated for nearly twenty years on the Stikine River, in Alaska and British Columbia, starting in 1950. It is the last remaining wooden-hulled riverboat that navigated the river.

The *Judith Ann* is a documented vessel, 68 feet in length, 17 feet in breadth, with a gross weight of 48 tons. The Campbell-House Shipyard, a small business at Wrangell, Alaska, constructed the boat in 1950. The *Judith Ann* could hold 20 tons of cargo. It was known to draw as little as 14 inches light.

Designed by well-known Pacific Northwest boat architect Edwin Monk, the *Judith Ann* has a flat bottom scow hull that tapers to the bow and has a slight lift to the stern. The hull planking is Douglas fir. Though mostly sound, there was torito infestation at the turn of the bilge resulting in worm holes in some areas. The headlog and transom are also Douglas fir and are mostly sound but have some water damage. Inlaid into the stern hull was one wooden tunnel sheathed with iron bark. In 1951 two steel tunnels replaced the one. The two steel tunnels are side by side and extend fifteen feet from the stern towards the bow in length. They taper at each end to match the bottom of the hull and are 30 inches wide by 28 inches deep at their centers. The steel in the tunnels has suffered from rust and is in disrepair, but salvageable. The 26-inch three bladed propellers were mounted inside the tunnels and were able to raise and lower. This enabled the *Judith Ann* to enter very shallow lagoons and sloughs. Three steel rudders were mounted to the stern transom and were operated mechanically.

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Judith Ann

Wrangell-Petersburg, Alaska

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.) n/a

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

transportation
maritime history
commerce

Period of Significance 1950

Significant Dates 1950

Significant Person (Complete if Criterion B is marked above)
n/a

Cultural Affiliation n/a

Architect/Builder Edwin Monk
Campbell-House Shipyard

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Judith Ann

Wrangell-Petersburg, Alaska

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9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Alaska Geographic Society, *Southeast Alaska*, Vol. 20, No. 2 (1993).

Alaska Geographic Society, *The Stikine River*, Vol. 6, No. 4 (1979).

Ellis, John, deck hand and pilot, personal communication with Leif Larsson, September 1998.

Ritchie, Judith Ann, personal communication with Leif Larsson, July 2001.

Ritchie, Susan, personal communication with Leif Larsson, July 2001.

Siemers, Robert, first mate, personal communication with Leif Larsson, July 2001.

The Valley of the Stikine, 1992. Manuscript in files of Leif Larsson.

Wigg, Betty, cook, personal communication with Leif Larsson, October 1998.

Wrangell Sentinel, May 1925; July 14, 1950; July 24, 1954.

Previous documentation on file (NPS) n/a

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey #

recorded by Historic American Engineering Record #

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: Wrangell Museum

USDI/NPS NRHP Registration Form

Judith Ann

Wrangell-Petersburg, Alaska

=====
10. Geographical Data
=====

Acreage of Property less than one

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	08	664115	6245095	3		
2	—	—	—	4		
	<u>See continuation sheet.</u>					

Verbal Boundary Description (Describe the boundaries of the property.)

The boat is on the beach in the NE ¼ of the SW ¼ of the NW ¼, Section 17, Township 64S, Range 84E, Copper River Meridian.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the boat sitting on a grid on the west shore of Wrangell Island, adjacent to Zimovia Strait, 12.25 miles from the center of the City of Wrangell and just outside of the city's southern boundary. The community always has been the boat's home port. It is about 18 miles from the southernmost channel of the mouth of the Stikine River.

=====
11. Form Prepared By
=====

name/title Leif R. Larsson, President

organization Stikine River Historical Foundation

date March 3, 2004

street & number P.O. Box 1499

telephone 907-874-3874

city or town Wrangell

state AK

zip code 99929-1499

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The ribs and deck beams are fashioned from Douglas fir and have some water damage. They are lashed at the turn of bilge and deck with galvanized hex bolts. There are four water tight bulkheads, one eight feet forward from the stern, one forward and one aft of the engine room, and the last is nine feet astern of the bow. The boat's four main keelsons are made of solid Douglas fir. Two extend the full length of the vessel, and the center two come just short of the bow and stern. Iron bark rub rails extend from stern to stem and rise gently with the curve of the bow. All decking is made from marine plywood and approximately 75 percent of it is original.

