

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Libby's No. 23 Bristol Bay Double-Ender _____
Other names/site number: Alaska Heritage Resources Survey No. XLC 00216 _____
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Lake Clark National Park and Preserve (LACL), One Park Place
City or town: Port Alsworth State: AK County: Lake and Peninsula Borough
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


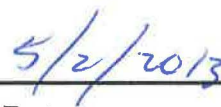
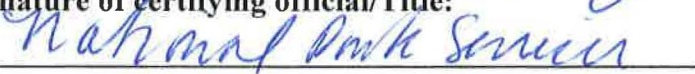
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national X statewide local

Applicable National Register Criteria:

 A B X C D

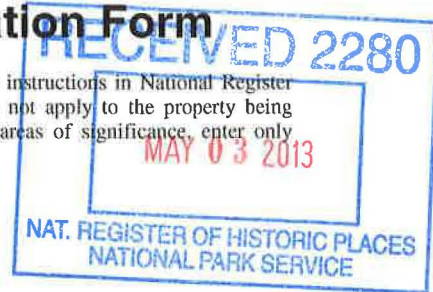
		
Signature of certifying official/Title:		Date
		
State or Federal agency/bureau or Tribal Government		

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I hereby certify that this ___ 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 ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national statewide ___ local

Applicable National Register Criteria:

___ A ___ B C ___ D

	<u>5/30/13</u>
Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

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Lake and Peninsula
Borough, AK
County and State

Name of Property

In my opinion, the property <input checked="" type="checkbox"/> meets ___ does not meet the National Register criteria.	
<i>Jean M. Antonson</i>	<i>April 24, 2013</i>
Signature of commenting official:	Date
<i>Deputy, State Historic Preservation Officer</i>	<i>Alaska</i>
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

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

Joy Edson H. Beall *6.14.13*

Signature of the Keeper Date of Action

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
-

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Name of Property

Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	<u>Building (where housed)</u>	buildings
_____	_____	sites
_____	_____	structures
<u>Bristol Bay Double Ender Boat</u>	_____	objects
<u>1</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/water-related boat

Current Functions

(Enter categories from instructions.)

Landscape/ Park

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: double-ender sailboat

Materials: (enter categories from instructions.)

Other: Wood, metal hardware and
canvas.

Principal exterior materials of the property: Wood, metal hardware and
canvas.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Bristol Bay double-ender is a 29' 6'' (8 meters 80 centimeters) long, 4' deep and 9' 2'' (2 meters 70 centimeters) wide wooden sailboat used in the world's greatest commercial salmon fishery in southwestern Alaska on the Bering Sea. The boat is painted "Libby's orange," a butterscotch color that was unique to the Libby's salmon cannery, Graveyard Koggiung, in Bristol Bay where it worked in the first half of the twentieth century as a commercial fishing boat. There are block lettering and numbers in black on the hull stern and bow, port and starboard that allowed for identification at a distance. In a narrow sense the historic integrity of location has been altered because the sailboat was brought up to the Iliamna-Lake Clark area in 1953 from its commercial fishing waters on tidewater Bristol Bay, however, the boat is still within the Bristol Bay watershed, as Lake Clark is the headwaters of the bay. The historic integrity of the boat design, materials, workmanship and association are all excellent and true to double-ender's original intent. The restored Bristol Bay double-ender, Libby's No. 23, is located

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about 100' (26 meters) west of the Visitor Center at Lake Clark National Park and Preserve in Port Alsworth, Alaska (Figures 1 and 2). The double-ender is on permanent display in a 20' by 37' (12 meters by 6 meters 17 centimeters) boat shed. The boat exhibit is about 40' south of the Wassillie Trefon Dena'ina Fish Cache. Immediately west of the boat shed a small steam engine and boiler are exhibited detailing another industrial artifact from the Bristol Bay commercial salmon fishery. [John Branson, *The Canneries, Cabins and Caches of Bristol Bay, Alaska*, Lake Clark National Park and Preserve, National Park Service Alaska, 2007: 281]

Narrative Description

Libby's No. 23 has been restored to appear as it did while it was used for fishing at Graveyard Cannery between approximately 1914 and 1951. It is resting on a boat cradle inside a boat shed near the Lake Clark National Park and Preserve Visitor Center. The sail boat is painted the original Libby's orange color. It has its original mast and boom and two anchors from other Libby's double-enders at Graveyard Cannery. It has a sprit and is fully rigged but its sail is only raised when the boat is hauled outside on special occasions. All the significant accouterments which would have been on board a Bristol Bay double-ender during the fishing season are with Libby's No. 23. These items include a gill net, roller, roller brackets, centerboard trunk, centerboard lever, center-board, bumpers made of one inch Manila line, fish peugh, gaff hook, leather Finn boots, Swede stove, Santa Maria stove, food locker in the forecandle, bailer, fish bins, a net storage bin, bilge pump and trough, tent, brown bear rug for sleeping under, tiller, rudder, belay pins, oar locks, oars, hemp lines etc. The impression one receives when seeing the boat for the first time is that the boat is ready for the commercial fishing season to begin. Libby's No. 23 was restored in a careful and authentic way and the level of workmanship is on a par with that of the original boat builders. The historic integrity of Libby's No. 23 is evident.

Libby's No. 23 was a working sailboat in the world's richest salmon fishery. The sailboat is a prime example of a Bristol Bay double-ender, a type of boat developed on the Pacific northwest coast and Alaska for the rugged maritime environment during the late nineteenth and early twentieth centuries. The history of Libby's No. 23 begins in 1914 when it was reported to have been built in a shipyard somewhere between San Francisco Bay, Astoria and Puget Sound. Allen Woodward, who donated the boat to Lake Clark National Park and Preserve, reported that Gus Greichen who had been associated with Bristol Bay canneries between 1906 and the 1960s, estimated Libby's No. 23 had been built in 1914. [Allen Woodward, personal conversation, 1997]

By 1951 sailboats were no longer required by regulation in the Bristol Bay salmon fishery and gradually gave way to motor vessels. In 1953 Libby's cannery sold No. 23 to John Coray, a Pedro Bay schoolteacher. Coray powered No. 23 with a small outboard engine, and motored up the Kvichak River and across Iliamna Lake to his home at Pedro Bay where the boat was used for freight hauling and recreation. In 1954 the Coray's moved to Nondalton to teach school near Lake Clark. Libby's No. 23 was motored across Iliamna Lake to Iliamna village and trailered over the 12-mile portage road to Sixmile Lake where the village of Nondalton is situated. After Coray's untimely death in the early 1959 the boat became the property of Earl Woodward and his son Allen. The Woodwards built a canopy from midships covering the forecandle to the bow deck with bent aluminum electrical conduit and topped with chicken wire and canvas. They

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painted the boat teal green and put in a small wooden helm and a cable and pulley system to control the rudder. The sailboat was no longer sailed but powered by a small outboard engine mounted on a transom on the stern. The Woodward's used the boat as Coray had before them for hauling freight and recreation on Lake Clark. By 1981 the Woodward's had ceased using the boat and kept it under tarps on a log shipway at Port Alsworth until Allen Woodward donated it to the park 16 years later.

