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

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 97000847 Date Listed: 08/14/97

PORTLAND (Steam Tug) | Multnomah | OR
Property Name | County | State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper — Date of Action: 8/14/97

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Amended Items in Nomination:

Significance:

The correct areas of significance are Engineering and Architecture (Naval). [Maritime History, Commerce, and Transportation are not appropriate or justified under NR Criterion C.]

This information was confirmed with E. Potter of the OR SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

Steam Tug PORTLAND
Name of Property

Multnomah, Oregon
County and State

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

847

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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

1. Name of Property

historic name PORTLAND , Steam Tug

other names/site number Sternwheeler PORTLAND (Colloq.) PORTLAND II (Succession)

2. Location

street & number On the Willamette River at the foot of SW Pine St. not for publication N/A
city or town Portland vicinity N/A
state Oregon code OR county Multnomah code 051 zip code 97204

3. State/Federal Agency Certification

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

June 25, 1997

Signature of certifying official Deputy SHPO Date

Oregon State Historic Preservation Office

State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

PORTLAND, Steam Tug (1947)
West bank of Willamette River, at the seawall, foot of Pine Street
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The Portland is a steam-powered, steel-hulled sternwheel ship-assist tug that was built in 1947 by Northwest Marine Iron Works of Portland, Oregon and launched for the Port of Portland as a replacement for the wood-hulled steam tug, Portland I of 1919. The vessel's overall length is 219 feet, the beam 42 feet, and she has a shallow draft of seven feet. Her paddlewheel is 25 feet in diameter and 26 feet wide, and she is powered by two one-cylinder, 900 horse power steam engines. Above the main deck are a welded steel machinery deckhouse and two-tier wood tongue-and-groove cabin superstructure surmounted toward the bow by the wheel house and adjacent boiler stack.

The function of this harbor towboat was to assist ocean-going ships in the Columbia River system in docking, undocking, maneuvering in the narrow turning basin, and passing through Portland's numerous Willamette River bridge spans, of which there were nine in the post War period and 11 today. Piloting and refloating stranded vessels on the Portland was a 24-hour operation calling for a crew of 15 for two watches, including a captain, pilot, two mates, two engineers, two firemen, six deckhands, and a cook.

The Portland meets National Register Criterion C as an outstanding representative of her type and method of construction. The period of significance is limited, therefore, to her building and launching in the year 1947. She was the last steam-powered tug boat built and operated in the United States. Her points of distinction were her powerful engines, her length, and her paddle wheel, which applied leverage to a disabled vessel many times her size and tonnage, and her system of four main and three outboard rudders which provided for optimum maneuverability. The Portland literally could steam sideways. She was designed to be secured alongside her tow and to move with it as a single unit.

Stern-Wheelers Up Columbia: A Century of Steamboating in the Oregon Country (Palo Alto, California: Pacific Books, 1947), was brought out in the year of Portland's launching. In it, Randall V. Mills made the point that pilotage on the Columbia system is governed not only by

the type of tow, but by the nature of the current in various sections of river. This, he explained, is what led the Port of Portland to choose a sternwheeler as a replacement tug as late as 1947. The pilots wanted power and tight maneuvering ability when moving huge ships "in a crowded harbor among traffic and through narrow bridge draws."

> When the [Portland's] designs were finished and bids called, shipbuilders all over the United States wanted to look over the plans, but the work had to be done in Portland. The Northwest Marine Iron Works got the contract and, using the side-launching ways of the Gunderson Brothers' Engineering Corporation, laid the keel in February 1947. The new boat, to cost $472,000 when finished, is all-steel, with a welded hull and house; parts of it were fabricated and assembled and then hoisted into place, a construction device perfected in the Portland shipyards during the mass-production years of World War II. (Mills, page 187.)

The record shows the tug was equal to extraordinary emergencies. The Willamette River near its confluence with the Columbia is fast-flowing in times of high water. The Columbia River Pilots Association convinced the Port Commission that its vintage sternwheel steam tug should be replaced in kind, rather than by conventional craft such as the common diesel-powered screw tug, because of the superior throttling response and maneuverability that steam power could produce. The Portland remained in service to 1981. By that time, her specifications had been superseded by revolutionary propulsion tectonics, and she was replaced by two powerful tugs of up-to-date design. The expense of manning her and fundamental changes in the scale of shipping were even more instrumental in the Portland's becoming outmoded, adaptable and strong as she was.

