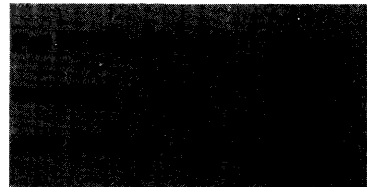


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



882

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic M.V. Vashon

and/or common n/a

2. Location

street & number Pier 52 ___ not for publication

city, town Seattle ___ vicinity of congressional district 7th-Mike Lowry

state Washington code 053 county King code 033

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	n/a <input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name State of Washington Department of Transportation

street & number Highway Administration Building

city, town Olympia ___ vicinity of state Washington 98504

5. Location of Legal Description

courthouse, registry of deeds, etc. Vessel Documentation, U.S. Coast Guard (Reg. No. 229805)

street & number Pier 36

city, town Seattle state Washington 98104

6. Representation in Existing Surveys

title none has this property been determined eligible? ___ yes no

date n/a ___ federal ___ state ___ county ___ local

depository for survey records n/a

city, town n/a state n/a

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The M.V. Vashon is a double-ended, wooden hulled motor ferry of V-bottom moulded design, constructed of spike fastened fir carvel planking over sawn fir frames. The vessel has one main car deck, one upper passenger deck, a weather or "Texas" deck as the uppermost navigation deck, and a five compartment underdeck. Total length is 200 feet, breadth 56.9 feet, and depth 15.1 feet, with a draft of 12'5". The vessel is currently painted in the green and white colors of the Washington State Ferry System.

The uppermost navigation deck contains two wooden wheelhouses, one at each end, each with an attached stateroom. Each wheelhouse is equipped with a five-foot maple wheel, brass telegraph, brass speaking horn, liquid compass, and appropriate cabinetry. A centerline skylight runs the length of the deck between the wheelhouses, with a steel funnel at mid-length. The navigation deck is enclosed with tubular steel railings and fitted with two 18-passenger wooden lifeboats. The surface is grey-painted canvas over tongue and groove decking.

The passenger deck is partially enclosed at each end, with steel mesh railings enclosing the fore and aft open-air shelter decks. The main passenger cabin exterior is lined with mahogany framed single-sash bottom hinged windows, set over facing pairs of mahogany slat benches. The sets of shaped benches are arranged back-to-back along the length of the cabin interior at either side, and are abutted to gracefully scaled turned wooden posts extending deck to overhead at the aisle end of each set. The cabin center is divided into several compartments which presently include an unused galley and cafeteria, restrooms, purser's office, storage rooms and crew lounge. A pair of sliding mahogany doors with single light, triple lower panels and brass hardware provide access to the shelter decks from the main cabin at each aisle. Access to the car deck and navigation deck is provided at either end of the vessel from the shelter decks.

The car deck consists of plugged wooden decking, plated with diamond-patterned steel on bow and stern approaches. The exterior walls are lined with unglazed openings barred with tubular steel. Access to the passenger deck and underdeck is provided at the cardeck center.

The underdeck compartments contain the forward and aft holds with steering gear, the forward and aft tank compartments, and the engineroom. Power is provided by a Washington-Estep eight cylinder in-line, air starting, slow acting 925 horsepower seawater cooled diesel engine, with an auxiliary two cylinder air starting Washington-Estep 44 horsepower diesel engine powering a 125 volt Westinghouse D.C. generator. The vessel is also equipped with manually operated sailing clutches at each end, operated from a single station.

The M.V. Vashon was launched May 10, 1930, at 3 p.m., and remained in continuous operation in the waters of Puget Sound until November 1980. At that time she was retired from active service by the Washington State Ferry System due to increased maintenance costs and poor revenue-producing capability based on limited auto capacity. Condition reports conducted in drydock in May 1976 and afloat May 1980 pronounced the vessel in generally sound condition with the engines in excellent condition. The inspections noted scattered dry rot throughout the superstructure, with wood deterioration unchecked in localized areas of poor drainage and ventilation.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1930-present **Builder/Architect** Lake Washington Shipyard

Statement of Significance (in one paragraph)

The M.V. Vashon has attained a well-supported place in the maritime heritage of Puget Sound over its 51-year history. At the time it joined a combined active fleet of 22 ferries in May, 1930, the Vashon was the largest diesel ferry in operation on Puget Sound--its eight cylinder, 925 hp plant and advertised capacity of 90 automobiles and 1500 passengers provoked accusations of waste and technological overindulgence from its detractors. The ferry enjoys the distinction of being solely a product of Washington shipyards and ironworks, constructed specifically for the Seattle-Vashon-Harper run of the Kitsap County Transportation Company. It is a distinctive historical object today among the modern steel superferries, as it is the last wooden ferry in operation on Puget Sound. It is also believed to be the only wooden ferry still operating on the west coast, and is understood to be the nation's only remaining ferry with a manually operated double clutch direct drive propeller. The Vashon continues to be widely admired by its navigational and engineering crews for its enduring mechanical quality, and carried particularly unique meaning among San Juan Islanders for whom the vessel was an inseparable part of island lifeways, commerce and communication for the better part of fifty years.

