

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

AUG 30 1989
NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Coaster II
other names/site number Quissett

2. Location

street & number C Dock South, Port of Everett not for publication
city, town Everett vicinity
state Washington code WA county Snohomish code 061 zip code 98290

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Jacob E. Johnson 8/10/89
Signature of certifying official Date
Washington State Office of Archaeology and Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

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

Adam Byers Entered in the National Register 9/28/89

[Signature] Signature of the Keeper _____ Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: water-related

Current Functions (enter categories from instructions)

Transportation: water-related

7. Description

Architectural Classification
(enter categories from instructions)Other: Schooner

Materials (enter categories from instructions)

foundation N/Awalls N/A

roof N/Aother hull, deck, masts: woodSails: synthetic fabric (Dacron)

Describe present and historic physical appearance.

Coaster II, a traditional, two-masted, gaff-rigged, topsail schooner built in 1933, is a scaled-down replica of the coastal fishing schooners that were once a common site in our seaports before the turn of the century. The vessel is diesel-powered and was designed and built to undertake ocean and coastwise voyages.

The hull is constructed of hondurus mahogany with iron nails. It is a displacement design with a raked, curved stem; a moderate graceful sheer; outside ballast keel; raised poop deck; and a strongly raked elliptical transom. There are two trunk cabins--one on the fore deck and one on the poop deck--and an open self-bailing cockpit at the stern. The boat displaces 14 tons net and measures 59 feet length-overall; 42 feet, 7 inches length on deck; 35 feet, 2 inches length at water level; 12 feet, 3 inches wide; and draws 6 feet, 6 inches.

The vessel is constructed of wood, primarily white oak, Hondorus mahogany, and Burma teak. The hull is mahogany, the frame is white oak, and the deck is Burmese teak. Construction is in accordance with the best traditional wooden shipbuilding practices, with the intent to replicate the Great Banks fishing schooners of the mid-19th century. All the deck beams, knees, clamp, and shelf are of high quality white oak and are exposed to view in the interior in the manner of New England coastal schooners. The deck railing is mahogany. Workmanship in the original construction and subsequent work is excellent and in keeping with traditional methods.

Masts, booms, and gaffs are all original and built of varnished Sitka spruce. The rigging is one-half inch wire shrouds to deadeyes and lanyards to chainplates, and head rigging to bowsprit and jib boom. All sails are raised and lowered by hand, as was done a century ago, and the same is true of the hand-operated anchor windlass on the foredeck. The original working sail area on this design was 1,005 square feet; the current sail material is Dacron. The sails include main, fore, inner jib, outer jib, main top sail, fisherman, genny, and golly wobbler.

In the cockpit, forward of the 28 inch mahogany wheel, is a brass binnacle stand similar to those used on historic sailing vessels. Forward of this is a hatch to the lazarette. Aft of the wheel are the davits which carry a ten foot dinghy over the stern.

On the port side of the aft cabins is a companionway sliding hatch and double doors. The main cabin has a drop-leaf dining table and settee lockers on both port and starboard sides forward, which convert into single berths. Above the table on the cabin wall are two portholes and a nine inch brass wheel clock-barometer set. A skylight is directly above this, from which

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Continuation Sheet**

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a brass kerosene lantern hangs. Aft on the port side is a built-in refrigerator and cupboards. The galley is on the starboard side aft where there are dish lockers, cupboards, and a stainless steel sink with a brass hand pump. The galley range is located aft on the starboard side. The engine is installed aft on the centerline and is enclosed in a removable box that also serves as a counter top in the galley.

An open door leads to the forward cabin. A hanging locker for heavy weather gear is on the port side aft of the head. The head is an enclosed room with double louvered doors and has one wash basin with a brass hand pump, a toilet, and a vanity with lockers above. On the sideboard side aft are two single-tiered bunks with a storage beneath and a ladder to the companionway sliding hatch. A double louvered door separates this area from the forward state room, where there is one double berth on the port side with drawers under, and a dresser and shelves on the starboard side. There is a mirror on the forward bulkhead with a porthole above that and a skylight in the center of the ceiling.

