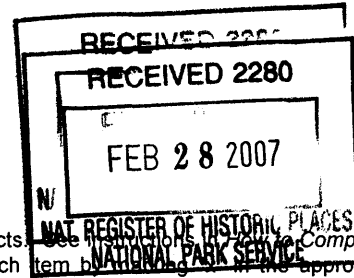


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United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item 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 M.V. Westward

Other names/site number \_\_\_\_\_

### 2. Location

street & number The Center for Wooden Boats - 1010 Valley Street not for publication

city or town Seattle vicinity \_\_\_\_\_

State Washington code WA county King code 033 zip code 98109

### 3. State/Federal Agency Certification

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

2/21/07  
Date

Signature of certifying official/Title

WASHINGTON 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 certifying official/Title

Date

State or Federal agency and bureau

### 4. 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:)

Signature of the Keeper

Edson H. Beall

Date of Action

4.12.07

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

(Do not incl. previously listed resources in the count.)

Contributing	Non-Contributing	
		buildings
		sites
1		structures
		objects
1		Total

**Name of related multiple property listing:**

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

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Functions 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/Floating Historic Vessel

**Materials**

(Enter categories from instructions)

foundation (hull) WOOD

walls (cabin) WOOD

roof (deck) WOOD

other

**Narrative Description**

(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

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

Property is:

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

**Narrative Statement of Significance**

(Explain the significance of the property.)

SEE CONTINUATION SHEET

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form.)

SEE CONTINUATION SHEET

**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 Engineering Record# \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Name of repository:**

Pacific Catalyst Expeditions LLC, Seattle

**Areas of Significance**

(Enter categories from instructions)

Maritime History

Architecture

Entertainment/Recreation

**Period of Significance**

1924 - 1943

**Significant Dates**

1924

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

N/A

**Architect/Builder**

Geary, Leslie Edward "Ted" (Naval Architect)

Martinolich, John A. (Builder)

**10. Geographical Data**

**Acreeage of Property** Less than one acre

**UTM References**

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>5 50 058</u> Easting	<u>52 74 949</u> Northing	3	<u>    </u> Zone	<u>    </u> Easting	<u>    </u> Northing
2	<u>    </u> Zone	<u>    </u> Easting	<u>    </u> Northing	4	<u>    </u> Zone	<u>    </u> Easting	<u>    </u> Northing

**Verbal Boundary Description**

(Describe the boundaries of the property.) Boundraies for the the MV Westward include the footprint of the vessel and its structure above and below the water line.

**Boundary Justification**

(Explain why the boundaries were selected.) The MV Westwood is temporary berthed at at the Center for Wooden Boats, 1010 Valley Street, Seattle, WA.

**11. Form Prepared By**

name/title Holly Taylor, Principal  
 organization Past Forward - Northwest Cultural Services date January 12, 2007  
 street & number Post Office Box 13027 Telephone 206.463.3168  
 city or town Burton state WA zip code 98013-0027

**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 Pacific Catalyst Expeditions LLC , Hugh Reilly, Managing Member  
 street & number 909 Harvard Avenue East telephone 206.726.8137  
 city or town Seattle state WA zip code 98102

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## Narrative Description

The M.V. *Westward* is a classic wooden motor vessel constructed in 1924 in Dockton, Washington. She is 86 feet long, and her beam measures 18 feet 8 inches across. Her draft is 9 feet 5 inches and displacement is 137.5 tons. She is powered by her original four cylinder Atlas Imperial diesel engine which provides 110 h.p. (horsepower) at 325 r.p.m. (revolutions per minute) and gives her a cruising speed of eight knots at 290 r.p.m.. The *Westward* has a fuel capacity of 2,200 gallons for a cruising range of 2,500 nautical miles, and she carries 1,000 gallons of fresh water with a reverse osmosis water maker. She has a cannery tender type hull and the interior cabin spaces of a yacht, with accommodations for up to 11 passengers and six crew. Her design is significant as a transitional or hybrid form between a traditional work boat and a lighter more elegant leisure boat. The *Westward* is a fully operational motor vessel which retains a high degree of integrity and has been carefully maintained and periodically restored over her 83-year career.

## Hull Construction

The *Westward* is stoutly built of old growth vertical grain Douglas fir timbers with galvanized steel ship spikes, lags and bolts. The hull is a deep "V" shape with heavy-duty plank on frame construction. Frames are 8 inch by 8 inch sawn fir, spaced at 18 inch centers, with 2¾ inch fir planking, 2 inch fir ceiling (structural interior planking), and a full-length 2 feet 6 inch by 3 feet single-timber keel of Oregon pine. Beams are 3½ inch by 5 inch with braced knees.

The sheer line (upward curve of the deck when viewed from the side) is fair and graceful. The plumb stem is constructed of purpleheart, a tropical hardwood that replaced the deteriorated original fir stem during the *Westward's* 2005-06 restoration. The horseshoe-shape flared stern is one of the vessel's most notable characteristics. The bulwarks (planking between the sponson and the deck edge) have rows of bronze portholes on each side. Mooring cleats and hawse holes are evenly spaced along the deck edge. Varnished wood anchor guards on the port and starboard bow contrast with her light gray painted hull, and black and burgundy trim, to give the *Westward* her distinct and classic appearance.

## Deck Configuration and Deckhouse Exterior

The *Westward's* deck profile includes an open foredeck, a raised pilot house with attached deckhouse behind, and an open aft deck. The deck is flush (it has a continuous surface, bow to stern, without steps), with 2½ inch square fir planks. Side and aft decks are covered by deckhouse roof extensions, supported by evenly spaced reinforcement pillars made of metal. Boarding gates are midship and aft to port and starboard.

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The anchor winch (remarkably, one of many components of the vessel's original equipment) is immediately aft of the bow. A raised opening called a fidley in the center of the open foredeck provides access to the below deck crew's quarters via a wooden ladder. The three-quarter length deckhouse is constructed of fir and cedar, with mahogany and teak trim, and is divided fore to aft as follows: pilot house, salon, galley/crew dining area, and utility areas. Access to the deckhouse is provided by five varnished wood splash-tight joinery doors to starboard and three to port including Dutch type doors in the galley/crew dining area and the engine room access. Five drop type single light wood framed windows measuring approximately 17 inches by 25 inches provide forward and side visibility from the pilot house. Slightly larger windows line both sides of the deckhouse except in the utility spaces and engine room access trunk.

The upper deck (deckhouse roof) is open for storage of lifeboats and other watercraft. The original wood plank yacht tenders have been replaced by a variety of auxiliary watercraft including a 14 foot inflatable utility boat, a 16 foot rowing tender, and several sea kayaks. An inflatable emergency life raft is also stored on the upper deck. Two pair of davits holding electric winches fitted with sheaves and pulleys are fixed to the upper deck and are used to raise and lower auxiliary craft. A funnel (exhaust stack) rises from the engine room through the deckhouse roof to a height of 7 feet above the roof, and displays a "PC" logo for vessel owner Pacific Catalyst Expeditions LLC.

Fore and aft tapered wood masts rise 46 feet above the waterline. The *Westward's* original design included steadying sails. There is no evidence of such sails being utilized in the past; however, the current owner has set sails for steadying and motive assistance. The foremast is used as a signal mast and the aft mast and boom are equipped with an electric winch to facilitate loading of stores and equipment. The masts are stayed by galvanized cables which extend through chain plates to the hull. A metal rung ladder extends to the top of the aft mast.

## Deckhouse Interior

The pilot house interior space measures 9 feet across by 8 feet 6 inches fore to aft and is 6 feet 6 inches in height. A centered wood console includes a brass steering stand and wheel. The wheel is 46 inches in diameter from spoke to spoke, and is made of teak and oak. Engine controls and navigation equipment are located throughout the cabin. An overhead chart table and built-in settee are aft. Overhead is painted open beam. Original brass fittings are used throughout the deckhouse. Interior access to the salon is through a wood joinery door to port aft and two steps down.