In 1997 Allen Woodward donated Libby's No. 23 to Lake Clark National Park and Preserve and during the winter of 1997-1998 park employees moved the boat on a trailer from the former Woodward property on Hardenburg Bay to an outside storage area on park property. Park managers had already determined to restore the boat to its original purpose. The boat was in dire need of cleaning and airing so the aluminum conduit and chicken wire frame canvas canopy were removed by park staff. Debris such as broken plastic bailers, pieces of rotten canvas, and voluminous amounts of leaves were removed. The boat was thoroughly cleaned and fully aired out before being covered with new tarps. These measures stabilized the boat while a restoration plan was formulated. The boat was in this situation for two years, 1998 and 1999, covered from direct exposure to rain and snow, but it was not in a dry shed.

In 2000 the National Park Service purchased a weather port to store the boat inside while the double-ender was surveyed and a restoration plan was written. In 2001 Lake Clark National Park and Preserve contracted to build a boat cradle that stabilized the boat and allowed for worker safety while the restoration proceeded. During the years 2002 to 2004 two layers of paint were analyzed and found to be lead-based. Therefore before any restoration could proceed the lead-based paint had to be removed from the interior and exterior, the original "Libby's orange" and the teal green painted over the original orange by the Woodward's. In the fall of 2003 a contractor removed the 1960s era light green paint and much of the original orange paint.

Park managers sought to restore Libby's No. 23 to its formative or most significant period demonstrating its original purpose as a commercial salmon fishing sailboat circa 1914 through 1951. Managers felt the restored Libby's No. 23, an icon for the bay's world renowned commercial salmon fishery, would enhance the public's understanding of the Congressional mandate for the park to preserve Bristol Bay upriver salmon spawning grounds and the park's connection with the commercial fishery through habit preservation. In January 2004 John C. Breiby, a historian and expert on wooden boats with the Alaska Department of Natural Resources, Office of History and Archaeology traveled to Port Alsworth and surveyed No. 23. In February 2005 Mr. Breiby wrote a detailed work plan entitled: "The Port Alsworth Bristol Bay Double-Ender: A Proposed Plan of Repair and Restoration for a Static Exhibit at Lake Clark National Park and Preserve."

Breiby described the condition of the boat when he surveyed it on January 27, 2005:

"The boat still appears to have retained its as-built shape. The keel has not hogged, nor are many of the frames (ribs) broken. It shows a considerable amount of rot, especially in the forefoot of the stems at bow and stern. There are several places where the plank butts have pulled away from the frame, evidence of rot in the frame behind it. Several of the original fittings and structure

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have been removed or altered. Though this boat was not converted to an inboard engine, the centerboard trunk was removed. The mast-step has also been removed. Floorboards have been removed, as have bin-boards for fish bins. Three out of four heavy thwarts have been removed. The fourth (aft) thwart was evidently also removed. The rudder was cut half lengthwise and a bracket was built for an outboard motor onto its aft edge." [Breiby, A Proposed Plan, 2]

Not only did the Breiby plan identify the shortcomings of the boat but how to ameliorate them. The boat plan provided suggestions to enhance the boat cradle to better able to improve structural support for the boat. The report also dealt with a possible boat shed where No. 23 would be on static display for park visitors. The Breiby assessment was the essential step in the process of preserving the integrity of the double-ender identifying the problems and offering cost-effective remedies to the challenges facing the boat restorers as they repaired and replaced rotten wood and restored the boat to its original purpose. The Breiby report also revealed the extent of dry rot along the keel and urged that No. 23 never be put back into the water but simply shown as a static display. [Breiby, A Proposed Plan, 2-11]

In the late spring of 2005 craftsmen Monroe Robinson and Carl Kalb were contracted by the National Park Service to implement the Breiby boat plan. Although both men had little experience in wooden boat restoration they are both highly accomplished skilled wood working craftsmen. Robinson had recently led the restoration work on the Richard L. Proenneke Cabin (listed in the National Register). In addition Robinson spent extensive time studying and photographing the Libby double-ender on display at the Anchorage Museum at Rasmuson Center. The museum's sailboat is believed to have been fished at Libby's Graveyard Koggiung like No. 23. The museum double-ender was the role model park staff and the restorers tended to emulate it in the restoration of No. 23.

The bow and stern of the double-ender boat are shaped similarly, hence the name double-ender. Libby's No 23, like all Libby's double-enders, was according to fisherman Al Andree, sharp in the bow and sharp in the stern. They were good seaworthy boats that could pack a load of fish, frequently 1,500 or 2,000, five or six pound red salmon, and very occasionally up to 3,000 fish. [Al Andree as told to Jim Rearden, "I Sailed for Salmon in Bristol Bay," *Alaska Magazine*, July 1986: 34]

It is an open boat, carvel-built (planks meeting at the end rather than overlapping), with centerboard. The boat has bow decking forward 4' 9'' from the mast and only 20'' of aft decking. It has a washboard running along both the port and starboard sides, but only the bow deck is covered with canvas. It appears when the boat was actively engaged in commercial fishing its washboards were also covered by canvas. A 3'' coaming runs along the inside edge of the washboards and the decked parts fore and aft, resulting in the inside of the boat being oval. It has four thwarts and two oarlocks on each side. Oars were carried and used only when fishing the gill net or if the sailboat was becalmed. The boat has a single mast and it is stepped in the forecandle just aft of the fore deck, on which a spritsail was employed.