The forepeak is accessible from the stateroom and a forward hatch onto the deck. A stainless steel cabin locker is at the forward end and a shelf with hangers aft.

All interiors are painted white with varnished mahogany doors and trim. Drawer pulls throughout are brass sea shells. The towel rack, paper holder, and soap dish in the head are matching brass fish. Some interior fixtures were modified, but the original materials were used.

Today **Coaster II** is moored at the Port of Everett Marina. The original hull form, masts, spars, materials, and equipment remain intact. Original sail plans remain on board the vessel. The quarters have been modified using the original materials, and a new engine was installed in 1981. The original Sterling engine is now on display at the Owls Head Transportation Museum in Maine.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1933-1939

Significant Dates

1933

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Murray Peterson, Designer

Goudy and Stevens, Builders

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Coaster II is a historically significant two-masted, gaff-rigged, topsail sailing schooner designed and owned by master boat designer Murray Peterson and built in 1933 at the Goudy and Stevens boatyard at East Booth, Maine, in 1933. **Coaster II** was the second in a series of three schooners designed by Peterson to replicate the craftsmanship and appearance of the 19th century fishing schooners of New England, while incorporating contemporary yacht technology, and the first vessel designed by Peterson as an independent designer. The vessel was so successful and well known that it served as the prototype for numerous other schooners built in ensuing years. Today, **Coaster II** is moored at Everett and retains outstanding integrity, clearly reflecting its importance as one of the first "character" craft of the period, the nautical equivalent of a period revival in which all elements were executed as faithfully to the chosen archetype as possible.

Murray Peterson was one of the preeminent boat and yacht designers of the 20th century. Born in Maine in 1908, he studied naval architecture at the Massachusetts Institute of Technology and in 1929 joined the firm of boat designer John Alden, the leading designer of cruising yachts in the period. While working as a draftsman for Alden, Peterson conceived the idea of designing a miniature coasting schooner, a vessel that, according to Peterson, "would have the looks and flavor of the commercial schooner I had watched as a boy in Portland Harbor, but would be modified so that she would sail with the best of the yachts that we were seeing near Boston."

When the design was completed, the schooner was built at the shipyard of Goudy and Stevens in East Boothbay, Maine, in 1931, a firm familiar with the characteristics of both commercial schooners and yachts. They followed Peterson's plans with fidelity and soon launched **Coaster**, the first real "character" craft of the time. The vessel measured 36 feet overall, had a clipper bow, elliptical stern, carried 800 square feet of sail with a topsail, schooner rig, and had the long lines of the original Maine coasters and the snug cabins and wide open decks that would be characteristic of Peterson's later designs.

With the **Coaster** design, Peterson had achieved both an historical appearance and good performance, and he soon turned his attention to the design of a larger version. In 1933, Peterson left the Alden firm and opened his own boat designing business. The first design from the new shop was the **Coaster II**. The drawing started in Murray's office in Marblehead in 1932 and continued in 1933. The new vessel was a larger version of the first, with an overall

See continuation sheet

9. Major Bibliographical References

- Caldwell, Bill. "The Truth of the Ship: The Never-Ending Search of Boat Designer Murray Peterson," Down Easter Magazine, (Date uncertain), pp. 38-40, 68-70.
- Leavitt, John F. "Murray Peterson: A Biographical Sketch," The Woodenboat, September-October, 1974, pp. 29-31.
- Peterson, William. Murray Peterson Associates, Inc. Personal letter to Ms. Ellen Stoddard, January 24, 1974, pp. 29-31.
- Taylor, Roger C. Good Boats (Camden, Maine: International Marine Publishing, 1977), pp. 156-161.
- Yachting Magazine, December, 1933.

Previous documentation on file (NPS):

- 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property less than one _____

UTM References

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5	3	1	6	6	4	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

As described in Bulletin #20: the nominated property is the Coaster II, 59' x 12' 3", currently moored at C Dock South, Port of Everett, and is legally described thusly: U.S. Coast Guard Certificate of Documentation #265335.

