

United States Department of the Interior
National Park Service



SG-990

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name F/V Western Flyer

other names/site number _____

2. Location

street & number 919 Haines Place

not for publication

city or town Port Townsend

vicinity

state Washington

code WA

county Jefferson

code 031

zip code 98368

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria

___ A ___ B X C ___ D

Allegan M Signature of certifying official/Title Date 3-17-17

WASHINGTON STATE SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:)

Joe Edson H. Beall Signature of the Keeper Date of Action 5-8-17

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	0	buildings
		district
		site
		structure
		object
1	0	Total

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

TRANSPORTATION / Water Related

Current Functions
 (Enter categories from instructions.)

NONE / vacant

7. Description

Architectural Classification
 (Enter categories from instructions.)

OTHER / Historic Vessel

Materials
 (Enter categories from instructions.)

foundation: (hull) Wood

walls: (deckhouse) Wood

roof: (deck) Wood

other:

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Designed as a West Coast wood hull purse seiner, the *Western Flyer* served for decades as a commercial fishing vessel. Throughout her active working years, the boat's various owners modified her slightly to function in multiple fisheries. According to the vessel's original 1937 registration information, she is 71 feet long at her waterline, has a 19.3-foot beam (at the widest point), and she draws 8.9 feet, waterline to keel. Originally, she had a gross tonnage of 63 tons, a net tonnage of 49 tons, and could accommodate ten crewmembers.¹ The length overall (LOA) is 76 feet.² In 2016, the vessel weighed approximately 110 tons in dry dock.³ The maximum draft is approximately 9 feet. Apart from some alterations for evolving fishing operations, the vessel has a high degree of integrity regarding materials, design, setting, workmanship, association, and feeling. Location is always changing for a vessel, but the *Western Flyer* was launched in Washington State and is currently undergoing rehabilitation (below deck) and restoration (exterior, deckhouse) in Port Townsend, Washington.

Narrative Description

The vessel has a high degree of integrity but there are condition issues which must be reconciled if she is to enter the water again. Due to the vessel's long working life, followed by years of deferred maintenance during which time it sank twice, some of the wood framing and planking will be replaced in-kind or, for wood varieties that are no longer available at a high enough quality, with a close-as-possible match. For example, the ends of the deck beams are extremely deteriorated, with some of the stanchions are missing entirely.

All elements that need to be rebuilt will be based on physical evidence, historic photos, and drawings. Though Douglas fir is easy to find today, the quality is far lower than it was in the late 1930s so new Douglas fir will be used for decking and beams while yellow cedar and mahogany will be used where higher quality wood is required, particularly where it will be painted and the grain not visible. As part of the restoration (exterior) and rehabilitation (below deck) work, every other exterior plank will be removed from the hull in order to assess condition of the framing and allow for repairs. Planks will be reattached if possible, depending on condition. Replacement planks will be done in-kind. Alterations and materials known to be less than 50 years old, such as the added aluminum fly bridge, have been removed.

¹ 1937 Merchant Vessels of the United States Log, p. 315. The registered length of 71 feet is measured along the keel, as opposed to the length overall on the deck. Hence, a vessel may have different lengths.

² The two different length measurements arise from where the length is being measured. At her waterline, the boat is 71 feet long. That is the official length from the MV Log. However, on deck, from bow to stern she measures 76 feet, also known as the Length Overall (LOA).

³ Current weight of approximately 110 tons is according to the project manager on the *Western Flyer*'s rehabilitation at the Port Townsend Shipwright's Co-op, Chris Chase.

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Hull

The *Western Flyer's* original function as a purse seiner in the commercial sardine fishery is evident in her overall form and size. She is plum-stemmed with a pointed bow, horseshoe transom, and a displacement hull. The living quarters and wheel house are all forward, clustered within the deckhouse. The fishing net and skiff were stored on the open aft deck. Below deck, the fish hold occupies most of the space from amidships aft. Forward of the fish hold is the engine room. There is storage space in the stern.

The original wood frames and framing members are heavy, sawn Douglas fir. The keel and sacrificial areas, which take the most abuse under normal maritime conditions, are sawn hardwood. Hull planking is typically Douglas fir, although the forward starboard area of the hull had to be repaired quickly after the vessel struck a rock in 1971. Hull planks in that repaired section are shorter than elsewhere.

There are 62 pairs of steam bent frames measuring 3 ½ by 4 ½ inches. There are 18 pairs of sawn frames. Concrete infills the spaces between frames at the bilge, on the interior of the hull.

Main Deck and Deckhouse Exterior

The open aft (working) deck and a forward deckhouse dominate the vessel's exterior profile. The deck steps up on either side of the deckhouse, creating a higher foredeck. The foredeck is small, yielding only 8 feet between the stem and the deckhouse. A ship ladder mounted on the starboard side of the deckhouse leads up to the upper deck (fly deck). The deckhouse is approximately 30 feet long (fore and aft) and 14 feet wide (athwart) with a curved front wall. Round, brass-framed port lights perforate the front and sides of the deckhouse and are stacked where they illuminate (or historically illuminated) individual bunks. Rectangular, wood framed port lights occur at the galley and head, further from the brunt of sea spray. The rectangular lights are larger, allowing more daylighting to the interior.

Just aft of the deckhouse, a large hatch accesses the fish hold below. Continuing aft, there are two additional matching rectangular hatches, smaller than the main hatch. The aft deck measures approximately 20 feet wide by 32 feet long. The wood stanchions and rail cap are badly deteriorated where extant, but those features are mostly missing.

Upper Deck

Originally, the upper deck served as the outdoor steering area, connected to the wheel in the weather-protected pilot house, or wheel house, in the forward (front) portion of the deckhouse. Located over the deckhouse, the upper deck is 9 feet above the main deck. In 2015, the upper deck was badly deteriorated when the vessel was raised and sent to Port Townsend for cleaning, rehabilitation, and restoration work. The house coaming was removed along with rotten deck framing members and planking. The upper deck is being rebuilt in-kind, and along original lines.

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Deckhouse Interior

The deckhouse contains the living areas, including crew bunks, the captain's cabin, and the galley. The wheel house comprises the entire forward portion of the deckhouse. On the exterior, most of the deckhouse is painted although the various paint layers are flaking off. The wood-paneled doors accessing the head, the wheel house, and the galley are varnished, as opposed to painted. Interior doors and floorboards are also varnished. Vertical wood shiplap forms the interior walls except for the head, which features both vertical and horizontal shiplap. All of the interior walls exhibit a mix of bright and painted finishes. Mahogany and Douglas fir are the typical wood used in the deckhouse construction.

The head, at one corner of the deckhouse, is accessed via a wooden step up from the main deck and through a wood paneled door; the top panel is a wooden vent. The toilet and door are typical of the period of significance, and the door matches others extant. Adjacent to the head, the galley entrance is accessed via the same wooden step up from deck. Built-in benches and a table served as the common area, for eating or other social activities. A short corridor leads forward, with crew bunks along both sides. The captain's cabin opens onto the corridor just before the latter terminates at the wheel house.

Alterations

Circa 1960s–1970s, fiberglass fish holds were added below deck, on the inside of existing frames.

1971, accidental impact required hull repairs on the starboard side.

Since 2015, shipwrights have removed the alterations known to be less than 50 years of age, including an added aluminum fly deck, aluminum hatch and aluminum bulwarks along the starboard side. The trawling equipment added to the main deck after 1952 was previously removed. Other contemporary additions, such as the fiberglass fish hold walls, have been mostly removed. The engine has been previously replaced at least twice. Exerting 160 horsepower, the original engine was underpowered for the size of the vessel.⁴ Below deck, heavy wood braces have previously been added to select frames, possibly as a reinforcement measure to support heavy loads on deck.

In the galley, the table has been temporarily removed for refinishing. It will be reinstalled.

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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.

Areas of Significance

(Enter categories from instructions.)

Maritime History

Architecture

Period of Significance

1937 - 1948

Significant Dates

1937 (date of construction)

1940 (Gulf of California expedition)

1948 (sold, left sardine fishing)

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Western Boat Building Co. (Builder)

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The *Western Flyer* is eligible for listing in the National Register of Historic Places under criteria “C” at the local level of significance. Under criteria C, The *Western Flyer* is an outstanding example of its type, a West Coast wood hull purse seiner, a vernacular fishing boat type once prevalent from California to Alaska.⁵ Built by the Western Boat Building Company in Tacoma, Washington, the boat retains a high degree of integrity and continues to represent this once-prevalent boat type. The *Western Flyer* is one of the best-known vessels associated with the California sardine fishery, one of the largest but shortest-lived commercial fisheries in U.S. history. Within that period, the *Western Flyer* became a literary star in John Steinbeck’s non-fiction book *The Sea of Cortez*. The period of significance begins in 1937, with the *Western Flyer*’s construction, launch, and first season catching sardines off Monterey; and ends in 1948, when the boat stopped being used for sardine fishing and new ownership took it from California.

The *Western Flyer* joined the Monterey, California sardine fishing fleet in 1937, during the fishery’s peak years, 1934–1946. During this time, California played a dominant role in the Pacific sardine industry, one of the largest commercial fisheries in the world.⁶ This period preceded six years of diminished harvests, followed by a near total collapse of the fishery in 1952. The disappearance of the sardines has been an ongoing source of debate and inquiry since the mid-twentieth century. Many studies and publications exist on this topic, and the reasons for the crash of the sardine fishery is outside the scope of this nomination. The impact and scope of the fishery, however, will be discussed.

Monterey and the Development of the Sardine Industry: 1860s–1933

Monterey’s sardine fishing fleet and fish canneries began at almost the same time and grew simultaneously, one supporting the success of the other. Cannery Row remains one of the most famous and visited parts of Monterey, though the sardine boats have long since gone. The early days of sardine fishing and processing in California provide a basis for understanding the subsequent rise of sardine by-products and canned sardines as significant national commodities.

According to co-authors Ueber and MacCall, sardine fishing on the West Coast began in the 1860s to supply fresh, whole fish. In the 1880s, sardines also became popular as bait fish. Between the 1890s and the 1920s, the rise of sardine canning produced not only “a high quality and highly valued canned sardine for human consumption” but also valuable by-products, such as oil, fertilizer and high-protein chicken feed.⁷ The by-products come from a process referred to as reduction in the industry.

Sardine canning began on the West Coast in 1889 in San Francisco. Other sardine canneries followed in San Diego, between 1893 and 1909, and Monterey, where the first cannery opened in 1903.^{8 9} In 1906 Monterey’s second sardine cannery arrived, the Monterey Fishing & Packing Company. By 1915, the two Monterey facilities, along with one in San Francisco, became the primary

⁵ Purse seiners built in the Pacific Northwest were rarely sent to the East Coast fisheries. One example of this was the *Western Explorer*, a wood hull purse seiner built in 1938 by Western Boat Building Company. The *Western Explorer* was sent to the East Coast in part to demonstrate Pacific Northwest boatbuilding and fishing traditions. *Seattle Daily Times*, 25 April 1938, 17.

⁶ The names California sardine and Pacific sardine are often used interchangeably, with the former being a more common layman’s name and the latter being the scientific name. Also referred to as *Sardinops sagax*.

⁷ (Ueber, 1992), 32-33.

⁸ (Ueber, 1992), 31-32.

⁹ (Phillips, 1930), 5. Note, Ueber and MacCall wrote that the first Monterey cannery opened in 1902.

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sardine canneries in California. Reportedly, California's canned sardines delivered such high quality and flavor, they soon rivaled foreign brands popular at the time.¹⁰

Initially, reduction plants used offal from the canneries, but when the value and profit margin of sardine oil surpassed that of the canned fish, reduction plants began using whole fish. Ueber and MacCall write, "By 1920 the increased demand for sardine meal and fertilizer resulted in some plants using whole fish along with canning waste to produce fish meal, flour, oil and fertilizer."¹¹ By 1925, the sardine fishery, for both canning and by-products, dominated West Coast fishing. California's fleet landed 173,000 tons of sardines during the 1924–25 season, with another thousand tons caught in British Columbia. That was the first time the California sardine fleet had landed more than 100,000 tons in a single season, but the large catch trend continued. Through the late 1920s and early 1930s, the seasonal landings (catches) of sardines in California ranged from 135,000 to more than 380,000 tons. Some years, Monterey's fleet alone caught more than 100,000 tons.¹²

Sardine oil's high profit potential during this period has been attributed to the rapid increase of the landings as well as the growth of the fishing fleet and processing facilities, even more than the popularity of canned sardines. Publications by the California Division of Fish and Game in the 1920s and 1930s record the growth of the sardine industry, along with the threat of fishery collapse from overfishing. In one such article, the author argues that the sardine's high oil content and its ease of extraction made for a low-cost, high-profit product, and one that was luring too many fishermen and processors to the industry with the possibilities of quick wealth. The schooling behavior of sardines meant large numbers could be netted at once. "The oil has been used in vast quantities for industrial purposes such as paint, soap and linoleum, with only a small portion of it hydrogenated for human food. In the canned sardines the oil accounts for the high food value and rich flavor of the fish, but the amounts of oil that have gone into cans are small compared to the amounts that have been extracted and shipped out in tank cars." The Pacific sardine was the metaphorical gold rush of the 1920s through the 1940s.¹³

As early as 1920, biologists raised concerns about the threat of depleting the Pacific sardine fishery. In 1931, N. B. Scofield, head of the Bureau of Commercial Fisheries at the California Division of Fish and Game, pointed out that the increased landings of sardines came thanks to larger boats, improved fishing gear, and fishing farther from shore.¹⁴

Sardine Boats of Monterey

Between the early and mid-twentieth century, the fishing fleet of Monterey evolved with new boat types, new fishing gear, and new methods. These advances increased the efficiency and size of landings as well as decreased the costs of operation. The number of fishing vessels operating from Monterey and selling their hauls to the canneries increased dramatically in the 1920s and 1930s. The purse seine boat became one of the most iconic vessels of the Pacific Coast, due in part to the California sardine fishery boom. Purse seiners have been used—and some are still in use—for commercial fishing in California, Oregon, Washington, and Alaska. Purse seine boats are named for the type of fishing net they used, but they were generally at least 50 feet long with a fish storage area

¹⁰ (Ueber, 1992).

¹¹ (Ueber, 1992), 33.

¹² Seasonal sardine catch data, in Ueber and MacCall.

¹³ (Scofield, 1938), 210.

¹⁴ N. B. Scofield, "Report of the Bureau of Commercial Fisheries," *Thirty-Second Biennial Report for the Years 1930-1932*, California Division of Fish and Game, 1932, cited in Radovich, 1982, 61.

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(fish hold) below deck, an enclosed deckhouse, a mast with a boom, and an open aft (rear) deck for storing the fishing net, or the purse seine.¹⁵

In 1930, J. B. Phillips of the California State Fisheries Laboratory wrote a report on the purse seiners of Monterey. According to Phillips, purse seine boats were used for catching sardines between 1903 and 1905; they were initially replaced by lampara boats. Those first purse seiners did not fare well for several reasons, such as lack of experience with sardines and inappropriate technology and gear used at that time.¹⁶

Lampara boats, which are considerably smaller than purse seiners, were introduced to the Pacific Coast at Monterey specifically for the sardine fishery. Immigrant fishermen from the Mediterranean Sea are thought to have brought them, adapting a small fishing boat type from that region. These fishermen may have also been the ones to introduce better fishing methods, thanks to their experience with similar fish in the Mediterranean. The fishermen learned to go after sardines at night instead of during the day and to attract schools with bright lights aimed at the water surface. They improved their nets to be drawn in faster, so as not to allow the small fish to escape.

Lampara boats fared well fishing in the waters of Monterey Bay—they dominated the sardine fishery from about 1905 until 1929—but they were not well suited for fishing farther out at sea or carrying large amounts of fish. Despite advances in fishing net construction and the addition of winches for easier net lifting and unloading, the lampara's size and range were limited, and ultimately purse seine boats took over. By the mid-1930s, lampara and other small craft only caught sardines for bait.

The number of purse seine boats operating at Monterey increased from two in 1926 to 16 at the start of the 1929–30 season. A few months later, in December 1929, the fleet had 28 purse seiners. The popularity of purse seiners for sardine fishing continued through the next two decades.¹⁷ By the mid-1930s, boat builders such as the Western Boat Building Company (Tacoma, WA) had refined their designs and construction techniques for purse seiners. Many of the boatyards around Puget Sound belonged to families of Croatian and Scandinavian descent, who had long-standing fishing and boat building traditions. Western Boat was among those, along with the Martinac, Martinolich, Skansie, and Babare boatyards.

In general, boat design responds to available materials, sea conditions and the type of fish being sought. Master boat builder and former fisherman Mike Vlahovich explained that Chesapeake Bay fisheries also used purse seiners—but there were important differences in gear and methods between the Pacific and Atlantic based purse seiner fishing. This was partly because of the shallower waters on the East Coast. For example, Chesapeake Bay purse seiners used two skiffs to set the net instead of one skiff and the main boat, as was typical of the West Coast.¹⁸

¹⁵ More detailed description of purse seiners as a boat type given in the subsection on Vessel Comparisons, towards the end of this narrative.

¹⁶ (Phillips, 1930).

¹⁷ (Phillips, 1930), 5.

¹⁸ Mike Vlahovich, in-person interview, July 2016.

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Peak Sardine Years: 1934–1946

The sardine fishery expanded to include more of the West Coast in the 1935–36 season, when Oregon and Washington joined British Columbia and California. By the 1936–37 season, the combined sardine fishery of the Pacific Coast of North America landed a total of 791,334 tons of sardines.¹⁹ By 1938, it was one of the foremost fisheries in the world.²⁰ However, the gigantic harvests which began in the 1934–35 season ended with the 1945–46 season. From the annual sardine catch data, recorded in tons of fish, the peak years for the California sardine fishery were 1934 to 1946. These were also peak years for the West Coast sardine fishery in general.

The Pacific sardine is recorded as dominating the fishing industry during the peak years. At that time, the Pacific sardine comprised “the largest commercial fishery in the western hemisphere, with sardines accounting for nearly 25 percent of all the fish landed in the United States by weight.”²¹ According to Ueber and MacCall, the record breaking 1936–37 sardine haul was “the largest one-season landing of any single species of fish ever caught on the west coast [sic, West Coast].”²²

California consistently represented the dominant sardine fleet for the Pacific Coast. Between the 1934–35 and 1945–46 seasons, Californian sardine fisheries accounted for an average of about 89 percent of the total Pacific Coast landings. Monterey’s sardine fishery ranged from about 26 to nearly 40 percent of the Pacific Coast total between the fall of 1934 through the spring of 1946. However, from the fall of 1946 through the spring of 1952, Monterey’s fishery faltered — catches ranged from less than 10 percent to nearly 40 percent of the total Pacific Coast landings.²³

The national market for canned sardines, as well as the various by-products, thrived, especially during the World War II years. The fishing fleet and canneries did their best to respond to the demand and the high prices for their products by catching as much as they could. Fishing quotas did not exist for sardines during the peak years, even though scientists recommended a seasonal cap of no more than 250,000 tons of sardines. In the 12 peak seasons, between 1934–35 and 1945–46, the Pacific Coast sardine fishery averaged a seasonal landing of approximately 600,000 tons of sardines. At the end of each sardine fishing season, the Monterey Peninsula Herald published the catch totals for each boat in the fleet, with the top ten boats being considered the “hot boats.” The *Western Flyer* typically ranked in the top 20, a considerable achievement in the competitive fishing community.²⁴ During the peak sardine years, Monterey’s commercial fishing fleet grew from 281 vessels in 1934 to the highest number, 400, in 1941–42.²⁵ The *Western Flyer’s* ranking in the top 20 of approximately 300 to 400 boats reflects the skill, efficiency, and work ethic of her captain and crew, as well as her excellent design.

