

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

JUN 21 1979

DATE ENTERED

AUG 1 1979

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Mary D. Hume

AND/OR COMMON

LOCATION

STREET & NUMBER

Port of Gold Beach

___ NOT FOR PUBLICATION

CITY, TOWN

Gold Beach

___ CONGRESSIONAL DISTRICT

4th

___ VICINITY OF

STATE

Oregon

CODE 41

COUNTY
Curry

CODE 015

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME

Curry County Historical Society

STREET & NUMBER

P.O. Box 1856

CITY, TOWN

Wedderburn

___ VICINITY OF

STATE

Oregon 97491

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ET Cetera Curry County Courthouse

STREET & NUMBER

Ellensburg Avenue

CITY, TOWN

Gold Beach

STATE

Oregon 97444

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Statewide Inventory of Historic Properties

DATE

1978

___ FEDERAL STATE ___ COUNTY ___ LOCALDEPOSITORY FOR
SURVEY RECORDS

State Historic Preservation Office, 525 Trade Street SE

CITY, TOWN

Salem

STATE

Oregon 97310

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Mary D. Hume, the smallest and perhaps--in the words of John R. Bockstoce--the most famous of the steam whalers, was designed as a coastal freighter and tow boat and was launched as a schooner-rigged auxiliary steamer at Ellensburg (now Gold Beach), Oregon in January, 1881. The keel, which had been laid at least as early as the summer of 1880, was crafted from what was reported by the local Port Orford Post as "the largest stick of square timber ever floated down the Rogue River." Construction was spurred by the wreck of the Varuna in Rogue River Bay. The Varuna's steam engine was salvaged for use in the new ship. The ribs were hewn from roots of Port Orford cedar specially selected for natural curvature. Her planking was fastened with wooden pegs, or trunnels. Her original tonnage was 150 tons; her dimensions 96' x 22' x 9'.

After eight years in the coastal trade between San Francisco and the small port at the mouth of the Rogue River on the southern Oregon coast, the vessel was purchased by the Pacific Steam Whaling Company of San Francisco in 1889. Although too small to carry tryworks for rendering oil, she was selected for the company's experiment of wintering in Arctic waters at Herschel Island in Mackenzie Bay off the north coast of Canada. Her cargo was to be baleen, or whalebone. During a hasty outfitting, she was rerigged as a brigantine. In the words of John R. Bockstoce, the careless workmanship in rerigging the Mary D. Hume was exposed early in the first Arctic voyage during a gale encountered south of the Aleutian Islands. She lost her main and fore-topmasts.

At Unalaska her main-topmast was replaced by a whaleboat's mast, which was sufficient only to hold a lookout and set signals on, but was incapable of carrying a gaff topsail. Mary D. Hume, nonetheless, proceeded to set records on each of her two whaling voyages. On the first /1890-1892/, she returned having taken thirty-seven whales, a catch valued at \$400,000. The second /1893-1899/ lasted nearly six-and-a-half years and is among the longest recorded whaling voyages in American history. During it, the Pacific Steam Whaling Company maintained the vessel at Herschel, sending up fresh crewmen, supplies...

On Mary D. Hume's return from the Arctic in 1899, she again encountered a wild storm south of the Aleutians. Her four boats were lost, hatches were torn off, leaking caused the engine to go dead, and the mainmast snapped. It was the end of her service in the whaling industry.

In 1900 she was sold to the Northwest Fisheries Company for use as a cannery tender in Alaskan waters, and four years later she sank in ice in the Nushagak River; was raised and taken to Seattle for repair. About 1906 or 1908, depending upon the account, she was acquired by the American Tug Boat Company of Everett, Washington and began a long career as a barge and log-towing boat on Puget Sound. Housing of two levels was added sometime in the early years of the 20th century. Prior to her conversion to diesel power in 1954, Mary D. Hume's official listing in Merchant Vessels of the United States published by the U.S. Department of Commerce (1937) reflected the changes she had undergone over the years: tonnage: 158 tons; length: 97.6'; width: 22.8'; depth: 10'. Three

¹John R. Bockstoce, Steam Whaling in the Western Arctic (New Bedford, Massachusetts: The New Bedford Whaling Museum for Old Dartmouth Historical Society, 1977), 99.

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³Gordon Newell, ed., The H. W. McCurdy Marine History of the Pacific Northwest (Seattle: Superior Publishing Company, 1966), 147, 586.