A spacious and elegantly furnished salon measuring 12 feet across by 16 feet fore to aft, and 6 feet 6 inches in height, is aft of the pilot house and has several windows on both sides. Windows follow the sheer line and so are not quite square. Forward at centerline is a semi-enclosed stairwell leading to below deck spaces. The cabin's port side is lined with built-in teak cabinetry and a settee with storage below. Aft

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athwartship (center rear) in the main salon is a wood burning fireplace surrounded by built-in teak cabinetry and bookshelves with a center mirror above. The cabin's starboard side has a navigation station forward with a built-in locker below. The starboard side of the salon continues with a settee and a varnished teak single drop leaf eight to ten place dining table. Overhead is painted teak detailed open beam, and the deck is painted wood. An aft starboard interior doorway provides access to the galley/crew dining area.

Aft of the salon is the galley/crew dining area, measuring 12 feet across by 11 feet fore to aft, and is 6 feet 5 inches in height. The galley is dominated by a four burner gas range and oven forward to starboard of the centerline. A stainless steel splash shield and storage cabinetry is built-in, with an "L" shaped counter top, a sink and dish bins to port. Aft are working and serving counters, refrigerator/freezer unit, other appliances, countertop eating areas and additional storage lockers. The space is open beamed, and deck and overhead are painted wood.

Aft of the galley to starboard is a Dutch door leading to a laddered engine room access trunk. This ladder also provides upward access to the upper deck. Aft of this trunk entryway is an enclosed utility/storage room also accessible from the starboard main deck.

Aft of the deckhouse is a large open mahogany deck area measuring 17 feet across by 17 feet fore to aft at centerline, and 6 feet 2 inches in height. The aft deck is rounded at the stern following the shape of the hull. An extended upper deck of painted teak open beam provides overhead shelter. Varnished wood and glass panels extend for 8 feet on either side of the overhead deck extension and provide a weather enclosure for a built-in cushioned settee locker. A lift type covered hatch is to centerline leading to the lazarette storage area below deck.

### Below Deck

The configuration fore to aft below deck is as follows: chain locker at the fore, crew and captain's quarters, staterooms, engine room, and lazarette (storage and steering systems), with watertight bulkheads dividing each section. Berthing spaces accommodate up to six crew, and staterooms accommodate up to 11 passengers.

The chain locker stows 600 feet of anchor chain (300 feet on each side) which secures two 300-pound Navy Patent anchors. The anchor chain exits the chain locker through stainless steel hawse pipes surrounded by varnished wood anchor guards. The chain locker is accessible from the foc's'l (a contraction of forecastle, the traditional name for the below deck cabin space in the bow).

Crew quarters in the foc's'l measure 6 feet across at the fore, widening to 15 feet across at the aft of the cabin following the shape of the hull. This space measures 16 feet fore to aft, and is 7 feet 5 inches in

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height. The anchor winch motor controller is centerline forward. The foc's'l contains three single berths, under-berth storage drawers, a wardrobe, built-in shelving and settees, an enclosed head (bathroom) with toilet, shower stall, vanity and wash basin, with separate entry to the captain's stateroom. The captain's stateroom contains two berths with storage drawers, lockers and a built-in desk. Spaces are painted wood, and overhead is open beam. Watertight portholes provide natural lighting.

Aft of the forward crew quarters are four staterooms and two enclosed heads, all divided by wood joinery doors opening off of a central corridor. Staterooms measure between 100 and 120 square feet, and between 6 feet 8 inches and 7 feet in height, and contain single and/or double berths, built-in storage lockers, wardrobes and shelving. Overhead is painted wood, and watertight portholes serve each space. Staterooms were completely refurbished in 2000.

Aft of the staterooms is the engine room, which measures 16 feet across by 20 feet fore to aft, and is 6 feet 6 inches in height. The engine room contains the main engine, a four cylinder diesel auxiliary generator and twin 1,000 gallon fuel tanks. Aft of the engine room is the lazarette, which includes storage space, the waste water tank and the vessel's steering mechanism.

### Engine

The *Westward's* most remarkable physical component is her original Atlas Imperial diesel engine, manufactured in 1923. The engine was not installed in a traditional sense; rather, the vessel was actually constructed around the engine. The engine is a 4 cylinder 9 x 12 diesel, having the model number 4HM763; 4 refers to the number of cylinders, HM stands for heavy marine; 763 is the measure of the cubic inches per cylinder, each of which has a 9 inch bore and 12 inch stroke. The engine is 12 feet long, 4 feet wide, and 7 feet in height, including 1 foot below the floorboards and 6 feet above the floorboards of the engine room. The current owner operates the engine at 290 r.p.m. for a cruising speed of about 8 knots.

The Atlas Imperial Diesel Engine Company manufactured high quality marine and stationary engines in Oakland, California from the early 1900s through the 1940s. Diesel engines were developed in the late 19th century and their use became widespread as an element of World War I technology. After the war, Atlas Imperial quickly became the engine of choice for work boats, replacing earlier steam engine technology. In 1922, the Atlas Imperial manufactured the first full diesel engine using all United States patents, a significant milestone in American industry. According to Atlas engine expert Dan Grinstead, the *Westward's* engine is the oldest Atlas marine diesel engine still working commercially.<sup>1</sup> The only known older example of an Atlas Imperial full diesel engine is in the collection of the Smithsonian Institution's Museum of American History.

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<sup>1</sup> Dan Grinstead, Interview, 11/14/06.



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The *Westward's* Atlas Imperial engine employs an air-start lever/valve at each cylinder to supply pressurized air into each cylinder in order to get the mammoth engine revolving. As 220 pounds of air pressure is introduced into the starting system, the massive flywheel begins to rotate as the engine turns over. Each starting lever is then pulled separately to inject fuel into the cylinders; the engine is started, quite literally, one cylinder at a time. Shortly after the *Westward's* engine was built, the starting system in subsequent Atlas engines was changed to a more conventional single starting handle.

Over 100 points on the engine must be oiled by hand every two or three hours while the vessel is underway. This Atlas engine has propelled the *Westward* from Seattle to Alaska countless times, down the West Coast to Central America, through the Panama Canal to the Atlantic Ocean, and around the world on a five year, 47,000 mile journey.

### Restoration

As a working vessel, the *Westward* has undergone periodic restorations throughout her career, with minimal changes to her original appearance. During the historic period, the aft deckhouse was extended approximately 4 feet to its present length of 39 feet and the aft deckhouse cover was extended all the way to the stern. Historic photographs show that during a short period of the 1930s, the aft deck was completely enclosed; however, this alteration has been reversed and her original open aft deck has been restored. Mechanical and electrical systems have been periodically upgraded. Work on the hull, decking, and other exterior features has involved replacements in-kind of historic materials based on original plans to preserve her original appearance.

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## Statement of Significance

The M.V. *Westward* was designed by renowned naval architect Leslie Edward “Ted” Geary of Seattle in 1923, and was built at the John A. Martinolich Shipbuilding Company in Dockton, Washington in 1924. The vessel is documented by the United States Coast Guard, and has the Official Number 223931. The *Westward* is eligible for listing in the National Register of Historic Places under Criterion C as a transitional design by a master naval architect in which the conventional cannery tender working vessel design was modified to create a lighter and more graceful motor yacht intended for commercial cruising rather than for heavy industrial work. This design innovation represents a significant advance in Geary’s career, and in the maritime architectural history of the Pacific Northwest, and it was a forerunner of the late 1920s fantail yacht designs for which Geary is best known.

The *Westward* is also significant under Criterion A in the maritime history of the Pacific Northwest as a representative vessel built to serve the Seattle-Alaska recreational tourism industry, a regional commercial enterprise based on maritime transportation which dates back to the late 19<sup>th</sup> century and continues to have an impact on the region’s economy and environment to the present day. The period of significance (1924 – 1943) begins when the vessel was constructed for Campbell Church Sr. of the Alaska Coast Hunting & Cruising Company and ends when the vessel left the company’s ownership to serve as a military vessel during World War II. The *Westward* continues to function as a working commercial vessel, and she is home ported in Seattle.