Towards the end of that peak fleet season of 1941-42, suddenly everything changed. The bombing of Pearl Harbor in December, 1941, thrust the U.S. into World War II. As a result, the sardine fishery stuttered during the next season, for a multitude of reasons. Many of the cannery workers and fishermen joined the armed forces to fight, while the U. S. Navy commandeered some of the fishing

¹⁹ The California portion of that constituted 726,124 tons, or about 92 percent of the total. Monterey’s fleet caught 26 percent of the total Pacific Coast figure that season. Based on seasonal catch data in Ueber and MacCall. Analysis by Susan Johnson, 2016.

²⁰ (Scofield, 1938).

²¹ (California Department of Fish and Wildlife, 2013), 6-1.

²² (Ueber, 1992), 35.

²³ (Ueber, 1992), catch data. Statistical analysis by Susan Johnson, 2016.

²⁴ Bob Enea, phone interview, December 15, 2016.

²⁵ Vessel counts based on information from California Fish and Game, Fish Bulletins, various issues. Data courtesy of Dennis Copeland, Museums, Arts and Archives Manager, City of Monterey.

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boats for military use (e.g., bay patrol duty). Furthermore, wartime industries such as shipyards and airplane factories drew workers away from the sardine industry. By the end of the 1942-43 season, sardine fishing and canning were declared an essential war industry. The federal government directly purchased most of the canned sardine product from that season. In fact, the government had demanded more canned sardines than had ever been produced before, more than was available. Cannery owners worried about meeting the government's level of demand for the following season, given the labor shortages. In order to meet labor demands for the wartime production of canned sardines for the troops, Angelo Lucido of the San Carlos Canning Co. in Monterey donated a building rent-free to serve as a child-care center, which would allow mothers to work in the canneries to a greater extent. High schools modified class schedules to allow students to work in the canneries.²⁶

Although the fishing fleet was temporarily diminished during the war years, the *Western Flyer* with Captain Berry remained active – and one of the relatively few fishing vessels to remain active that first full season after Pearl Harbor. In Monterey, the fleet of fishing boats had diminished to approximately 47 during the 1942-43 season. Twelve of those were locally owned, with the rest chartered by local fishermen from remote owners, mostly in the Pacific Northwest.²⁷ Most of the captains, including Tony Berry, worked through Monterey Sardine Industries, Inc., the fishing boat owners group. The organization controlled dealings with canneries, how much fish could be caught, and so on. Not all of the fishing boats belonged to the group, but membership was strongly encouraged and “by far the larger part of the fleet, and nearly 100 percent of the locally owned or chartered boats, operated as members of the Monterey Sardine Industries, Inc.” because the organization had proven effective at keeping the peace among competitive boat crews as well as between fishermen and canners. Besides the *Western Flyer*, at least three other boats made by Western Boat Building Co. continued to fish in the Monterey sardine fleet during the war – the *Western Sun*, *Western Pride* and *Western Maid*.²⁸

Tony Berry and the *Western Flyer* fished for the San Carlos Cannery from 1937 until 1944, when his father-in-law, Orazio Enea, opened the Eneas Sardine Cannery.²⁹ From then on, Berry and the *Western Flyer* fished for them until both captain and boat left the sardine fishery in 1948.³⁰ Apart from the war years, many vessels participated in multiple fisheries each year, migrating up and down the West Coast for different fishing seasons. However, the *Western Flyer* typically stayed in Monterey year-round. Bob Enea, a nephew of Tony Berry and a member of the prominent Enea fishing family of Monterey, remembers his uncle doing carpentry and general woodworking projects, for himself or others, during the sardine off-seasons.³¹

The Sea of Cortez Voyage — Spring, 1940

Typically, the California sardine season stretched from late summer or fall to early spring. After the end of the 1939-40 sardine season, Captain Berry and the *Western Flyer* had the most exciting off-season adventure of their careers. They embarked on one of the most significant expeditions in the annals of twentieth century science, with author John Steinbeck and his good friend, marine biologist

²⁶ “Monterey Sardine Has ‘Gone to War’ For the Duration,” Marvin T. Londahl, *Monterey Peninsula Herald*, 26 February 1943, 6.

²⁷ It is not clear if the *Western Flyer* was considered a locally-owned boat or a locally-chartered boat, due to the split ownership between Tony Berry in Monterey and Frank Berry and Martin Petrich/Western Boat Building Co. in Tacoma, WA.

²⁸ The 47 boats actively fishing for the Monterey boat owners group during the 1942-43 season are listed in the local newspaper, with vessel and captain names. “Sardine Industries Unique Group,” *Monterey Peninsula Herald*, 26 February 1943, 8.

²⁹ The Eneas Sardine Cannery building is one of two cannery buildings left on Cannery Row. The others have been lost to fire and demolition.

³⁰ Bob Enea, phone interview, December 15, 2016.

³¹ Bob Enea, phone interview, December 15, 2016.

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and ecologist Ed Ricketts. For six weeks in the spring of 1940, Steinbeck and Ricketts hired the *Western Flyer*, her captain and a crew as a charter boat for a marine specimen-collecting journey from Monterey to the Gulf of California (also known as the Sea of Cortez) and back. That trip has had profound, vast impacts on the fields of marine biology and ecology, and the boat and her crew played a central part.

The boat is a central character in the non-fiction account of the trip, *The Sea of Cortez*.³² Today, the name *Western Flyer* has been carried forward, as the modern *R/V (Research Vessel) Western Flyer* carries scientific researchers across the world's oceans on behalf of the Monterey Bay Aquarium Research Institute (MBARI), one of the premier marine science institutions in the country. Ricketts' contributions to marine biology and ecology are vast – see the subsection on Ed Ricketts for more detail. John Steinbeck, one of America's best-known authors of the twentieth century, is perhaps the most widely recognized name associated with that 1940 trip, outside of the marine biology field.

Steinbeck captured the peak years of Monterey in several of his books, thanks to his time spent living in and around Monterey in the 1930s and 1940s. He is renowned in American literature for exploring the plights of vulnerable and oft-overlooked people during some of the most challenging chapters in U.S. history, including the Dust Bowl and the Great Depression. His gritty, lyrical descriptions of Monterey recorded the culture of the fishermen as well as the canneries, merchants, and of course Ed Ricketts' marine laboratory. Steinbeck immortalized the place and the people in *The Sea of Cortez* (1941, co-authored with Ed Ricketts), *The Log of the Sea of Cortez* (1951), and in the novel *Cannery Row* (1945), in which he based the marine biologist character, Doc, on Ed Ricketts. Steinbeck followed *Cannery Row* with a sequel, *Sweet Thursday* (1954), set in Monterey during the post-World War II years.

In *The Sea of Cortez*, Steinbeck gives vivid descriptions of the *Western Flyer*, her captain Tony Berry, and her crew—Tiny Colletto, Horace “Sparky” Enea, and Tex Travis. Carol Steinbeck, John's then-wife, also went on the voyage.

Reportedly, the local fishermen did not trust Steinbeck, perhaps due to his outsider status. He had some trouble finding a captain willing to take him and Ricketts on a trip that made little sense to any of the fishing community. Commercial fishing and scientific exploration did not overlap. Initially, a different boat had agreed to take them, but the price negotiations fell through shortly before the planned departure date (March 11). Stories of how Steinbeck and Ricketts came to contact Tony Berry are varied, but the charter agreement was drafted to everyone's satisfaction and trip preparations progressed.³³ Tex Travis, ship's engineer, was already part of the normal crew for the *Western Flyer*. Because the trip happened in the off-season and the contract was made last-minute, Captain Berry had only a short time to find two additional crewmen. He recruited his brother-in-law, Sparky Enea, and Sparky's best friend, Tiny. Both Sparky and Tiny fished for other boats during the sardine season.³⁴ During the six-week charter trip, the crew assisted Steinbeck and Ricketts with the collection and preservation of marine specimens. According to Katharine A. Rodger, a Steinbeck Fellow at San José State University, the 1940 journey collected more than 550 different species.³⁵

³² The original 1941 publication credited both Steinbeck and Ricketts, as co-authors. However, the book is commonly attributed to Steinbeck because the later reissue, the *Log from the Sea of Cortez*, only listed Steinbeck as the author.

³³ (Rodger 2002).

³⁴ Sparky Enea worked on his father's boat, the *Eneas*, with his brother Sal Enea. Tiny Colletto usually worked on the purse seiner Dante Alighieri; his brother, Sal Colletto, was the captain. Bob Enea, phone interview, December 15, 2016.

³⁵ (Rodger, 2002), xliii.

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The Sea of Cortez contained a 300-page taxonomic list of specimens from the trip and an annotated phyletic catalog.³⁶

Beyond its scientific contributions, the book represents the “most explicit written record of ideas prevalent throughout both men’s writings,” such as the interconnectedness between human beings and our environment.³⁷ One of the themes attached to *The Sea of Cortez* is fishery management—or the lack thereof. For example, the *Western Flyer’s* crew and passengers boarded a Japanese shrimp boat in Mexican waters. From that experience, the book describes the vast waste, destruction of the marine habitat, unsustainable practices, and short-sighted profiteering. Ironically, the shrimp boat’s story would soon reverberate throughout the collapsing Pacific sardine fishery.

According to Dr. Richard Brusca, “It would not be an exaggeration to say that virtually all conservation work in the Sea of Cortez has had its philosophical roots in the 1940 Steinbeck/Ricketts Expedition and the book that resulted from it. Until the Steinbeck/Ricketts Expedition, there was no compendium of sea life in the Gulf of California. Their book was the first listing of marine invertebrates for the region.” Brusca’s book on the invertebrates of the Sea of Cortez (first published in 1973, revised in 1980), *Common Intertidal Invertebrates of the Gulf of California*, was a “direct expansion of *The Sea of Cortez*. It built upon the foundation they established from the 1940 expedition on the *Western Flyer*.”³⁸

Edward F. Ricketts (1897-1948)

As a pioneer in the field of ecology, Ricketts field tested some of his theories and methods on the voyage with the *Western Flyer* in 1940. That trip and co-authorship with Steinbeck of *The Sea of Cortez* also gave him a broader platform for his scientific discoveries, his ideas on ecological thinking, about the relationships between groups of organisms and their environment. Ricketts is widely revered and recognized now by marine biologists, but his ideas and methods were not initially well-received, in part due to his groundbreaking approaches. Ricketts, Steinbeck and the crew collected specimens, many of which were previously unidentified. The analysis of the collected specimens, aided by experts around the world, has given huge leaps forward to the fields of ecology and marine biology. According to Dr. Richard Brusca, these advances included “major zoogeographic range expansions, and, in many cases, described and named new species from the expedition that were previously unknown to science. Many of those new species have been named for Ricketts.”³⁹ In other words, the world knows more about the marine ecology of the Pacific Coast and the Gulf of California. Specimens from the expedition are in the collections of prestigious museums.

Edward F. Ricketts was a man of many interests. Despite not having a university degree, he worked professionally as a marine biologist as well as an early ecologist when the latter was only starting to form as a scientific field. His was the first book (*Between Pacific Tides*, 1939) to focus on seashore ecology. Known as a skilled collector of marine specimens, Ricketts wrote a draft of the book in the early 1930s, containing detailed descriptions of the marine life of the California coast. With *Between Pacific Tides*, Ricketts and his co-author Jack Calvin produced one of the first marine biology texts to arrange information on organisms by their location (ecosystem), not by biological classification (species, genus, etc.). This radical new approach initially caused the Stanford University Press and

³⁶ The specimen list and catalog were both omitted from *The Log of the Sea of Cortez* when it was published in 1951. An essay by Steinbeck on Ed Ricketts was also added in the later book.

³⁷ (Rodger, 2002), xli.

³⁸ Brusca, email communications, December 2016.

³⁹ Brusca, email communications, December 2016.

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expert reviewers to reject publishing the book. His lack of degree, having never finished his studies at the University of Chicago, also caused the academic establishment to dismiss his work in the 1930s. After the Gulf of California voyage and continued correspondence and discussions with fellow scientists, including those in academia, Ricketts slowly earned the respect he had initially been denied.

John Pearse, a marine biologist at the University of California Santa Cruz, has stated that modern marine ecologists should be following Ricketts' model of looking at habitat, at the big picture, not just at the details. According to Pearse, "There were very few people thinking in ecological terms. Most marine ecology at the time was focused on fisheries and... single species. There were only a few people who were concerned with patterns of plant-animal assemblages, such as intertidal zonation." Thus, there were no existing models for the book Ricketts wished to write. Today, such books are common. *Between Pacific Tides* is still in publication and wide use as a marine biology textbook, now with a fifth edition (1990).

The work of Ed Ricketts, including the 1940 voyage on the *Western Flyer*, has continued to inspire and advance the fields of marine biology and ecology. Dr. Richard Brusca, Executive Director Emeritus of the Arizona-Sonora Desert Museum and a Research Scientist in the Department of Ecology and Evolutionary Biology at the University of Arizona, is one of the many who have built upon Ricketts' work. Brusca has authored and co-authored numerous scientific articles and reference books, especially on the marine life of the Pacific Coast and the Gulf of California. According to one of his articles, "Ricketts pioneered the concept of 'community ecology' on the Pacific coast of America... [and] was perhaps also the first person to codify the concept of intertidal zonation, based in part on his research in the Gulf of California..." The spread of Ricketts' influence is evident in the scientific literature, where scientists "with university degrees... liberally borrowed and published" ideas broached by Ricketts.

Over time, Ricketts gained the respect of his fellow marine biologists, developing an international reputation and a renowned circle of correspondents. In 1946, the Guggenheim Foundation encouraged him to apply for one of their fellowships, in order to continue his research and collecting expeditions. Esteemed marine biologists from academia, including some who had initially scoffed at his incomplete formal education and his approaches, wrote reference letters supporting his fellowship application. According to Ricketts biographer Katharine Rodger, his support letters came from far and wide, including: his former professor, Dr. Allee of the University of Chicago; W. K. Fisher of Stanford University; Enrique Rioja of the University of Mexico; Karl Schmidt of the Field Museum of Natural History, Chicago; C. McLean Fraser of the University of British Columbia, and others. Rodger notes that the list "is a testament to Ricketts' reputation as a scientist; he had garnered the respect of his most esteemed colleagues." The outpouring of support and his general reputation for progressive scientific thinking by 1946 stands in stark contrast to his early career.

Today, specimens collected by Ricketts, as well as some by Steinbeck and the crew, are in the collections of many museums, including as the American Museum of Natural History (New York City) and the Smithsonian Institution (Washington, D.C.). The process of identifying, describing and naming newly discovered species from the 1940 voyage has been ongoing since their return from the Gulf, with many remaining to be formally identified and described.⁴⁰ Ricketts sent the specimens to experts for this process, for scientific consensus and impartial analysis. At least 20 marine species

⁴⁰ Brusca, email communications, December 2016.

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have been named after Ricketts or Steinbeck, to recognize their contributions to marine biology. *Phialoba steinbecki*, a sea anemone, is one of the new species identified and collected by Ed Ricketts in the Gulf of California (Sea of Cortez), March, 1940. According to Dr. Brusca, “The Expedition [on the *Western Flyer*] didn’t end in 1940... Many of the species Steinbeck and Ricketts collected were undescribed, and over the past almost 80 years, dozens of those specimens have been formally described and named (e.g., *Thalassema steinbecki*, *Mysidium rickettsi*).”⁴¹

Ed Ricketts’ contributions to the fields of marine biology and ecology are immortalized not only via species bearing his name. The Monterey Bay Aquarium awards the Edward F. Ricketts Prize for outstanding work in marine biology. A marine conservation area in California is named for him, and the Monterey Bay National Marine Sanctuary hosts a memorial lecture series in his name. The Monterey Bay Aquarium Research Institute (MBARI) has a remotely operated vehicle (ROV) named the *Doc Ricketts*, which is part of the modern research vessel (*R/V Western Flyer*).

Dr. Judith Connor, Director of Information and Technology Dissemination for MBARI, explained the reasoning behind the naming of the *R/V Western Flyer*:

Many of us who live and work around Monterey Bay wish we had been onboard the *Western Flyer* with Steinbeck and Ricketts on their 1940 trip to the Gulf of California, Mexico. So, it was a natural fit for the Monterey Bay Aquarium Research Institute to christen its brand-new research vessel the *Western Flyer* in 1996. The research vessel has served us well as a base for operating tethered remotely operated vehicles (ROV) like the ROV *Doc Ricketts* as well as other oceanographic activities. From its home base in Monterey Bay, the [new] *Western Flyer* has carried us on expeditions as far afield as the Gulf of California, Hawaii, and Canada.⁴²

At the time of Ed Ricketts’ sudden death in 1948, he was planning future collecting expeditions and research and writing projects. The Monterey Peninsula Herald mentioned his years of work on compiling “the most comprehensive file of marine tidal animals ever attempted in the West.” Also, Ricketts and Steinbeck had “planned a trip to Queen Charlotte Sound within the month, to work on a second book together, and to gather information which would complete the great file of all known Western tidal animals upon which Ricketts was working.”

Ricketts’ work and influence carries on in the present-day. According to Rodger, the 1940 voyage on the *Western Flyer* to the Gulf of California and the associated study “is still regarded as being among the most comprehensive scientific studies of the region... a venture unique in its time and exemplary today.” In 2004, a group of marine biologists from Stanford University retraced the 1940 trip, exploring at the original collection points and recording changes to the marine life from what Ricketts and Steinbeck had originally noted. The 2004 expedition relied extensively on Ricketts’ original bibliography, journal, and species catalog from 1940.

Decline of the Sardine Fishery, 1947–1952

After the end of the 1945–46 season, the Pacific Coast sardine fishery began to flounder, especially in California. Some of the Monterey sardine boats migrated south to Southern and Baja California, in search of the disappearing sardines. Others transitioned to catching tuna, crab, herring, and salmon. Many of those had to move further north. In 1968, the State of California declared a moratorium on sardine fishing, more than 15 years after the fishery had already collapsed.

⁴¹ Ibid.

⁴² Dr. Connor, email communication, December 30, 2016.

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In the six seasons between 1946–47 and 1951–52, annual sardine landings for the Pacific Coast averaged only about 234,000 tons, compared to the nearly 600,000-ton average of the peak years. Between the fall of 1952 and the spring of 1962, the mean seasonal landing for the Pacific Coast plummeted to approximately 55,000 tons of sardines, or less than one-tenth of the peak years.⁴³

For the Monterey sardine fishery, the seasonal landings started to decrease after the spring of 1946. In the 1946–47 sardine fishing season, the annual catch amounted to only about 31,400 tons. In other years, it ranged from approximately 16,000 to nearly 48,000 tons, with one good season of 132,000 tons in 1949–50. The decline period marked a sharp drop from the peak years, but starting in the fall of 1952, seasonal landings of sardines off Monterey became almost non-existent. Two good seasons in the late 1950s presented a short-lived resurgence of the sardine population, but the fishery never recovered for the long-term.

The international importance of the Pacific sardine fishery and the noticeably smaller landings during the 1950s resulted in renewed management attempts. In 1959, Rome hosted the World Sardine Conference, where attendees discussed the effects of overfishing on the Pacific sardine population.⁴⁴

With the collapse of the Pacific sardine fishery, many sardine boats were sold or relinquished when owners could not make mortgage payments or afford maintenance costs. Local history accounts record the burning of many sardine boats for insurance money. With a large number of vessels for sale flooding the market, boats sold for a fraction of their value. Often new owners transformed the sardine seiners for work in alternate fisheries. Common changes included new gear (e.g., booms, otter boards, nets, and long-lines), larger fish holds, and sometimes internal reinforcements to handle different sea conditions or heavier loads.