⁴John R. Bockstoe, Steam Whaling in the Western Arctic (New Bedford, Massachusetts: The New Bedford Whaling Museum for Old Dartmouth Historical Society, 1977), 99.

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different steam engines powered Mary D. Hume during her seventy-four years as a steamer. The first, as earlier mentioned, came from the Puget Sound steamer Varuna, which operated on the mail route linking Olympia, Port Townsend and Victoria before grounding in the Rogue River in 1880. The second engine was installed while she was in service as a cannery tender 1900-1904, and her third steam engine, from the Columbia River lightship, was added in 1939.²

In 1954 Mary D. Hume's steam engine was replaced with a 600-horse power diesel engine, and her housing was rebuilt to its present configuration in which the upper deck of the housing was reduced by half. Other modifications included the addition of modern air steering, an electric towing winch, anchor winch and pumps.

In 1973 the American Tug Boat Company was purchased by Crowley Maritime Corporation of Seattle, and Mary D. Hume continued operation as a tug in the area of Puget Sound under the new ownership for several years. Before her retirement from the Crowley Maritime Corporation fleet in 1977, Mary D. Hume was "the oldest commercial vessel in service in the Pacific Northwest."³ She was also the last of the Arctic steam whalers constructed on the West Coast to remain afloat.⁴

Mary D. Hume's current dimensions are given as 98.4' x 23' x 10'. The wood-hulled, diesel-powered tug was made available to the Curry County Historical Society and was reconditioned by the Crowley Maritime Corporation in Seattle before returning to Gold Beach under her own power in August, 1978. She is presently moored in the Port of Gold Beach Boat Basin, 1000 feet downstream from her original construction site. Plans for her maintenance as a permanent display as an historical exhibit are being developed now.

²Columbia River Lightship 88 was entered into the National Register on February 17, 1978. It had been constructed in 1907, put into service at the mouth of the Columbia in 1909, and had served at that location until its retirement in 1939.

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/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1880-1881

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Mary D. Hume is significant to Curry County for her association with the salmon-canning industry started on the southern Oregon coast by Robert D. Hume. The schooner-rigged steam freighter was christened in honor of Hume's wife, Mary Duncan Hume, and launched at Ellensburg (now Gold Beach) in 1881. The vessel is significant in Pacific Coast maritime history for its extraordinarily long and varied service, first as a coastal cargo and passenger carrier plying between the Rogue River and San Francisco, then as the legendary Arctic whaler operated by the Pacific Steam Whaling Company of San Francisco; later as a cannery tender in Alaskan waters, and finally as a tug boat on Puget Sound. Before her retirement in 1977, the Mary D. Hume was "the oldest commercial vessel in service in the Pacific Northwest."¹ She was also the last of the Arctic steam whalers constructed on the West Coast to remain afloat.²

While re-outfitting, modifications and a certain amount of rebuilding have been an integral part of her longevity, the Mary D. Hume was in service as a tug boat for a period of seventy years, including a brief and unprofitable adaptation as a halibut fisherman. Mary D. Hume has retained her latest configuration as a diesel-powered tug for twenty-five years. In 1978 she was reconditioned and returned to Gold Beach, where she is permanently moored near her initial construction site and is to be maintained as an historical exhibit by the Curry County Historical Society in cooperation with the Port of Gold Beach.

The following excerpts are taken from Betty Van Leer's account of the ship's construction and early history published in the Rogue Coast Supplement to the Curry County Reporter for June 8, 1972.³

A flurry of excitement swept through the tiny community at the mouth of the Rogue River in the summer of 1880. R. D. Hume was planning a new ship - and he was building it here, not in San Francisco as originally rumored. The news spread up and down the coast: to Port Orford, Bandon, Chetco and Crescent City, then in widening ripples as editors gleaned tidbits of news from exchange of newspapers.

Ellensburg settled down to mull over the prospect. Here was a chance to work out a few bills at the general store, maybe earn a little cash money

¹Gordon Newell, ed., The H. W. McCurdy Marine History of the Pacific Northwest (Seattle: Superior Publishing Company, 1966), 147, 586.

²John R. Bockstoe, Steam Whaling in the Western Arctic (New Bedford, Massachusetts: The New Bedford Whaling Museum for Old Dartmouth Historical Society, 1977), 99.