## Naval Architect Ted Geary

Leslie Edward “Ted” Geary (1885 – 1960) is considered by many to be the most prominent naval architect who designed vessels in the Puget Sound region. Geary is best known for designing a series of elegant fantail yachts in the late 1920s, but he got his start in Seattle designing, building and racing sailboats. Geary moved to Seattle with his family in 1892, and much of his youth was devoted to boating. He designed his first sailboat, a 24 foot centerboard racing sloop, in 1899 at the age of 14, and he continued to design, build and race boats through his high school years. During a brief stint at the University of Washington’s School of Engineering, he designed the *Spirit*, a 42 foot sloop which he skippered in a 1907 race between the Seattle Yacht Club and its rival in Vancouver, British Columbia. Geary won this race, and this victory helped to establish his reputation in the Pacific Northwest as an outstanding designer and sailor.

A group of prominent Seattle businessmen and Seattle Yacht Club members, many of whom were leaders in the local lumber and fishing industries, admired both Geary’s design skills and his sailing skills. They paid his tuition to attend the Massachusetts Institute of Technology, where he graduated with a degree in

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naval architecture in 1910.<sup>1</sup> Returning to Seattle, Geary established a professional design practice and many of his patrons became clients, commissioning him to design a variety of commercial boats such as logging tugs, cannery tenders, fishing vessels and power boats.

Three of Geary's early accomplishments reflect his range of interests and expertise. In 1911, Geary designed the *Helori*, an elegant motor vessel for Seattle pioneer and developer O.O. Denny. In 1913, Geary designed the *Sir Tom*, an R-class racing sailboat named in honor of Sir Thomas Lipton who had donated a trophy to be awarded annually in a contest between racing sloops in Washington and British Columbia. In 1915, Geary designed the *Chickamauga*, the first diesel-powered tugboat in the United States. Significant as a milestone in maritime engineering and technology, the *Chickamauga* is listed in the Washington Heritage Register.

During World War I, Geary designed cargo vessels and other work boats for military uses, and retained his connections to commercial clients through the Seattle Yacht Club's social network. After the war, Geary expanded his design portfolio with his first major yacht commissions. These included the schooner *Katedna* (now *Red Jacket*), a sailing yacht completed in 1920, the motor yacht *Wanda* built for Seattle lumber baron C.D. Stimson in 1922, and the motor yacht *Samona* completed in 1923 for California businessman Willits J. Hole. While Geary worked with several Puget Sound area shipbuilders, two of his frequent collaborators were the Blanchard Boat Company on Lake Union and Lake Union Dry Dock, both in Seattle.

The majority of Geary's work during the mid-1920s consisted of sturdy vessels serving commercial clients in the timber and fishing industries, such as the tug boat *Sally S.* and the cannery tenders *Amelie*, *Beryl E.* and *Trojan*, as well as 'commuter' vessels such as the *Winifred* that allowed wealthy businessmen to avoid reliance upon the Mosquito Fleet steamers and public ferries. Geary also designed a number of cruisers which hinted at the stylistic changes to come.

In 1923, Geary began working on a design for the *Westward*, an upscale cruising vessel based on a traditional cannery tender design, combining the sturdy lines of a work boat with the elegant profile and luxurious cabin spaces of a yacht. Geary and Campbell Church Sr. selected the John A. Martinolich Shipbuilding Company of Dockton to build his innovative design which represents a stylistic evolution and shift in emphasis from work boats to pleasure boats in Geary's career. The *Westward's* Abstract of Title (the maritime equivalent of a deed of title, maintained by the U.S. Coast Guard) identifies Geary as the Master Carpenter.

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<sup>1</sup> Skahill, Part 1, page 3.

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During this period, Geary frequently returned to his original inspiration, sailboats, and in 1926 he designed the award-winning R-boat *Pirate*, listed in the National Register of Historic Places. He also created the famous 18 foot Flattie class (later renamed the Geary 18) in 1928, as an inexpensive and unsinkable sail training boat for junior members of the Seattle Yacht Club.<sup>2</sup>

Following the 1924 delivery of the *Westward* to the Alaska Coast Hunting & Cruising Company, Geary received several commissions from Seattle Yacht Club members to design elegant motor yachts, lighter and finer than work boats, and all with the graceful fantail sterns which became Geary's signature feature. The first of these were the *Malibu* and the *Mariner III* in 1926. Geary was at the height of his career when he designed a series of four distinctive fantail yachts between 1928 and 1930: the *Principia* built for San Francisco yachtsman L.A. Macomber; the *Blue Peter* built for Seattle architect John Graham, who designed the Seattle Yacht Club; the *Electra* built for A.W. Leonard, President of Puget Sound Power and Light; and the *Canim* built for Seattle Times publisher Col. C. B. Blethen. Each was 96 feet LOA, and characterized by a plumb bow, elegant cabins and the gracious curved lines of the "fan tail," the overhanging portion of the vessel's stern which extended the deck and provided extra space for dancing and other entertainments of the Roaring Twenties.<sup>3</sup>

Geary also designed a relatively modest 45 foot bridge deck cruiser for the Lake Union Dry Dock Company's *Lake Union Dreamboat* line, a long-established series of classic northwest cruisers that remain popular to this day. As the economic climate worsened following the Stock Market Crash in October 1929, Geary shifted his focus down the Pacific Coast for new commissions, recognizing that the market for luxury yachts was more likely to survive in Southern California than in Seattle. He received significant commissions from well known figures such as millionaire J. Paul Getty and actor John Barrymore; for Barrymore, Geary designed the *Infanta* (now the *Thea Foss*). Geary served as the Commodore of the Seattle Yacht Club in 1930, and shortly afterward he relocated to Los Angeles to be closer to his client base.

As the Great Depression wore on, Geary had few new design projects and his work shifted to redesigns and repairs. He worked through World War II and for several years afterward at Craig Shipyard in Long Beach, California, on restoration projects and a few new designs. Geary died in 1960 at the age of 75. Geary's design career was celebrated in an extraordinary exhibit mounted in 2005 by The Center for Wooden Boats called "Legendary Vessels of a Maritime Genius." The exhibit included a range of artifacts, photographs, vessel plans and other archival materials, and eight well preserved vessels spanning Geary's career. The *Westward* was included in this exhibit, and her pivotal role in the evolution of Geary's design career and in Pacific Northwest boat building was clearly demonstrated.

<sup>2</sup> Skahill, Part II, Page 1.

<sup>3</sup> Etsell, page 2.

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### Dockton, Washington and the John A. Martinolich Shipbuilding Company

Though not as widely known as naval architect Ted Geary, shipwright John A. Martinolich (1877 – 1960) played an important role as the builder of the *Westward*, with his expertise in building workboats and his ability to transform Campbell Church Sr.'s vision and Geary's design into an elegant charter boat. The John A. Martinolich Shipbuilding Company was located in the town of Dockton, Washington, on the west side of Maury Island, Washington from 1905 to 1930.

Dockton's history as a shipbuilding center goes back to the late 19<sup>th</sup> century. The Puget Sound Dry Dock Company, originally of Port Townsend, Washington, built the largest dry dock on the West Coast in 1890, but before the company could generate any revenue it faced a financial crisis. In 1891 investors from Vashon Island and Tacoma gained controlling interest in the Puget Sound Dry Dock Company, and decided to tow the company's dry dock to Quartermaster Harbor, an inlet in Southern Puget Sound between Vashon Island and Maury Island. Locating the industrial facility in a protected harbor, the group of investors worked to establish a town site which later came to be known as Dockton. The Puget Sound Dry Dock Company repaired all kinds of vessels, from lumber schooners to steamships. The company's success established Quartermaster Harbor as an early center for shipbuilding in Puget Sound, and led to the creation of several successful maritime industries.

Immigrants came gradually to Dockton to work at the dry dock, and many began fishing and farming as well. As the community grew, it came to be comprised of Scandinavians and Austro-Slavonians (including many residents of Croatia's Dalmatian Coast and other regions of the Austro-Hungarian Empire, later Yugoslavia), with a small group of English and Scottish. Within Dockton's ethnic communities, as in many communities in the western United States, new immigrants tended to cluster in areas already settled by members of their extended family or friends from their former home countries, a social phenomenon known as chain migration.<sup>4</sup> The tight-knit community of Dockton retains a predominance of Slavic and Scandinavian family names to the present day.