See continuation sheet

Boundary Justification

The nominated property includes all that area enclosed by the vessel's extreme dimensions.

See continuation sheet

11. Form Prepared By

name/title Steve and Ellen Stoddard; edited by Leonard Garfield, OAHP

organization Owners date Rev. May 1, 1989

street & number 19309 Olympic View Drive telephone (206) 771-1795

city or town Edmonds state Washington zip code 98020

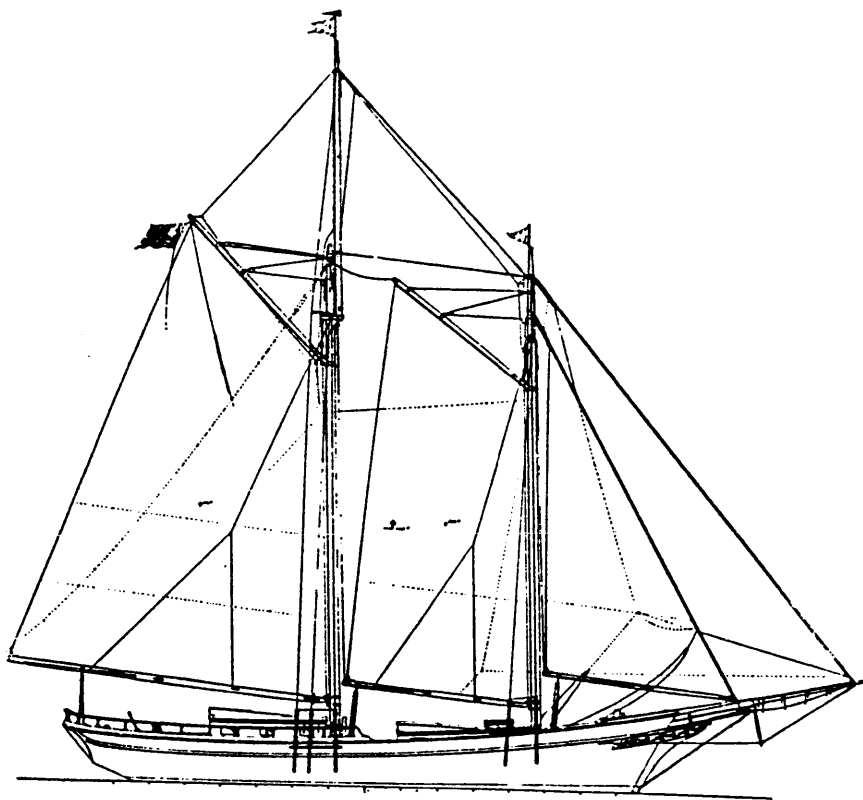
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**National Register of Historic Places
Continuation Sheet**