³Betty Van Leer, "The Ship Mary D. Hume," Pacific Old Timer feature of Rogue Coast Supplement to the Curry County Reporter (June 8, 1972), 8-13.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Newell, Gordon, ed., The H. W. McCurdy Marine History of the Pacific Northwest (Seattle: Superior Publishing Company, 1966), 147, 586.

Bockstoe, John R., Steam Whaling in the Western Arctic (New Bedford, Massachusetts: The New Bedford Whaling Museum for Old Dartmouth Historical Society, 1977), 37-44, 99. An account of Mary D. Hume's Arctic voyages as a whaler under ownership of the Pacific Steam Whaling Company of San Francisco in the 1890s. (continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY not applicable - See Cont. Sheet Item no. 7, page 1
 UTM REFERENCES

A	1,0	3,8,3	3,2,0	4,6	9,7	3,5,0	B			
	ZONE	EASTING		NORTHING				ZONE	EASTING	NORTHING
C							D			

VERBAL BOUNDARY DESCRIPTION

Floating in Port of Gold Beach Boat Basin, Government Lot 3, Sec. 36, T.36S., R.15W., W.M

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

H. J. Newhouse

ORGANIZATION

Curry County Historical Society

DATE

November 1978

STREET & NUMBER

P.O. Box 6

TELEPHONE

503/247-6923

CITY OR TOWN

Wedderburn

STATE

Oregon 97491

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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Charles D. Tolbert

TITLE

State Historic Preservation Officer

DATE June 10, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles D. Tolbert
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
 ATTEST: *W. Ray Luce*
 FOR KEEPER OF THE NATIONAL REGISTER

DATE 8.1.79

DATE July 10, 1979

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besides. Hume could bring in men from outside for some work, but he'd need local men too; for building the ways, bringing timbers out of the woods, carpentry work, all sorts of jobs. Yes, sir, things were looking up around Ellensburg this year.

Starting a shipyard at Ellensburg was probably not in Hume's original plans, along with a 70-foot steamer named Varuna, which went aground in Rogue River about June of 1880.

Hume, who had been in the salmon canning business on the Columbia, first came to Rogue River in late 1876 aboard his ship, the Alex. Duncan, was persuaded by Michael Riley to stop and pick up a cargo of lumber, and also to look over the salmon fishery on the Rogue.

Riley and his son-in-law, Frank Stewart, operated a sawmill and fishery, salting (not canning) salmon. Both operations were located near Mill Rock, now part of the support for the south end of the Rogue bridge.

Hume recognized the possibilities of the Rogue fishery and perhaps wanted to get away from the increasing competition on the Columbia. Riley and Stewart certainly wanted to sell and persuaded the salmon canner that here was a situation ripe for him. Hume bought them out for \$20,000 in time for the spring salmon run in 1877.

Port Orford residents, as well as those in Ellensburg, kept an interested eye on Hume's boat-building project. Hopefully, Port Orford would be one of the new ship's ports of call, joining the Ester Cobos, Mose, Gussie Telfair, Free Trade and other ships--lifelines to the rest of the world for the coastal towns.

With the exception of trails, ships were the Curry coast's only connection with the outside. A wagon road linking Port Orford, Ellensburg and Chetco (Brookings and Harbor) with Marshfield (Coos Bay) and Crescent City was not constructed until 1890. This was no great improvement. It was frequently condemned by frustrated travelers as 'the worst road in the country.'

As things stood, shippers of wool, hides and other merchandise could hardly tell when the next chance to send out their products would come along; hitting the market when the best prices were offered was a matter of sheer luck.

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Hume also needed a dependable shipping schedule: to bring in imported tin plate, which he used in his canning machines; and to carry the thousands of cases of salmon packed each year on Rogue River to San Francisco for transshipment to other points. A large portion of Hume's salmon went to Great Britain and New York.

In July, the boat building project at Ellensburg was in full swing. A. R. Miller got the contract for getting out the long timbers for the new ship. His twin sons, William and Willis, had the job of hewing out the keel, above Lobster Creek, and bringing it down to Ellensburg in a poling boat. The keel, according to the newspaper Port Orford Post, was to be 10 by 36 and 140 feet long, 'the largest stick of square timber ever floated down Rogue River.' Hewing it out with hand tools was no small job.

The knees (ribs) were hand hewn from Port Orford cedar roots, which some of the oldtimers believe were a major contribution to the ship's long life. In cedar the oil is in the butt, and the knees were made from natural crooks where the roots curved out and entered the ground, cut after first digging out the earth from around the roots.