John A. Martinolich was born on the island of Mali Lussin in Croatia. He began working in his father's shipyard at the age of ten, and after a stint in the Austrian army, he emigrated in 1896 and settled in Dockton.<sup>5</sup> Martinolich found work as a shipwright at the dry dock, alongside Pete Manson who later started a pile driving company which became Manson Construction. Martinolich left his job at the dry dock in 1904 and founded his own company, the John A. Martinolich Shipbuilding Company. His first vessel was the steamer *Vashon*, completed in 1905. The shipyard initially built mostly 'Mosquito Fleet' steamers and other work boats, as well as sailing ships, and it was later credited with developing the West

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<sup>4</sup> Haulman, Chapter 7.

<sup>5</sup> Van Olinda, page 45; Loverich Interview, 2006.

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Coast purse seiner, a deep draft fishing boat. John Bussanich had been the original dry dock blacksmith, and by 1909 he operated his own blacksmith shop on the beach at Dockton. He furnished most of the castings and fittings for Martinolich's shipyard.

Martinolich maintained a steady production of vessels between 1905 and 1915, including the steamer *Verona* (1910) which was later involved in the Everett Massacre, and the steamer *Nisqually* (1911). During World War I, Martinolich took on a project for the Norwegian government, constructing three enormous sailing ships measuring 235 feet each. They were named the *Dockton*, the *Ella A.*, and the *Elinor H.*, and when the Norwegian government ceased making payments on the vessels, the shipyard was nearly forced into bankruptcy. The business was stabilized by 1921, and Martinolich became known as the "King of Purse Seiners" for the fishing boats he built in the 1920s. The yard also continued to build other work boats, and occasional yachts, as well as some unusually powerful runabouts that were used during Prohibition.<sup>6</sup>

Naval architect Ted Geary worked with numerous ship builders, including the Blanchard Boat Company on Seattle's Lake Union, to produce his early designs. He and his client Campbell Church Sr. selected the John A. Martinolich Shipbuilding Company to build the *Westward*, perhaps because the shipyard produced commercial work boats that Geary and his client had admired in the past, perhaps because Martinolich presented a very competitive bid for the construction project, and perhaps because a fire had destroyed the Blanchard Boat Company in 1923. Maritime author Lee Makovitch circulated a story about Campbell Church Sr. visiting the Martinolich shipyard, picking out one of the workboat hulls under construction, and telling Martinolich that he wanted a yacht designed on that hull, but this anecdote has not been confirmed by further research, and several other sources indicate that the *Westward* was created as an original design by Geary and subsequently constructed to Geary's specifications by the John A. Martinolich Shipbuilding Company.<sup>7</sup>

Geary completed the design for the *Westward* in December 1923. The vessel was constructed around the Atlas Imperial diesel engine, rather than the more typical process of building a boat first and installing an engine afterward, due to the engine's size and placement. The *Westward* was launched at the Martinolich shipyard in May 1924. Although the yard built a few more vessels including traditional cannery tenders designed by Ted Geary and others, and the fishing boat *Janet G*, financial difficulties caused Martinolich to send his crew to Gig Harbor in 1929 to work at the Skansie shipyard, and he retired in 1930. John A. Martinolich died in 1960. His sons continued to be involved in boat building for decades, operating shipyards in Tacoma and San Diego from the 1940s through the 1970s.

<sup>6</sup> Vashon-Maury Island Heritage Association Research Files: Dockton.

<sup>7</sup> Smithsonian Institution Marine Transportation Collection; Pacific Motorboat; Newell.

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### Alaska Coast Hunting & Cruising Company

The *Westward* was commissioned by Campbell Church Sr. (c.1864 – 1943) in 1923 to serve as the flagship of the Alaska Coast Hunting & Cruising Company, a Seattle-based charter company. The company provided luxury accommodations aboard this elegant passenger vessel for charter clients who wanted to hunt and fish while exploring Alaska's scenic Inside Passage.

The company was founded based on a long-standing connection between Alaska and the Church family, as well as a strong historical link between Alaska and Seattle. The Klondike Gold Rush which began in 1897 established Seattle as the primary point of departure for anyone who wished to go to Alaska. Outfitters, suppliers, and steamboat operators prospered from serving Alaska-bound adventurers, Seattle's financial institutions benefited from serving successful returning travelers, and Seattle's role as a regional business, transportation and social center was strengthened by the city's connection to Alaska. The 1909 Alaska Yukon Pacific Exposition, Seattle's first World's Fair, celebrated the tenth anniversary of the Gold Rush (although it was two years late) and was intended to showcase Seattle as a growing metropolis and to secure its place as the primary commercial center of the Pacific coast.<sup>8</sup>

Alaska's breathtaking scenery eventually became a bigger draw than its gold fields, and Seattle continued to serve as the primary point of departure for adventurous tourists eager to explore Glacier Bay and other destinations along Alaska's famed Inside Passage. Beginning in the 1920s, passenger steamers regularly departed from Seattle during the summer months for Southeast Alaskan ports of call including Ketchikan, Sitka, Petersburg and Skagway, a precursor to today's cruise ship industry. Along with spectacular scenery, hunting and fishing were major draws, and guides such as Allen Hasselborg, the famous 'Bear Man' of Admiralty Island, escorted sportsmen in their quest for bear and other big game animals.<sup>9</sup>

In addition to the regional business and transportation connections between Seattle and Alaska, Campbell Church Sr. had a personal connection with Alaska which greatly influenced his early career and ultimately his business interests. A young Mr. Church left his hometown of Joplin, Missouri in the late 1890s to try to make his fortune in the Alaska gold fields. Like many prospectors, he did not strike it rich, but he returned home to Missouri with innovative ideas for using hydraulic siphons to pump out flooded mines. He made a fortune through strategic mine investments and the use of his invention, and he later left Missouri and moved to Eugene, Oregon where he prospered from investments in timber.

Church's founding of the Alaska Coast Hunting & Cruising Company may have had as much to do with his personal desire to visit and explore the Alaskan wilderness as it did with his interest in expanding his

<sup>8</sup> Boswell & McConaghy, 1996.

<sup>9</sup> Howe, 1996.

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business enterprises and investment holdings. Maritime publications which document the *Westward's* construction describe Church Sr. as a big game hunter who spent summers between 1921 and 1923 cruising Alaskan waters in his personal yacht the *Nooya*, prior to commissioning the *Westward* for use as a charter vessel. Ted Geary's design for the *Westward*, dated December 1923, notes that the vessel was commissioned for the company and was purpose-built for Alaskan charters.<sup>10</sup>

The *Westward* was the flagship vessel of the Alaska Coast Hunting & Cruising Company. The company may have been founded a year or two before the *Westward* was built, and the company continued to offer occasional charters after World War II with the *Deerleap*, but the *Westward* is synonymous with the company. The May 17, 1924 issue of *The Marine Digest*, published just prior to the *Westward's* launch, notes that the new cruiser "represents an investment of \$40,000,"<sup>11</sup> an extraordinary sum at the time. The *Westward* was launched in late May 1924 and was fitted out for her first Alaska charter cruise at the Lake Union Dry Dock in July 1924.<sup>12</sup> Following trial trips, the *Westward* made her first trip to Southeast Alaska during the 1924 summer cruising season. The *H.W. McCurdy Marine History of the Pacific Northwest* notes that the *Westward's* first charter client was George Eastman of the Eastman Kodak Company, in Rochester, New York.<sup>13</sup>

At various times, the company owned or leased additional vessels in order to accommodate charter customers, including the *Nooya*, the *Deerleap*, and the *Caroline*, but the *Westward* was the company's primary vessel. An advertisement from an East Coast newspaper in the 1930s reads: "Alaskan Outing – Cruises by Private Yacht – Cruising, Fishing, Big Game Hunting through the Famous Inland Passage from Seattle to All Parts of Alaska Aboard Famous Yacht *Westward*... Hundreds of prominent persons use our service repeatedly."<sup>14</sup>

Although the company was founded by Campbell Church Sr., it was Campbell Church Jr. (1907 – 1970) who quickly took on the role of managing the company's affairs from his home at 10 Laurelhurst Drive, (later changed to 3048 East Laurelhurst Drive) in Seattle, and he served as the primary point of contact for potential charter clients. By 1928, Church Sr. was no longer involved in the charter business, and Church Jr. owned both the company and the *Westward*.<sup>15</sup> Campbell Church Jr. developed elaborate marketing materials to send to potential charter clients in California, the mid-west and the east coast, with detailed descriptions of on-board accommodations, charter routes, recreational activities for guests, and even menus

<sup>10</sup> Pacific Motorboat, 1924; Seattle Times, 1930.