Captain Tony Berry

Raised in Tacoma, Washington and part of the ethnic Croatian fishing and boatbuilding community there, Tony Berry had an aptitude for building and fixing things, and for keeping a level head. According to his nephew, Berry earned a journeyman electrician's certificate at the age of 19. He fished commercially with his father, Frank Berry, in Washington waters. He also worked off and on for Martin Petrich at Western Boat Building, along with Frank Berry. In the fall of 1935, he went to Monterey as a ship's engineer on a purse seiner based out of Seattle, for the 1935-36 sardine fishing season.

Tony Berry returned to Tacoma and helped build the *Western Flyer* early in 1937. After the vessel launched in the spring of 1937, Tony took it to Alaska for salmon fishing that summer. They arrived in Monterey in the fall, at the start of the 1937-38 sardine season. Tony Berry moved from Tacoma to Monterey permanently when he married Rose Enea in 1937. He built their house in Monterey and was elected secretary of the boat owners' association, serving for several years. Through his marriage, he became part of one of Monterey's most established and influential fishing families. The Eneas had begun fishing there with lampara boats, eventually switching to purse seiners. After the sardines began to disappear, he sold his interest in the *Western Flyer* and left commercial fishing by 1948. He worked as a carpenter for the City of Monterey for about 20 years before retiring. Late in his life, he was a guest of honor at the christening of the *R/V Western Flyer* in circa 1996.⁴⁵

⁴³ (Ueber, 1992), catch data. Statistical analysis by Susan Johnson, 2016.

⁴⁴ (Radovich, 1981), 65.

⁴⁵ Bob Enea, phone interview, December 15, 2016.

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Western Boatbuilding Company—Builder and First Owner

The Western Boat Building Company of Tacoma, Washington, produced the *Western Flyer* and many others like her during their years of operation, 1917–1978. The company specialized in fishing boats, as did several other regional boat builders. Although the company has ceased operations, it remains a well-known name in West Coast boatbuilding. Martin Petrich, Sr., founder and head of the company for decades, retained managing ownership of the *Western Flyer* throughout its period of significance (1937–1948).⁴⁶ Father and son, Frank and Tony Berry, each had 25 percent ownership.⁴⁷

In 1917, the Western Boat Building Company incorporated in Tacoma. Martin A. Petrich, one of the three founders, took charge of business matters for the company. Joseph M. Martinac and William Vickat (alt, Wicket), the other two founders, oversaw the boat building work. Capitalized at \$25,000, the company's shipyard occupied 100 feet of waterway frontage and could produce various types of vessels, up to 65 feet in length. Soon after incorporation, the company signed contracts to build four boats.⁴⁸ Early on, the company lost William Vickat to an industrial accident.⁴⁹ Joseph Martinac also left, reportedly due to lack of work, for a job at the Martinolich shipyard. Petrich carried on with both sides of the business. Long-time Tacoma area residents who remember him say he commonly wore a wool suit and fedora, even while getting covered in wood shavings alongside his employees.

Originally located at present-day Jack Hyde Park along Ruston Way in Tacoma's Old Town neighborhood, the Western Boat Building Co. relocated to the Thea Foss (City) Waterway in the early 1920s. By then, the company specialized in wooden fishing boats, mainly seiners.⁵⁰ Other fishing boats they made included cannery tenders and halibut boats. Western Boat also modified and repaired a variety of vessels, from freight boats to ferries. Eventually, several of Martin Petrich's sons joined the company, including Martin Jr., Hervey, Allen, James, and Jack.⁵¹ According to Mike Vlahovich, Martin Sr. continued to refine the construction processes, dividing up labor tasks so that employees had specialties. He had a keen eye for detail and demanded top-quality, precision work.⁵² Petrich is also credited with developing a proprietary winch system for fishing nets.⁵³

A slowdown in boat contracts during the early 1930s, at the height of the Great Depression, gave way to renewed work later in that decade. In 1937 alone, the company built ten purse seiners, including the *Western Flyer*.⁵⁴ Purse seine boats varied slightly in size, depending on where they were intended to work. Alaska seiners were slightly shorter than the Monterey seiners, which ranged from 60 to about 80 feet. San Diego seiners typically measured around 80 feet or slightly more, on the larger end of the spectrum. The *Western Flyer* was primarily built for the Monterey sardine fishery, hence her length overall of 76 feet.⁵⁵ Other Monterey seiners built by the Western Boat Building Co., such as the *Western Pride*, *Western Sun* and *Western Maid*, all ranged between 69 and 78 feet long.

⁴⁶ Merchant Vessels of the U.S. log books record Martin Petrich, Sr. and/or Western Boat Building Co. as the managing owner of the *Western Flyer* every year from 1937 through 1947. In 1948, the company sold the boat to Armstrong Fisheries.

⁴⁷ This ownership arrangement does not appear to have been common, but Western Boat did retain managing ownership of several of its vessels at a time, including active fishing vessels.

⁴⁸ (Tacoma Yard Incorporated, 1917). Some, mostly secondary, sources give the company's founding year as 1913. For the sake of using a primary source, the 1917 incorporation date is used here as the founding year.

⁴⁹ National Register of Historic Places nomination, *John N. Cobb*, prepared by Larry Johnson, 2008.

⁵⁰ (Port of Tacoma, 1920), 110.

⁵¹ National Register of Historic Places nomination, *John N. Cobb*, prepared by Larry Johnson, 2008.

⁵² Vlahovich, interview, 2016.

⁵³ Allen Petrich, Jr., "Western Boat Building Co.," unpublished history of company, November 11, 2008, cited in *John N. Cobb* nomination, 2008.

⁵⁴ "Tacoma Yards Running at Top Speed to Make Boats for Entire Coast," Tacoma News Tribune, 4 May 1937, 1.

⁵⁵ As noted in Section 7, the *Flyer*'s length overall (76') is slightly longer than her length on the waterline (71'). The latter is the official

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Western Boat Building Co. also built other notable boat types, including tuna clippers. These were generally larger and faster than the purse seiners. In 1946, the company launched one of the premier wooden tuna clippers, the *Sherry Ann*. At 136-feet long and with 950 horsepower, the *Sherry Ann* is recorded as one of the largest and fastest of her kind. Before the *Sherry Ann*, the company had built at least four other wooden tuna clippers.

In 1949, Western Boat Building Co. launched an even larger wooden tuna clipper, the *Mary E. Petrich*. She measured 150 feet in length and 34 feet wide—about twice the length of the Western Flyer and about 15 feet wider. She was intended for the San Diego tuna fishery.⁵⁶ Touted as the largest tuna clipper ever built, the *Mary E. Petrich* had a 1,600-horsepower diesel engine.⁵⁷

The company continued to build fishing vessels, including seiners, for several more decades. Like other boat builders, however, it phased out wood hulls in favor of steel in the 1950s. The *Baranof Queen* (1968), by Western Boat Building Co., is one example of a steel-hulled seiner that is still in active commercial fishing use, homeported in Port Townsend, Washington.⁵⁸ 1978 marked the end of Western Boat's fishing boat production. It is estimated, from various accounts, that the company built more than 100 purse seiners, and further research may indicate an even higher number.

Other Washington Boatyards

The Puget Sound region had a strong community of wooden boat building in the twentieth century. While the smaller lampara boats had been built in California, many purse seiners and other fishing vessels, such as tuna clippers and cannery tenders, came from Washington State. Most of the fishing boats, including purse seiners, came from builders of Scandinavian and Croatian descent.

Some of the fishing boat builders around Puget Sound included: Western Boat Building Company (Tacoma); Mojean and Ericksen (Tacoma); Anderson Boat Co. (Gig Harbor); the Skansie Brothers (Gig Harbor); Martinolich (Tacoma); Martinac (Tacoma); and, Babare Brothers (Tacoma). None are in operation as of 2016. Outside of Tacoma and Gig Harbor, some other notable makers of quality fishing boats include Hansen Boatbuilding Company (begun in Seattle, relocated to Marysville), still in operation, and produced many purse seiners along with other vessels. The Prothero Boat Company of Seattle also built fishing vessels, but they were typically smaller than seiners.⁵⁹

In May, 1937, the Tacoma boatyards were bustling with orders for fishing boats. The local newspaper reported that Western Boat had already completed five of their ten purse seiners on order for the season, followed by the Martinolich boatyard with contracts to build seven purse seiners. Martinac's shipyard had three under construction. Mojean and Erickson had one. The seiners were all destined for ports from California to Washington. Six of the ten from Western Boat were being sent to California. The article thanked the busy California fishing industry for ordering twelve of those seiners. At a price of about \$40,000 each. "As about 60 per cent of this cost goes into labor and most of the balance into locally produced materials, the profit to the city from the industry will run over the half million mark for the total output this season."⁶⁰

length recorded on her vessel registration, but length overall is a more common measurement to reference.

⁵⁶ "Tuna Vessel to Get July 4th Trial Run," *Seattle Times*, 2 July 1949, 9.

⁵⁷ "Largest Tuna Clipper," *Seattle Times*, 17 March 1949, 27.

⁵⁸ Coast Guard Vessel Documentation database, <http://www.st.nmfs.noaa.gov/st1/CoastGuard/VesselByName.html>.

⁵⁹ Boat builder information mostly compiled from interviews with Mike Vlahovich, Jan Rolstad, and Guy Hoppen, along with Polk City directories from various years for Tacoma, Seattle, and Everett.

⁶⁰ "Tacoma Yards Running at Top Speed to Make Boats for Entire Coast," B. W. Brintnall, *Tacoma News Tribune*, 4 May 1937, 1.

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WESTERN FLYER OWNERSHIP HISTORY

Armstrong Fisheries, Ketchikan

In 1948, Western Boat Building Co. sold the *Western Flyer* to a Washington State-based fishing company, Armstrong Fisheries. The company operated their two vessels, the *Western Flyer* and *Midnight Sun*, from Ketchikan, Alaska. The *Western Flyer* belonged to the company through 1952.⁶¹ Secondary sources state this company fished for herring.

Dan Luketa

The boat was then sold to Seattle fisherman Dan Luketa. He owned the *Western Flyer* from 1953 through at least 1969. Based in Seattle, Luketa's small fishing fleet worked in Washington and Alaska waters. He primarily fished for petrale sole, among other things. During his ownership, he converted the *Western Flyer* to a trawler, meaning he added a different net system, no longer carried a skiff on the aft deck, and added small openings (trawl doors) on either side of the hull towards the stern (rear). These changes affected the mast and the aft deck equipment, primarily. To the untrained eye, the vessel would have looked the same as a purse seiner (see *illustrations by Charles R. Hitz, Drawings 4-5*). He also changed the vessel's name to *Gemini*, in 1969.⁶²

Subsequent owners include Washington fisherman Ole Knudson and California businessman Gerry Kehoe. In 2015, brothers John and Andy Gregg purchased the *Western Flyer* and sent her to Port Townsend, Washington to begin restoration work. As of the writing of this nomination, the boat is still undergoing restoration at the Port Townsend Shipwright's Co-op.

Vessel Comparisons

Hundreds, likely thousands, of wood hull purse seiners once fished up and down the West Coast. They were once the most popular boat type made by the Western Boat Building Co. and other boatyards around Puget Sound. Purse seiners were the most common vessel type built for harvesting Pacific sardines in the 1930s and 1940s, the height of the internationally significant fishery. The *Western Flyer* is an outstanding representative of this vessel type.

The design of the early purse seiners traces back to Europe and the form/type evolved in the Pacific Northwest, responding to the available materials, sea conditions and types of fish being sought.⁶³ Between the many shipyards constructing purse seiners, designs varied slightly but the type is highly recognizable. Character-defining features of a Pacific Coast wood-hulled purse seiner include: a length of approximately 60 to 85 feet; a beam (maximum width) of about 20 to 25 feet; a forward deckhouse with wheel house, galley and bunks; a pointed bow and a vertical stem; an open aft (rear) deck; and, a rounded or horseshoe transom. The Western Boat Building Co. seiners, like most, seem to have all had displacement hulls.⁶⁴

Crow's nests were common for sighting fish schools. A single boom attached to the mast, directly at the rear of the deckhouse, assisted with raising the net onto the deck. After the mid to late 1920s, power-assisted winches and net turntables became increasingly common features. A large cargo hatch in the deck accessed the fish hold, where the net's contents were emptied for transport back to

⁶¹ Merchant Vessels of the U.S. log books, 1948-1952.

⁶² Merchant Vessels of the U.S. log books and addendum, 1953-1969.

⁶³ Mike Vlahovich, in-person interview, July 2016.

⁶⁴ Boats with displacement hulls push aside, or displace, the water they move through, whereas planing hulls are designed to glide on top of the water.

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port. Engine rooms were typically at the stern (rear), below deck. The forward area, in the bow, below deck often served for storage. Wood hulls, with ironbark (hardwood) fenders, were common through approximately the early 1950s, replaced by steel that same decade. Wooden "shields" (parapet) at the front of the fly deck provided limited protection for that area, which often had the upper extension of the steering system, for piloting in fine weather. The wheel house provided weather-protected piloting space, containing the main, wooden steering wheel. A step or two of height separated the main deck from the raised forward deck. A small hatch in the starboard side of the forward deck, and/or a hatch forward of the deckhouse, led below deck to storage or crew bunks, depending on the boat. A solid guardrail wrapped the perimeter of the deck except for the aft (rear) section. Davits and a winch, part of the net equipment, were typically metal elements affixed to the guardrail and deck, respectively.

The *Western Flyer* is an excellent representative of Pacific Coast wood-hulled purse seiner. It retains the overall dimensions, shape and materials which characterized the type. Specifically, the length overall, beam (width), wood hull, forward deckhouse, open aft deck, and mast location (temporarily removed, for restoration) are all typical. Many other purse seiners of the 1930s and prior have had deckhouses replaced or relocated and expanded, to accommodate more crew and/or galley space. The *Western Flyer* is exceptional for having the original deckhouse, including the original head (toilet). The aft deck remains open, and the guardrail around the rest of the deck will be restored in-kind. Below deck, the vessel retains the character of a working fishing boat, with open cargo space. The starboard hatch, by the wheel house, is intact. Furthermore, the designers incorporated it into the footprint of the deckhouse, providing some weather protection. The ironbark fender and all the port lights are intact.

The *Western Flyer's* conversion to a trawler meant the removal of the turntable on the aft deck, but that is a common alteration among other wood-hulled purse seiners. The mast, winch, and davits have been temporarily removed for restoration. Two small additional hatches cut into the aft deck do not detract from the character of the boat. The added "trawl doors" (hinged openings in the sides of the hull towards the stern) will be removed as part of the restoration.

In comparison, other wood-hulled purse seiners have had more drastic alterations such as the *Commencement* and the *Veteran*, both wood hull purse seiners built by the Skansie Brothers Shipyard in Gig Harbor, Washington. According to Coast Guard vessel registrations, both date from 1926. The *Veteran* is still registered as a commercial fishing vessel and is in good condition. The *Commencement* is also in good condition but is no longer a purse seiner. The *Veteran* retains higher integrity than *Commencement*, yet the *Veteran's* deckhouse was replaced in the 1940s and the turntable has been removed. The wood guardrail around the deck is a modern update. It has been replaced with metal and now extends around the entire perimeter, including the aft deck. The aft deck turntable has been removed, a metal and canvas canopy has been added over the aft deck, and the fish hold has been converted to crew quarters. The boom has been removed and the crow's nest replaced with a contemporary observation platform.

Both *Commencement* and *Veteran* are smaller than the *Western Flyer*, in terms of both length and width. The *Commencement*, at 50 feet, is slightly shorter than the typical purse seiners, at least among those which worked in the sardine fishery. The *Veteran*, at 60 feet, is at the lower end of the spectrum. Both vessels have widths of approximately 15 feet, narrower than *Western Flyer*. Their smaller dimensions indicate the Skansie boats probably fished for salmon in Washington and to the

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north, and not for sardines. Oral histories with their owners and fishermen familiar with those vessels confirms this.⁶⁵

In the 1950s, steel hulls replaced wooden ones. Most of the purse seiners active in 2016 are steel-hulled. However, there are still some wood-hulled seiners around. At least two of the active wood hull, commercial fishing vessels registered in Alaska, the *Tahoma* (1939) and *Frigidland* (1937), were built by the same boatyard as *Western Flyer*. Guy Hoppen, Executive Director of the Gig Harbor BoatShop and owner of a historic fishing vessel, estimates there may be between 10 and 20 wood-hulled purse seiners left in the Pacific Northwest.

Other vessels built by the Western Boat Building Company include the *R/V John N. Cobb* (1950), built to be a fisheries research vessel for the National Oceanic and Atmospheric Administration (NOAA). Designed by W. C. Nickum & Sons for Western Boat, the *R/V John N. Cobb (Cobb)* has some similarities to the *Western Flyer*. The *R/V John N. Cobb* has a wood hull and is classified as a modified purse seiner design, but the *Cobb* is considerably larger than the *Western Flyer* due to her later construction and a different purpose. Measuring 93 feet in length overall with a beam over guards (width) of 25 feet, the *Cobb* is also taller and has a larger draft (11 feet) and displacement (250 tons). The *Cobb's* research mission meant she needed to be able to stay out at sea longer and carry more crew (12 people) than a typical purse seiner.⁶⁶

Purse seine boats could be distinguished from lampara boats by sheer size differences. However, a third boat type, known as a ring boat, was essentially a 1920s hybrid of the two. Ring boats used ring nets, similar to purse seines in function. However, a purse seine net was hauled back onboard along one side of the boat, whereas a ring net was hauled over the stern (rear). Ring net technology did not catch on as strongly as purse seines. Illustrations of the typical purse seine net and boat are included in the drawings section of the graphics pages, along with a detailed description of purse seine boat operation, cited from a 1930 publication.

⁶⁵ Interviews with Guy Hoppen, Mike Vlahovich, Jan Rolstad. Dimensions and year built info from vessel registrations.

⁶⁶ National Register of Historic Places nomination, *RV John N. Cobb*, prepared by Larry Johnson, 2008.

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Chase, Chris. Project manager, Shipwright. Port Townsend Shipwright's Co-op. June and August, 2016.

Govednik, Joseph. Museum Curator, Foss Waterway Seaport. June 2016.

Haskin, T. Lindsey. Documentary filmmaker, producer, director. Skyhound Media. December, 2016.

Hoppen, Guy. Executive Director, Gig Harbor BoatShop. Owner, *Beryl E.* historic fishing vessel. December, 2016.

Lippert, Greg. Fisheries historian, Washington State Department of Fish and Game, Olympia. Email and in-person communications, June through August 2016.

Petrich, Allen, Jr. Historian and grandson of Martin Petrich, Sr. October 16, 2016. Email communications, November-December, 2016.

Rolstad, Jan. Former Pacific Coast fisherman. August 10, 2016.

Vlahovich, Michael. Master shipwright, former commercial fisherman, and son of a former Western Boat Building Company employee. Executive Director, Coastal Heritage Alliance. July 2016.

Phone interviews:

Enea, Bob. Nephew of Tony Berry and Horace "Sparky" Enea. December 15, 2016.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency (WA Dept Fish and Game)
- Federal agency (NOAA, Coast Guard)
- Local government (City of Monterey)
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property Less than one acre

(Do not include previously listed resource acreage.)

UTM References NAD 1927 or X NAD 1983

(Place additional UTM references on a continuation sheet.)