The H. W. McCurdy Marine History of the Pacific Northwest, 1966 to 1976, which was edited by Gordon Newell and brought out in Seattle, Washington by the Superior Publishing Company in 1977, remarks on the new method of cargo handling in Pacific Ocean trade beginning in the late 1960s. The advent of container vessels spurred the Port of Portland to develop facilities to remain competitive with other northern Pacific Coast ports. By the time of her heralded good will tour of inland ports on the Columbia in 1972, the Portland was an icon of inland navigation. It was nonetheless clear that the end of the sternwheel steam tug era was near at hand. Barges bearing dozens of containers to be loaded directly onto trucks already were being pushed upriver, and they would return with cargo for Japanese shipping in Portland harbor.

The Port put a floating dry dock into service in 1979 that captured ship repair business of the Alaska oil tanker fleet. The huge super tankers, some of them more than 1,000 feet long, exceeded the Portland's capacity to assist. The super tankers were followed by even larger container vessels which for the last 15 years have operated at the Port's outer harbor facilities on the Columbia without benefit of tug pilotage. The super ships, equipped with in-built stern and bow thrusters, became, in effect, self piloting.

In its heyday, the Portland was operated for the Port of Portland under agreement, first by Shaver Transportation Company and, later, Willamette Tug & Barge, a subsidiary of Riedel International, Inc. She stayed in the Port's inner harbor on the lower Willamette for the most part, but was used for occasional ceremonial and good will voyages to other ports on the Columbia. The U. S. Coast Guard allowed her to be used for public relations and educational purposes several days a year during which she could be boarded for a glimpse into operations and the role of the Port in the city's economy. Pointing up the Portland's rarity is the present status of a kindred vessel, the Columbia River basin sternwheel steam towboat, Jean. Launched in 1938, the Jean also had a traditional hull configuration fabricated of steel, but she differed in her steering mechanisms and was less maneuverable. Today she is submerged at the Lewiston docks in Idaho, where the Clearwater River meets the Snake, one of the Columbia's major tributaries.

The nominated area is 0.54 acres to include the Portland's permanent parallel berth at the seawall on the west bank of the Willamette River at the foot of SW Pine Street, adjacent to Governor Tom McCall Waterfront Park, where it is accessible to visitors as a boardable exhibit of the Oregon Maritime Center and Museum. The moorage is effected by attachment to a floating petroleum barge that is, in turn, secured to two stanchions, or vertical I-beams afixed to the seawall. Held fast to the stanchions, the sternwheeler and connecting barge are allowed to rise and fall with the river. The 35 x 166-foot steel barge, built by the Brooklyn Navy Yard in 1944, was surplused after the Second World War and was eventually acquired by a Columbia River barge line and renamed Russell No. 24. It was transferred to the Oregon Maritime Center and Museum in 1992, and while its recent history is associated with Columbia basin shipping, it is not related to Port of Portland functions and is counted a compatible, non-contributing feature.

Once the Port had determined to retire its ultimate steam tug in 1981, the Portland was offered for commercial operation, but without success. For ten years, she was docked at Terminal One, where her wheel house and Texas house were removed to the dock. The exposed superstructure

deteriorated severely, and the wood paddle wheel cracked. Finally, in 1991, the relic was deeded to the Oregon Maritime Center and Museum, which secured grants and volunteer labor for a faithful reconstruction of the superstructure from original plans. The boiler, engine and auxiliaries (steering engines, pumps and electrical generators) were refurbished, and the paddlewheel and mechanical systems were restored to working order.

In 1985, four years after the Portland had been decommissioned, the Port of Portland expected the sternwheeler would be converted to an excursion steamer. At that time, the Port undertook a voluntary documentation project which produced two sets of archival photographs and reduced-scale copies of original working drawings and the conversion plans that were never executed. These materials were presented to the State Historic Preservation Office for its co-depositories of mitigative records, the Oregon Historical Society in Portland and the University of Oregon Library in Eugene.