<sup>11</sup> The Marine Digest, 5/17/1924.

<sup>12</sup> Pacific Motorboat, July 1924, p. 32.

<sup>13</sup> Newell, 1966, page 352.

<sup>14</sup> Pacific Catalyst Expeditions LLC Research Files.

<sup>15</sup> Sandy Church, Interview, 2007.



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and local wildlife. Such materials also generally included a list of “some past guests of our Alaska outing cruises by private yacht,” including Dean Witter, financier; M.E. Lombardi of Standard Oil; Darryl Zanuck of Twentieth Century Fox Pictures; Lloyd Frank of Portland’s Meier & Frank; Freeman F. Gosden, “Amos” of the Amos & Andy radio team; Fred Pabst Jr. of Milwaukee’s Pabst Blue Ribbon Brewing Company; and T.A. Yawkey, owner of the Boston Red Sox Baseball Club.<sup>16</sup>

In addition to the richly illustrated booklets, Church Jr. created 16mm silent film programs showing hunting and fishing triumphs, scenic waterfalls and calving glaciers, luxurious staterooms, and his guests enjoying it all. These films were shipped in Railway Express boxes to potential clients throughout the country. Church’s films were also screened at special New York Yacht Club programs. Copies of several of the films remain in the Church Family archives. In 2005, Seattle documentary film producer John Sabella collaborated with Campbell Church Jr.’s sons Sandy and Scott to produce an edited version that was released on DVD as *Westward: Cruising Alaska 1920s Style*.

One of the *Westward*’s most famous guests was E.F. Hutton and his wife, heiress Marjorie Merriweather Post. The couple owned the *Hussar* (now called the *Sea Cloud*), the largest private sailing yacht ever built, and they explored Alaskan waters in their luxurious 360 foot vessel in 1934. For a portion of this trip, the Huttons chartered the *Westward* to accompany the *Hussar* and to take guests on hunting and fishing expeditions and other side trips. This voyage was captured on 16mm film and is available on DVD from Church Family films under the title *Bear Facts: 1934 Voyage of the Hussar – The E.F. Hutton Party Explores Alaska*.<sup>17</sup>

Church’s promotional materials for the *Westward* emphasize hunting as the primary on-board activity. A 1933 article which appeared in the publication *The Sportsman* describes “hunting, fishing and cruising through the lovely island-studded waters of southern Alaska,” stalking 50-ton whales with a ‘light tackle’ whaling outfit, and hunting grizzly bears and wolves with rifles.<sup>18</sup> An International Whaling Agreement in 1937 curtailed recreational whale hunting,<sup>19</sup> and the *Westward*’s whaling harpoon outfit was removed from the bow at some point after that date.

A remarkable artifact captures the detailed knowledge of Church Sr. and Jr. and their crew, and hints at the extraordinary experiences enjoyed by many of the passengers. A binder known as the “Dope Book,” assembled by Campbell Church Jr. in the 1930s and added to over time, provides detailed information about the *Westward*’s travels. The notebook includes hand-drawn maps and detailed charts of individual

<sup>16</sup> Pacific Catalyst Expeditions LLC Research Files.

<sup>17</sup> *Bear Facts: 1934 Voyage of the Hussar*.

<sup>18</sup> Church, *The Sportsman*, page 30.

<sup>19</sup> Lundberg, page 2.

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inlets, often with notes about fishing conditions with recommendations for which flies to use to catch different fish species at different times during the year. Also included are descriptions of picturesque anchorages or waterfalls, treacherous currents, likely locations to find wildlife, residences of local guides, and notes about hiking trails from shore landings up to nearby lakes or berry patches. A copy of the notebook is in the private collection of the *Westward's* current owner.

Another notable record of the *Westward's* travels for the Alaska Coast Hunting & Cruising Company is a photograph album and scrapbook compiled by passenger J.D. Cameron Bradley following a cruise in the summer of 1937 with five of his friends. The scrapbook includes correspondence between Campbell Church Jr. and his prospective client prior to departure, the *Westward* promotional booklet from 1937 which Church Jr. sent to Bradley, and Bradley's photographs of the scenery as well as the *Westward's* interior and exterior. The scrapbook also contains a daily log chronicling Bradley's journey from Boston to Seattle by train, then to Ketchikan by steamer, and then the month spent on board the boat. The log includes such details as "July 16<sup>th</sup> – Cloudy, so we cannot see much, but went about 15 miles up towards Muir Glacier – 44 degrees bitterly cold. Ran about one hour and then had to turn back because of ice. Went to an unnamed island and picked quarts of wild strawberries," and "July 30<sup>th</sup> – Lovely morning. Stopped at Indian Village of Ka-Saan Chief Scowl – left practically untouched."<sup>20</sup>

### World War II – Present

The *Westward's* Abstract of Title indicates that in January of 1943, ownership of the vessel was conveyed to the Public Roads Administration of the United States of America, part of a widespread requisitioning of privately owned vessels for service in World War II. Official records are not clear regarding the Public Roads Administration's use of the vessel, and anecdotal sources describe the *Westward's* role as a west coast patrol boat under the command of Captain Roe Dykeman, a resident of Seattle.<sup>21</sup> For some time during World War II, the *Westward* was moored in the Petaluma River near San Francisco Bay, and military personnel were billeted on board.<sup>22</sup>

After World War II ended, the military gave previous owners an opportunity to re-purchase their vessels, though vessels which saw heavy wartime use were often in poor condition.<sup>23</sup> In early 1947, Campbell Church Jr. purchased the *Westward* from the federal government, and immediately sold her to O.H. "Doc" Freeman, a well-known Seattle area boat broker, and two other part owners Russell G. Gibson and C.E. Masserly. In 1948, Freeman and his partners sold the *Westward* to A.C. Barrow, and in 1950 Mr. Barrow's

<sup>20</sup> Pacific Catalyst Expeditions LLC Research Files: Bradley scrapbook.

<sup>21</sup> Pacific Catalyst Expeditions LLC Research Files: Lavers, 2006.

<sup>22</sup> Pacific Catalyst Expeditions LLC Research Files: Lamerdin, 1995.

<sup>23</sup> Gary White, Interview, 2006.

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estate sold the vessel to Vernon A. Cole. At that time, the vessel was still painted battleship gray from her wartime service.

Mr. Cole was a Seattle businessman with interests in insurance, real estate and timber. Repainted and partially restored, the *Westward* was moored during the 1950s at the Seattle Yacht Club and later at the Cole's home on Seattle's Portage Bay. It was also used as a cruising yacht in Washington and British Columbia waters. Mr. Cole reportedly shortened the *Westward's* masts slightly so that she could pass unhindered below Seattle's Montlake Bridge into Lake Washington, a favorite cruising destination for the Cole family. The vessel was also used occasionally for extended charter cruises to Alaska, harkening back to her traditional pre-war use. One such charter was in the summer of 1956, in which an Exxon exploration team headed northward from Seattle to search along the Alaska Peninsula for oil. The exploratory voyage led to the drilling of Alaska's first wildcat well, a dry hole. The following year, the Atlantic Richfield company discovered oil on the Kenai Peninsula, beginning Alaska's modern oil era.<sup>24</sup>

The *Westward* was sold to Henry H. Cloutier in 1960, and then to Donald G. and Anna Louise Gumpertz in 1967. Engineer Les Northup was instrumental in restoring, maintaining and operating the original Atlas Imperial engine during the years when the *Westward* was owned by the Gumpertz family. Mr. and Mrs. Gumpertz cruised extensively with the *Westward*, including a 47,000 mile journey around the world, visiting ports of call from Costa Rica to Sardinia to South Africa to Indonesia, between November 1970 and March 1976.<sup>25</sup>

In 1993, the Gumpertz family sold the *Westward* to her present owners, Pacific Catalyst Expeditions LLC, and the vessel returned to her original employment of Alaska commercial charters. Passengers no longer hunt for bears or whales, except with their cameras. Kayaks and inflatable boats have replaced the traditional wooden dinghies, but the experiences of contemporary charter passengers are much like the experiences of passengers in the 1920s, traveling from Seattle through the San Juan and Gulf Islands, up the Inside Passage to Ketchikan, Alaska, and continuing northward to the spectacular scenery of Glacier Bay and other destinations. The Discovery Channel filmed the documentary *Secrets of the Humpback Whale* on board the *Westward* in 1996, continuing the tradition of documenting many of the *Westward's* voyages on film.