1	<u>10U</u> Zone	<u>516303</u> Easting	<u>5328166</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

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1	<u> </u> Latitude	<u> </u> Longitude	3	<u> </u> Latitude	<u> </u> Longitude
2	<u> </u> Latitude	<u> </u> Longitude	4	<u> </u> Latitude	<u> </u> Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

Boundaries of the *Western Flyer* include the footprint of the vessel and its structure above water and below waterline.

Boundary Justification (Explain why the boundaries were selected.)

The *Western Flyer* is currently drydocked at Port Townsend Shipwright's Co-op, 919 Haines Pl, Port Townsend, WA 98368.

11. Form Prepared By

name/title Susan Johnson, Associate
organization Artifacts Consulting, Inc. date November 2016
street & number 401 Broadway, Suite 301 telephone 253-572-4599 x102
city or town Tacoma state WA zip code 98402
e-mail susan@artifacts-inc.com

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Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: See attached graphics pages for photo index. Includes historic photographs, contemporary photographs, illustrative historic and contemporary drawings.

Property Owners: (Complete this item at the request of the SHPO or FPO.)

name Western Flyer Foundation
street & number 2726 Walnut Avenue telephone (714) 580-2004
city or town Signal Hill state CA zip code 90755

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Site Plan of the Western Flyer's vicinity. Presently in drydock at the Port Townsend Shipwright's Co-op, 919 Haines Place, Port Townsend, Washington, 98368.

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Location of Western Flyer (indoor drydock)
UTM References: 10U. 516303 E, 5328166 N.

Site Plan of the Western Flyer's vicinity. Presently in drydock at the Port Townsend Shipwright's Co-op, 919 Haines Place, Port Townsend, Washington, 98368. UTM References: 10U. 516303 E, 5328166 N.

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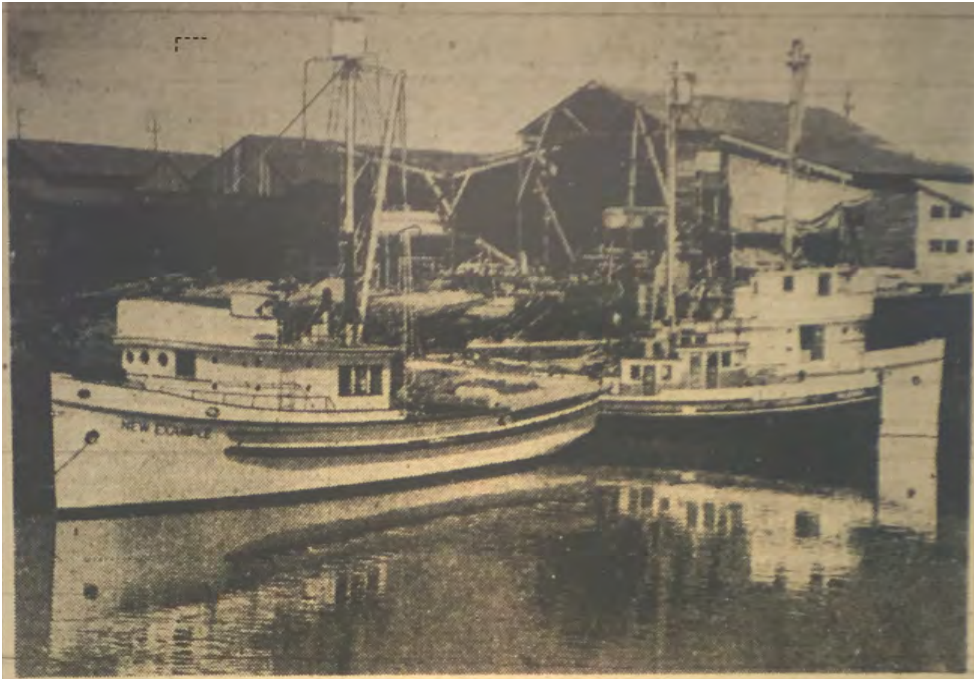
Historic Photograph 1. 1926. Lampara boats in Monterey Harbor, photo by A. C. Harbick. Used with permission from the California History Room, Monterey Public Library. Image HPF-224-B, Wharf Album.



Historic Photograph 2. 1938. Sardine fishing vessels moored at San Pedro, CA. Purse seiner at right, for size comparison with lampara vessels at left. Photo by Richard S. Croker. Source: California Fish and Game bulletin, 1938, no. 3.

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Tacoma yards are running at top speed turning out fishing boats for the season which is just about to open. Two boats which will be delivered from the Martinolich yard on the City waterway, this week, are shown above. They are the "New Example," 78 feet long by 21-foot beam, for California delivery and the "Pacific Fisher," 80 feet long by 21-foot beam, for Seattle men. These two boats represent an investment of more than \$80,000, not including the fishing tackle and supplies.—Photo by J. R. Eyerman.

Tacoma Yards Running at Top Speed to Make Boats for Entire Coast

By B. W. BRINTNALL

California, as a market for seine boats, has done handsomely by Tacoma this year, an even dozen of these craft, costing about \$40,000 each, having been ordered here. Several of them have been delivered. As about 60 per cent of this cost goes into labor and most of the balance into locally produced materials, the profit to the city from the industry will run over the half million mark for the total output this season.

Starting at the south end of the harbor and taking the shipyards as they come, the Martinolich yard where five brothers, a sister and father have combined to turn out ships, will build seven seiners this season, two of them are already in the water, one will be launched May 13 and four are on the ways. These boats are mostly 78 to 80 feet long by 21 feet beam. The one to be launched next week is for the Edwards brothers of Vashon island and Tacoma.

Big Purse Seiner

At Mojean & Erickson's plant, next door to the Martinolich's, a purse seiner is being built for Mathew Katich, George Plancich and Joe Cloud of Gig Harbor. She is a 74½-footer and will cost about \$32,000. This plant is also turning out a \$7,500 tug for the Tacoma Tug & Barge company, 50 rowboats and has repair work on hand running more than \$3,000.

Further north on the city waterway, Joe Martinac is building three ships, two 77-footers and one 74-footer at a total cost of \$120,000. They are for John Jerkovich and Mathew Veraja, Peter Suryan and Nick Tarabochia and Anna Ancich; all of Gig Harbor and Tacoma.

Building 10 Boats

The Western Boat Building company on East 11th street, is building 10 boats this year, with five of them already in the water and one to be launched this week. Six of these are for California delivery, three for Everett and one for Tacoma. The total cost of the

(Continued on Page 2, Column 1)

Fishing Boats Nearly Ready For Season

(Continued from Page One)
10 boats will run between \$350,000 and \$400,000, according to Martin Petrich, plant manager. He also has a big crew busy on repair work and has 54 men in his plant altogether, more than at any recent period.

Peterson & Johnson, who have a yard on the Marine View driveway, nearly to Browns Point, are building a 56-foot halibut boat for Andrew Nelson of Tacoma at a cost of \$14,000. They also have orders for 40 smaller boats running from 12 to 24 feet long which will keep them busy. This is Tacoma's newest yard and the owners are having a hard time to keep up with orders. P. Peterson, one of the owners, lives at 1408 North Stevens street.

Historic Photograph 3. 1937. View of 2 fishing boats recently launched by the Martinolich shipyard in Tacoma, showing the purse seiner *New Example* (left), California bound. *Pacific Fisher* (right) went to Seattle. *New Example* was similar to the *Western Flyer*. Article with the photo shown at bottom and right. Tacoma News Tribune, 4 May 1937, pp. 1-2.

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Historic Photograph 4. 1937. View of the *Western Flyer* being launched from the Western Boat Building Co., Tacoma, WA. Used with permission of the Petrich Family Collection. All image rights retained by Petrich Family Collection. No reproduction allowed without permission.



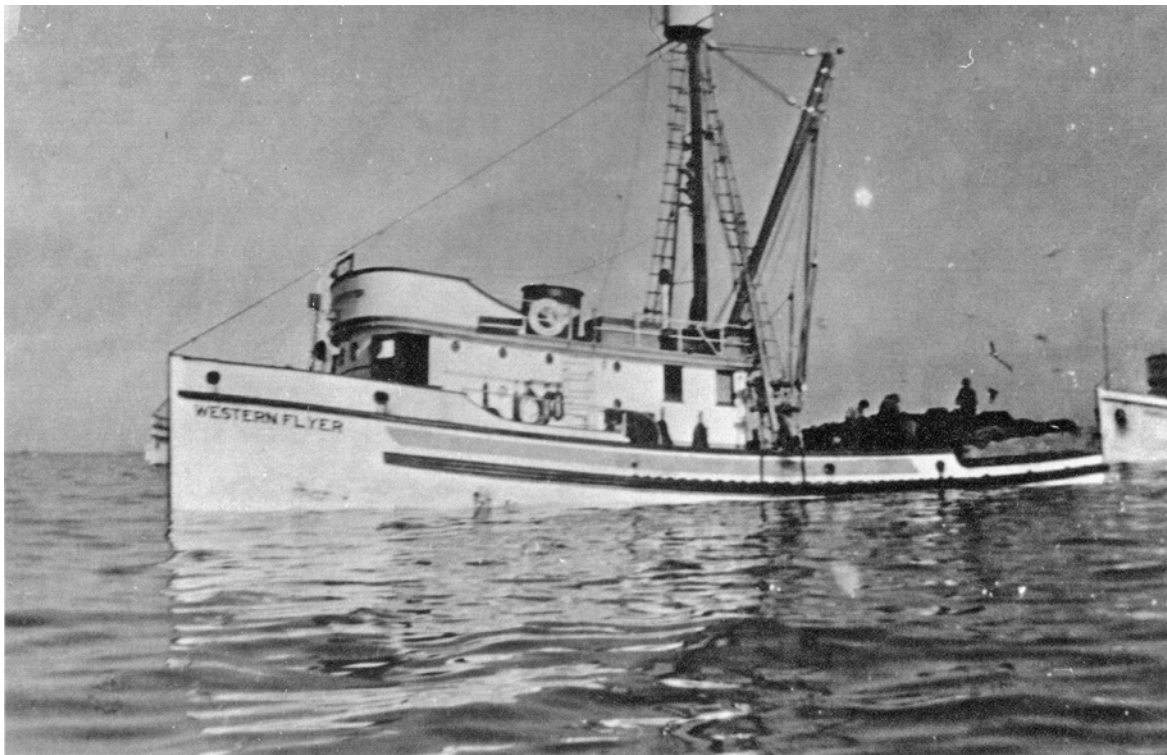
Historic Photograph 5. 1937. View of the *Western Flyer*, moored near the Western Boat Building Company in Tacoma, WA. Used with permission of the Petrich Family Collection. All image rights retained by Petrich Family Collection. No reproduction allowed without permission.

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Historic Photograph 6. Undated historic photo of Tony and Rose (Enea) Berry, standing outside the Tacoma home of Frank Berry. Courtesy of Bob Enea. Used with permission. All image rights retained by Enea Family Collection..



Historic Photograph 7. February, 1940. The *Western Flyer* in Monterey Harbor, photo by William L. Morgan. Used with permission from the California History Room, Monterey Public Library. Image MO-0440-9, Morgan Collection.

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Historic Photograph 8. 1940. Fishing boats at Monterey, photo by William L. Morgan. Lampara and small craft, foreground. Purse seiners behind. Freight and military ships in background. Used with permission from the California History Room, Monterey Public Library. Image HPF-3906, Morgan Collection.



Historic Photograph 9. 1946. Aerial view of Monterey Harbor, photo by William L. Morgan. Used with permission from the California History Room, Monterey Public Library. Image MO-0803-A, Morgan Collection.

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Historic Photograph 10. Ca 1960s. View of *Western Flyer* after being converted to a trawler, moored in Bellingham. Source: Whatcom Museum. Used with permission, no other reproduction allowed.



Historic Photograph 11. Ca 1950. A California purse seine boat, *Star of San Pedro*. Skiff atop the stacked net on aft deck turntable. Photo by Vernon M. Hadden. Source: California Dept. of Fish and Game, Bureau of Marine Fisheries, Fish Bulletin 81, 1951.

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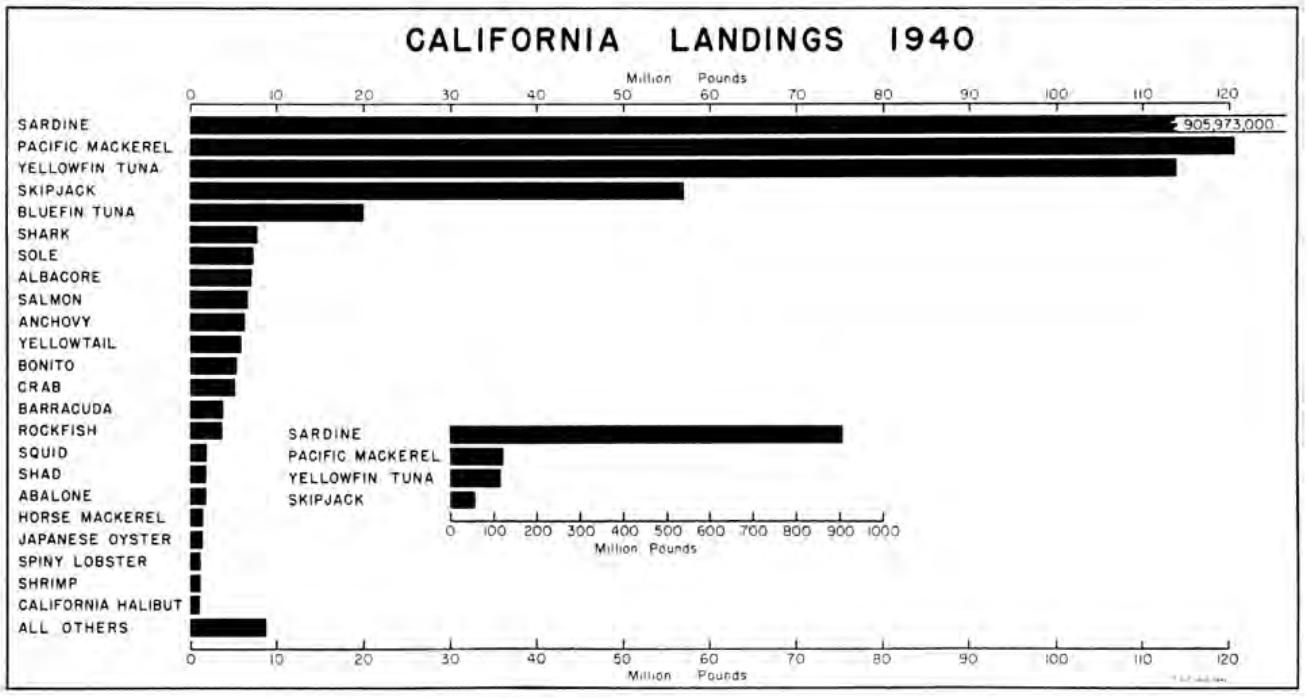


12

DEPARTMENT OF FISH AND GAME

FIGURE 6. Purse seiners at San Pedro. Photograph by Vernon M. Hadden.

Historic Photograph 12. Ca 1950. Purse seine boats at San Pedro. Photo by Vernon M. Hadden. Source: California Dept. of Fish and Game, Bureau of Marine Fisheries, Fish Bulletin 81, 1951.



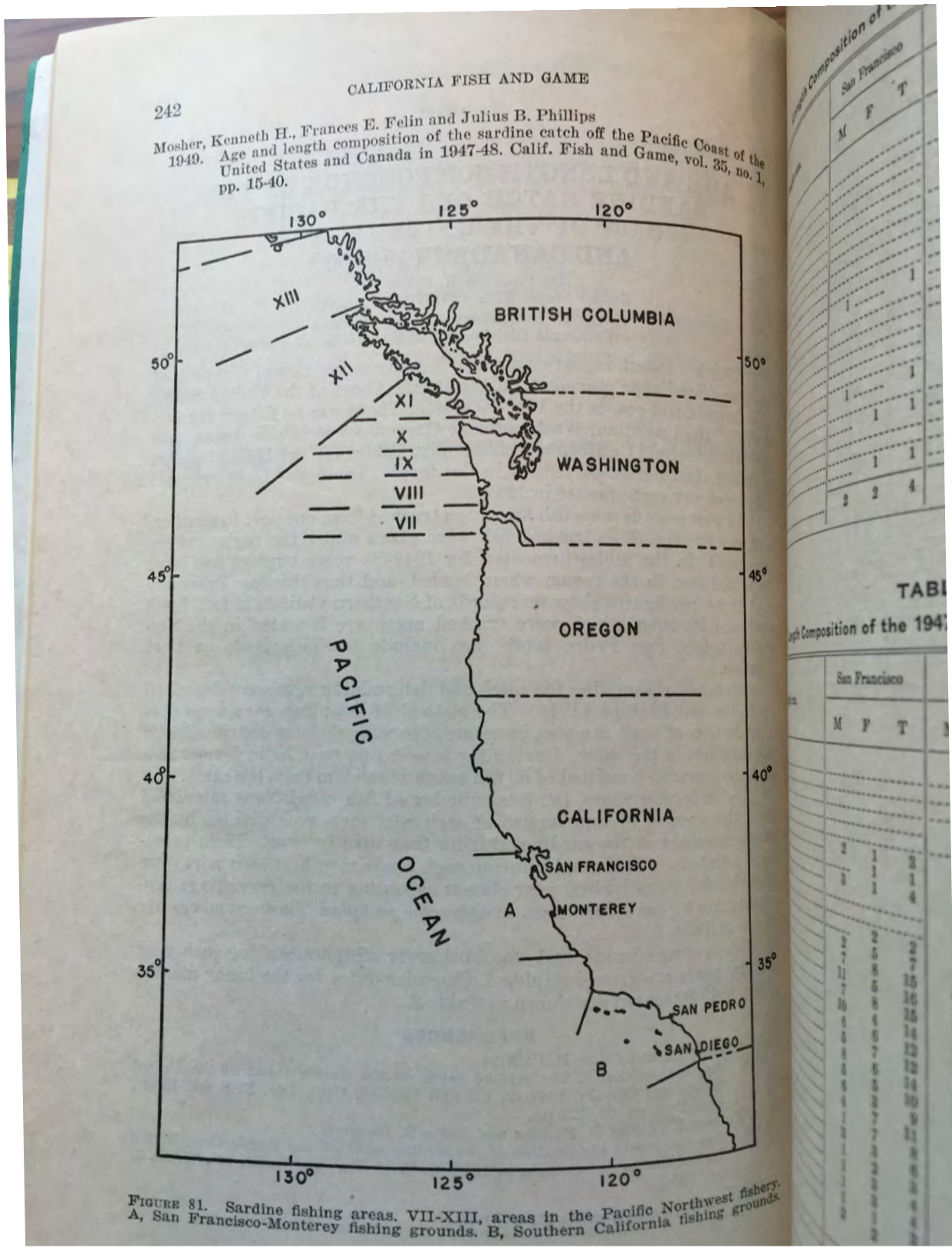
DIVISION OF FISH AND GAME

FIG. 3

Historic Photograph 13. Chart showing commercial fish landings (catches) data for California, 1940. Sardines totaled 905, 973,000 million pounds. Source: California Division of Fish and Game, Fish Bulletin 58, 1942.