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The sailboat was constructed from a variety of woods which were identified in a materials list written by an employee of the Alaska Packers Association probably in the 1920s or 1930s. [Anon., "Materials Required For One Only Columbia River Fishing Boat," Alaska Packers Association Records, Center for Pacific Northwest Studies, Western Washington University, Bellingham, Washington] The keel was made of Australian Spotted Gum *Eucalyptus maculate*. The stem, rudder, apron, centerboard, floors and frame clamps were made of Indiana white oak *Quercus alba*. The coaming was made of Southern red oak *Quercus borealis*. The boat frames or ribs were made of Indiana bending oak, which is likely white oak. Most of the boat planking was Port Orford white cedar *Chamaecyparis lawsoniana*, with the exception of the top strake planking which was clear spruce, perhaps white spruce *Picea glauca*. The centerboard case, mast, thwarts, beams, mast step, boom and sprit were all made of Douglas fir *Pseudotsuga menziesii*. It is thought that No. 23 is made of the same species of wood, as described above but it is possible there were some slight variations in species based on availability etc. For example, in a two part article entitled "I Sailed for Salmon in Bristol Bay" by Al Andree as told to Jim Rearden in the July and August 1986 issues of *Alaska Magazine*, the author states the frames were "Vermont steaming oak (white oak), planks were Port Orford cedar. Bowstem, keel and sternpost were usually iron bark (*Eucalyptus wilkinsoniana*)." [Al Andree as told to Jim Rearden, "I Sailed for Salmon," *Alaska Magazine*, July 1986, 34]

Armed with the boat plan and knowledge gained at the museum the restorers replaced short sections of rotten planking with original planking salvaged from another double ender and stabilized the other areas from furthered dry rot. They rebuilt the interior partitions of the sailboat including the fish bins and centerboard trunk, three missing thwarts and the mast step. They reinstalled the canvas deck covering on the bow, rebuilt the steering and net-pulling deck platform in the stern, and built a box for the bilge pump. The one omission of the Breiby boat plan was to provide for a rebuilt floor in the forecastle where the 2-man crew slept and ate. In sum, the hull is all original Port Orford cedar, the decks and washboards and comb are original as well. But the interior partitions of the sailboat, the floor in the stern, the thwarts, fish bins, centerboard trunk, the roller, forecastle food locker and mast step are all part of the boat restoration.

After the restoration work was accomplished National Park Service personnel chinked the spaces between the planking and applied two coats of "Libby's orange" paint to the sailboat. Using information from elderly Bristol Bay sailboat fishermen and original paint chips the original "Libby's orange" color was duplicated by the Sherwin-Williams paint store in Anchorage, Alaska.

Historic photographs of other Libby's Graveyard Koggiung cannery fish boats and elder testimonies were gathered to determine the correct hull location for the boat number and company initials. Elders who had fished sailboats were also consulted as to the correct color for the numbering and lettering on the sailboat. Stencils were made by Custom Design of Anchorage, Alaska and they were painted on both sides of the hull, bow and stern. [Martin

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Johnson, interviews, June 10, 2006 and January 19, 2007 and Melvin Monsen, e-mail message November 24, 2005 and interview, June 10, 2006.]

During the summer of 2004 or 2005 park maintenance staff constructed a boat shed designed by architect Brad Richie at the National Park Service Alaska Support Office to exhibit No. 23. The shed is unheated and is illuminated by natural light through windows and skylights. The shed has large sliding barn-style doors for ease in moving the boat in and out. The boat shed is considered as a noncontributing resource because it is the location in which Libby's No. 23 is housed. Occasionally No. 23 is taken out of the boat shed and the mast is stepping and the sprit sail is hoisted for park visitors. The rigging of the spritsail is informed by historian John Breiby's research and elderly sailboat fishermen's hands on participation. [John C. Breiby, "Rigging The Spritsail On A Bristol Bay Double-Ender, Alaska Department of Natural Resources, Office of History and Archeology, 2006]

The double-ender has been authentically restored so that it is very similar to its historic appearance during its formative period between 1914 through 1951 when No. 23 was a working commercial salmon fishing boat at Libby's Graveyard Koggiung on Bristol Bay and painted "Libby's orange."

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.

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Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Maritime History

Period of Significance

1914-1951

Significant Dates

1914, 1951

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

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Architect/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The sailboat is significant under Criterion C as it embodies the distinctive characteristics of a type, period, and method of construction. The level of significance is State. The period of significance of the boat, 1914 to 1951, is the commercial development of the salmon fisheries in Alaska generally and Bristol Bay most particularly since Libby's No. 23 was actively fished in the bay for more than 60 years. The commercial salmon fisheries were historically the biggest industry in Alaska until it began to be eclipsed by oil production from the North Slope in the late 1970s and early 1980s.

Libby's No. 23 is an authentic icon from the heyday of the Bristol Bay sailboat fishery, the world's last great wild salmon fishery. The area of significance is maritime history. The sailboat was involved in the commercial fishery between 1914 and 1951 and during that time it was but one of thousands of cannery owned fishing sailboats with two man-crews plying the dangerous waters of Bristol Bay in pursuit of the five kinds of Pacific salmon. Now there are only about ten museum-quality double-enders in existence. By definition Libby's No. 23 is a significant object, if poorly understood, of state and national importance. As such the Bristol Bay double-ender sailboat offers the perfect historic icon of the continued sustainability of the salmon fishery and the Bristol Bay people and those throughout the world dependent on the wild fishery.

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The Bristol Bay salmon fishery began in earnest in the late 1870s at Nushagak when the Alaska Commercial Company directed John W. Clark to salt salmon in wooden barrels for the company fur seal hunters on the Pribiloff Islands. [O'Neill, *Ernest Reuben Lilienthal*, 41; Unrau, *Historic Resource Study*, 1992: 250, 257] In 1883 the first cannery was built on Nushagak Bay. By the late 1880s the first Columbia River salmon boats had been brought to Bristol Bay and after salmon traps began to be regulated in 1889 and were finally outlawed in the bay in 1924 these boats became the primary means for catching commercial quantities of salmon for the canneries. [Unrau, *Historic Resource Study*, 261, 311] But they proved to be inadequate to the demands of the Bristol Bay fishery and a bigger version was developed by boat builders in the Northwest, the Bristol Bay double-ender.

Every summer thousands of people came to Bristol Bay to engage in the most lucrative salmon fishery on Earth. The region became one of the most heterogeneous parts of the territory of Alaska with Native Yup'ik, Alutiiq and Indians working along side northern Europeans, Chinese, Japanese, Filipinos and Latin Americans in a common endeavor of catching, processing and shipping millions of cases of salmon around the world. Bristol Bay Natives had their first exposure to a cash economy with their involvement with the fishery. Much of the cannery related material culture was adapted for re-use by up river people, particularly wooden dories and Columbia River salmon boats and even double-enders were sold to local people. Many of these sailboats were altered by local people to fill their needs upriver far from the salt water context of the commercial fishery. Beginning in the late nineteenth century and accelerating in the early twentieth century several Columbia River salmon boats were used by local people to haul their families and freight from the tidewater to their home villages up river. The fishing industry had a profound effect, for good and for ill, on the Bristol Bay Native people as it propelled them into the modern world as the region's predominant economic driver.

The development of the Bristol Bay salmon fishery represents western expansion of United States capitalists into Alaska to exploit the rich fishery. The commercial fisheries had been the most lucrative enterprise in Alaska history until the advent of North Slope oil development in the late 1970s. Libby's No. 23 was a part of that material culture of the Bristol Bay sailboat fishery during the first half of the twentieth century, and as such it is part of the maritime history of the nation.