By August, 1880, the Ellensburg shipyard was considered one of the important institutions of the place. Common laborers in canning, sheep shearing and at harvest time received up to \$2 per day and workers in the shipyard who did not fall in the skilled category probably earned about the same.

Another contractor for furnishing ship timbers was Thomas Smith, who lived where Lucky Lodge is now located. By early September he had the timbers in a boom about 6 miles upriver ready to float down. Smith, born in Belgium, came to Curry County in 1871, and was married to Harriet A. Stewart, a sister of Frank Stewart, one of the owners of the Riley & Stewart mill. Family connections were close-knit in the early days--the 1870 census listed Ellensburg's population as 207, and the county's population as 1230, nearly equally divided by Rogue River with 636 living north of the river and 594 south.

Work on the ship made great progress, and by September 16 the builders had begun closing her up. Frank Wakeman was hired to do the inside carpenter work and the finish work on the cabins. Jack Melville was brought up from San Francisco to do the caulking on the hull, and apparently liked the area, since he stayed.

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The workers stayed with their job, as Pleasant Hill correspondent Angie Raymond lamented: 'Many of our citizens are away at work in the cannery or shipyard at Ellensburg; consequently the voice of the (grass) widow is heard in our land.'

The schooner Ester Cobos arrived the latter part of October with more machinery for the new steamer, which was nearing completion. Capt. Caughell (presumably Peter, listed in an earlier Port Orford Post item as the skipper of the Cobos), earned an accolade from Mrs. Raymond, who observed: 'Every one was praising the skill with which the captain crossed the bar and managed his vessel while hunting the channel.'

By mid-November the heavy machinery was installed in the new steamer, the planking about finished, and all were anxiously awaiting news of the launching date.

Ending the year, on December 30, 1880, the Port Orford Post carried the following article: 'R. D. Hume & Co.'s new steamer and tug is receiving the finishing touches at the shipyard at Ellensburg, being partly painted, and receiving such other work as can best be performed while on the ways.

The machinery is in position, and being almost entirely new--used in the Varuna during one trip from San Francisco to Ellensburg only--it is expected that she will prove a fast vessel.

She is built for the Coasting trade, and will touch at all the ports of any importance between the Coquille and San Francisco, where business can be obtained; and, being of light draught--not more than six feet and not of large dimensions--96 feet keel, 22 feet beam, depth of hold 9 feet and 150 tons register, is well adapted for the trade for which she is designed, and will prove of great convenience to the smaller ports depending entirely upon the schooners for their freights, as the steamer will make regular visits. Capt. Caughell will be placed in command.' (James Caughell; not his brother Peter, who commanded the Ester Cobos.)

Flood waters swept down Rogue River in early January of 1881, carrying immense drifts, the wreck of a sawmill and a barn filled with hay. The drifts forced out nearly all the pilings under Hume's cannery, which

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narrowly escaped destruction (its damage was estimated at \$5000), and carcasses of hogs, cattle, and sheep littered the south spit; but the new ship escaped.

Later in January, 1881, Hume himself came from San Francisco to Ellensburg for the launching, which occurred on January 20. The steamer rode proudly on the Rogue waters while the late Varuna's remains lay bleaching on the shore.

Hume's new ship was well constructed, using prime local materials, salvage from the Varuna, and additional supplies brought up from San Francisco. He christened her 'Mary D. Hume' for his wife, the former Mary Anne Duncan, eldest of the seven children of George Duncan, who in 1877 came to Oregon from New Zealand and hired Hume's ship Alex. Duncan to take him and his family to the Siuslaw, where they had purchased property.

The Duncans were originally from Scotland, Hume's ancestral home, and were well-to-do. On their way north from San Francisco in the Alex. Duncan they stopped over in Ellensburg, and Hume persuaded the elder Miss Duncan to accompany him to a Fourth of July dance. (Hume's first wife had died shortly before he came to Rogue River country.)

Not until February, 1881, did the Mary D. Hume make her first sea voyage. The Port Orford Post of February 10 had the following comments to make about the Hume and the weather: 'The Mary D. Hume, which vessel was launched at Ellensburg on the 20th of January, had not sailed up to Saturday last, but it was thought she would go out early during the present week.'