4. National Park Service Certification

I, hereby certify that this property is:	Signature of Keeper	Date of Action
X entered in the National Register x See continuation sheet.	[signature]	8/14/97
____ determined eligible for the National Register ___ See continuation sheet.		
____ determined not eligible for the National Register		
____ removed from the National Register		
____ other (explain): ________________		

5. Classification

Ownership of Property (Check as many boxes as apply)

X private
___ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
X structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	1	structures
0	0	objects
1	1	Total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Commerce/ Industry/Transportation water related: tug boat

Current Functions (Enter categories from instructions)

Museum artifact/restored water related: tug boat

7. Description

Architectural Classification (Enter categories from instructions) N/A

Materials (Enter categories from instructions)
foundation N/A
roof N/A
walls N/A
other Hull and machinery space: steel
Superstructure, trim and paddlewheel: wood

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

The stern-wheel steam powered tug boat PORTLAND was built in 1947 by the Port of Portland. Her sole function was to assist ocean going shipping. After service in and around Portland Harbor, she was retired in 1981. She is currently moored at the seawall at the foot of S.W. Pine Street in downtown Portland. She was restored, is maintained and owned by the Oregon Maritime Center and Museum.

PORTLAND was designed by the Port of Portland and was constructed by Northwest Marine Iron Works. She was built to comply with existing regulations of the U.S. Coast Guard and the American Bureau of Shipping. She is certified 186.1 feet between perpendiculars; however, her length overall is 219 feet. Although various published accounts list her breadth from 41.2 to 44 feet, her certified beam is 42.1 feet. She draws 5' 6" fully loaded. Her gross tonnage is 928 tons. She has the capacity for 133 tons of fuel, 80 tons of feedwater and 2 tons potable water.

Her hull is butt welded steel plates over steel frames. Her keel plate is of 5/8" X 60" steel and runs from frame #7 aft to the transom. A forged steel forefoot runs from frame #7 foreward. There are 8 water tight or oil tight transverse bulkheads in the hull. Fuel, feedwater and potable water tanks are built into the hull. Shell plates are 5/16" steel with a 3/8" steel sheer strake. The deck is ¼" steel plate.

PORTLAND'S main engines are two horizontal cylinders, each 26" in diameter, with a 108" stroke aligned fore and aft on port and starboard sides of the vessel. Valves are piston type and operated by eccentrics driven by the pitmans. The pitmans are welded steel 36' long and are connected to cranks one on each side of the paddle wheel. The crankshaft is forged steel 30' long with five wheel hubs. The paddle wheel is wood. It is 25' in diameter and 26' long. There are 20 buckets, each 3' wide.

Steam operated auxiliaries include a two cylinder drum type steering engine, a direct current electrical generator, a fire system pump and pumps for potable water and sanitary water. Steam also drives feed water and fuel oil pumps.

A deckhouse welded steel encloses the machinery space. There are two sliding doors in the forward bulkhead and two amidships. The cabin deckhouse is wooden tongue and groove construction. The Texas deckhouse is also wood and contains quarters for the officers. An 11' X 13' wheelhouse is above the Texas house. It contains the steering wheel and a tiller that actuates the steam steering engine. Here also are communications to the engine room, as well as navigation equipment and a chart table. Large windows on all four sides provide full visibility.

She was designed to carry a crew of fifteen, seven each in two watches plus a cook. She would have a captain, a pilot, two mates, two engineers, two firemen, six deckhands and by tradition, a female cook. With this complement, she could maintain a 24 hour schedule, her boilers never cold.

PORTLAND'S moorage at the sea wall was designed to be left unattended. Her mooring will rise and fall with river fluctuations. It consists of a 166' x 35' x 10' welded steel petroleum barge that is fastened to two 34.5' I beams secured vertically to the seawall. The steamer is moored outboard to the barge.

The barge was built at the Brooklyn Navy Yard in 1944 and was designated YO-95. In 1947 it was purchased as surplus in Hawaii by a Columbia River barge line and renamed RUSSELL NO. 24. It served commerce in the Columbia basin until 1992 when Tidewater Barge Lines transferred it to the Oregon Maritime Center and Museum.

RUSSELL NO. 24 was fitted with horizontal tripods fore and aft, projecting 10' from the hull. These in turn were equipped with lubricated slides secured to the vertical I beams on the seawall. As the river rises and falls, the barge and the steam tug PORTLAND move automatically. The moorage is also the temporary storage site of a Columbia River gill net fishing boat which will be restored and assigned a permanent place with the museum.