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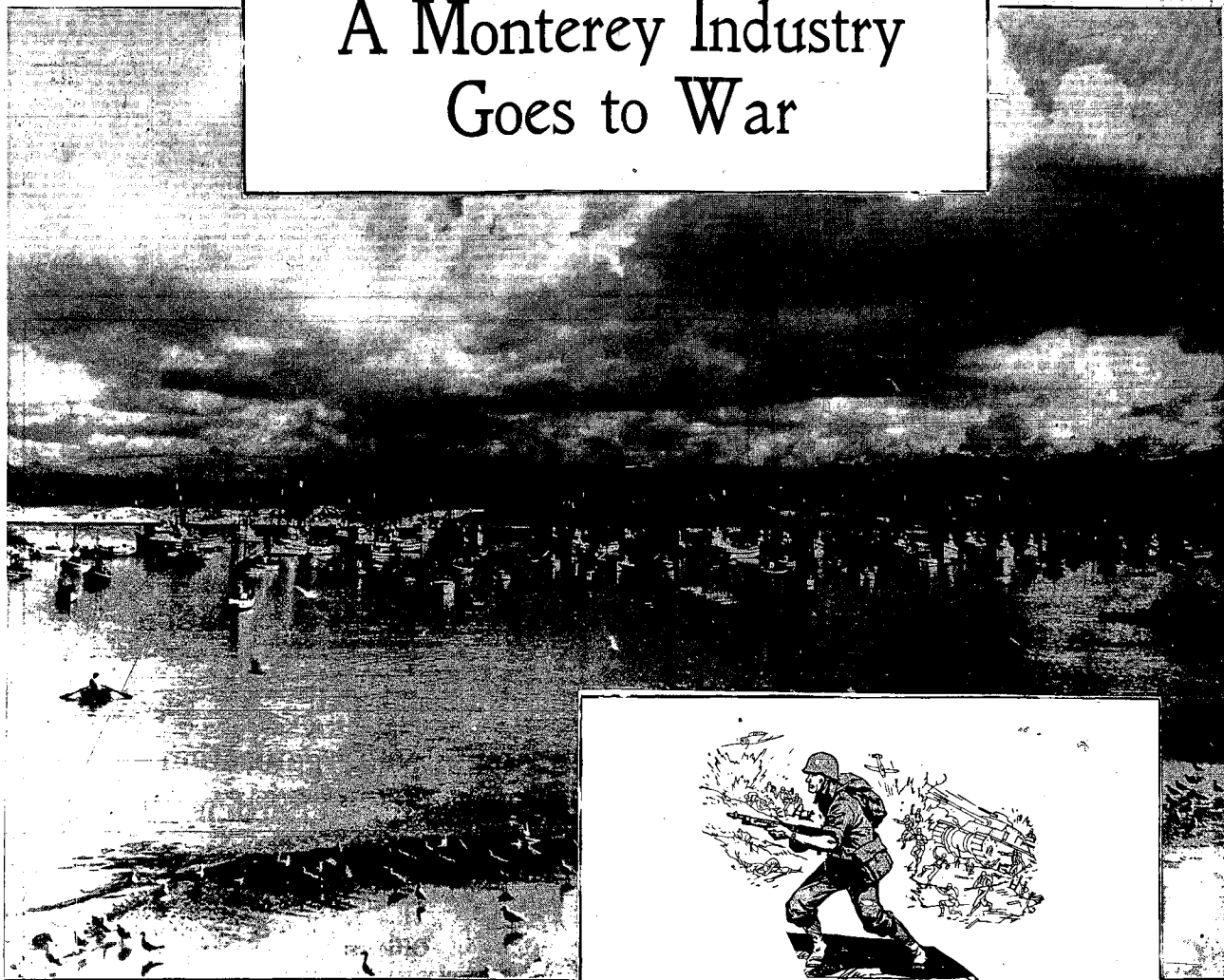
Historic Photograph 14. 1950. Map of Pacific Coast sardine fishing areas. A, San Francisco-Monterey. B, Southern California. VII-XIII, Pacific Northwest areas. Source: California Fish and Game Bulletin, 1950, no. 3, p. 242.

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MONTEREY PENINSULA HERALD, MONTEREY, CALIFORNIA

A Monterey Industry Goes to War



MONTEREY'S sardine industry is an essential war industry. It produces no aircraft, guns, ships or tanks. But it does produce a highly nutritious article of diet for the men who do the fighting. Yes, Monterey-packed sardines have probably fed our fighting men on every front in this war. Today on Fishermen's wharf and along the beach you'll see soldiers in helmets, with guns. And men in the blue of the navy.

Physical things have changed. Many of the ships have gone off to war. The men that sailed them, too.

There is fresh in the mind the inexorable hardness of the sea. It gives no quarter, asks none. Those familiar with the pages of Conrad need no tragic stories of wartime disaster to bring home this lesson.

But the appeal of the sea is not physical alone. It is mostly of the soul—a primitive thing going deep down and far back. There is still about Monterey's waterfront that same drawing power exerted by waterfronts the world over.

And the same balm.

There is no other place like it.

Yet, it is all the waterfronts of the world.

CITY OF MONTEREY

Historic Photograph 15. Full page propaganda. Sardines an essential war industry during World War II. Monterey Peninsula Herald, 26 February 1943, p. 7.

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Monterey Sardine Has "Gone To War" For the Duration

What Future Holds Is a Big Mystery Only Bold Prophet Would Forecast The Future—One Thing Is Certain, Uncle Sam Will Call the Plays

By MARVIN T. LONDAHL
The Monterey sardine has "gone to war"—and so has the fishing and canning industry of this community. The federal government is, increasingly, making the decisions made in other seasons by cannery workers, fishermen, wholesalers and consumers. And it would be a bold prophet indeed who would attempt to forecast at this stage of the game what the 1943-44 operating season will bring.

Only one thing is dead certain—Uncle Sam will call the plays, and everyone directly or indirectly connected with the sardine industry is hopeful he will be a wise and capable quarterback. The government did quite a bit of quarterbacking during the season just closed, also, and being new to the sardine business a lot of signals were missed and confusion rather than production was the result. The new season beginning in August, it is to be hoped, will find the federal agencies concerned better informed and more able to deal with the complex problems of this enormously important fishery.

FOOD IS AMMUNITION
Because so much of the grand strategy of this war is based on the assumption that "food is ammunition"—the enlistment of the Monterey (California) sardine in the United Nations ranks was only a matter of time. The great bulk of the 1941-42 pack was bought for lend-lease export and, fortunately for our side, it was a bumper production season and case goods production records had already been broken before the interruption, storms and confusion that followed Pearl Harbor.

Uncle Sam was again the sardine canner's "one big customer" when the 1942-43 season came along and although government orders, wanted (demanded, in fact) more canned fish than had ever been produced before it was obvious from the start of fishing that the order couldn't be filled.

LABOR, GEAR AND MATERIAL
Three major elements—in addition to good weather and good fishing luck—are required for high production in sardine canneries. Not necessarily in the order of their importance, they include:
1. Plenty of experienced fishermen and cannery workers.
2. Plenty of fishing boats.
3. Plenty of cans and repair material for the canneries themselves.
4. A strong market demand for the products of the plants.
The first two factors were, increasingly, as the season progressed, missing from the Monterey scene during the season just closed. And the same government which was demanding production was directly responsible for the shortage of experienced fishermen and plant workers and of fishing boats as well. Inevitably this was true and it is wise to quarrel with the government about it.
The army and navy, airplane and airplane plants and associated war industries that stripped this region of scores of skilled producers of sardines were perfectly justified in doing so. And the Monterey boat owners who turned their ships over to the U. S. Navy (on the navy's own terms) after Pearl Harbor aren't reaping on their bargains. But a purse adroit can't be catching fish off Monterey and parboiling in search of substitutes at the same time; her can-

Cooperation Necessary Says Harper

Cooperation among all elements in the fishing industry is stressed by George Harper, president of the Monterey Canning company, as an essential factor for success in harvesting next season's sardine crop.
"We are not true citizens if we do not help each other in solving our problems and we are gradually getting into the harness to accomplish just that," he states.
Harper feels that it is highly important to keep the machinery running in the sardine industry since fish are food.

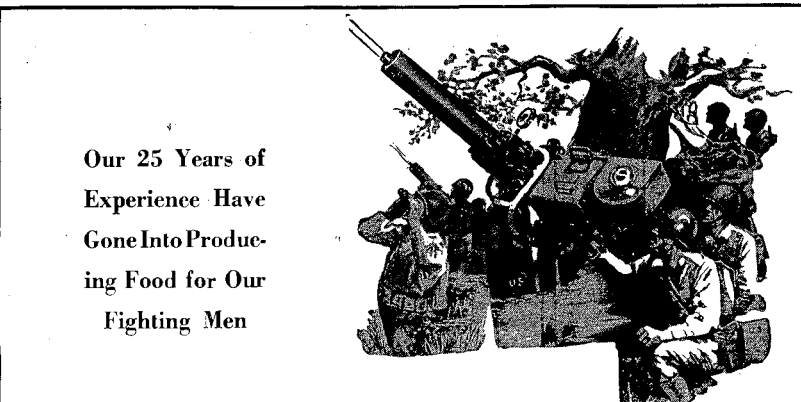
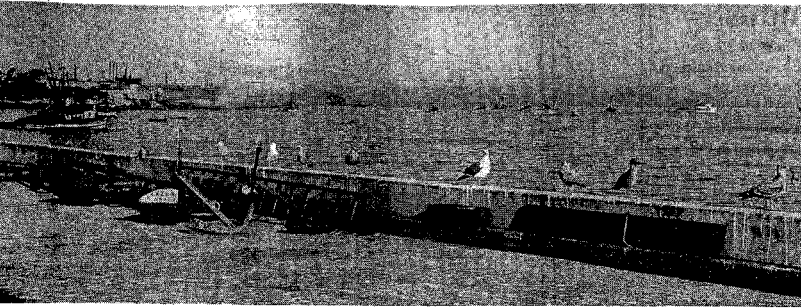
PREDICTIONS DIFFER
"Since sardines are wholesome and non-perishable, they are hard to beat as a food supply for our fighting troops. Therefore we should concentrate on keeping the industry going," he says.
On the subject of the number of boats needed for next season's catch, Harper feels that this depends on whether the government orders most of the catch to be put in cans, thus minimizing the reduction quota. If this proves to be the case, fewer boats will be needed than if the usual quantity is reduced.

All predictions of this nature are hard to make, he pointed out, because of the uncertainty of the amount of fish.
It is also possible—although doubtful—that the navy will see its way clear to turn back a few of the chartered fishing boats now wearing battle dress as patrol craft. It is perfectly clear that if any of them aren't doing a full-time job with the navy, they could be doing a full time job on the "food front" when the new season rolls around.

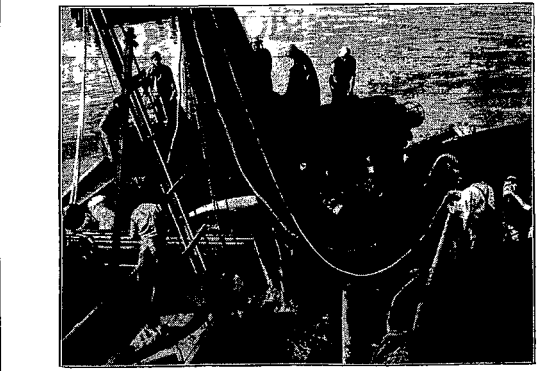
ALLOCATION WORKS
The WPB spent a goodly part of last season trying to work out a method of allocating sardines here and elsewhere. This move was designed to insure maximum use of available fishing boats and packing lines. After a few left-handed starts, the program really got going in Monterey during the final few weeks of the season. It should be well thought out and ready to work smoothly during the coming season.
There are many valid objections to allocation of fish—particularly in peace time—but the program isn't likely to break down because of these next fall. Nor will it, it is devoutly to be hoped, the rival interests of the various ports of California be permitted to interfere with the sending of the Monterey sardine "off to war."

PLANT LABOR PROBLEM
The problem of getting enough experienced labor to operate Monterey's huge canning plants is largely a local one. Plant operators here have taken increasing interest in this phase of their wartime job—and individuals in all three peninsula communities share their concern.
One big forward step will be the establishment during the summer of a child-care center in the Hal-dorn place on "cannery row." Angelo Lucido of San Carlos Canning company, is donating the building rent-free to the long established Community Center which heretofore has operated on a much smaller basis on Laine street. If plans for this center develop as they are expected to, the problems of many mothers employed (or who might be employed) in the canneries will be vastly simplified.
It may also be necessary for school authorities to cooperate by modifying class room schedules of local high schools. This, it is re-

Purse Seiners Off Cannery Row Give Up Silver Harvest



Our 25 Years of Experience Have Gone Into Producing Food for Our Fighting Men



Packers Of
Blue Bay
El Carmel
Dolores
San Carlos
Sonora
San Luis

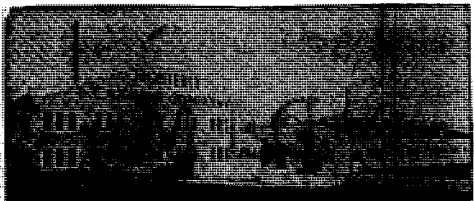
Heads Company
FRANK LUCIDO
well-known figure in the Monterey sardine industry

An Important Industry to the Monterey Peninsula!
Monterey Fish Products, Inc., Adds Materially To the Economic Value of the Peninsula
WAGES: Which Are Locally Spent
EMPLOYEES: Who Are Locally Hired
Monterey Fish Products, Inc.
Monterey, California
Our Lighthouse Brand Fish Meal is made

Monterey Canning Co.

Fish Meal Monterey, California Fish Oil

1918



1943

Western Flyer
Name of Property

Jefferson County, WA
County and State

PENINSULA HERALD, MONTEREY, CALIFORNIA, FRIDAY, FEBRUARY 26, 1943.

Sardine Industries Unique Group Organization of Boat Owners Still Power in Port of Monterey

One of the unique products of sardine fishing through the years at Monterey is the Monterey Sardine Industries, Incorporated, the boat owners group through which most of the boats have operated in dealings with canners, fishermen, in assignment of boats, in limiting of the catch, and in all other matters.

For the first time last year, due to a federal ruling that boats can not be compelled to fish through the organization, the latter being held "in restraint of trade," and another court decision allowing CIO fishermen to work in the port without joining the AFL fishermen's Union which heretofore had a "closed shop," there were boats fishing here that did not belong to the organization.

By far the larger part of the

fleet, and nearly 100 per cent of the locally owned or chartered boats, operated as members of the Monterey Sardine Industries, Inc.

This is because the organization has proven itself capable through the years of keeping the fleet moving smoothly with a minimum of squabbles between canners and fishermen and among the boat owners themselves.

There is of course the assignment of the catch, highly important, but most important is the fact that "the house" has become the employers organization in the fishing industry; it is with this group the fishermen must negotiate their pay and the improvement of their working conditions from time to time, it is this group on which the canners must generally rely to deliver much needed fish, it is this group which in days past welded the 80-odd boats of the home fleet into a responsible unit.

FLEET SHRINKS

In America at war the picture has changed. There were only about 12 locally owned boats left this season. All the rest were chartered by local fishermen from other ports, mostly in the northwest. It is hoped the fleet will be increased, since boats will be built

this year for fishing, according to word received here, and certainly the boats will be replaced after the war.

However, boats that fished here this season, working through the Monterey Sardine Industries, Inc., and their owners or charter owners, are as follows:

- Admiralty, P. Sollazzo; Ambassador, M. Lucido; American Star, Joe Torrente; Anadir, John Mineo; Anna, Sal Arancio; Britannia, Tony Balesteri; Clermont, Shedo Russo; Crusader, Frank Spadaro; El Comandor, Sal Colletto; Eneas, O. Enea; Excell II, P. Sanfilippo; Express, Frank Cardinale; Fairfax, John Russo; Five Bros., Nine Riso; Frances, S. Scardina; Galicia, Joe V. Crivello; Gladiator, Tony Nuovo; Harmony, M. Torrente; Helen, L., James A. Davi; Invincible, Sal Mercurio; J. D. Martinolich, Vince Cefalu; Jimmy Boy, Joe Rappa; Key West, E. Aiello; Morning Star, Joe Spadaro; New Limited, S. Melicia; New Madrid, Domingo; New Monterey, Nino Costanza; Olympic, Frank Mineo; Orion, Sal Ventimiglia; Orion, Nito Compagno; Progress, John Cradis; Reliance, John Grammatico; Rose Marie, A. N. Lucido; St. Anthony, Carl Aiello; Satrania, G. P. Cutino;

"Dry Spell" in C Of Trouble Says

Last season's "dry" spell in October was responsible for many of the troubles encountered later on by the local fishing industry, in the opinion of Frank J. Leard, manager at Custom House, who hopes that next year plans will be laid ahead to circumvent a similar mishap.

It was during this slack period when the fish were not running that the industry lost both labor and boats, Leard points out, and that once having gone it was virtually impossible to retrieve either.

Leard believes that a determined effort to secure boats for the Monterey fleet should be made by cannery owners and operators col-

- Sea Queen, Joe Ferrante; Sea Pirate, G. Compagno; Serra, E. S. Lucido; Stanford, John Compagno; Star, Frank Cardinale; Valencia, Buster Sollecito; Verona, James A. Davi; Vita, Sam Lonero; Western Flyer, Tony Berry; Western Maid, Joe Giamona; Western Sun, S. Maiorana; Western Pride, Joe DiMaggio.

California Sardine Products Institute

Historic Photograph 17. Article on sardine fleet of Monterey at end of 1942-43 season. Tony Berry with the Western Flyer listed as active that season. Monterey Peninsula Herald, 26 February 1943, p. 8.