The clearing up shower would be hailed just now by almost everybody as the consummation most devoutly to be wished. In California they are generally praying for a shower at the same time that we of Oregon do most profoundly implore the clerk of the weather to let up.'

G. W. Cooley was the ship's first master, but for a brief time, possibly only for the initial run. He later became Curry County Judge, head of the Board of County Commissioners. Capt. James Caughell was soon placed in command of the ship and stayed with her for five years.

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By April of 1881, the Mary D. Hume was already a significant factor in the coasting trade. The Chetco correspondent for the Port Orford Post commented: 'The Mary D. Hume came into Smith River and took a full load without any trouble, the captain seeming highly pleased with the entrance to the river and over the bar. She is expected back in a few days with freight, and another cargo is awaiting her arrival. We wish the little steamer success.'

Later in April, referring to Port Orford, the Post says: 'The Mary D. Hume, Capt. Caughell, arrived at this port Monday, bringing freight for our merchants generally. Capt. Caughell is a universal favorite with the people of Curry County, and we hope it will be his fortune to make trips here without interruption in the future. Our shippers of produce will be greatly accommodated by the Mary D. Hume.'

In the meantime, the shipyards at Ellensburg were put to use again in transforming the Ester Cobos, also owned by Hume, into a steam propeller ship, to act as a sister ship to the Mary D. Hume on the coastal run.

Outgoing cargoes for the little ships were mostly raw, preserved, salvaged, or canned materials: fish, hides, butter, railroad ties, wool, iron from defunct mills, seal oil, lumber, skins, and, of course, passengers. On trips up from San Francisco they brought such diverse cargoes as crockery, burlap, twine, machinery, theatre companies to give performances in the tiny towns, a monument for the late Elizabeth Tichenor, dry goods, boots, an excursion party to attend the races at Marchmount, Hume's track at Wedderburn, shoes, and groceries. Freight prices to San Francisco are not quoted, but from Port Orford to Coos Bay by steamer they were \$4 a ton and, by schooner, \$2 a ton.

The Hume and Cobos continued their trips, surmounting normal ships' problems such as getting bar-bound; losing a propeller or two, and having new boilers installed.

The staunch little Cobos disappeared from sight in May, 1882, when the Port Orford Post noted that she was off in search of the sunken Brother Jonathan for the rest of the season. She was to meet the Hume at Crescent City, take on a wrecking outfit and proceed to the area west of Point St. George off Crescent City where the Bro. Jonathan sank in 1865,

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with only 19 survivors out of a crew and passenger list of nearly 200 persons.

...The ultimate fate of the Cobos is not known. However, she did not find the Bro. Jonathan, which is being sought by treasure hunters to this day.

The Mary D. Hume kept her auxiliary sails--square rigged foremast and schooner-rigged main--for a number of years, and they came in handy during the second part of her long career, whaling in the Bering fleet.

The Mary D. Hume left the coasting trade--and Hume--in the late 1880s when she was bought by the Pacific Steam Whaling Co. and, later, in the 1890s, sailed to the Arctic to join the whaling fleet, where her first job was as tender to the company's fleet. She later became a whaler herself, and a successful one at that. The little ship, small as whalers go, was lengthened and modified for her new career.

The following excerpts from John R. Bockstoe's Steam Whaling in the Western Arctic are given as a suggestion of Mary D. Hume's noteworthy part in the whaling industry during the last decade of the 19th century.⁴

Mary D. Hume and Grampus left San Francisco in the spring of 1890. Early in July, they met the fleet's tender at Port Clarence, then pushed on to Point Barrow to take on a final load of supplies. Heading east on August 2, they passed the Nicoline, also bound for Herschel, and arrived at the island eighteen days later. The crews commenced unloading supplies, then built a warehouse on the sandspit at Pauline Cove. As the smallest vessels in the Pacific Steam Whaling Company's steam fleet, Grampus and Mary D. Hume were considered best suited for cruising in the shallow waters near the Mackenzie Delta. Although Grampus was probably fitted with tryworks when rigged for whaling in

⁴John R. Bockstoe, Steam Whaling in the Western Arctic (New Bedford, Massachusetts: The New Bedford Whaling Museum for Old Dartmouth Historical Society, 1977), 37,39, 40,42.