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.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

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

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object,or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Maritime history
Architecture (naval)
Commerce
Transportation

Period of Significance

1947

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder N/A

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

In 1946, the Port of Portland realized the need to replace the wooden hulled, stern wheeled tug PORTLAND which served from 1919. A diesel powered screw tug was initially proposed, but the Columbia River pilots wanted another stern wheeled tug. They depended on the power and unusual ship handling ability only stern wheeled tugs could deliver at the time. The pilots prevailed.

The Columbia River Pilots Association is responsible for the safe passage of all ocean going ships on the Columbia and Willamette Rivers. A pilot boards a ship when it enters the Columbia River system and remains aboard until it is safely moored. Conversely, a pilot boards a ship in port and remains aboard until the ship has left the Columbia River system. The pilots have spent years on the rivers and are aware of all the navigational hazards. They have studied for and have passed a rigid U.S. Coast Guard examination and have demonstrated their competency.

On February third 1947, the keel was laid and the new PORTLAND took shape. Her hull is welded steel. She is 219 feet long and is the last steam powered, stern wheel tug boat to be built in the U.S. The Port of Portland took delivery on August 29, 1947, and she immediately went into service.

PORTLAND'S purpose was to assist ocean going ships to dock, undock and to help them negotiate the narrow confines of the port. This is where her powerful engines, her length and distinctive rudder system proved their worth. No matter how high or how fast the waters of the Willamette River, she could control the ships and see them safely in and out of the harbor. Her operational design required that she be positioned alongside her tow. Strong cables from her steam winches would be put aboard her tow and snugged up tightly. With her cables in place, PORTLAND and her tow would move as a single unit. The four inboard and three outboard (monkey) rudders, working in concert with her 25 foot diameter paddle wheel and 219 foot length, provided leverage that could "walk" a heavily laden ship from its berth.

PORTLAND served the Port of Portland from 1947 until her retirement in 1981. During this time, she took part in many activities other than what she was designed to do. She will be remembered for the times she was called to refloat stranded vessels. PORTLAND's power and maneuverability made possible the rescue of many large ships. Two examples follow.

In 1952, an inbound tanker, with a full cargo for Portland, ran aground in the Columbia River near the mouth of the Willamette. The S.G. FOLLIS lost her steering and by the time she was stopped, her bow was deep into the sandy bottom at the Sauvie Island dike. Several tugs were called to her assistance, but to no avail. S.G. FOLLIS was stuck fast.

The steam tug PORTLAND arrived on the scene; she put lines aboard the stranded vessel and began her work. With PORTLAND's powerful engines in reverse, the wash from her paddle wheel began to loosen the sand under the tanker. Her rudders were able to work the tanker from side to side until the "suction" underneath was broken and the ship moved backward, free from the sand and the river bottom. From there, PORTLAND helped her tow into Portland harbor and to her dock.

Sunday, April 14, 1957, gale force winds pounded the Pacific Northwest. In Portland, two large vessels destined to become scrap metal, were tied to the salvagers' dock upstream from the Hawthorne Bridge. The bridge is one of the main avenues across the Willamette River from the east side to the downtown business area. The retired army transport ship CHATEAU THIERRY and the decommissioned hospital ship LOUIS A MILNE were tied together. Sunday morning the howling winds tore the two ships from their mooring and pushed them downstream, where they collided sideways with the Hawthorne Bridge, just missing the lift span.

The pressure on the bridge was tremendous. Two of the most modern and powerful diesel tugs in the area responded to this emergency. The PETER W and GEORGE BIRNEY strained, but were unable to move the ships. They could only help relieve some of the pressure on the bridge. The sternwheel tug PORTLAND, steamed up from down river, put her lines aboard the CHATEAU THIERRY, and in short time was able to move her from the bridge to a lumber company dock just up stream. Once the first ship was secured, PORTLAND returned to the bridge and removed the second.

A river pilot was quoted in the Oregon Journal of April 15, 1957, "This has never happened here before and only the PORTLAND could have saved the bridge and the ships." The river pilots felt their judgment vindicated in influencing the Port of Portland to build the steam tug PORTLAND.