As a working vessel, the *Westward* has undergone periodic maintenance and restoration which has kept the vessel in good condition despite decades of extended cruising seasons and periods of neglect. The *Westward* underwent a major restoration in 2005-06 at the Port Townsend Shipwright's Cooperative, where approximately 25% of her planks below the waterline were replaced in-kind with new Douglas fir. The

<sup>24</sup> Rintoul, page 21; "Alaska History Timeline."

<sup>25</sup> Anderson, page 30.

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documentary photographs included with this nomination were shot in March 2006, on the day of the *Westward's* re-launch following the completion of this restoration project. In mid-2006, the *Westward's* original, slow-turning Atlas Imperial Diesel engine received a comprehensive overhaul by Dan Grinstead in preparation for extended operation in Mexico and the South Pacific during 2007.

### Summary

The M.V. *Westward* is eligible for listing in the National Register of Historic Places as an intact historic vessel significant in the areas of Maritime History, Architecture and Entertainment/Recreation. The *Westward* retains her original appearance, and her original function as a charter vessel traveling seasonally in the waters of the Pacific Northwest between Washington State and Alaska, and is a well-preserved and illustrative example of the evolution of Pacific Northwest boatbuilding in the 1920s.

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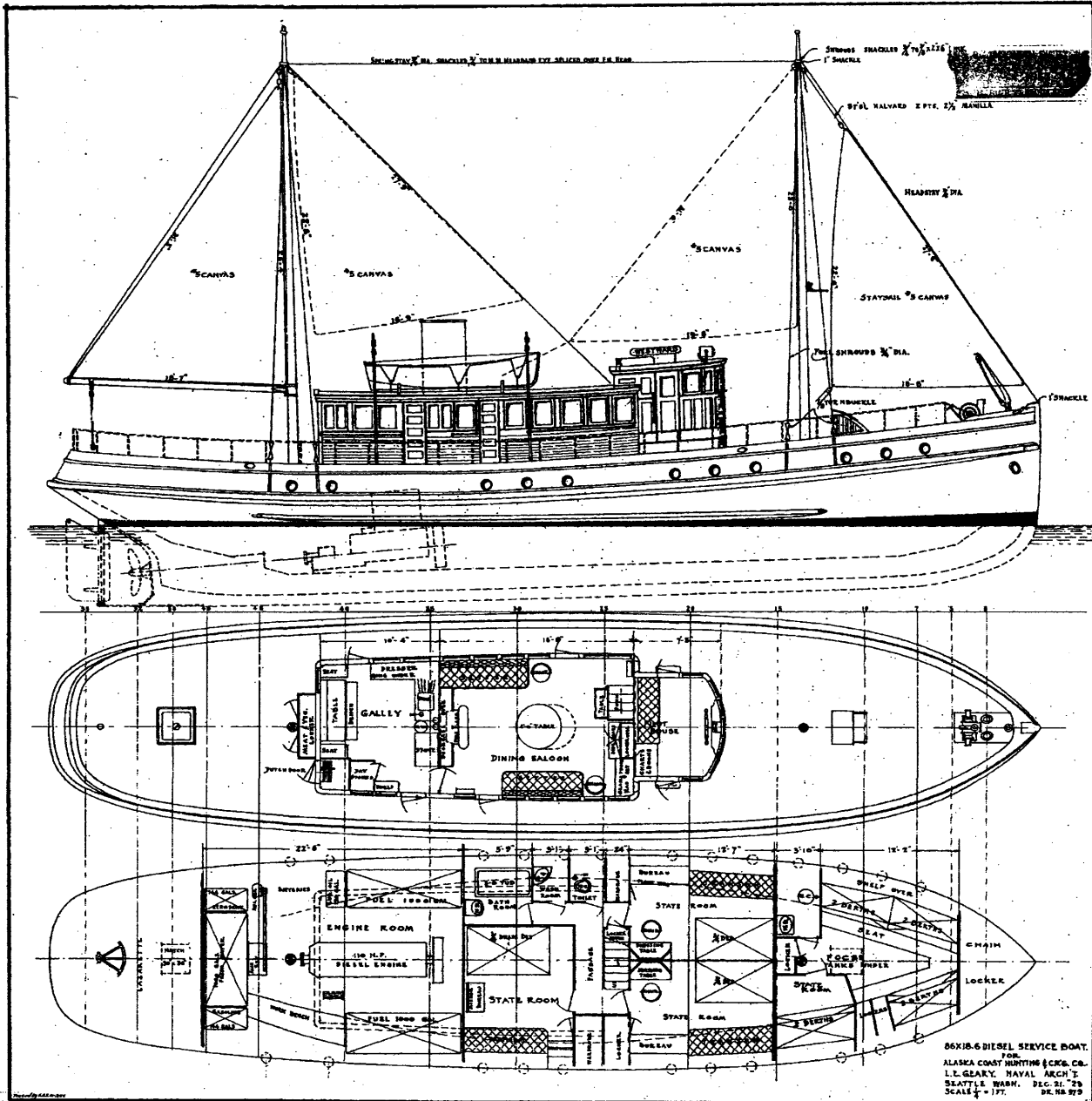
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1. Smithsonian Institution Marine Transportation Collection, Plans for *Westward*