Period of Significance Justification

The most significant period in the life of Libby's No. 23 was between 1914 and 1951 when it was used in the world premier Bristol Bay salmon fishery. After the conclusion of the Bristol Bay 1951 commercial fishing season sailboats were no longer mandated by regulation and the commercial fishing fleet gradually became motorized beginning in 1952. Libby's No. 23 was built for the Bristol Bay sailboat commercial fishery and once its era was over the boat became an anachronism and the cannery owned double-ender sailboats were abandoned, burned or sold

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off most of their double-enders for a pittance. The Bristol Bay double-ender is now the icon of the old time fishery "when boats were made of wood and the men were made of steel."

Libby's No. 23 is one of the few museum-quality Bristol Bay double-ender sailboats extant. The double-ender is the symbol of the greatest commercial salmon fishery ever developed in the world. The Bristol Bay cannery-based commercial fishery officially began in 1884 and fishermen have fished more years in these wooden sailboats than they have motorized boats, yet fewer than a dozen or so double-enders survive.

Criteria Considerations

The fact that Libby's No. 23 was long ago removed from its historic commercial fishing context on the Bering Sea's Bristol Bay, should in no way detract from the significance of the boat. There is a long history of Bristol Bay double-enders and its antecedent, the Columbia River salmon boat, being removed from its original context and sailed upriver into some of the great lakes of southwestern Alaska, beginning no later than 1897. At its current location it is still in the Bristol Bay watershed.

Developmental history/additional historic context information

Re-using boats. In 1897 prospector Hugh Rodman photographed a Columbia River salmon boat at the Dena'ina summer fish camp at the mouth of the Iliamna River about 120 miles northeast of any Bristol Bay cannery. The boat was owned by the prominent Riktorov brothers of Old Iliamna village and used for transportation on Iliamna Lake. [Hugh Rodman, unpublished journal at the Pratt Museum, 8-23-1897] In about 1900 the Moravian missionary, John Schoechert, sailed a Columbia River salmon boat up the Wood River from the Kanulik cannery on Nushagak Bay to Lake Aleknagik to proselytize the local population. [John Schoechert photographic scrapbook at the Moravian Church Archives]

Dillingham residents such as Butch Smith sailed Bristol Bay double-enders up the Nushagak River at least as far as Ekwok village where he had a cabin. In 1934 Hjalmer "Booty" Olson sailed a double-ender up the Nushagak River to the Chichitnok River more than 100 miles above Dillingham. Between the 1930s and 1960s Anton Johnson routinely sailed his double-ender between Dillingham and Koliganek. In addition, during the 1930s Klondike Johnson canvassed over a Bristol Bay double-ender, leaving only the stern open to the elements so he could steer and sailed all the way from Dillingham to Bethel and up the Kuskokwim River. [Hjalmer Olson, interview, November 12, 2010]

In 1901 prospectors Lemuel L. Bonham and Quincy Williams sailed a Columbia River salmon boat up the Kvichak River and across Iliamna Lake to Old Iliamna village where they wintered. [Lemuel E. Bonham, letter of March 10, 1901 in *The Canneries, Cabins*, 2007:107-108]

Joe Kackley and O.M. "Doc" Dutton also had a Columbia River salmon boat at Old Iliamna village and transported schoolteacher Hannah Breece to the Roadhouse Portage (now present-

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day Iliamna) in 1911 so she could set up a summer school at Old Nondalton, near Lake Clark. [Jane Jacobs, ed., *A Schoolteacher in Old Alaska, The Story of Hannah Breece*, 1995:146]

Tom Rasmusen, an early Euroamerican resident of Lake Clark, had a Columbia River salmon boat on Lake Clark by at least 1914. [Alaska State Library, George A. Parks Collection, PCA-240-580]

In the 1930s Louis A. Gjoulund, a commercial fisherman at Egegik also used his Bristol Bay double-ender on Becharof Lake in support of his winter fur trapping activities. [Louis N. Gjoulund, interview, November 4, 2010]

Trapper Bob Jenks sailed a double-ender into upper Ugashik Lake in 1936-1936 in support of his trapping activities. [Vie Ann Hamilton, interview, November 10, 2010]

In the 1950s the late Naknek elder Paul Chukan used a motorized Bristol Bay double-ender conversion to tow a regular double-ender into Naknek Lake that was used to transport 2,000 to 3,000 dried red salmon back to Naknek. When the sailboat went upriver through the Naknek River rapids it had to be pulled along the river bank by a number of men and boys with a tow rope. [Allan Aspelund, interview, November 10, 2010]

Trefon Angasan, Sr. said he sailed Bristol Bay double-enders up the Naknek River and towed them by cordelle line through the rapids and into Naknek Lake for subsistence fishing at Ketevik, now known as Brooks Camp, in the late 1920s.

Ralph Angasan recalls accompanying his father Trefon Angasan in the 1950s on fall boat trips up the Naknek River in a Bristol Bay conversion on their way to put up spawned out red salmon at Kidawik. Ralph and others had to walk along the bank of the Naknek River with a tow rope to assure the double-ender they were pulling would get through the rapids and into Naknek Lake. [Angasan Trefon Sr., "It Was a Good Life," interviewed by Ralph Angasan, Jr., *Uutuqtwa*, Bristol Bay High School, 1985: 56,59; Ralph Angasan, Sr. interview, November 10, 2010]

One can understand that the movement of Bristol Bay double-enders from the cannery setting on tidewater to an upriver context after reading the paragraphs above. The movement of double-enders for a new life where it was adapted for reuse in a different setting, but one in the same river drainage was a relatively common historic occurrence. Although Libby's No. 23 was removed from its original home at Graveyard Cannery it would not have survived had it remained at the cannery because fires in the 1960s and 1970s largely destroyed the cannery. The upriver context for No. 23 was largely beneficial since it did not undergo huge alterations to its design at Lake Clark and was therefore a good candidate for restoration to its original period of significance.

The Bristol Bay double-ender sailboat was the final and logical version of the Columbia River salmon boat. The origins of Columbia River boat apparently come from San Francisco boat builder J.J. Griffin who built this kind of boat in 1868 for a salmon fisherman. In 1869 George

Libby's No. 23 Bristol Bay Double-ender

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and Robert Hume, who created the canned salmon industry in the Sacramento River, had Griffin build them another salmon fishing boat. That same year the Hume brothers took their boat to the Columbia River and established the canned salmon industry on that river. These gillnet sailboats were developed in the Pacific Northwest and designed solely to catch salmon.