Although she was not fitted out to carry passengers, the Port Commission had Coast Guard permission to cruise three days a year. Hundreds of teachers in Portland Public Schools System will never forget the harbor orientation trips aboard PORTLAND. From downtown to the Columbia River, the newly hired teachers learned the geography and facilities of the port first hand.

Who can forget her race with the stern wheel steamer HENDERSON. In 1952 these two survivors of some 500 steam boats that once plied these waters, squared off on a measured course on the lower Willamette River. From the start PORTLAND surged ahead. Not to be outdone, HENDERSON'S engineer worked his wiles, with her wheel dug deep, HENDERSON took the lead, never to look back. The two straining vessels sent dark smoke and steam skyward bringing to a close a century of steamboating. Shortly after the race, HENDERSON retired, leaving PORTLAND alone to recall the glory days of steamboating in the Columbia Basin.

Once in 1972 and again in 1975, she made "good will" trips east on the Columbia and Snake Rivers, stopping at ports that were familiar with early steamboating. From Lewiston, Idaho downstream, PORTLAND'S distinctive steam whistle sounded a sad farewell to days that were and will never be again.

With the development of more modern propulsion units such as the Kort Nozzle and the Cycloid Tractor drive, coupled with dependable high powered diesel engines (6000 hp and up), the days of steam and stern wheels were numbered. Diesel engines do not require 24 hour attention; they start and stop instantly and are attended by one person with a key. The power and agility of the new propulsion can more easily move sea going vessels. Only a Captain with a key and one deck hand to operate the electrical winches are required.

By 1981, the Port of Portland, facing economic realities, decided to retire the labor intensive steam tug boat. The stately PORTLAND yielded the harbor to diesel powered youngsters. The Port Commission was reluctant to send her to the shipbreakers. They tried vainly to sell her to commercial interests. To have her refitted as a cruise boat was found to be far too expensive. A restaurateur failed to secure needed funding and returned her to the Port of Portland.

She sat some years at Terminal One, quietly rusting. Her wheelhouse and Texas house had been removed and rested on the dock. Her wooden superstructure rotted away down to the steel housing of her machinery space. The powerful stern wheel dried and cracked where exposed and the underwater surface grew long tendrils of marine plants.

In 1991 the sad remains of the once proud PORTLAND were deeded to the Oregon Maritime Center and Museum. With funds from Meyer Memorial Trust, Murdock Charitable Trust and the Port of Portland, a handful of dedicated volunteers began restoration of the last steam powered stern wheel tug. Work has gone on continuously, progressing as rapidly as money and willing hands permit.

Using original plans and drawings, a new wooden deckhouse took shape above the steel housed machinery space. Meanwhile work went ahead on the boiler, engines and auxiliaries. Rust, corrosion and asbestos were removed. Paint, new insulation and lubrication were applied. The rotted wood in the stern wheel was replaced. The wheelhouse and the Texas house were reinstalled. Water lines, electrical cables, steering and communications were restored. The day came when the boat once again came alive. Fire glowed under the boiler and steam climbed to 250 psi, the working pressure. The throttle was cracked and for the first time in many years, the stern wheel began to rotate. The steam powered stern wheel tug boat PORTLAND had been reborn.

Word reached Warner Bros. studio that a steam operated stern wheel vessel was alive and well in Portland, Oregon. It was just the thing for which they were searching. Negotiations between the studio and the Oregon Maritime Center and Museum brought a talented crew to Portland to transform the sternwheeler into a Mississippi style gambling boat. In a few short weeks, gingerbread designs were installed plus two smoke emitting dummy stacks. PORTLAND became LAUREN BELLE, queen of the western rivers. Actors Mel Gibson, Jodi Foster and the legendary James Garner starred in the film. Upon completion of the filming of "Maverick", PORTLAND lost her gaudy attire and returned to her original appearance.

PORTLAND eventually left Terminal One and arrived at her new permanent moorage on the west bank seawall at the foot of S.W. Pine Street in downtown Portland. Open to visitors, she is the largest artifact of the Oregon Maritime Center and Museum. Volunteers continue to restore, maintain and show her to the public.