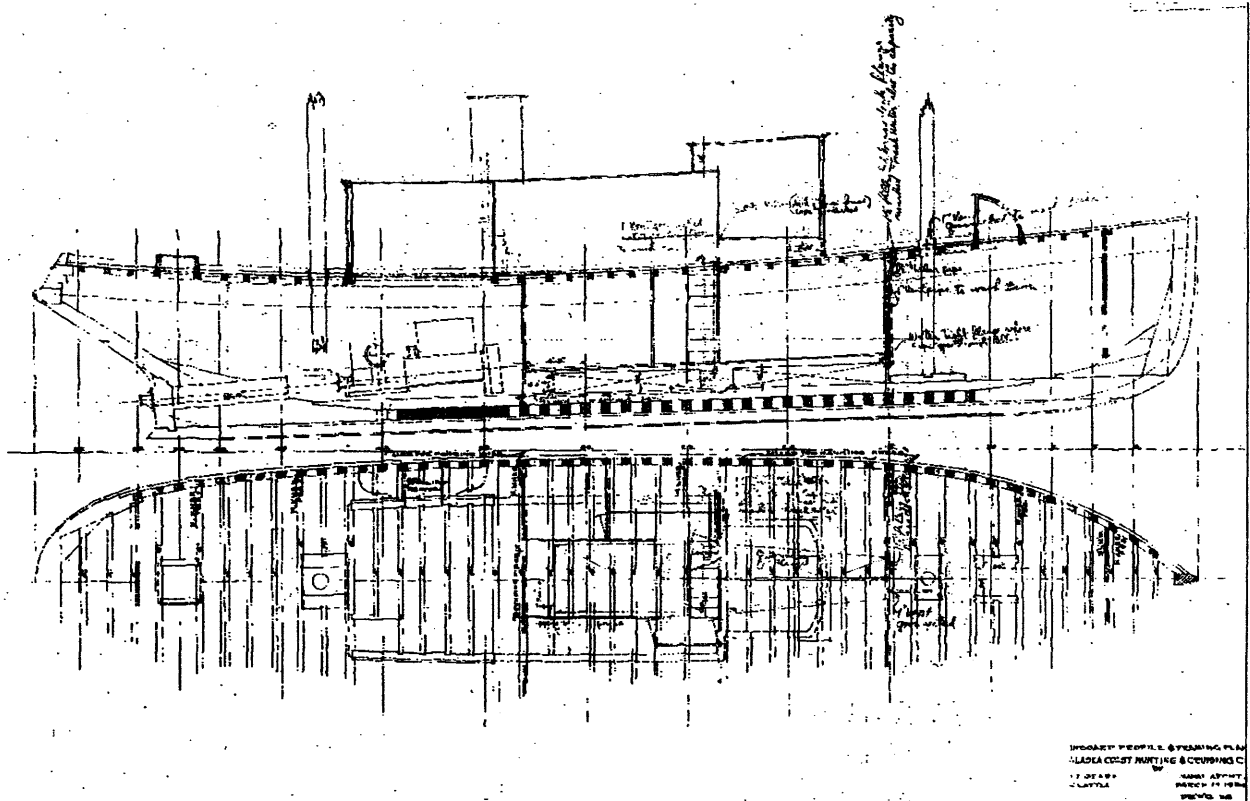
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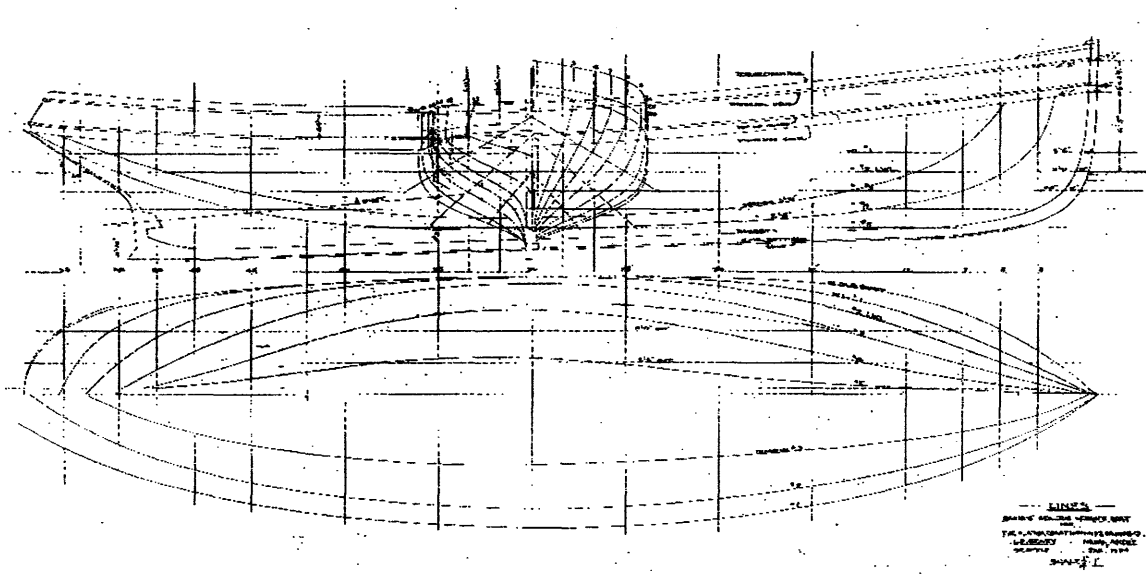
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2. Smithsonian Institution Marine Transportation Collection, Inboard Profile & Framing Plan for *Westward*



3. Smithsonian Institution Marine Transportation Collection, Lines for *Westward*

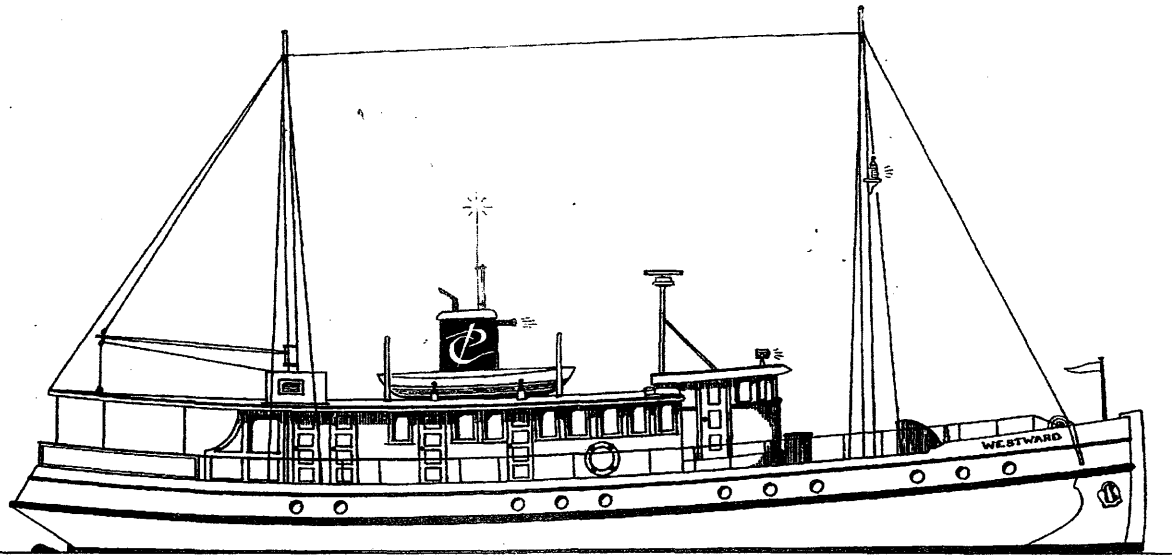
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

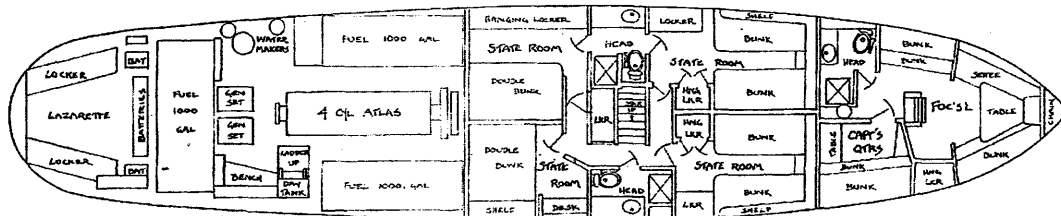
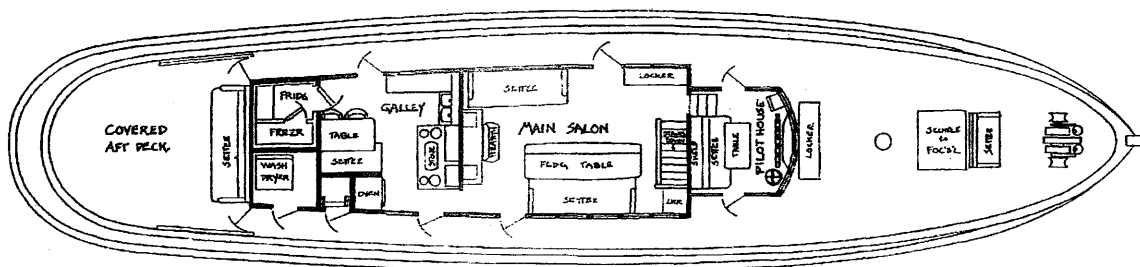
M.V. WESTWARD  
KING COUNTY, WASHINGTON

Additional Photographs & Illustrations

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Ed Lockard 1998



4. Contemporary Sketch and Floor Plan (1988), *Westward*

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National Park Service

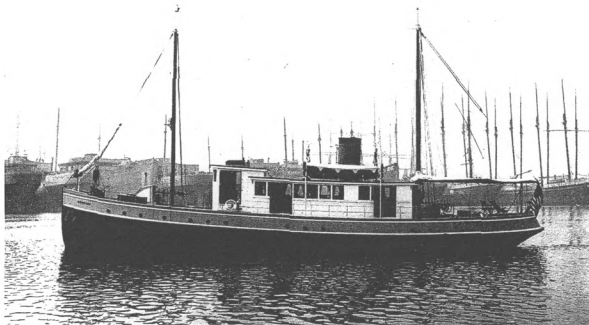
## National Register of Historic Places Continuation Sheet