Other maritime historians say the ultimate origins of these boats might be via the Fraser River skiff, a 20-foot flat-bottomed double ender that apparently traces its roots back to the Great Lakes where William Watts designed the Collingwood boat in the 1850s. The Collingwood boat was apparently identical to the Fraser River gillnet skiff and was also used on the Fraser River. The Fraser River skiff was first built in a boatyard at Vancouver in 1888 by Watts' son, Captain William Watts, and used on the Fraser River for salmon fishing. It is speculated the Collingwood boat design might have diffused in San Francisco as the Columbia River salmon boat first built by J.J. Griffin. [Duncan A. Stacey, *Sockeye & Tinplate: Technological Change in the Fraser River Canning Industry 1871-1912*, "The Oar and Sail-Powered Gillnet Fishery," Heritage Record No.15 British Columbia Provincial Museum, 1982: 13-14].

These first gillnet boats were described as open dories, 22 to 23-feet long. However, by 1890 the salmon gillnetters were narrow decked and 26 or 27-feet long. In 1890 J.W. Collins wrote a report entitled "Fishing Vessels and Boats of the Pacific Coast" in which he described the Columbia River salmon boat. "It is an open, carvel-built, centerboard craft, sharp forward and aft, the ends being shaped nearly alike, moderately concave at and below the waterline, and with rather full convex lines above the water." [Bruce Weilepp, "Sailing gillnet boats of the Columbia River," *National Fisherman*, April 1991: 44]. These boats were developed for the shallow shoal-filled waters of the Pacific northwest.

As commercial salmon fishing increased on the Columbia River in the 1870s the Columbia River salmon boats were mass produced by San Francisco Bay boat builders for the salmon canneries. Soon boat builders on the Oregon coast began building salmon gillnetters to accommodate the shoaly waters of the Columbia River Bar and the boats grew in length to 26 feet with a 6-foot beam. Cannery owners ordered large numbers of gillnetters and they were mass produced by builders. Boat builders had to balance a seaworthy design with load-carrying capacity and sailing capabilities. Having similar bow and stern design allowed the Columbia River salmon boat to stay with the drifting gill nets in rough seas. Gill nets were drifted from the stern and coupled with the current and tide tended to pull the boat stern first through the water. The Columbia River boats had shallow keels and centerboards which enabled them to drift over the many shoals and gravel bars of the lower Columbia River. [Bruce Weilepp, *National Fisherman*, April 1991: 45-47]

As the canned salmon industry moved up the west coast of British Columbia and Alaska culminating in the Bristol Bay region of the Bering Sea by the mid-1880s, the Columbia River salmon boat came north. The first gillnetters to come to Bristol Bay were flat bottomed and up to 25-feet in length, but over time they proved to be somewhat inadequate for Bristol Bay conditions. Tides in the Bristol Bay were as high as 30-foot and the salmon returned to the bay in greater numbers over a shorter time-frame than on the Columbia River, and therefore the gill

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netters needed to be bigger to handle bigger loads of fish and more rugged to handle more severe seas. By the early twentieth century the double-ender had evolved by becoming a longer and bigger, round bottomed version of the Columbia River salmon boat, while retaining its shallow draft and packing an even larger load. Between about 1904 and 1912 the canneries began bringing up the 28-30 foot round bottom sailboats, now known as Bristol Bay double-enders.[Al Andree and Jim Rearden, "I Sailed for Salmon," July 1986, 34 ; John Lundgren, Sr., interviewed by Artie Johnson and Randy Zimin,*Uutuqtwa*, Bristol Bay High School, Naknek, Alaska, Volume 5, No. 1, 1980: 60]

The sailboat would have been transported from Seattle on sailing square rigger, possibly the *Abner Coburn*, to the ships' channel off the mouth of the Naknek River and then lightered into Libby's Graveyard Koggiung cannery near the mouth of the Kvichak River about 1916, when Libby's acquired Graveyard Cannery. From that point on the boat would have been part of the cannery salmon gillnet fishing fleet each year and assigned to a captain and boat puller for the season. A two-man crew fished in the boat from about June 25th to about July 20th delivering their catch to Libby's scows at anchorage in various parts of Kvichak Bay. [John B. Branson, *The Canneries, Cabins and Caches of Bristol Bay, Alaska*, U.S. Department of the Interior, National Park Service, 2007: 27] The sailboat fishing required good sailors to successfully sail and fish with Bristol Bay's strong tides and violent winds. In short, a Bristol Bay salmon fisherman had to be a capable sailor in order to be a competent fisherman. Delivering fish to a cannery scow required skill; if a boat missed a successful docking alongside the scow the next opportunity to dock would depend on the tides and could be up to 12 hours later, resulting in a spoiled catch.

Libby's No. 23.

Libby's No. 23 is about 96 years old. [Allen Woodward, interviews 1976 to present] The history of the boat was mostly passed down from the family of the first owner, John Coray, after its commercial fishing days were over. The second owners were the father and son, Earl and Allen Woodward, summer residents of Lake Clark. According to Coray's son Craig, No. 23 fished both at Libbyville and Graveyard Koggiung canneries on Kvichak Bay in Bristol Bay until the early 1950s. John Coray purchased No. 23 from Libby's Graveyard cannery about 1953. He then mounted a small outboard engine on a transom and motored up the 60 mile long Kvichak River and across Iliamna Lake to the small Dena'ina village of Pedro Bay where he and his wife, Claudine, were the first school teachers. [Craig Coray, interviews 1976 to present]

However, there are two more specific bits of the history unique to Libby's No. 23 extant that connect particular individuals who were long time Euroamerican residents and life-long Alaska Native residents of Bristol Bay with the boat. The first piece of documentation is a copy of a "Boat List, Koggiung 1937" that was donated to a contract historian for Lake Clark National Park and Preserve in the mid-1980s. [Anon., "Boat List, Koggiung 1937," in the Cultural Resources Files at NPS, Port Alsworth] It lists Libby's 1937 Graveyard Koggiung cannery double-ender crews and their assigned boats. There were 70 boats fishing for the cannery in 1937 and No. 23 was fished by Naknek residents Emil Gustafson and Gust Jonsson. Both Gustafson and Jonsson were typical of Swedish immigrant fishermen who made up a large portion of the

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men in the Bristol Bay fishing fleet, but they were also rather typical of the numerous fishermen who put down roots in bay communities and established new lives in Alaska. During the 1930s Jonsson trapped for several years with Sig Lundgren and Axel Erling at Brooks Lake in Katmai National Monument. Gustafson was a long time resident of Naknek, a very important port for the Bristol Bay fishery.