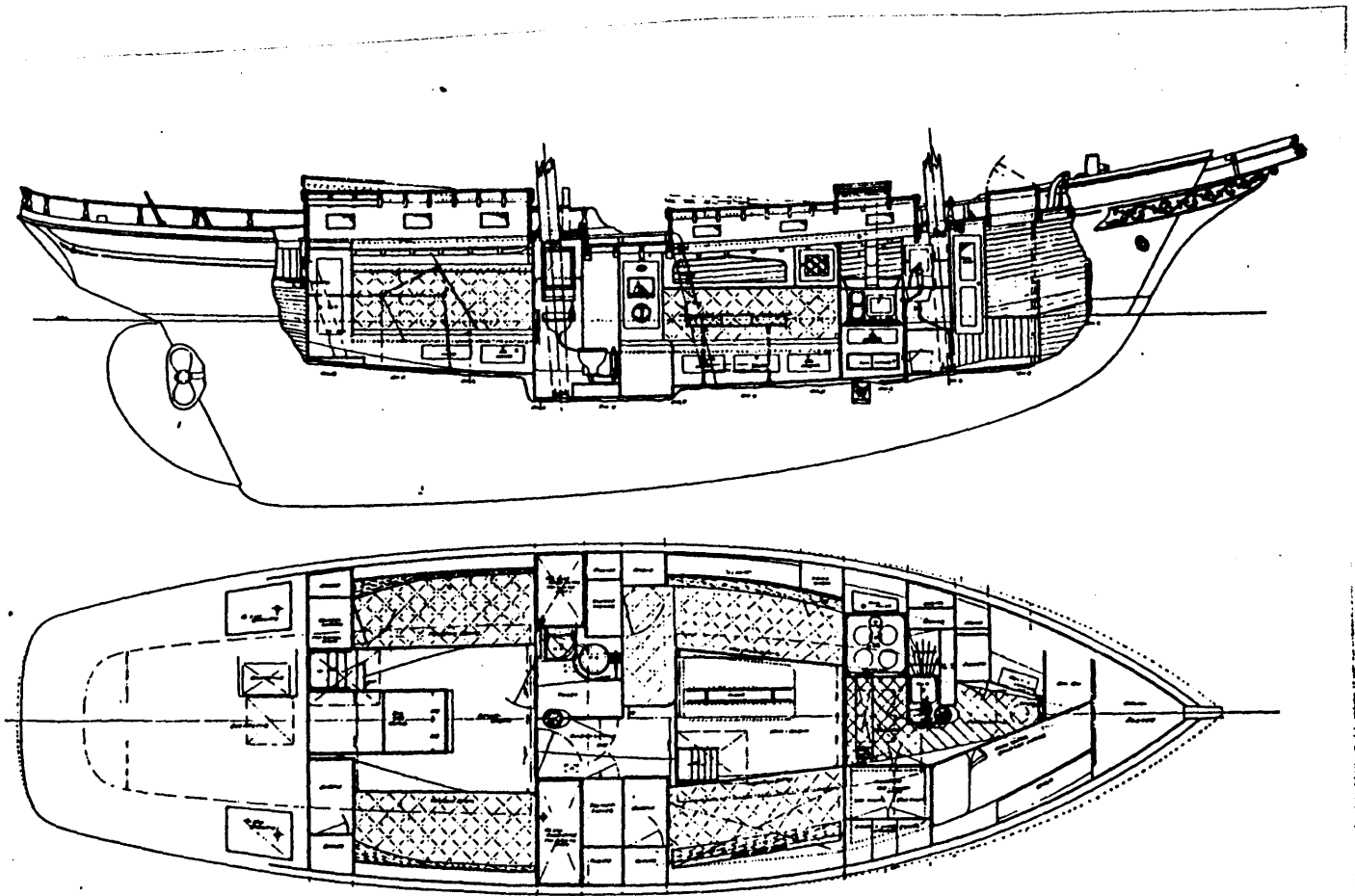
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length of 59 feet. She differed in other respects too: her engine was located aft, and instead of a spike bowsprit, she had a bowsprit and a flying jib boom. The working sail area of the design was 1,005 square feet and she was rigged with channels on the shrouds and a dolphin striker. Like the first **Coaster**, the new vessel was built by Goudy and Stevens. Peterson lived aboard and sailed her for two years before selling her in 1935. A few years later, Peterson designed the third and final of the **Coaster** series.

The design for **Coaster II** was the first independent design of a man who would design hundreds of vessels of varying types, and be known in the profession as one of America's most highly regarded designers of sailing vessels. According to The Woodenboat magazine, Peterson was "a yacht and boat designer of rare capability ...a master at combining traditional appearance with practical design." The **Coaster** series inspired other vessels, and many schooners by other designers owe their origins to the **Coaster** series, although, according to one source, "none of them were equals in performance." The significance of **Coaster II** is further reflected in the many references to the vessel in boating magazines and books. Despite some interior modifications, **Coaster II** retains excellent integrity and is an important example of its type.



The *Coaster II* is big enough for a dolphin striker. (*Yachting*, December, 1933)



Above: In the *Coaster II*, the engine is aft and there is a single-berth fo'c's'le forward. (*Yachting*, December, 1933)