M.V. WESTWARD  
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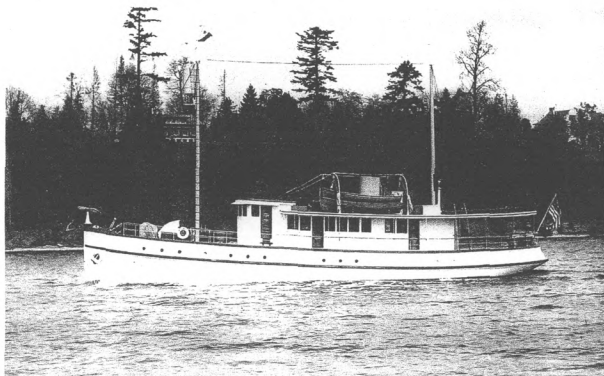
Additional Photographs & Illustrations

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5. *Westward*, c.1930 in Lake Union, courtesy of the Museum of History & Industry



6. *Westward*, 1937, courtesy of the Museum of History & Industry

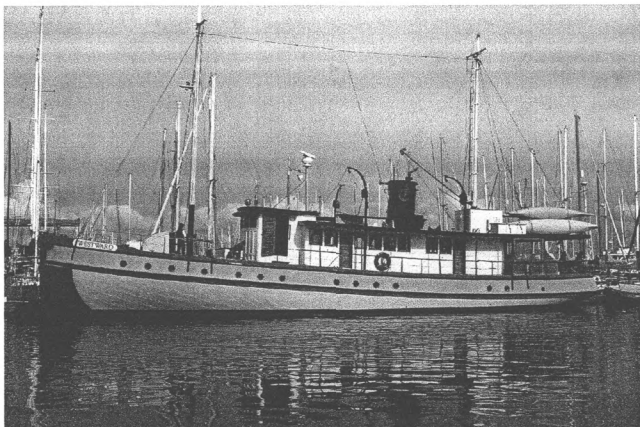
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# National Register of Historic Places Continuation Sheet

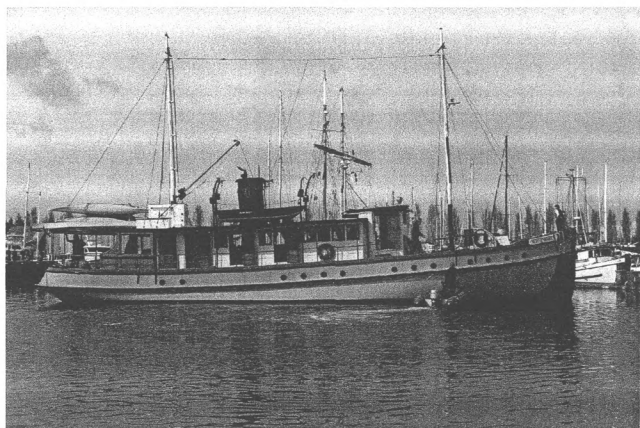
M.V. WESTWARD  
KING COUNTY, WASHINGTON

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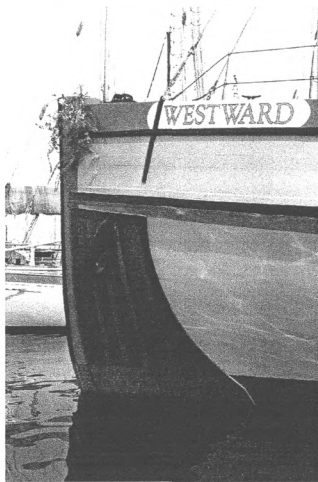
WA\_KingCounty\_Westward2.tif

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M.V. WESTWARD  
KING COUNTY, WASHINGTON

Documentation Photographs Page 2 of 5



WA\_KingCounty\_Westward3.tif



WA\_KingCounty\_Westward4.tif

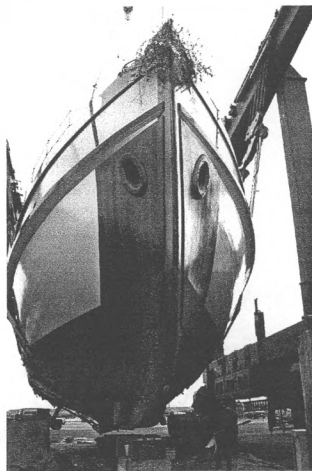
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M.V. WESTWARD  
KING COUNTY, WASHINGTON

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WA\_KingCounty\_Westward5.tif



WA\_KingCounty\_Westward6.tif

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# National Register of Historic Places Continuation Sheet

M.V. WESTWARD  
KING COUNTY, WASHINGTON

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WA\_KingCounty\_Westward7.tif



WA\_KingCounty\_Westward8.tif



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# National Register of Historic Places Continuation Sheet

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KING COUNTY, WASHINGTON

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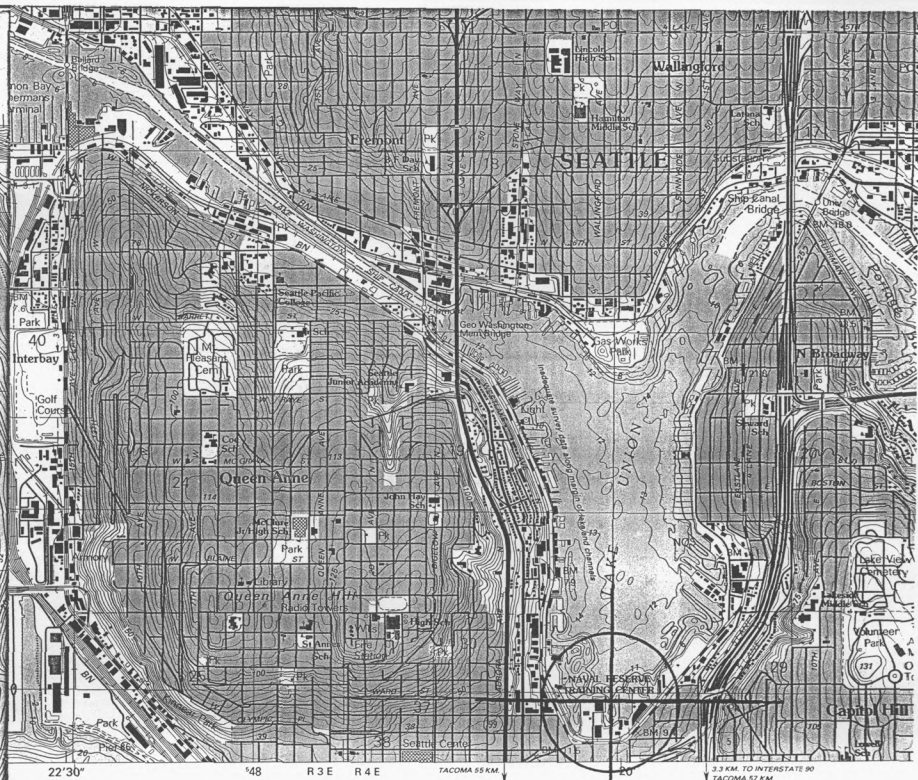
Documentation Photographs for M.V. Westward

Photos by Elizabeth T. Becker, Seaport Photography

Taken at Port Townsend, Washington. March 2006

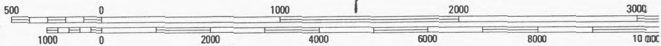
Except Westward8, taken at Seattle, Washington. May 2005

1. WA\_KingCounty\_Westward1.tif Port Side
2. WA\_KingCounty\_Westward2.tif Starboard Side
3. WA\_KingCounty\_Westward3.tif Bow, Port Side
4. WA\_KingCounty\_Westward4.tif Stern, Port Side
5. WA\_KingCounty\_Westward5.tif Bow, out of the water
6. WA\_KingCounty\_Westward6.tif Bow and Starboard Side, out of the water
7. WA\_KingCounty\_Westward7.tif Stern and Port Side, out of the water
8. WA\_KingCounty\_Westward8.tif Bow and Starboard Side, *Westward* (L) and *Beryl E* (R)



SCALE 1:25 000

1 CM REPRESENTS 250 METERS ON THE GROUND  
 CUR INTERVAL 5 METERS



M.V. WESTWARD  
 ZONE. 10  
 559058E  
 5274949N

HYDROGRAPHY

SURVEY NUMBER	SURVY DATE
H-2608	1902
H-2609	1902
H-5709	1934
H-5710	1938
H-5711	1938
H-5724	1938
H-5842	1938
H-7076	1944
H-9167	1971
H-9742	1971
H-9743	1971

NOS CHART 18455 1:25,000