The other piece of evidence linking a Dena'ina Athabascan to Libby's No. 23 is the signature of Charlie Trefon (1923-2000?) and the year "1946" written in pencil under the bow deck in the forecastle. There is another name near Trefon's and seems to be associated with it but it is illegible. In addition, "19 -7" written near Trefon's signature and the number "30,000" appears twice. It is not clear if the writer was referring to 30,000 salmon or 30,000 pounds of salmon or what specific date was meant. Trefon was born at Tanalian Point circa 1923, now known as Port Alsworth, and was also a trapper and subsistence hunter and fisherman who was an example of a Native Alaskan who was deeply involved in the world's greatest commercial salmon fishery in Bristol Bay. Bristol Bay Natives received their first experience working for hourly wages in the fishery in the late 19th century. But it was not until the 1920s and 1930s that ever increasing numbers of Natives began skippering Bristol Bay double enders in the fishery. As a matter of fact, in 1947 Graveyard Cannery operated with a nearly all-Native crew and many Alaska Natives fished cannery boats. [Harlan D. Unrau, *Historic Resource Study Lake Clark National Park and Preserve, Alaska*, draft, U.S. Department of the Interior, Alaska: 1992:326]

Gustafson and Jonsson and Trefon are examples of foreign born and Native individuals being united in their common occupation as commercial fishermen in Bristol Bay. The fishery was and remains the dominant renewable economic activity in the Bristol Bay region and these three men with their varied backgrounds are documented as having fished Libby's No. 23, thereby connecting known individuals with the commercial fishery and with the boat on exhibit.

In the 1960s Earl Woodward first used a 7hp Evinrude outboard and later an 18 hp Evinrude outboard engine on the stern. Earl Woodward apparently cut the original rudder in half lengthwise and used quarter inch steel cable on a pulley from the steering wheel to the rudder to steer the boat. Later Earl Woodward removed his first black plastic steering wheel and replaced it with a wooden wheel. According to Al Woodward, during the early to mid-1960s his father Earl also removed three thwarts and the centerboard housing from the center of the boat to make it more spacious for hauling cargo, such as firewood or building materials on Lake Clark. The Woodwards also used the motorized sailboat to carry their entire family on pleasure trips around Lake Clark, but they never sailed the boat. [Allen Woodward, telephone conversation, November 2, 2010.] While the Woodwards owned No. 23 they also painted it a light green color. Each summer Allen and Earl Woodward launched No. 23 and used it on Lake Clark and every fall the Woodwards winched the boat up onto the shipway for winter storage. After about 1981 No. 23 was never again used on Lake Clark.

The Woodwards used the double-ender for freight hauling, hunting, firewood hauling and recreational trips during the 1960s and 1970s, but they never sailed the boat on Lake Clark. On one occasion in 1977 Earl Woodward loaned the boat to David Barnett, a long-time summer

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resident of Lake Clark, to haul freight from Port Alsworth to Portage Creek. Mr. Barnett documented the occasion by photographing No. 23 on Lake Clark. [Allen Woodward, telephone conversations, September 2 and 3, 2010]

The sailboat was stowed under tarps on a log shipway off Hardenburg Bay near the two Woodward cabins at Port Alsworth. The boat was pulled up on the ship way with a 5-ton Beebe Bros. of Seattle hand winch, circa 1925, that was originally used at Nakeen Cannery across the Kvichak River from Libby's Graveyard Koggiung cannery. The winch also had a reversing cable mechanism whereby an anchor and pulley system was used to launch No. 23 from the shipways each summer. Allen Woodward said Gust Griechen (1880?-1970?) who was living with his daughter, Mary Alsworth, at Port Alsworth in the 1960s, told him No. 23 was built for Libby McNeill & Libby Company in 1914. In 1913 Libby's purchased the Graveyard Cannery from the Alaska Fisherman Packing Company. Graveyard had previously been a salmon salting station owned by Olsen & Co. before it was converted to a salmon cannery. [1950 Annual Report, p 60] Griechen was a long time winter watchman for the Alaska Packers Association cannery at the Pilot Point Diamond U cannery, having first arrived at Nushagak in Bristol Bay in 1906. Griechen would be considered an expert when it came to commercial fishing in Bristol Bay and if he said No. 23 was built in 1914 then it would have to be considered true. [Allen Woodward, various interviews 1976 to present]

By the early 1980s old age, illness and death altered the Woodward family summer vacations at Lake Clark. No. 23 was permanently stowed under tarps on the log shipway in front of the Earl Woodward Cabin. It remained on the shipway gradually decaying until 1997 when Allen and Marian Woodward donated the boat to Lake Clark National Park and Preserve. Park staff hoped to restore the boat to its sailboat fishing days and possibly even sail it on Lake Clark as a living history and interpretative display. Park managers were motivated to preserve and restore the sailboat because of its close association with Bristol Bay commercial salmon fishing industry. One of the main reasons Congress and President Jimmy Carter selected the Lake Clark region as a national park was to help assure the preservation of the Bristol Bay salmon spawning grounds for future generations of Americans. When the Alaska National Interest Lands Conservation Act became law in the waning days of 1980 it stated, "The park and preserve shall be managed for the following purposes, among others: To protect the watershed necessary for the perpetuation of the red salmon fishery in Bristol Bay... and to protect habitat for populations of fish..." In short, the sailboat is worthy of preservation because of the direct link between the reason Lake Clark National Park and Preserve exists in law and the inescapable fact that the boat has been on Lake Clark since 1953 or 1954 and is therefore an integral part of the park's mandate. [Alaska National Interest Conservation Act, Title II, Section 201 (7) (a)]

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Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

There are only about 10 museum-quality Bristol Bay double-enders extant in the Pacific northwest and Alaska. [Tim Troll and John Breiby, interviews, June 6, 2010] From the early twentieth century to the early 1940s thousands of these sailboats were manufactured in boat yards from San Francisco to Puget Sound. During the heyday of the Bristol Bay sailboat fishery circa 1900 to 1951 each fishing season saw between 1,000 and 1,200 double-enders actively fishing at the mouths of the five great bay rivers: the Ugashik, the Egegik, the Naknek, the Kvichak and the Nushagak. Now there are no longer any Bristol Bay double-enders fishing and only three museum quality double-enders in the entire 55,000 square mile Bristol Bay region. In short, Libby's No. 23 is a very rare intact cultural artifact informing and educating people about the history of the greatest commercial salmon fishery in the world.

It was part of the Libby, McNeill & Libby, Graveyard Koggiung cannery fishing fleet. Libby's was second only to Alaska Packers Association as the largest salmon canning company operating plants throughout the coastal territory of Alaska in the early twentieth century, with five or six canneries in Bristol Bay alone. Each boat had a Roman numeral incised in the forecastle on the port side of the mast ring. The park's boat number is XXIII or No. 23. Each salmon cannery in Bristol Bay had a unique paint scheme for their respective fishing fleets and in the case of Libby's Graveyard cannery boats it was "Libby's orange."