The main and auxiliary powerplants were built by the Washington Iron Works of Seattle in 1930, and the vessel itself was constructed and launched from the Lake Washington Shipyard at Houghton, Washington. May 10th, 1930, at 3 p.m. Its original cost was \$250,000. The main and auxiliary engines, pressure tanks and boiler have been maintained in excellent operating condition over the years according to a recent marine surveyor's report, and the reliability of the main diesel powerplant is supported vigorously with statements made by the Vashon's many skippers and engineers in recent months. The vessel first operated under charter to the Kitsap County Transportation Company with Captain John Anderson as manager, Roy Kennard as supervising engineer, and with Captain Herb Dowell as skipper on the inaugural run. Kitsap was purchased in 1935 by the consolidated Puget Sound Navigation Company, but continued to operate its vessels under the "White Collar" designation until 1944. At that time all subsidiaries were dissolved, and the Vashon received the crimson and black funnel and Black Ball houseflag of the parent company. The Vashon operated almost exclusively in the San Juans during the war period to the early 1950's, and received the honor of being named the Black Ball fleet's flagship at that time. The vessel was in operation on Hood Canal when the Department of Transportation assumed management of the state's operations in 1951. It remained in continuous operation, primarily on the San Juan Anacortes and Clinton-Mukilteo runs and as a relief vessel, until its removal from active service in November, 1980.

NOT RECORDED
INCREASE NOT RECORDED

9. Major Bibliographical References

Anon., "Vashon retiring from ferry fltte," in The Bellingham Herald, December 27, 1979, p. 2-A. Clipping in possession of Joel Douglas, Bellingham, WA, file "Vashon".
Bailey, Jo, "End of the line for the ferry Vashon," in The Friday Harbor Journal, Vol. 76 No. 2, September 16, 1981, p. A-1.

10. Geographical Data

Acreage of nominated property less than one
Quadrangle name Seattle South Quadrangle scale 7.5 minute
UMT References

A	<u>1</u> <u>0</u>	<u>5</u> <u>4</u> <u>9</u> <u>0</u> <u>7</u> <u>8</u>	<u>5</u> <u>2</u> <u>7</u> <u>2</u> <u>1</u> <u>1</u> <u>5</u>	B	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	D	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
E	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>

Verbal boundary description and justification

Nominated property includes the vessel only.

List all states and counties for properties overlapping state or county boundaries

state	<u>n/a</u>	code	<u> </u>	county	<u> </u>	code	<u> </u>
state	<u>n/a</u>	code	<u> </u>	county	<u> </u>	code	<u> </u>

11. Form Prepared By

name/title Micki Ryan Clemens and Joel Douglas
organization The Vashon Foundation date October 31, 1981
street & number P.O. Box 4082, Fairhaven Station telephone (206) 734-8191
(206) 734-2222
city or town Bellingham state Washington 98227

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:
 national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title	<u>Joel Douglas</u>	date	<u>3/24/82</u>
For HCRS use only			
I hereby certify that this property is included in the National Register			
<u>Melvin Byers</u>		Entered in the	date
Keeper of the National Register		National Register	<u>4/29/82</u>
Attest:		date	
Chief of Registration			

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

- Bailey, Jo, "Nick Tracy: Nostalgia for an empty ferry," in The Journal of the San Juan Islands, Vol. 76, No. 7, October 21, 1981, p. C-1. Friday Harbor: Harbor Press.
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- Thomas, Jacob E., Washington State Historic Preservation Officer: letter of memorandum to Fred Peil, Assistant Secretary for Marine Transportation, re: Ferry Vashon, dated October 6, 1981. Olympia: document in possession of State Office of Archaeology and Historic Preservation, attn. David Hansen.
- Tracy, Captain Nick, Manager, Washington State Ferry System. Telephone interview with Micki Ryan Clemens, October 1, 1981.