Western Flyer
Name of Property

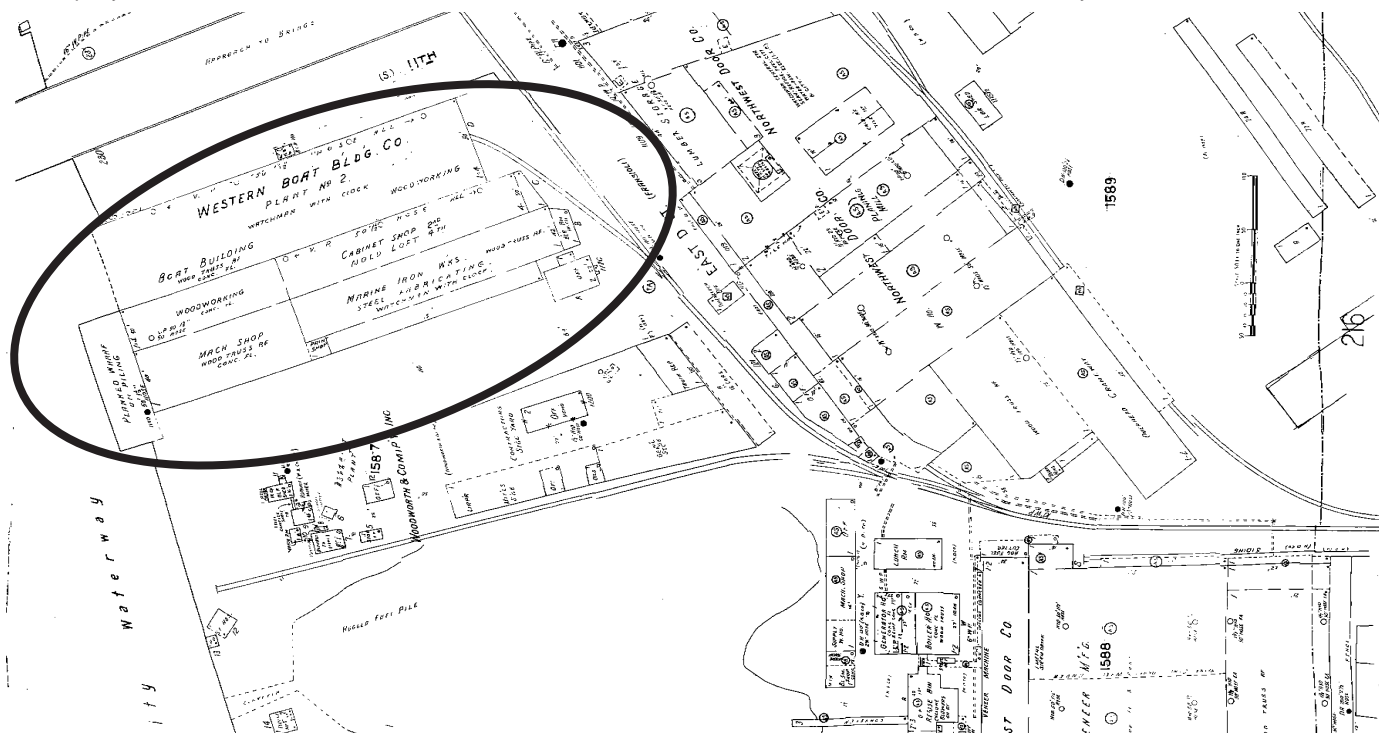
Jefferson County, WA
County and State

<p>re- sm. of ose in- nat is nat ere an as ver bre ith ver ri- of ow as, n- ce it- y ve be uir nd he o- he sil s- es n- re se it it re i- ve e-</p>	<h2 style="text-align: center;">Edward F. Ricketts Dead of Injuries</h2> <h3 style="text-align: center;">Noted Marine Biolo- gist Succumbs at Local Hospital Today</h3> <p>Edward F. Ricketts, 50, widely known marine biologist and author and the model for John Steinbeck's "Doc" in the novel "Cannery Row", died shortly after noon today at a local hospital from injuries suffered Saturday evening when his car was struck by a Southern Pacific train.</p> <p>The tragic accident happened at the Drake street grade crossing in Cannery Row. Some hope had been held out that Mr. Ricketts might recover from grave injuries sustained in the accident but his condition took a turn for the worse this morning and he failed to rally.</p> <p>Ricketts had suffered crushing injuries to his left chest, resulting in a rupture of the spleen, probable damage to the kidneys and probable damage to the left lung. At the same time he received a bruise on the left side of the head which probably resulted in injury to the brain.</p> <p>WIDELY KNOWN</p> <p>Ricketts was known in schools all over the world where he sent biological specimens for study before his laboratory burned down in the big Cannery Row fire of</p>	<p>1936. He barely escaped from his home and laboratory at the time, saving only his car and a typewriter, and losing 25 years of notes on western marine life.</p> <p>He rebuilt the laboratory, and continued his work there, building up the most comprehensive file of marine tidal animals ever attempted in the West. Based on the knowledge he acquired during his many years of work, he wrote the book <i>Between Pacific Tides</i> — a layman's scientific work which has been used widely as a reference and textbook. It was published fifteen years ago by Stanford Press, who have just received final proofs from Ricketts for a second edition.</p> <p>PLANNED NORTHERN TRIP</p> <p>Several years ago, Steinbeck and Ricketts took a trip by seiner to the Gulf of California, resulting in the book "Sea of Cortez," which the two men wrote in collaboration. They planned a trip to Queen Charlotte Sound within the month, to work on a second book together, and to gather information which would complete the great file of all known Western tidal animals upon which Ricketts was working.</p> <p>Steinbeck, who was in New York when he learned Ricketts had been critically injured, was</p> <p style="text-align: right;">(Continued on Page 2)</p>	<p>un- V ties risi act DIS I wa; sett Joh day era; an B seiz S plai tim thre of t gine Loc Glo L ers. inte chie thei assi ann wait If step the Hot ing "I with effe diat Bt</p>	<h2 style="text-align: center;">E. F. Ricketts Succumbs</h2> <p style="text-align: center;">(Continued from Page 1)</p> <p>en route to Monterey by air when death closed the career of his friend and collaborator. He was expected here later today.</p> <p>Ricketts has known literally thousands of people from every walk of life and from various parts of the world, who have poured in a steady stream to the biologist, who was not only friendly to all comers and a great lover of conversation, but a "walking encyclopedia" of interesting facts.</p> <p>Ricketts leaves his wife, Alice; three children, Edward Ricketts Jr., San Francisco; Mrs. Nancy Pickering, Baltimore, Maryland, and Cornelia Ricketts, Los Gatos; a brother Thayer Ricketts, of Chicago; and a sister, Mrs. Fred Strong of Carmel.</p> <p>He was a native of Chicago. Funeral services will be held privately at Paul's Mortuary.</p>
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Historic Photograph 18. Obituary, Edward F. Ricketts. Monterey Peninsula Herald, 11 May 1948, 1-2.

Western Flyer
Name of Property

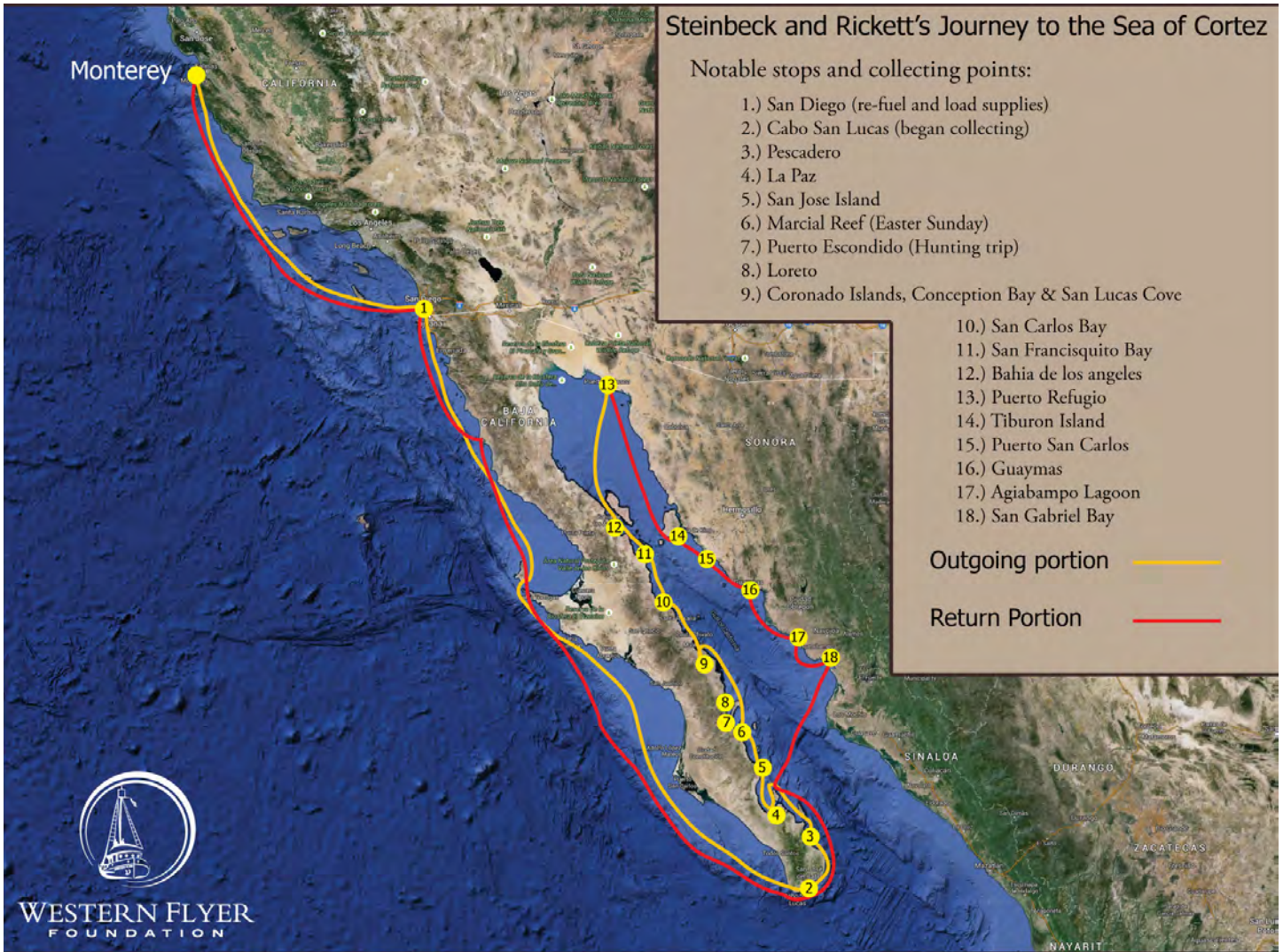
Jefferson County, WA
County and State



Top: Detail, Sanborn Fire Insurance Map, Sheet 215, Volume 2A, Tacoma, 1912-1950. Ellipse shows historic location of the Western Boat Building Company (1102 East D Street), where the Western Flyer was built in 1937. This facility suffered extensive fire damage in 1950. Bottom: 2016 aerial view Tacoma, showing location in relation to the city. The 11th St./Murray Morgan Bridge is immediately to the north.

Western Flyer
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Map of the 1940 voyage by the Western Flyer to the Sea of Cortez (Gulf of California) with Captain Tony Berry, John Steinbeck, Ed Ricketts, and crew. Courtesy of the Western Flyer Foundation.

Western Flyer

Name of Property

Jefferson County, WA

County and State

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Western Flyer
City or Vicinity: Port Townsend
County: Jefferson State: Washington (WA)
Photographer: Susan Johnson, Artifacts Consulting, Inc. unless otherwise specified
Date Photographed: April 16, 2016 unless otherwise specified

Description of Photograph(s) and number:

Photograph List

1 of 20. Western Flyer, at the Pt Townsend Shipwright's Co-op, Port Townsend, WA. Looking forward and to starboard. Photo courtesy of Chris Chase, Shipwright's Co-op. Taken July 9, 2015.

2 of 20. Western Flyer, at the Pt Townsend Shipwright's Co-op, Port Townsend, WA. Looking forward and to port. Photo courtesy of Chris Chase, Shipwright's Co-op. Taken August 17, 2015.

3 of 20. Western Flyer, at the Pt Townsend Shipwright's Co-op, Port Townsend, WA. Looking from starboard to port across the bow (front). Photographer: Michael Sullivan, Artifacts Consulting, Inc., March 17, 2016.

4 of 20. Western Flyer, at the Pt Townsend Shipwright's Co-op, Port Townsend, WA. Looking from the bow (front) toward the stern (rear) along the port side. Photographer: Michael Sullivan, Artifacts Consulting, Inc., March 17, 2016.

5 of 20. Western Flyer, at the Pt Townsend Shipwright's Co-op, Port Townsend, WA. Looking forward, showing rear of deckhouse, from midship. Main hatch to fishhold in foreground. Note scaffolding and bracing, as part of restoration work .

6 of 20. Western Flyer, at the Pt Townsend Shipwright's Co-op, Port Townsend, WA. Looking across the aft (rear) deck, port to starboard. Photographer: Michael Sullivan, Artifacts Consulting, Inc., March 17, 2016.

7 of 20. Western Flyer. Original head, at corner of deckhouse.

8 of 20. Western Flyer. Looking forward, into galley. Built-in bench seating at left. Former location of sink and stove at right.

9 of 20. Western Flyer. Deckhouse, detail view of galley's built-in bench seating (seats temporarily removed).

10 of 20. Western Flyer. Deckhouse, looking forward along corridor. Two crew bunks at right (starboard side). Wheelhouse in the distance at left.

11 of 20. Western Flyer. Deckhouse, looking to port. Crew bunks along port (left) side of corridor. Closet doors, center. captain's cabin visible through (former) closet.

12 of 20. Western Flyer. Deckhouse, looking into captain's cabin from the corridor.

13 of 20. Western Flyer. Deckhouse, looking forward along corridor. Wheelhouse at far end, with the large port light visible.

14 of 20. Western Flyer. Deckhouse, looking down into wheelhouse from scaffolding. Looking from port to starboard. Wheel has been temporarily removed during renovation.

15 of 20. Western Flyer. Wheelhouse, detail view of port lights and former gauges.

16 of 20. Western Flyer. Looking down into the belowdeck space through main hatch (main deck).

17 of 20. Western Flyer. Belowdeck, looking forward towards bow..

18 of 20. Western Flyer. Belowdeck, looking forward towards bow. Metal ship ladder leads up adjacent to wheelhouse..

19 of 20. Western Flyer. Belowdeck, looking aft (to the rear), towards the stern.

20 of 20. Western Flyer. Belowdeck, looking aft (to the rear), towards the stern.

Western Flyer
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Forward / Bow

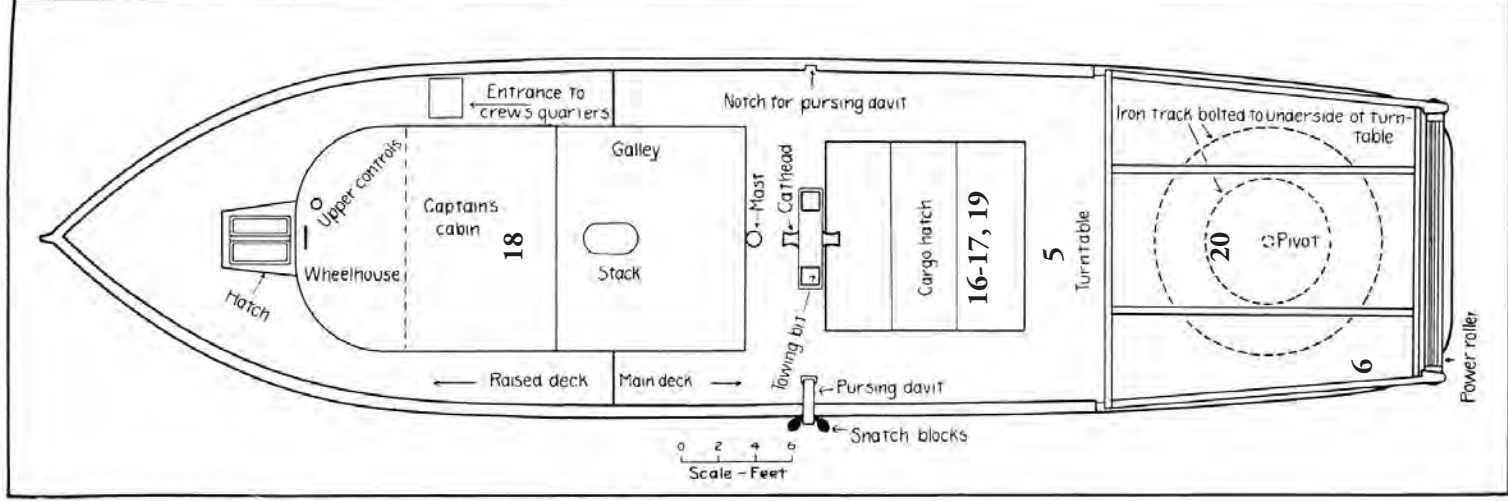


FIG. 5. Deck plan of a typical purse seine boat.

4

Port side

Starboard side

1

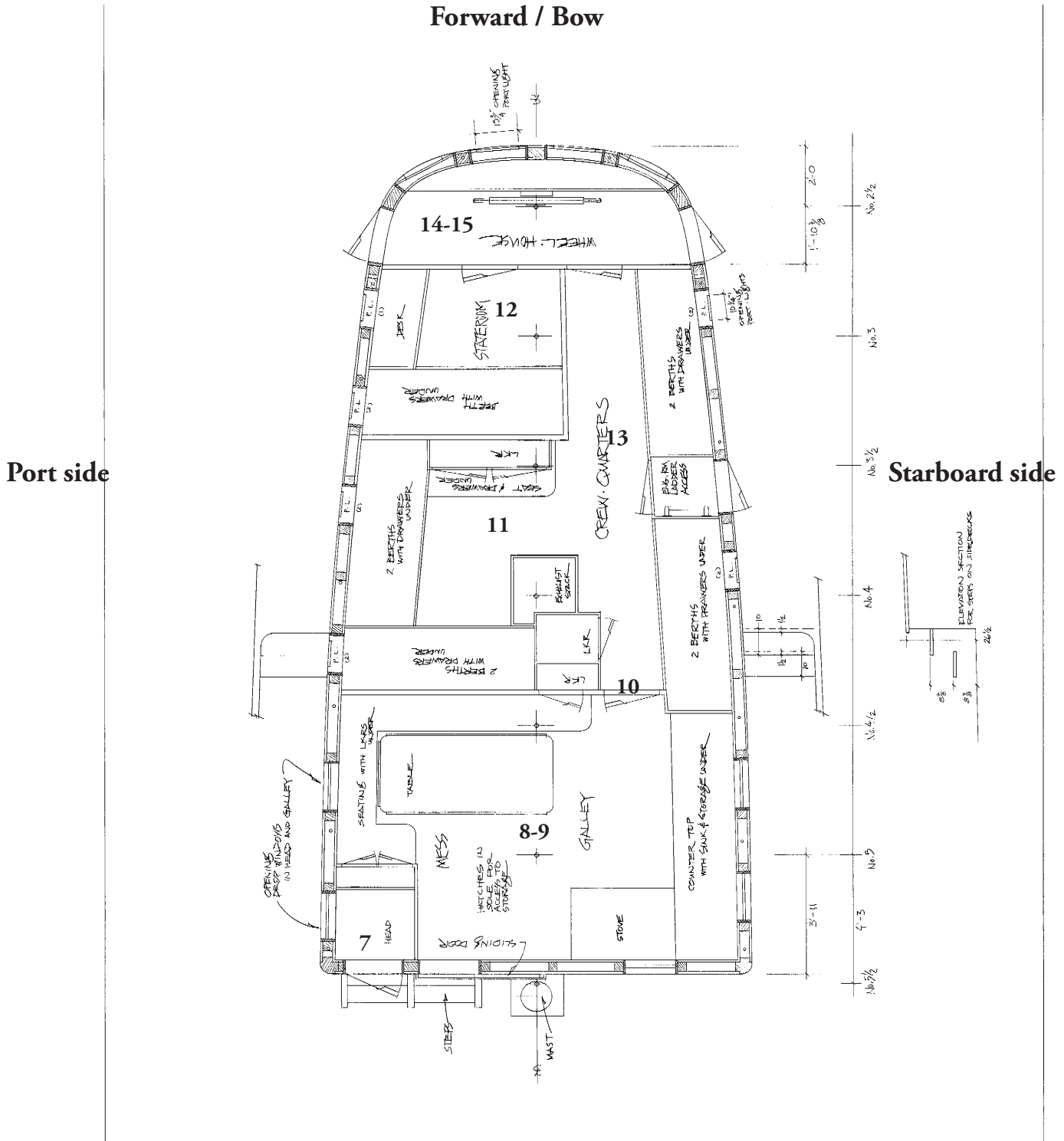
Aft / Stern

2

Photograph key. Base plan is a typical purse seiner deck, courtesy of the State of California, Department of Fish and Game.

Western Flyer
 Name of Property

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 County and State



Photograph key. Base plan is a 2015 plan of the deckhouse, drawn by John Gregg, Western Flyer Foundation. .

Western Flyer
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Jefferson County, WA
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1 of 20. Western Flyer, at the Port Townsend Shipwright's Co-op, Port Townsend, WA. Looking forward and to starboard. Photo courtesy of Chris Chase, Port Townsend Shipwright's Co-op. Taken July 9, 2015.