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1886, Mary D. Hume did not carry them. Their absence was of little consequence to Knowles, who watched the skyrocketing price of baleen and ordered his captains to 'take no oil, nothing but whalebone.' It would be far more profitable to cut out the baleen as quickly as possible and return for more, rather than pause to 'spade out fat.' By September 15, the three vessels were frozen in and the men began preparations for the long winter. In doing this, they established procedures that other ships would follow for more than twenty years. Before the ice had locked the vessels in, each crew collected at least a hundred cords of driftwood, stacking it on the sandspit, where it was daily sawed and split for firewood. Extra stores and the ships' boats were also put on shore in case fire should break out aboard a vessel. Sod was cut from the thick tundra turf to insulate the tops of the vessels' houses and decks were roofed over with lumber and canvas. As snow accumulated, blocks were cut out of the wind-compacted ridges and used to bank the ship in, insulating against the penetrating cold. Ice from a fresh-water pond was sawn into blocks, which were stored on racks on the sandspit to provide drinking water throughout the winter. As the harbor ice thickened, men were assigned to the duty of chopping it free from the rudder and propeller in order to protect these vulnerable parts from damage.

During the winter supplies of fresh meat were obtained through trade with sixty Eskimos, who camped near the ship in their snow houses, and with Indians, who crossed the mountains south of Herschel to make occasional visits. The meat, which was valuable for preventing scurvy and consisted of caribou, ptarmigan, and goose, was stored in underground cellars which were made by blasting craters in the permanently frozen ground, then roofed over with logs and sod. The ships' younger officers also contributed to the meat supply by making long hunting trips into the interior. Hartson H. Bodfish, first mate of Mary D. Hume, was one of the first to undertake what became a regular Herschel practice. Living with an Eskimo family at their island camp and wearing Eskimo dress, Bodfish spent most of the winter hunting and returned to Herschel only for provisions.

The Hume made her way out of the ice at Herschel on July 4, 1892, and reached Cape Bathurst on July 28. The crew again took whales rapidly until starting for home on August 15. When their vessel arrived in San Francisco on September 30, after twenty-nine months absence, the news

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was electrifying: she had taken the baleen of thirty-seven whales and her cargo was valued at \$400,000. Her voyage was clearly among the most profitable in all of American whaling history. A newspaper reporter provided further details for San Francisco readers:

'The little steamer Mary D. Hume, which made the phenomenal take of whales at the mouth of the McKenzie River...arrived in the bay at an early hour yesterday morning. The boarding house masters swarmed out to her until the Hume's progress was almost checked by a wall of whitehall boats two to three deep all around her...Several of her crew are suffering from contracted muscles, due to scurvy and rheumatism, contracted during the first season. The Hume had not reached the oil works wharf, however, before nearly every man had left her.

The sailors looked like a lot of wild men when they came ashore; they had long hair, longer beards and clothing that was patched and tattered beyond recognition of the original hue and texture of the garments. There were only three pairs of shoes in the party, the remainder of the crew being shod with deerskin and rubbers.'

...the '20-25 fathom ground,' where Mary D. Hume had struck it rich /stretched/ from the Mackenzie Delta to Cape Bathurst. These waters were far enough from the river's nutrient-rich outflow that its silt had settled, allowing sunlight to penetrate and trigger the rich plankton blooms that fed the whales. Here, in this last refuge of the bowheads, the whalers of the 1890s made their greatest catches, harvests made possible by the winter base at Herschel.

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HUME, MARY D., (freighter)

Curry County, OREGON

ADDITIONAL DOCUMENTATION APPROVAL

79-002052

Accept - Antoniella Free 10/14/92

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Mary D. Hume (1881, 1889, 1908, 1954)
Port of Gold Beach Boat Basin
Gold Beach, Curry County, Oregon

NRIS NO: 79002052
Listing Date: 8-1-79

The purpose of this continuation sheet is to provide an account of events affecting the historic vessel since her listing in 1979.

SUMMARY STATEMENT OF SIGNIFICANCE

Mary D. Hume was launched as a schooner-rigged auxiliary steamer at Ellensburg (now Gold Beach) at the mouth of the Rogue River, Oregon, in 1881. She had an extraordinarily long and varied service, in which re-outfitting, modifications and a certain amount of rebuilding were an integral part of her longevity. *Mary D. Hume* began service as a coastal cargo and passenger carrier plying between the Rogue River and San Francisco, and it was in this capacity that she helped pioneer the salmon canning industry on the southern Oregon coast. After eight years in the coastal trade, she was purchased by the Pacific Steam Whaling Company of San Francisco and participated in record-setting Arctic voyages throughout the 1890s. After a subsequent period as a cannery tender in Alaskan waters and seventy years as a tug boat on Puget Sound, she was retired in 1977. In her last configuration, as a diesel-powered tug, she was considered the oldest commercial vessel in service in the Pacific Northwest. Though her appearance belied her early history, she was the last of the West Coast Arctic steam whalers afloat.