Above the decks on the first floor moving from stern to stem are the galley, one double berth stateroom, head, closet, engine room, and observation lounge. The interior framing is Douglas fir. The exterior is red cedar tongue and groove. There are four exterior teak doors with windows in their upper halves. There is a door at center stern entering the galley, one at center bow to enter the observation lounge, and two sliding doors starboard and port entering the engine room. One can walk on the outer deck completely around the first house.

Entering the galley from astern, it has a suitable tight arrangement on the port stern side. It consists of an oil-burning stove, stainless steel combination sink, counter, drawers and lower cupboards. Tight against the starboard stern side are shelves, a window, and a modern refrigerator. The galley is separated from the dining area by a counter and partial wall with shelving on the stern side. Moving forward past the divider, both starboard and port hold a table and a ring of seat lockers. The seat lockers form a U that meets in the center isle. There is seating for twelve. There are large viewing windows starboard and port of the galley tables.

The galley is exited through an open doorway that leads forward into a hall. On the port side of this hall there is a teak door that enters a head and shower. Originally a single berth stateroom, it was converted to accommodate passengers in 1956. On the starboard side there is a door that enters a double berth stateroom. This stateroom has a window and is equipped with top and bottom bunk. The ceilings are exposed to show overhead ribs of Douglas fir. Forward of the starboard stateroom is a closet that served as a pantry.

At the end of the hall forward, there is a teak door that leads to the engine room. Entering the engine room one steps down to bilge level. The overhead and hull framing are exposed. Forward starboard and port walls hold sliding teak doors with windows in their upper halves that exit to the outer decks. In 1951, during tunnel configuration, the original six cylinder engine was replaced by two 6-71 G.M. diesels mounted one starboard and one port of the center isle. They were 165 horsepower each, combined to produce 330 horsepower. Upon *Judith Ann's* retirement in 1970, the engines were removed. On the starboard side aft was the main engine generator and it was capable of fully charging the batteries through a day's run. Upon anchorage, the batteries could power the vessel's electrical system. The generator was removed at an unknown date.

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Judith Ann

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Up a short flight of steps, back to deck level, there is a teak door that leads to the cargo hold. This large area could hold up to twenty tons of cargo. Midway in the cargo space there are two small rectangular windows, one starboard and the other port. There is a door that opens through the forward center wall leading to the bow. In 1956 the cargo hold was converted into an observation lounge. Seating was installed in the stern area and large view windows were added to the front wall and adjacent starboard and port walls. The observation lounge is divided by sectional seating that faces the bow. Both starboard and port, these seat-lockers form an L shape aft of the forward wall. They curve to meet the center aisle and form a divider between the two parts of the room. The observation lounge is the last room on the first floor and is exited through a window-paned door onto the bow.

The bow is spacious with steel railings extending forward from the front wall starboard and port that form an L shape to allow passage between the two. Fastened to the center of the bow is a power capstan. Now weathered and inoperable, this capstan was once driven mechanically by a drive-line and reduction gearing. In low water, the capstan was used to pull the *Judith Ann* over gravel and sandbars. Upon the bow looking starboard aft was a flight of steps made of mahogany that led to the second deck. In 1956 this stairway was moved to the center bow and the upper deck was extended (four feet wide by two feet long) to approach the steps. In a curving arc, steel pipe railings extended down both sides from the upper wood railing and tied into the base of the stairway. The steel pipe railings were removed and placed in storage in 1970.

Moving from stern to stem are three adjacent two berth staterooms, two heads side by side, three more adjacent two berth staterooms, a small cargo space, and atop of the cargo space, the wheelhouse. The exterior of the second level is all marine plywood. All exterior doors are made of teak and have windows in their upper halves. The upper starboard, port, and aft deck is completely covered by an extension of the roof and one can walk all the way around. There is a railing made of teak around the entire deck with exception of the forward railing which was removed due to exposure to the weather. Upon this deck in the stern is a stairway leading down from the starboard to center aft of the galley door.