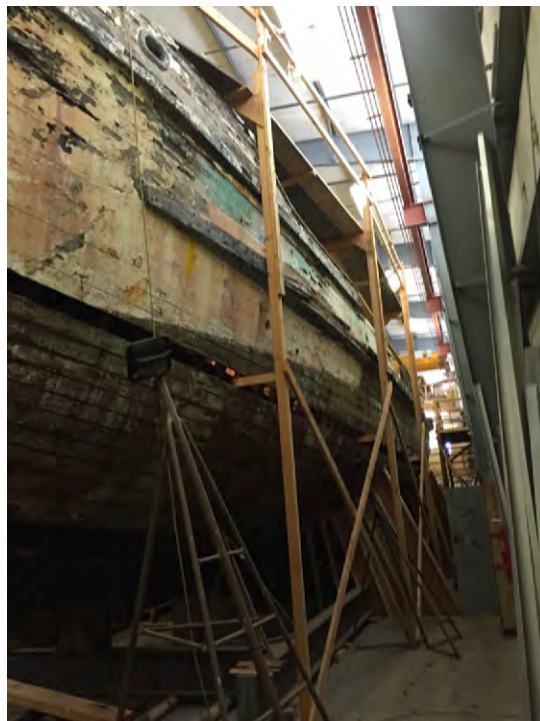
2 of 20. Western Flyer, at the Port Townsend Shipwright's Co-op, Port Townsend, WA. Looking forward and to port. Photo courtesy of Chris Chase, Port Townsend Shipwright's Co-op. Taken August 17, 2015.

Western Flyer
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3 of 20. Western Flyer, at the Port Townsend Shipwright's Co-op, Port Townsend, WA. Looking from starboard to port across the bow (front). Photographer: Michael Sullivan, Artifacts Consulting, Inc., March 17, 2016.



4 of 20. Western Flyer, at the Port Townsend Shipwright's Co-op, Port Townsend, WA. Looking from the bow (front) toward the stern (rear) along the port side. Photographer: Michael Sullivan, Artifacts Consulting, Inc., March 17, 2016.

Western Flyer
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5 of 20. Western Flyer, at the Port Townsend Shipwright's Co-op, Port Townsend, WA. Looking forward, showing the rear of the deckhouse, from midship. Main hatch to fishhold in foreground. Note scaffolding and bracing, as part of restoration work ongoing in 2016.



6 of 20. Western Flyer, at the Port Townsend Shipwright's Co-op, Port Townsend, WA. Looking across the aft (rear) deck, port to starboard. Photographer: Michael Sullivan, Artifacts Consulting, Inc., March 17, 2016

Western Flyer
Name of Property

Jefferson County, WA
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7 of 20. Western Flyer. Original head (restroom), at corner of deckhouse.



8 of 20. Western Flyer. Looking forward, into galley. Built-in bench seating at left. Former location of sink and stove at right.

Western Flyer
Name of Property

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9 of 20. Western Flyer. Deckhouse, detail view of galley's built-in bench seating (seats temporarily removed).



10 of 20. Western Flyer. Deckhouse, looking forward along corridor. Two crew bunks at right (starboard side). Wheelhouse in the distance at left.

Western Flyer
Name of Property

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11 of 20. Western Flyer. Deckhouse, looking to port. Crew bunks along port (left) side of corridor. Closet doors, center. captain's cabin visible through (former) closet.



12 of 20. Western Flyer. Deckhouse, looking into captain's cabin from the corridor.

Western Flyer
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13 of 20. Western Flyer. Deckhouse, looking forward along corridor. Wheelhouse at far end, with the large port light visible.



14 of 20. Western Flyer. Deckhouse, looking down into wheelhouse from scaffolding. Looking from port to starboard. Wheel has been temporarily removed during renovation.

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15 of 20. Western Flyer. Wheelhouse, detail view of port lights and former gauges.



16 of 20. Western Flyer. Looking down into the belowdeck space through main hatch (main deck).

Western Flyer
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17 of 20. Western Flyer. Belowdeck, looking forward towards bow.



18 of 20. Western Flyer. Belowdeck, looking forward towards bow. Metal ship ladder leads up adjacent to wheelhouse.

Western Flyer
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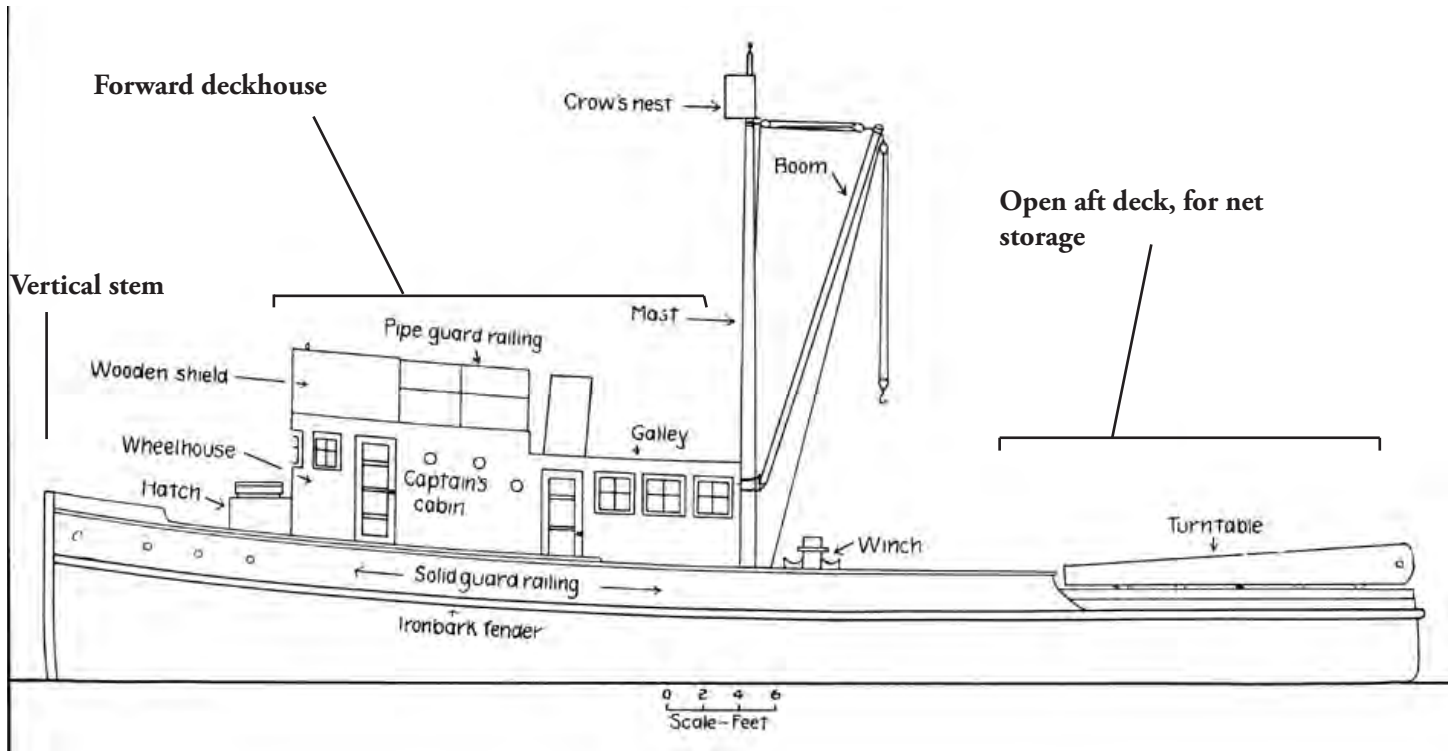
19 of 20. Western Flyer. Belowdeck, looking aft (to the rear), towards the stern.



20 of 20. Western Flyer. Belowdeck, looking aft (to the rear), towards the stern.

Western Flyer
 Name of Property

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Drawing 1. Side elevation of a typical sardine purse seiner. Source: State of California, Department of Fish and Game. Some additional character-defining feature labels inserted for the sake of this nomination.

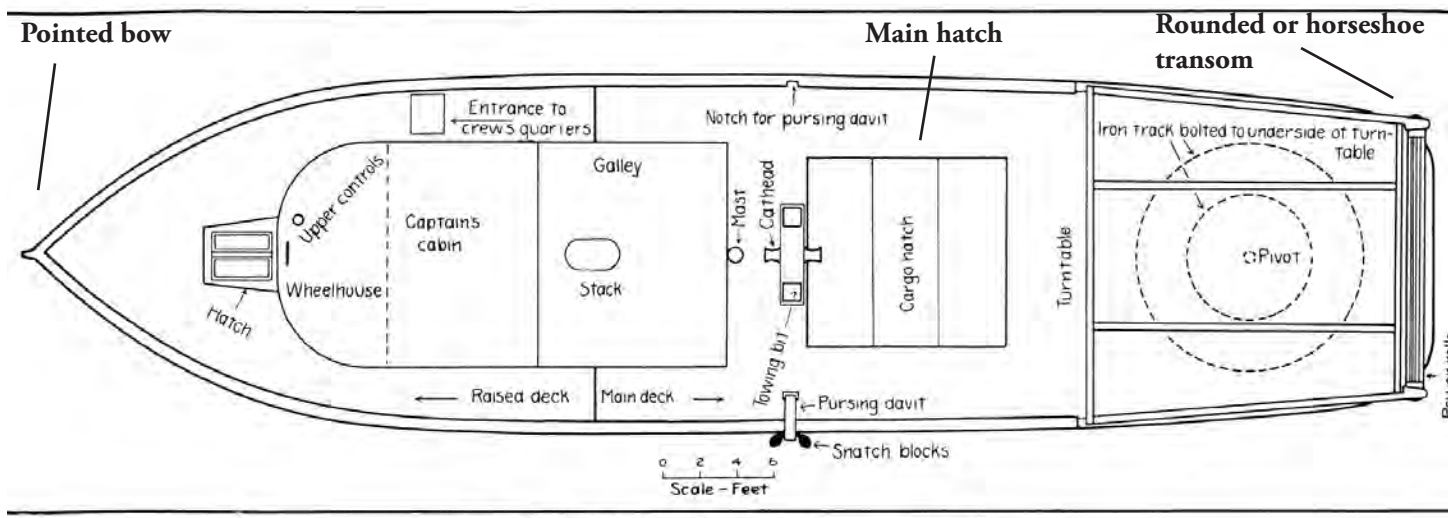
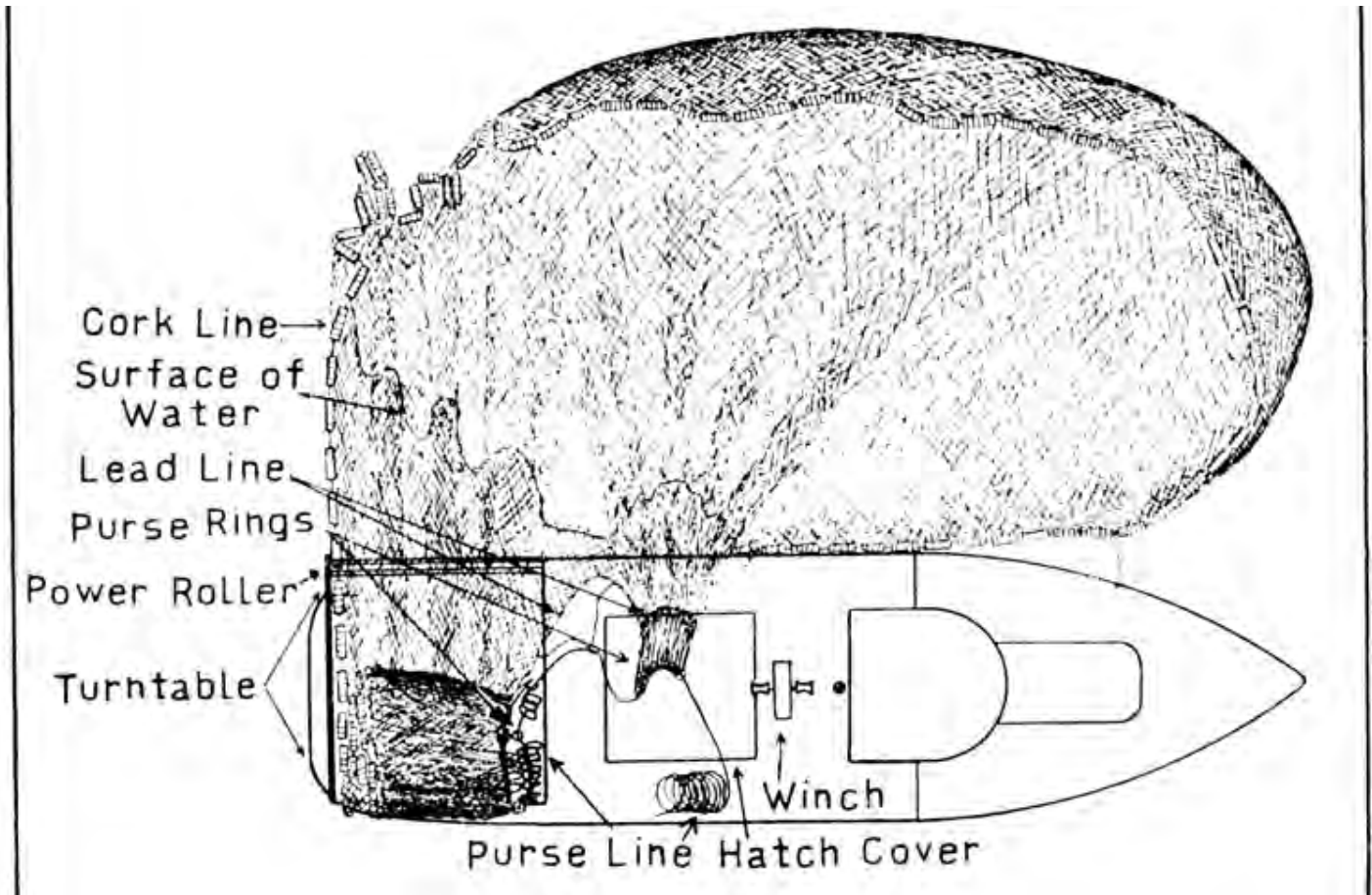


FIG. 5. Deck plan of a typical purse seine boat.

Drawing 2. Deck plan of a typical purse seine boat. Source: State of California, Department of Fish and Game. Some additional character-defining feature labels inserted for the sake of this nomination.

Western Flyer
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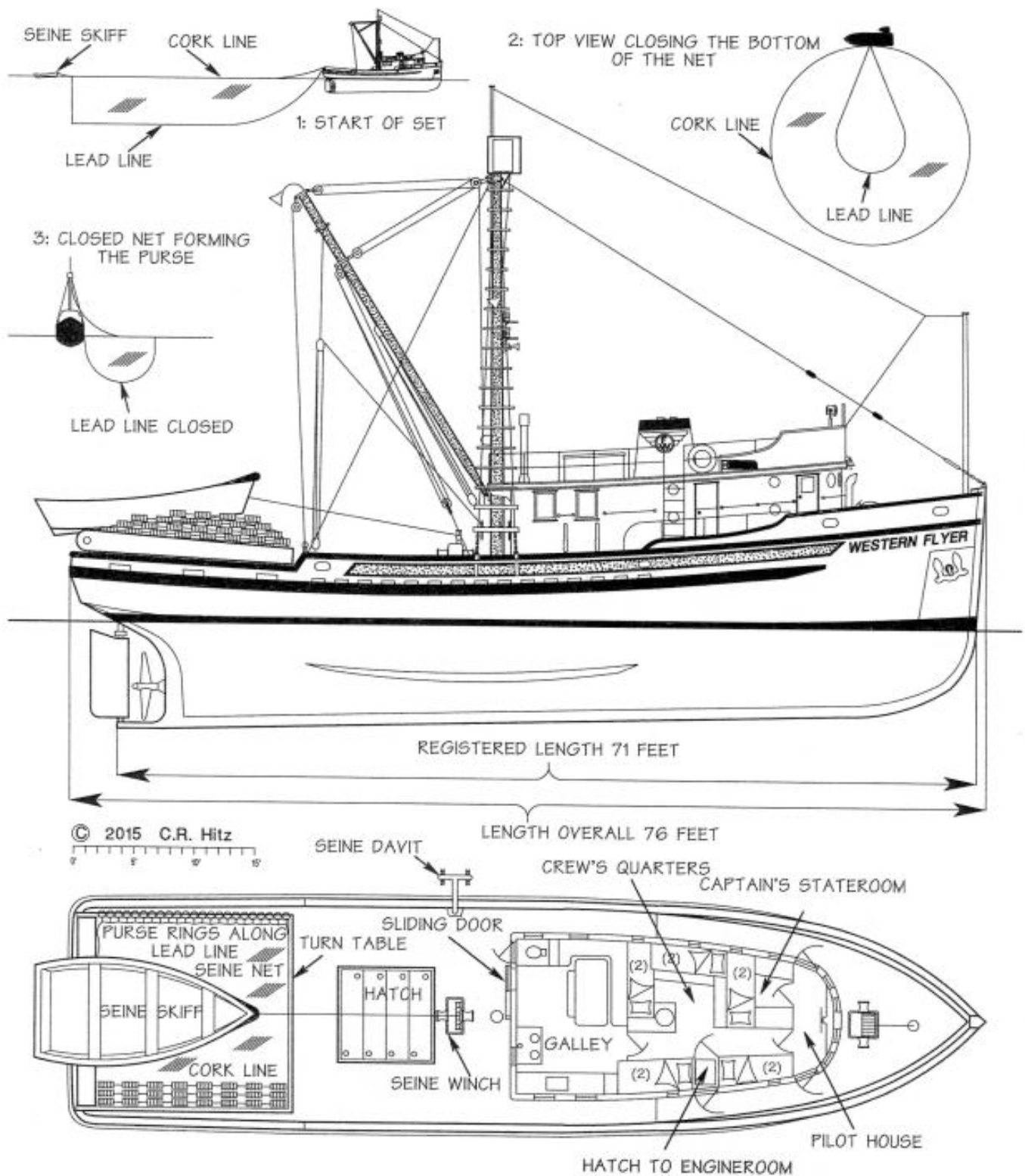
Drawing 3. 1930, diagram of a partly hauled purse seine net. "Pursing" is completed and the net is in process of being hauled aboard. Source: State of California, Division of Fish and Game, *Fish Bulletin 27*, 1930.