The Bristol Bay salmon fishery was the most productive salmon district in Alaska but it has no listed National Register properties, be it boats, ships or buildings associated with it. The San Francisco based square-rigged ship the *Balclutha* and the schooner the *C.A. Thayer* are two notable but Outside exceptions, but there are no Alaska properties associated with the Bristol Bay fishery on the Register. Geologically the Bristol Bay region is a dynamic environment and its five great rivers tidal zones were the location of the largest concentration of salmon canneries on the face of the earth from the mid-1880s until about the early 1960s. The huge industrial complexes were very ephemeral due to the ever changing rivers with erosion and fire claiming most of the cannery properties. Thousands of Bristol Bay double-ender sailboats once fished the mouth of the big five Bristol Bay Rivers and now none do, instead they have fallen victim of motorized progress. Ironically, the double-ender is the icon of the Bristol Bay salmon fishery but few now exist and most that do dot the shoreline as rotten hulks giving mute testament to their once prominent role in the world's greatest commercial salmon fishery.

Libby's No. 23 Bristol Bay Double-ender

Lake and Peninsula
Borough, AK
County and State

Name of Property

9. Major Bibliographical References

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Libby's No. 23 Bristol Bay Double-ender

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County and State

Name of Property

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Weilepp, Bruce. "Sailing gillnet boats of the Columbia River," *National Fisherman*, April and May, 1991.

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Libby's No. 23 Bristol Bay Double-ender

Lake and Peninsula
Borough, AK
County and State

Name of Property

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): Alaska Heritage Resources Survey No. XLC-00216

10. Geographical Data

Acreeage of Property Less than 1/4 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: _____ Longitude: _____
2. Latitude: _____ Longitude: _____
3. Latitude: _____ Longitude: _____
4. Latitude: _____ Longitude: _____

Libby's No. 23 Bristol Bay Double-ender

Lake and Peninsula
Borough, AK
County and State

Name of Property

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|---------------|-----------------|-------------------|
| 1. Zone: UTM5 | Easting: 426620 | Northing: 6674133 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

Libby's No. 23 is in a boat shed about 25 meters from the Visitor Center at Lake Clark National Park and Preserve at Port Alsworth, Alaska.

The boundary of the nominated property is limited to the sailboat and the boat shed in which it is exhibited. It is located in the NW ¼ of the SW ¼ of Section 4, Township 1 North, Range 29 West, Seward Meridian.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes only the area immediately surrounding the structure of the boat shed and the boat inside the shed.

11. Form Prepared By

name/title: John B. Branson, Park Historian
organization: Lake Clark National Park and Preserve
street & number: One Park Place
city or town: Port Alsworth state: AK zip code: 99653
telephone: 907/781-2134

Libby's No. 23 Bristol Bay Double-ender

Lake and Peninsula
Borough, AK
County and State

Name of Property

date: April 15, 2013

Additional Documentation

Figure 1: Map showing location of Libby's No. 23 Bristol Bay Double-ender

Figure 2: Sketch Map showing Lake Clark National Park and Preserve's Visitor Center and relative location of the Libby's No. 23 boat exhibit and the Wassillie Trefon Dena'ina Fish Cache exhibit.

Photographs

Libby's No. 23 Bristol Bay double-ender
Port Alsworth
Lake and Peninsula Borough
Alaska
John B. Branson
8-8-08
Lake Clark National Park and Preserve
One Park Place
Port Alsworth, Alaska 99653
Photo 1 (Libby's No. 23-0001)
East side (right), camera facing west

Libby's No. 23 Bristol Bay double-ender
Port Alsworth
Lake and Peninsula Borough
Alaska
John B. Branson
8-10-08
Lake Clark National Park and Preserve
One Park Place
Port Alsworth, Alaska 99653
Photo 2 (Libby's No. 23-0002)
West side (left), camera facing east

Libby's No. 23 Bristol Bay double-ender
Port Alsworth
Lake and Peninsula Borough
Alaska
John B. Branson

Libby's No. 23 Bristol Bay Double-ender

Lake and Peninsula
Borough, AK
County and State

Name of Property

8-26-10
Lake Clark National Park and Preserve
One Park Place
Port Alsworth, Alaska 99653
Photo 3 (Libby's No. 23-000)
North side, camera facing south

Libby's No. 23 Bristol Bay double-ender
Port Alsworth
Lake and Peninsula Borough

Alaska
John B. Branson
7-31-08
Lake Clark National Park and Preserve
One Park Place
Port Alsworth, Alaska 99653
Photo 4 (Libby's No. 23-0004)
West side, camera facing corners facing northeast)

Libby's No. 23 Bristol Bay double-ender
Port Alsworth
Lake and Peninsula Borough

John B. Branson
8-30-07
Lake Clark National Park and Preserve
One Park Place
Port Alsworth, Alaska 99653
Photo 5 (Libby's No. 23-000)
East side, camera facing southwest

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Wassillie Trefon Dena'ina Fish Cache and Libby's No. 23 Bristol Bay double-ender

Lake Clark National Park & Preserve
Cultural Resources Team



Legend

- Property location

Wassillie Trefon Dena'ina Fish Cache
UTM Zone 5 426631 E 6674157 N

Libby's No. 23 Bristol Bay double-ender
UTM Zone 5 426620 E 6674133 N



0 0.5 1 Miles

Scale 1:63,360

USGS Quad Lake Clark A-4

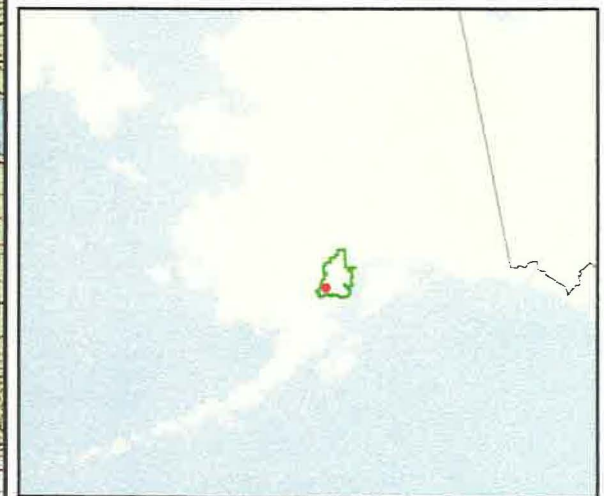


Figure 1. Location of Wassillie Trefon Dena'ina Fish Cache and Libby's No. 23 Bristol Bay double-ender at Port Alsworth, Alaska.