Each stateroom is entered through a teak door and has upper and lower bunks, a closet, and a window. It was originally planned for each stateroom to have a wash basin, but this was never done. Entering the foremost aft stateroom from the port, there is a closet to the left and two bunks on the same side; a window shows a clear view opposite of the door. Moving forward, the next stateroom is entered from the starboard side and the one following that is entered on the port. Next, the two heads are opposite of each other, one starboard and one port. Sandwiched between the two heads are the exhaust pipes for the two mains and generator. The exhaust pipes exit the roof through an oval steel smokestack. There are three more staterooms, all the same design as before. The fourth stateroom from aft is entered from the starboard, the fifth is entered from the port,

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Judith Ann

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and the sixth is entered from the starboard. In 1970, these three staterooms had their walls and bunks removed. A small staircase was added to allow access to the wheelhouse, tying the two areas together. The cargo space is under the wheelhouse and entered through a small square sliding door on the starboard. The wheelhouse is entered on the port side through a teak door with a window in its upper half. There is a set of arching "A" shaped steps that reach forward and aft that allow access to this door. For added stability, a steel hand railing extends forward in a curve from the roof to the lower wooden railing. Entering the wheelhouse, the mahogany overhead beams are open. The wheelhouse has a panoramic view with windows on all sides. There are three sash sliding windows forward and two aft. Starboard and port forward side windows both open by dropping into the wall. The two windows adjacent to these are sash sliding windows. Across the forward windows and aft three feet starboard and port there were wooden sun visors. These have been removed and stored to prevent further deterioration.

Near the center of the forward wall fastened to the floor was a large wood wheel secured to a triangular shaped mahogany mount. The steering controls were chain and sprocket-driven gears that dropped through the floor to tie into the lower gearing below. Looking aft, stretching starboard and port, there is a raised seat locker. Aft of the raised seat locker stretching starboard and port is the captain's berth. The captain's berth has a panoramic view and is level with the roof line. On the roof of the wheelhouse was a stainless steel spotlight, a light mast towards the stern, wood running light mounts, and the name *Judith Ann* centered between the two. These have all been stored to prevent further deterioration. Aft of the wheelhouse on the roof, there was a wood railing secured to the back wall extending towards the stern all but the last six feet. This was for passengers to relax in the sun and enjoy the panoramic view. Through an open hatch on the stern, a stairway descended from the roof to the deck below. The roof railing, staircase, and hatch were removed at an unknown time.

The Stikine River Historical Foundation plans to rehabilitate the boat and operate it on the river.

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Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

The *Judith Ann* is one of the boats to have plied the waters of the Stikine River, located in Southeast Alaska and British Columbia, the past few hundred years. The river is navigable for about half its length, from the mouth in Alaska near the city of Wrangell to the small community of Telegraph Creek in British Columbia. Tlingit people used paddles and sails on sixty foot cedar canoes. Russians, British and Americans used sternwheelers, sidewheelers, and multiple outboards to navigate the lower 170 miles of the waterway. The wood-hulled *Judith Ann*, built in 1950 expressly for commercial service on the Stikine River, was the last boat to offer regularly-scheduled service. It is also the only survivor of the commercial vessels that worked on the river. Its last voyage was in 1969. Since 1986 it has been on a grid on the beach south of downtown Wrangell. The period of significance for the *Judith Ann* is 1950, the year the boat started operating on the Stikine River.

Historic background

A number of rivers cut through the rugged Coast Mountains of northwestern British Columbia and mainland Southeast Alaska, but only the 400-mile long Stikine River is navigable for an appreciable distance, which is about half of its length. The Stikine River mouth is six miles north of the city of Wrangell, population 2,549. The town is located on the northern tip of Wrangell Island, 155 miles south of the City of Juneau and 89 miles northwest of the City of Ketchikan. It is along the Inside Passage, a protected ocean route through Southeast Alaska, avoiding the open water of the Gulf of Alaska. The Stikine River is a historic trade route connecting people who lived inland with coastal areas. The history of the area is rooted in the water, timber, flora, fauna, geological and cultural phenomena that have made it possible for people to live in the area for hundreds of years.

Wrangell is one of the oldest non-Native settlements in Alaska. Russians started trading in 1811 with the Stikine Tlingits who had a village known as Kotzlitzna near the mouth of the river. The Russians built Redoubt St. Dionysius north of the Stikine's village in 1834. The island is named for Ferdinand von Wrangell, Governor of Russian America from 1830 to 1835. The British Hudson's Bay Company leased Redoubt St. Dionysius from the Russians in 1840 and renamed it Fort Stikine. The Stikine Tlingits claimed trading rights to the Stikine River, and protested when Hudson's Bay Company traders began to use their route. Nonetheless, the Hudson's Bay Company maintained the fort until 1849, after which the company sent a ship annually to trade with the Native people in the area.