Periodically, she steams up to the delight of workers and visitors alike. Her steam whistle is heard in the harbor where she served so many years. Remembering 1952 and the race with HENDERSON, each year she issues a challenge to race to the diesel powered stern wheel cruise boat COLUMBIA GORGE. Twice in three years PORTLAND has won.

In 1996 she steamed from her moorage at the seawall to become the star attraction at the Antique and Classic Boat Show. The same year she met the restored Liberty Ship, JEREMIAH O'BRIEN, at the mouth of the Willamette River and escorted her to the harbor. Here she ceremonially assisted O'BRIEN in docking at the seawall. The two gallant vessels of another time were evidence of the talents of U.S. shipbuilders and the quality materials that went into their construction.

The stern wheel tug boat PORTLAND moored here is a beautifully restored and maintained bit of our maritime past. She truly deserves to be listed in the National Register. She is the last of her kind and the end of an era.

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

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

9. Major Bibliographical References **Page** 1 of 1

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 # _____

Primary Location of Additional Data
X State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
X Other
Name of repository: Oregon Maritime Center and Musuem, Portland

BIBLIOGRAPHY

1 of 17	*"PACIFIC MARINE REVIEW"*	The Steamer PORTLAND	October 1947, pp 35-40
2 of 17	*"THE LOG"*	New S.S. PORTLAND	November 1947, pp 56-60
3 of 17	*BLOW FOR THE LANDING*, Fritz Timmen, Craxton Printers, pp 218-220.		Library of Congress 73-150815.
4 of 17	*"PORTSMOUTH"*, Port of Portland	1 page	April 17, 1975
5 of 17	*"PORTSMOUTH"*, Port of Portland	1 page	June 13, 1975
6 of 17	*"SHIPPING NEWS"*	2 pages	October 9, 1981
7 of 17	Communications between The Port of Portland and Oregon State Department of Transportation; State Historic Preservation Office. 1983 and 1985. 19 pages.		
8 of 17	*"MARINE DIGEST"*	1 page	September 1990
9 of 17	*"SHIPPING NEWS"*	1 page	May 8, 1991
10 of 17	*"THE OREGONIAN"*	1 page	May 9, 1991
11 of 17	*"FRESHWATER NEWS"*	2 pages	August 1991
12 of 17	*"THE OREGONIAN"*	1 page	October 10, 1991
13 of 17	*"THE OREGONIAN"*	2 pages	September 15, 1993
14 of 17	*"WORKBOAT MAGAZINE"*	2 pages	September/ October 1994
15 of 17	*"THE OREGONIAN"*	1 page	October 1994
16 of 17	*"FRESHWATER NEWS"*	1 page	November 1994
17 of 17	*"THE OREGONIAN"*	1 page	February 13, 1997

10. Geographical Data

Acreage of Property Less than one 0.54 acres Portland, Oregon - Washington 1:24000

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	525900	5040630	3			
2				4			

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Harold L. Englet, Volunteer

organization Oregon Maritime Center and Museum date February 15, 1997

street & number 113 S.W.Front Avenue telephone (503) 224-7724

city or town Portland state Oregon zip code 97204

Additional Documentation

Submit the following items with the completed form:
Continuation Sheets

Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

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

Property Owner

(Complete this item at the request of the SHPO or FPO.)
name Oregon Maritime Center and Museum

street & number 113 S.W. Front Avenue telephone (503) 224-7724

city or town Portland state Oregon zip code 97204

BOUNDARY DESCRIPTION

The nominated property is located in SW 1/4 Section 34, Township 1N, Range 1E, at the west bank of the seawall at the foot of S.W. Pine Street in the city of Portland, Multnomah County, State of Oregon. The restored steam powered stern wheel tug boat is moored to a floating barge that is secured to two vertical I beam stanchions which are in turn secured to the seawall. The berthing is parallel to the seawall and with the current of the Willamette River. The moorage is east of the intersection of S.W. Pine Street and S.W. Front Avenue. A pedestrian walk leads east from the intersection, past the mast of the Battleship OREGON, and crosses Gov. Tom McCall Waterfront Park to the steamer's gangway at the seawall.