REGISTRATION AND OTHER EVENTS SINCE 1978

In 1978, *Mary D. Hume* was returned to the port of her origin for display as an historical exhibit-in-place under auspices of the Curry County Historical Society in cooperation with the Port of Gold Beach. She was berthed within view of her construction site on the Rogue River. In the same year, the County Historical Society proposed the vessel for nomination to the National Register of Historic Places. Following state review and approval, she was duly listed in the Register on August 1, 1979.

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In 1983, the State Historic Preservation Officer granted \$20,000 in federal Emergency Jobs Act pass-through money to project sponsors to construct a permanent mooring site in a coffer dam at the Gold Beach boat basin. The object State Advisory Committee on Historic Preservation of the project was to facilitate regular maintenance of the vessel below the water line and to improve potential for public interpretation. The Coos-Curry Council of Governments acted on behalf of the Curry County Historical Society as grantee.

In accordance with National Register rules, the State Advisory Committee on Historic Preservation reviewed specifications for the project and determined that the minor relocation to a new moorage site would not affect the vessel's eligibility. The National Register's chief of registration was notified and concurred. The *Mary D. Hume* would be permitted to retain its place in Register listings, she wrote on December 29, 1983, "*unless the integrity of the property is in some unforeseen manner destroyed.*"

In November 1985, as the project was being implemented, the moorage cradle onto which the vessel was being maneuvered failed, and *Mary D. Hume* sank into the harbor. Because portions of her keel section were mired in the mud, she has remained partially submerged ever since.

Following the mooring mishap, and with a strong endorsement from the State Historic Preservation Office, the Coos-Curry Council of Governments was allowed to use an unexpended \$1,500 Preservation Services Fund grant from the National Trust for Historic Preservation to obtain a technical feasibility study on raising *Mary D. Hume*. John A. Kutz, a maritime preservation expert from Seattle, was selected to make the condition assessment and recommendations. In April, 1986, Mr. Kutz reported the hull exterior appeared to be in generally sound condition. The source of leakage was believed low in the ship and could not be pinpointed. The cost of raising the vessel was estimated at \$2,500. Repairs to the hull and superstructure would constitute additional costs, variously estimated between \$30,000 and \$300,000, depending on the plans for re-berthing. Trial pumping was undertaken to test the method Mr. Kutz recommended for raising the vessel, and the test proved encouraging. Further grant assistance was sought. The State Historic Preservation Office had no regular development funds

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to pass through at the time. Some money was raised through donations, but no major funding was secured.

Finally, during the 1987 session, a bill was introduced to the Legislature that would have authorized the Oregon Department of Transportation to acquire *Mary D. Hume* and use an appropriation from the State's General Fund to restore her. The bill was not passed. Subsequently, a contest for title to the vessel proceeded through the courts, and the Curry County Historical Society withdrew as an active participant in the preservation effort. Emre E. Dluhos of New Jersey and Gold Beach claims ownership currently.

REQUEST FOR REEVALUATION OF REGISTER ELIGIBILITY

By a letter from Port Manager Howard E. Teague dated January 21, 1992, the Port of Gold Beach formally requested the state to evaluate *Mary D. Hume* and determine whether she continues to meet criteria of the National Register in light of the fact that she has been partially sunk for over six years. A review of the case by the State Advisory Committee on Historic Preservation is both valid under federal rule (36 CFR Part 60.15) and in keeping with the state's obligation to inform the Keeper of the National Register of any substantive alteration of conditions affecting the integrity of National Register properties. No report of the vessel's status since the mooring mishap in 1985 was provided to the National Register before this time. Reporting was deferred, initially, in the hope and expectation that *Mary D. Hume* eventually would be refloated and satisfactorily repaired. Thereafter, the situation was overlooked in the press of other matters.

The State Historic Preservation Office acknowledged receipt of the Port's request on February 6, 1992 and announced tentative scheduling of the matter of *Mary D. Hume* on the agenda for the State Advisory Committee's regular meeting in May. In conformance with federal rules, Mr. Dluhos, the apparent title holder, and the Mayor of Gold Beach were informed of their right to comment as to whether or not the property should be removed from National Register listings.