The first sternwheeler, *Mumford*, reached the mouth of Telegraph Creek, which was also the logical head of navigation on the river, in 1866. Instead of bringing supplies for gold miners who had worked in the area since 1861, it delivered a shipment of telegraph wire for the Western Union Telegraph Company's planned line linking North America with Europe by a cable across Bering Strait. The project was abandoned that same year.

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The U.S. bought Alaska from Russia in 1867, and in 1869 the U.S. Army established Fort Wrangell at the site of the Russian then British post. A small community had been established in 1861 after gold was discovered in tributaries of the Stikine, and more people came during the rush to the Cassiar gold fields, also accessed by the Stikine River, between 1872 and 1877. Twenty years later, stampeders to the Klondike gold rush went from Fort Wrangell up the Stikine River to the village called Telegraph Creek and took the arduous overland Teslin Lake Trail north from there to the headwaters of the Yukon River. In 1902, Fort Wrangell changed its name to Wrangell. It was then home to lumbermen and fishermen.

In 1916, Captain Syd Barrington and his brothers Hill and Harry started the Barrington Transportation Company. They operated six riverboats, all named the *Hazel B*, on the Stikine River. In the mid-1920s, mining activity increased in the upper reaches and tributaries of the Stikine River. Miners, big game hunters, trappers, and visitors kept the Barrington company in business into the 1940s. During World War II, construction equipment and supplies for building the Watson Lake airport and the Alaska Highway were taken up the Stikine River to Telegraph Creek and from there over a road to Dease Lake that followed the old Teslin Trail.

In the late 1940s, the Ritchie Transportation Company started to operate boats on the Stikine. It soon dominated the Stikine River business. Its vessels included the *Taku Chief*, *Totem I*, *Totem II*, and the *Judith Ann*. Owner Allen Ritchie, Sr. had the latter boat built at the Campbell-House Shipyard in Wrangell in 1950, and named it for his daughter. Suitable for the often shallow waters of the Stikine, the vessel had a scow hull design that featured tunnel stern construction and propellers that could be raised.

The *Judith Ann* delivered supplies and passengers to and from various points along the Stikine River between Wrangell and Telegraph Creek for nearly twenty years. The stops included homesteads, mining camps, snagging crews working on the river, and the town of Telegraph Creek. The *Judith Ann* transported crews for a number of companies seeking copper, gold, silver, lead, zinc, tungsten, and other minerals. From 1950-1956, Captain Syd Barrington piloted the vessel. In 1958, Edwin Callbreath, who had worked for the Ritchie Transportation Company since he was 16, purchased the *Judith Ann* and went into business. Though Ritchie was an excellent riverboat captain, his business failed in 1970.

With the opening of the Alaska Highway in 1948 use of the Stikine River to bring supplies into northwestern British Columbia declined. In 1960 Telegraph Creek was linked to the Alaska Highway. The last regularly scheduled riverboat, *Judith Ann*, made its final voyage in 1969. Robin Larsson purchased the boat in 1972, and in 1986 moved it to a grid on the beach, twelve and a half miles south of downtown Wrangell, where it sits today.

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Judith Ann

Wrangell-Petersburg, Alaska

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At one time, seventeen large vessels worked the Stikine River. Today, the *Judith Ann* is the last remaining wood hulled riverboat of the vessels that navigated the Stikine River. It remains at Wrangell, where it was built and its home port, in need of repair but still sturdy.

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Additional Documentation
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Submit the following items with the completed form:

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name Stikine River Historical Foundation

street & number P.O. Box 1499

telephone 907-874-3874

city or town Wrangell **state** AK **zip code** 99929-1429

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NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section photograph identification
=====

1. *Judith Ann*
Wrangell-Petersburg, Alaska
Leif R. Larsson
March 1, 2004
P.O. Box 1499, Wrangell, Alaska 99929-1499
looking northeast at the boat

2. *Judith Ann*
Wrangell-Petersburg, Alaska
Leif R. Larsson
March 1, 2004
P.O. Box 1499, Wrangell, Alaska 99929-1499
looking southwest at the boat

3. *Judith Ann*
Wrangell-Petersburg, Alaska
Leif R. Larsson
March 1, 2004
P.O. Box 1499, Wrangell, Alaska 99929-1499
looking south at the boat

4. *Judith Ann*
Wrangell-Petersburg, Alaska
Leif R. Larsson
March 1, 2004
P.O. Box 1499, Wrangell, Alaska 99929-1499
looking east at the boat