The nominated area is an area of 90 x 260 feet, measuring from seawall east from point of intersection with north edge of S.W. Oak Street, extended, 90 feet, thence at right angle 260 feet to point of intersection with north line of S.W. Pine Street, extended, thence west 90 feet to seawall, thence south along seawall face to point of beginning, containing 0.54 acres, more or less, to include the permanent berth of the steam tug PORTLAND and its mooring barge on the Willamette River.

BOUNDARY JUSTIFICATION

The nominated property is a restored steam powered stern wheel tug boat that is owned and maintained by the Oregon Maritime Center and Museum. She is moored near the Oregon Maritime Center and Museum in the harbor where she worked so many years. This is also a location that was secured by negotiation with the city where the seawall is vertical and will accommodate the unique floating mooring system. It is a location that encourages visits from the public.

The permanent berth of the Portland includes as part of the mooring device a 35 x 166-foot steel barge built by the Brooklyn Navy Yard in 1944. Although the barge was acquired for use on the Columbia River after it was surplused following the Second World War, its association with Columbia basin shipping post dates the historic period of significance and is not related to the functions of the Port of Portland. The barge is counted a compatible but non-contributing structure within the nominated area of 0.54 acres.

OREGON HISTORY CENTER AND MUSEUM PHOTOS:

1 of 8	PORTLAND'S sponsor, Mrs. William Zavin. May 24, 1947. (May 18?)	2421.38
2 of 8	PORTLAND assisting Matson Lines HAWAIIAN FORESTER through the old Morrison Bridge. February 19, 1954.	2421.36
3 of 8	PORTLAND moving a tanker at Port of Portland's Swan Island repair yard. June 5, 1967.	2421.49
4 of 8	PORTLAND and others help refloat the grounded tanker S.G. FOLLIS	2421.55
5 of 8	PORTLAND and HENDERSON race. 1952.	2421.70
6 of 8	PORTLAND with school teachers , September 8, 1961.	2421.42
7 of 8	PORTLAND proceeding down river through to locks at The Dalles Dam during her 1972 "good will" tour. 1972.	2421.59

Negatives: Oregon History Center and Museum
1230 S.W. Park Avenue
Portland, OR 97205

PHOTO BY EVERETT JONES, M. D.:

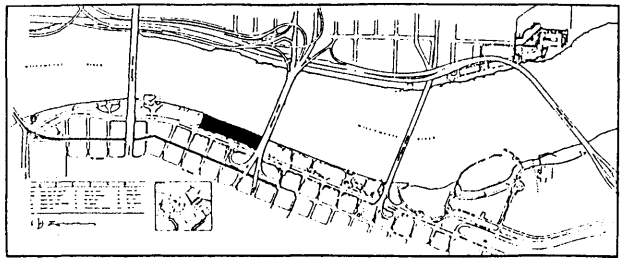
8A of 8 A current photo of PORTLAND at her moorage at the seawall, November 1996.

Negative: Everett Jones, M.D., Co-founder and Past President
Oregon Maritime Center and Museum
113 S.W. Front Avenue
Portland, OR 97204

PHOTO BY JAN JOHNSTON:

8B of 8 Plan view of PORTLAND with Gov. Tom McCall Waterfront Park and the Oregon Maritime Center and Museum in the background. February 1997.

Negative: Jan Johnston
2121 S.W. Taylor's Ferry Road
Portland, OR 97219



WATERFRONT PARK

Section C

PORTLAND, MULTNOMAH COUNTY, OREGON

SCALE: 1" = 80'

EVENT: PORTLAND, Steam Tug Permanent Moorage Site on the Willamette River

DATE: (Blackened area is not the nominated area) (Plan, left)

LEGEND

PWB	Potable water (3/4" hose bib)
PWC	Potable water (1" coupler)
E	Electrical outlet (110V)
G	Natural gas outlet
S	City sewer drain
DF	Drinking fountain
FH	Fire hydrant
	Fire/Access Lane (8 ft. minimum width requirement)