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APPLYING NATIONAL REGISTER CRITERIA TO HISTORIC VESSELS AND SHIPWRECKS

Since the time of *Mary D. Hume's* listing in the National Register and her subsequent sinking, the National Park Service developed special guidance on applying the criteria of the National Register of Historic Places to historic vessels. Partly in response to the National State Advisory Committee on Historic Preservation Maritime Initiative endorsed by the Congress of the United States, the National Park Service in 1987 issued National Register Bulletin 20 entitled "Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places." This guidance, the joint effort of the National Park Service maritime historian and a special task force, recognizes as potentially eligible for listing five basic types of historic vessels: floating, dry-berthed, small craft, hulks and shipwrecks.

Under present conditions, now of relatively long standing, *Mary D. Hume* is difficult to classify. Although she was a floating vessel when entered into the National Register, her integrity might now be evaluated with the special consideration accorded to hulks. In the opinion of some, she is inappropriately classified as a hulk even though she is laid up. The distinction is that *Mary D. Hume's* semi-submerged position is considered temporary and she is substantially intact. The degree to which a vessel can deteriorate before it no longer meets National Register standards depends on the capacity of the surviving elements to yield significant information about the materials and methods of the vessel's construction. The case for eligibility is strengthened if the vessel is a "pure," that is to say unreconstructed, and rare or last surviving example of a class or type. As the vessel continues to deteriorate, it conveys less of its form, and its capacity to evoke its historic trade or occupation is eroded proportionately.

Mary D. Hume was laid up after having been altered a number of times for service in contexts of varied significance, including Arctic whaling, Alaskan fishery tending, and Puget Sound towing and pilotage. The last and most radical of the modifications occurred less than 50 years ago, in 1953-1954. If she were to be nominated to the Register under present standards for documentation, her keel, ribs and main deck, the only remaining major elements relating to her original and most significant context in terms of

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Oregon maritime history, would be discussed specifically in relation to that context. Each re-outfitting and fundamental alteration would be described in detail, always with the objective of identifying elements that relate to important historic contexts.

CONCLUSION AND RECOMMENDATION

Conflicting claims of jurisdiction under complex federal, state and admiralty laws and environmental concerns relating to *Mary D. Hume*, such as whether there is seepage of diesel sludge from the fuel tanks, are issues entirely separate from the question of National Register eligibility. Inevitably, however, these issues will have a bearing on how the moorage difficulties are resolved and whether the vessel will be preserved in the long term.

The structural integrity of *Mary D. Hume* has not been enhanced by its six years' embedment in Gold Beach harbor. Porthole fittings are missing from the vessel's housing, a fact which is bound to have contributed to weakening of the interior. Her name boards are no longer in place, and she may have been stripped of other iron and brass hardware in addition to the porthole covers. Normally, six years is sufficient time for dry rot to have become well established in vulnerable areas. *Mary D. Hume* on the other hand, is thought to have more durability than most vessels of her vintage in that her ribs of Port Orford cedar roots are naturally oil-charged.

Despite *Mary D. Hume's* unprosperous condition, there is important information about her construction and historic re-outfittings of 1889 and 1908, as well as the less historic re-outfitting of 1954, that can be gained from her. *Mary D. Hume* also has important associative value to her port of origin. She is a rare, tangible link to one of the early industries established on the southern Oregon coast at Gold Beach.

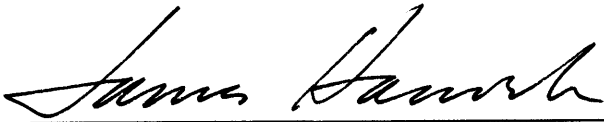
The question posed by the Port of Gold Beach pointed up the fact that reporting of *Mary D. Hume's* condition since the mooring mishap in 1985 was long overdue to the National Register. But, while her integrity clearly has deteriorated, it is not clear that her integrity has been destroyed. Theoretically, it still is possible

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to raise the vessel. In light of these facts, the State Advisory Committee on Historic Preservation, during its meeting on May 14, 1992, found that *Mary D. Hume* continues to meet National Register criteria for evaluation. Her continued listing in the National Register of Historic Places is recommended.



Deputy State Historic Preservation Officer

Date: August 18, 1992

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