Wassillie Trefon Dena'ina Fish Cache and Libby's No. 23 Bristol Bay double-ender

Lake Clark National Park & Preserve
Cultural Resources Team

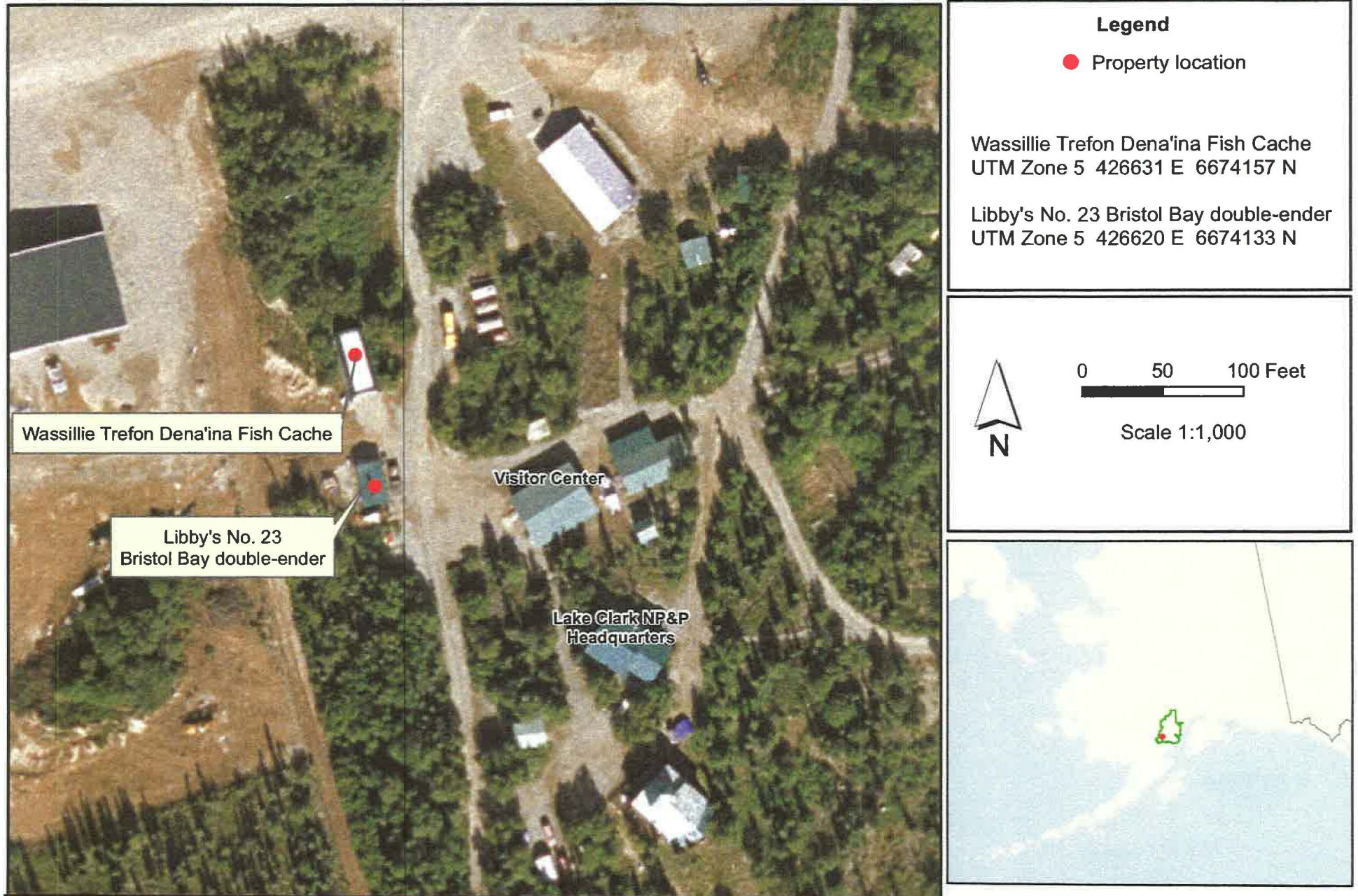


Figure 2. Location of Wassillie Trefon Dena'ina Fish Cache and Libby's No. 23 Bristol Bay double-ender in Port Alsworth, Alaska.



23

L.M.N.&L.
III





23

CRUISE



L.McN.&L.
III

23



L. McN. & L.

III

23

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY LIBBY'S NO. 23 (bristol bay double ender)
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ALASKA, Lake and Peninsula

DATE RECEIVED: 5/03/13 DATE OF PENDING LIST: 5/30/13
DATE OF 16TH DAY: 6/14/13 DATE OF 45TH DAY: 6/19/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000379

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 6-14-13 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240



May 2, 2013

Memorandum

To: Acting Keeper of the National Register of Historic Places

From: Deputy Federal Preservation Officer, National Park Service

Subject: National Register Nomination for Libby's No. 23 Bristol Bay Double-
Ender, Lake Clark National Park and Preserve, Alaska

Robert K. Huber
5/2/2013

I am forwarding the National Register nomination for the Libby's No. 23 Bristol Bay Double-Ender in Lake Clark National Park and Preserve. The Park History Program has reviewed the nomination and found the property eligible under Criterion A, with an area of significance of Maritime History.



United States Department of the Interior

National Park Service

Lake Clark National Park and Preserve

Admin/HQ Office

240 W. 5th Avenue, Suite 236, Anchorage, AK 99501

Phone (907) 644-3634 Fax (907) 644-3810

Field Office

General Delivery, Port Alsworth, AK 99653

Phone (907) 781-2218 Fax (907) 781-2119



1.A.2 (LA CL)

April 16, 2013

Bob Sutton
Chief Historian
National Register Program
National Park Service
1201 I (Eye) Street NW, #2261
8th Floor
Washington, DC 20005

Dear Mr. Sutton:

Enclosed please find the nomination for Libby's No. 23 Bristol Bay Double-ender in Lake Clark National Park and Preserve. We have addressed your review comments as per your letter dated January 28, 2013 and are re-submitting the nomination with all required attachments. The State Historic Preservation Officer has requested a copy but said she does not need to sign the revised nomination, consistent with advisement we received April 12, 2013 from Ms. Spradley-Kurowski (that the revision involving no boundary change does not have to go back to SHPO for signature).

If you have any questions about the nomination, please contact Jeanne Schaaf, our Cultural Resources Manager at (tel) 907-644-3640 or e-mail: jeanne_schaaf@nps.gov.

Sincerely,

Margaret L. Goodro
Superintendent

Enclosure

cc:

Jennifer Pederson Weinberger, Cultural Resources Team Leader, ARO
State Historic Preservation Officer