WILLAMETTE RIVER

The Steam Tug PORTLAND

MORRISON BRIDGE

Section D

MAST

SW FRONT AVE

PINE

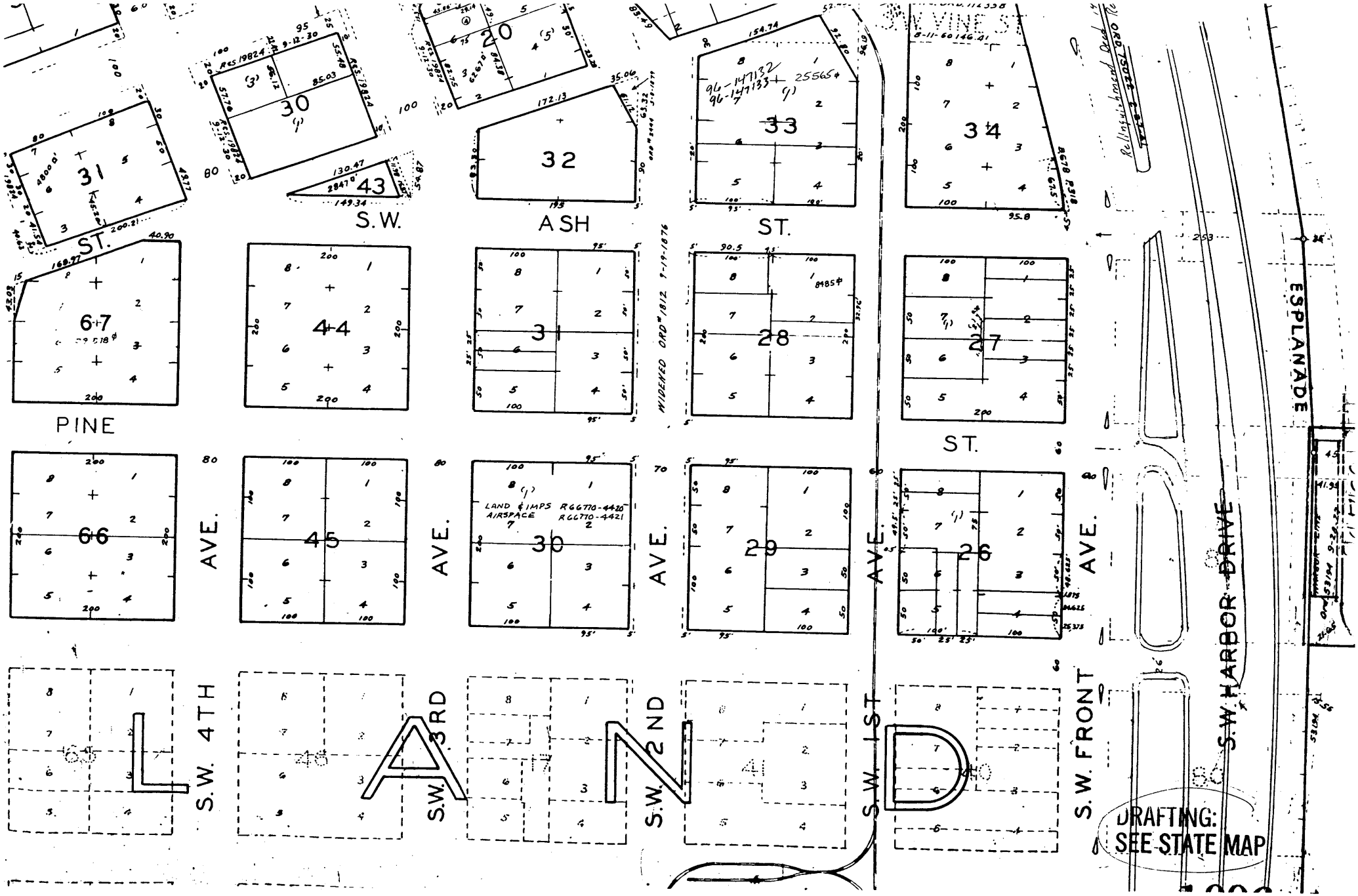
OAK

STARK

WASHINGTON

ALDER

The Oregon Maritime Center & Museum


S.W.
ASH
ST.
PINE
ST.
AVE.
AVE.
AVE.
AVE.
S.W. 4TH
S.W. 3RD
S.W. 2ND
S.W. 1ST
S.W. FRONT
S.W. HARBOR DRIVE
ESPLANADE
WIDENED ORD 1812 1-19-1876
LAND & IMPS R66710-4420
AIRSPACE R66710-4421
DRAFTING: SEE STATE MAP