According to *Fish Bulletin 27*, purse seine boats were distinguished as follows:

"When a purse seine has been circled and the skiff picked up, the two ends of the purse line are brought through pulleys at the side of the boat, and the net is pursed (tightened to form a purse shape) with the winch; both ends of the line are pulled in at equal speed. While this is going on, the brail lines are pulled in and the cork line is fastened to the rail at both ends of the boat and on each side of the purse line pulleys in order to keep the boat from passing over it. Pursing continues until the rings are all gathered at the side of the boat. A piece of rope is looped around the bridle lines just below the rings and hooked onto the boom. The rings and the entire lead line of the net are then hauled aboard. The entire pursing operation takes about 8 to 15 minutes. Once pursing is finished and the lead line is aboard, there is no way for the catch to escape, except by jumping the cork line, or in the case of exceedingly large fish, by tearing the webbing. The figure eight link which joins the two halves of the purse line is unfastened and the line is removed from the rings and fastened to the boat end of the net. This reverses half the line every haul, since the top of one coil, which was the middle of the line, now becomes the end. Hauling of the net is then commenced. The power roller of the turntable is set in motion and the crew is thereby relieved of most of the weight of the net. The hauling is done over the side of the boat, and the corks are piled on the side of the turntable which is at that time nearest the stern of the boat. One man pulls the purse line through the pile of rings on deck and piles it on the turntable. Another "clears the rings," i. e., sees that they do not catch, and passes them onto the table as the net is hauled. Rings, purse line and lead line are all piled on the edge of the table opposite the corks. Hauling continues until the fish are concentrated in a small part of the net at the skiff end. The method of using the skiff to support the cork line and to brail the fish out of the net are the same as those used with the other nets described. Figure 14 shows a purse seine partly hauled. One coil of purse line and part of the second has been stacked on the turntable with part of the rings." (page 41)

Western Flyer
Name of Property

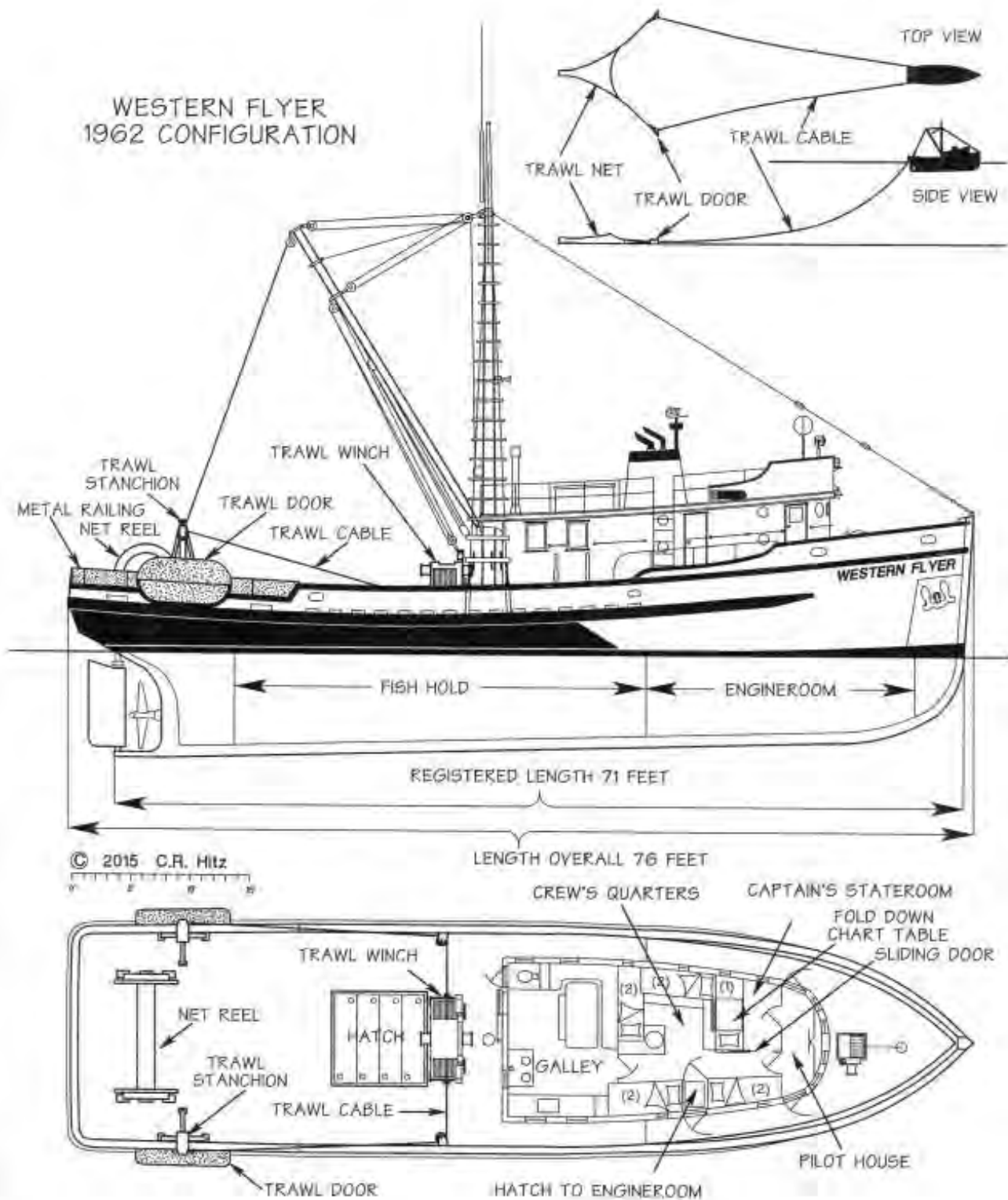
Jefferson County, WA
County and State



Drawing 4. Side and plan views of the Western Flyer. These illustrate the vessel as it looked in 1937, as a purse seiner. Drawn in 2015 by Charles R. Hitz and used with his permission. Note: there are small errors in the door layout of the forward cabin. See Floor Plan by John Gregg (**Drawing 7**) for corrections.

Western Flyer
Name of Property

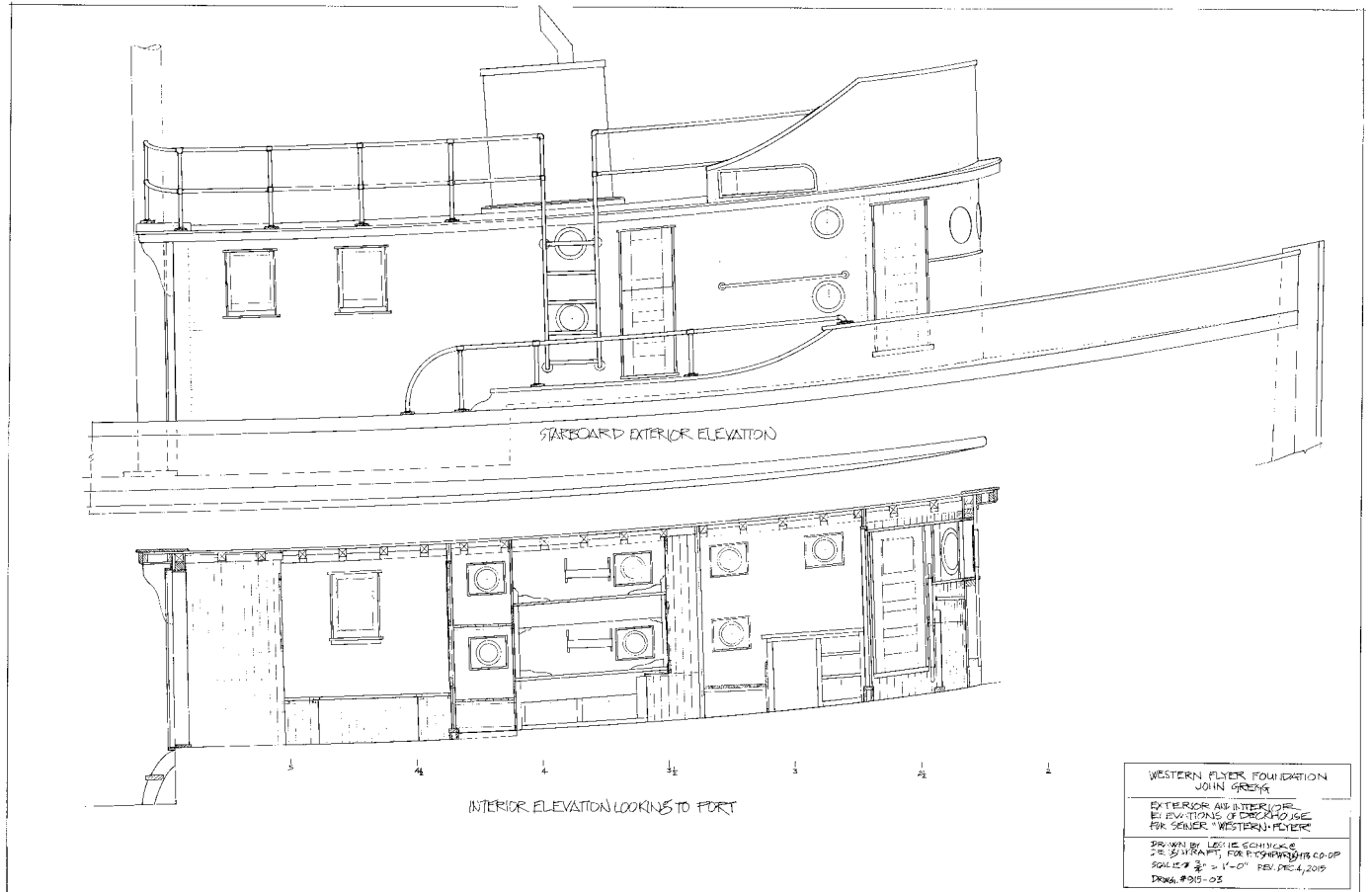
Jefferson County, WA
County and State



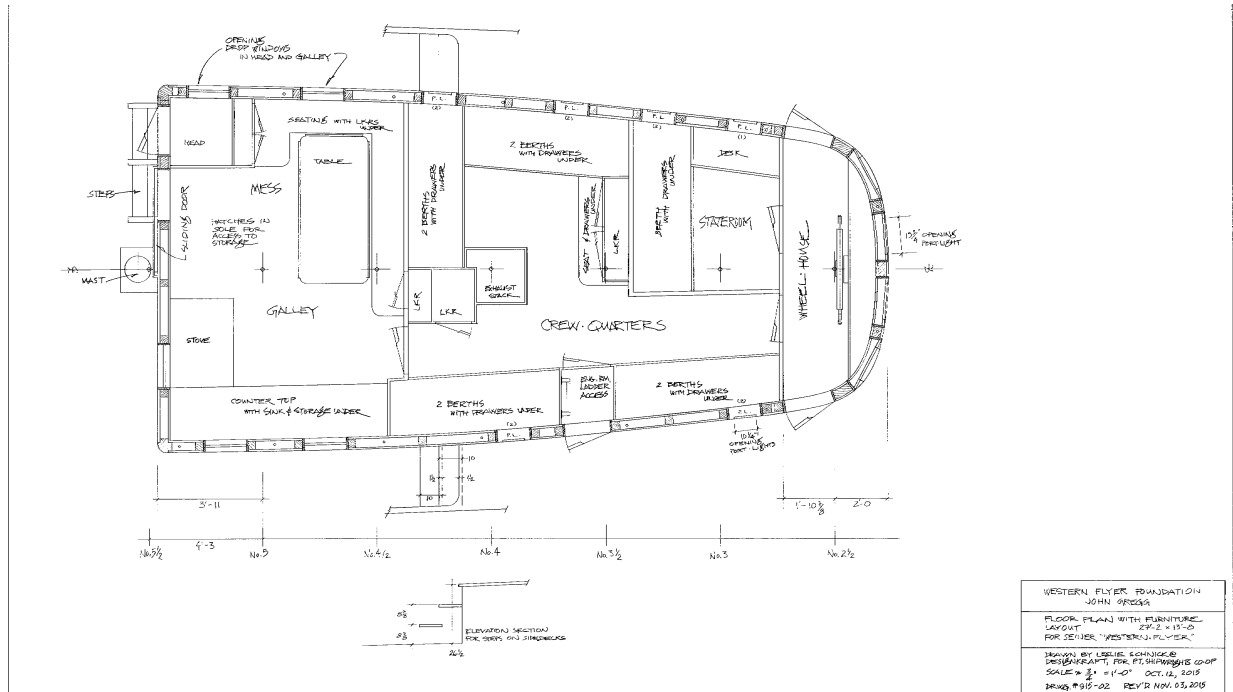
Drawing 5. Side and plan views of the Western Flyer. These illustrate the vessel as it looked in 1962, after being converted to a trawler. Drawn in 2015 by Charles R. Hitz and used with his permission. Note: there are small errors in the door layout of the forward cabin. See Floor Plan by John Gregg (**Drawing 7**) for corrections.

Western Flyer
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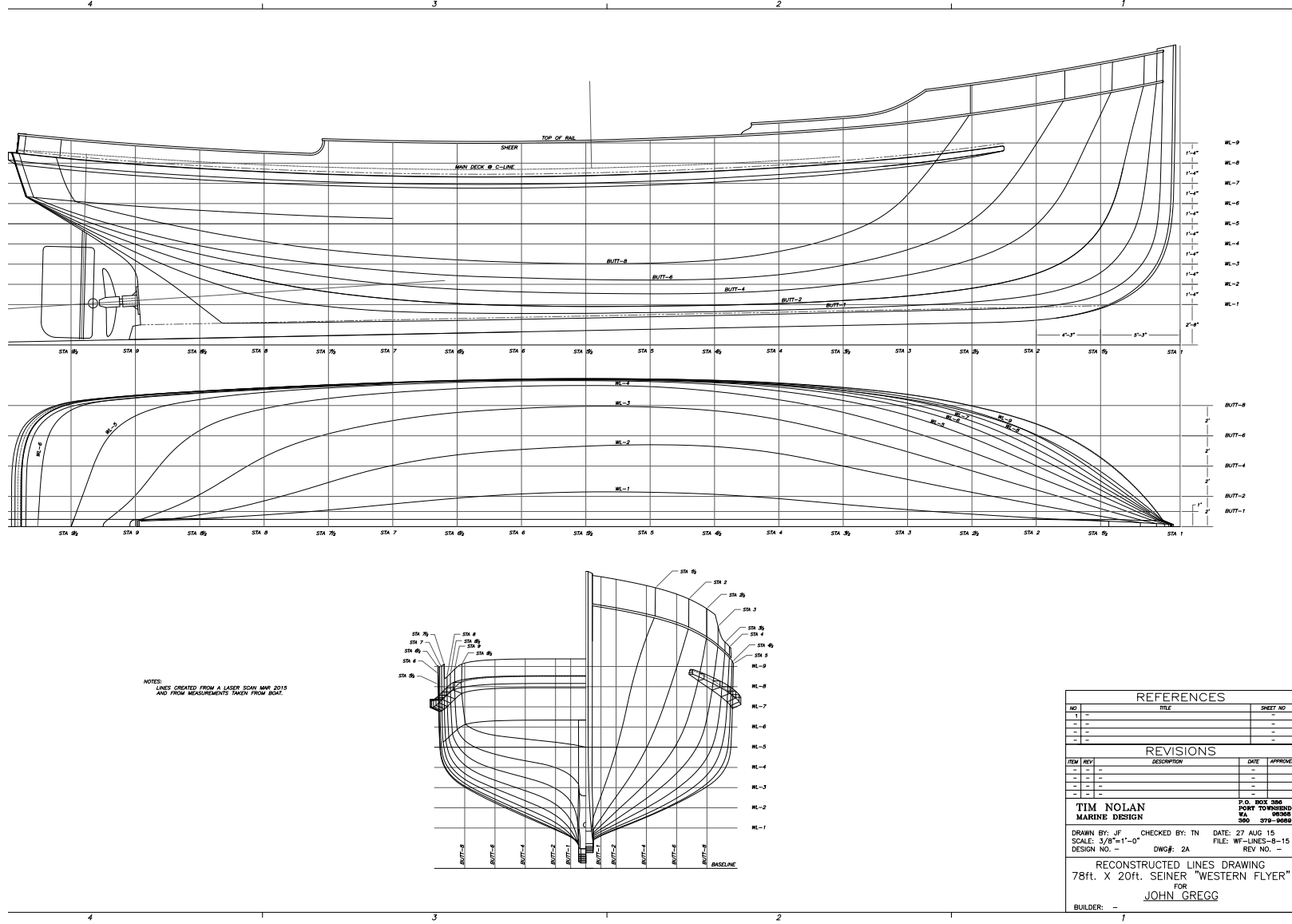
Drawing 6. Starboard elevation of deckhouse (top) and interior elevation (bottom) of deckhouse, looking to port. Drawn by John Gregg, Western Flyer Foundation, 2015.



Drawing 7. Floor plan of deckhouse. Drawn by John Gregg, Western Flyer Foundation, 2015.

Western Flyer
 Name of Property

Jefferson County, WA
 County and State



REFERENCES				
NO	TITLE	SHEET NO		
1	-	-		
-	-	-		
-	-	-		
-	-	-		
REVISIONS				
ITEM	REV	DESCRIPTION	DATE	APPROVED
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
TIM NOLAN MARINE DESIGN			210 BOX 306 PORT TOWNSEND WA 98068 360 578-9089	
DRAWN BY: JF		CHECKED BY: TN	DATE: 27 AUG 15	FILE: WF-LINES-8-15
SCALE: 3/8"=1'-0"		DWG#: 2A	REV NO: -	
RECONSTRUCTED LINES DRAWING 78ft. X 20ft. SEINER "WESTERN FLYER" FOR JOHN GREGG				
BUILDER: -				

Drawing 8. 2016 reconstructed lines drawing of the Western Flyer. Tim Nolan Marine Design.

Western Flyer
Name of Property

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Commencement (LaTouche), former purse seiner. Built 1926 in Gig Harbor, Washington by Skansie Brothers Shipyard. Now serves as interpretive and charter vessel. Photo by Susan Johnson, 2015.



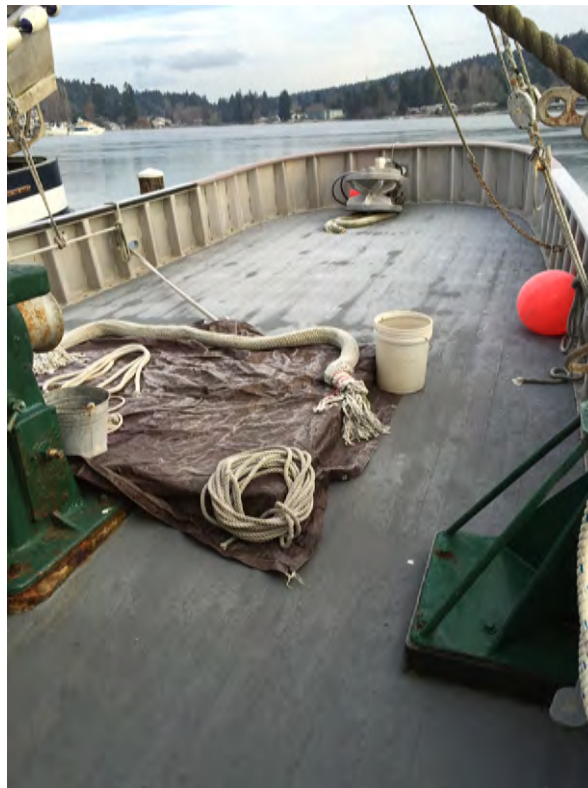
Commencement (LaTouche), former purse seiner. Built 1926 in Gig Harbor, Washington by Skansie Brothers Shipyard. Now serves as interpretive and charter vessel. Photo by Susan Johnson, 2015.

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Veteran, former purse seiner. Built 1926 in Gig Harbor, Washington by Skansie Brothers Shipyard. Photo by Susan Johnson, 2015.



Veteran, former purse seiner. Main deck, looking aft. Note metal, continuous guardrail construction, lack of turntable. Cargo hatch covered by brown tarp, center. Winch and davits intact. Photo by Susan Johnson, 2015.

Western Flyer
Name of Property

Jefferson County, WA
County and State



Veteran, former purse seiner. Detail of winch, looking to starboard. One davit visible at left (green).
Photo by Susan Johnson, 2015..









































UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: Date of Pending List: Date of 16th Day: Date of 45th Day: Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

Paul Lusignan
Keeper of the National Register
National Register of Historic Places
1201 "I" Street NW, 8th Floor
Washington, D.C. 20005

March 17, 2017

RE: Washington State NR Nomination

Dear Paul:

Please find enclosed a new National Register Nomination form for:

- **F/V Western Flyer – Jefferson County, WA**
(an all-electronic nomination)

Should you have any questions regarding this nomination please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on this property.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Houser', written over a white background.

Michael Houser
State Architectural Historian, DAHP
360-586-3076

E-Mail: michael.houser@dahp.wa.gov

