

PH0093912

Form 10-300  
(Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Washington	
COUNTY: King	
FOR NPS USE ONLY	
ENTRY NUMBER 718,53,0011	DATE 8/26/71

**1. NAME**

COMMON:  
Building #105

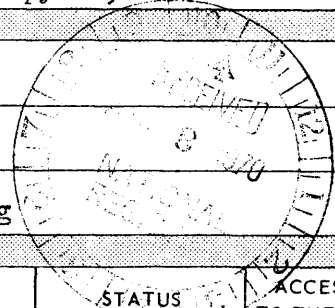
AND/OR HISTORIC:  
Boeing Airplane Company, formerly E. W. Heath Shipyard, 1909

**2. LOCATION**

STREET AND NUMBER:  
200 W. W. Michigan Street

CITY OR TOWN:  
Seattle

STATE: Washington      CODE: 53      COUNTY: King      CODE: 033



**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input checked="" type="checkbox"/>	Public <input type="checkbox"/>	Public Acquisition: <input type="checkbox"/>	Occupied <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input type="checkbox"/>	Private <input checked="" type="checkbox"/>	In Process <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input checked="" type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	Unrestricted <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)				
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input type="checkbox"/>	Comments <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input checked="" type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>	
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>		
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>		

**4. OWNER OF PROPERTY**

OWNERS NAME:  
The Boeing Company

STREET AND NUMBER:  
P.O. Box 3707

CITY OR TOWN: Seattle, 98124      STATE: Washington      CODE: 53 46

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC:  
King County Auditor's Office

STREET AND NUMBER:  
County Courthouse

CITY OR TOWN: Seattle, 98104      STATE: Washington      CODE: 53 46

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: .4

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:

DATE OF SURVEY: Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:      STATE:      CODE:

SEE INSTRUCTIONS

STATE: Washington

COUNTY: King

ENTRY NUMBER:      DATE:

FOR NPS USE ONLY

7. DESCRIPTION

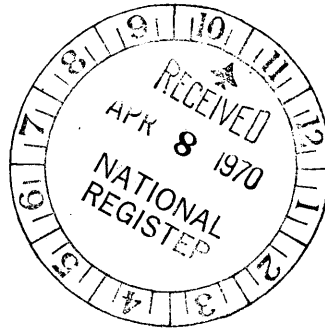
CONDITION	(Check One)				
	Excellent <input checked="" type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)	
	Altered <input type="checkbox"/>	Unaltered <input checked="" type="checkbox"/>		Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The building is all frame with heavy timber structure. The roof is tarred. Minor modifications in window arrangement, interior partitions have been made, but the basic structure is original and in sound condition. The exterior was repainted a barn red and large letters (Boeing Airplane Co.) repainted on the face of the building in recent years.

A plaque was placed by the entrance to commemorate the 50th anniversary of The Boeing Company in July of 1966.

The structure consists of two stories with a peaked roof, 60' x 140', with an additional 44' of single storied wing attached to its west side. Originally the office was a 14' x 22' building separated from the main building by a 22' x 66' shed. The front part of the second story was used for drafting when Boeing began its operation in the building in 1916 and 1917. The original lot was 15,600 square feet in area.



SEE INSTRUCTIONS

**8 SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

Pre-Columbian       16th Century       18th Century       20th Century   
 15th Century       17th Century       19th Century

SPECIFIC DATE(S) (If Applicable and Known) **1909 to present**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	<input type="checkbox"/>	Education	<input type="checkbox"/>	Political	<input type="checkbox"/>	Urban Planning	<input type="checkbox"/>
Prehistoric	<input type="checkbox"/>	Engineering	<input checked="" type="checkbox"/>	Religion/Phi-	<input type="checkbox"/>	Other (Specify)	<input type="checkbox"/>
Historic	<input type="checkbox"/>	Industry	<input checked="" type="checkbox"/>	losophy	<input type="checkbox"/>		
Agriculture	<input type="checkbox"/>	Invention	<input type="checkbox"/>	Science	<input type="checkbox"/>		
Art	<input type="checkbox"/>	Landscape	<input type="checkbox"/>	Sculpture	<input type="checkbox"/>		
Commerce	<input type="checkbox"/>	Architecture	<input type="checkbox"/>	Social/Human-	<input type="checkbox"/>		
Communications	<input type="checkbox"/>	Literature	<input type="checkbox"/>	itarian	<input type="checkbox"/>		
Conservation	<input type="checkbox"/>	Military	<input checked="" type="checkbox"/>	Theater	<input type="checkbox"/>		
		Music	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>		



STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

The Boeing Airplane Company building was originally constructed as a shipyard by E. W. Heath in 1909. It was sold to W. E. Boeing in 1910, complete with other buildings, wharf, and much equipment, for a total of \$10! The buildings were all built on pilings at the edge of the Duwamish River, according to the inventory of 1913.

According to one history Mr. Boeing bought the shipyard in order to finish building a yacht. What else the building was used for in intervening years is unknown. As far as can be gathered, parts of the first B and W planes were fabricated in the shipyard in 1916. The company really began airplane production in 1917 with a contract to build 50 training planes for the Navy. The name of the company became Boeing Airplane Company at that time. B and W stands for Boeing and Westervelt. The 50 Navy training planes were built completely in Building #105. The building was used for drafting and offices for some years, and has seen many uses since. Currently it is used as facilities maintenance shops and warehouse.

William E. Boeing, heir to much Minnesota timber and ore, had come west as a bachelor and dabbled in a number of enterprises. He early became interested in flying, as early as 1910, and by 1916 had built his own plane. His enthusiasm and vision brought about the founding of the Boeing Airplane Company. He remained active in the company until the mid 1930's when a national law prohibited airmail contractors from being associated with any aviation manufacturing companies, and forced the breaking up of United Aircraft and Transport Corporation. Mr. Boeing sold his stock and left the airplane business. However, he and his son remained active in Seattle and Northwest businesses, and his son continues in related industries. Mr. Boeing died in 1956

This first building used for contract business of the Boeing Company, is of importance as the home of a great nationally-known, and internationally known airplane manufacturer. The B-1 which carried the first international airmail was built there. Not really built in that spot, but calling the building "home" were such famous transports as the 40A, the 80A, the 247, the 314 clipper, and the 307. Later famous planes built by the Boeing Company were and are the B17, B29, B50, B47, B52, C97, KC135, 707, 721, 727, and 747, 737.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Boeing Company, corporate Boeing Archives, continuing records.  
 Mansfield, Harold, Vision. New York, Duell, Sloan and Pearce, 1956.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		N47	32	39
NE	° ' "	° ' "		W122	20	05
SE	° ' "	° ' "				
SW	° ' "	° ' "				

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: **Margaret A. Corley, King County Liason**

ORGANIZATION: **Seattle Historical Society**

DATE: **June, 1969**

STREET AND NUMBER: **2161 East Hamlin Street**

CITY OR TOWN: **Seattle, 98102**

STATE: **Washington** CODE: **S3 46**

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name: Charles H. Odegaard  
 Title: Director  
Washington State Parks and Recreation Commission  
 Date: January 28, 1970

I hereby certify that this property is included in the National Register.

Ernest A. Connelly  
 Chief, Office of Archeology and Historic Preservation

**AUG 26 1971**

Date \_\_\_\_\_

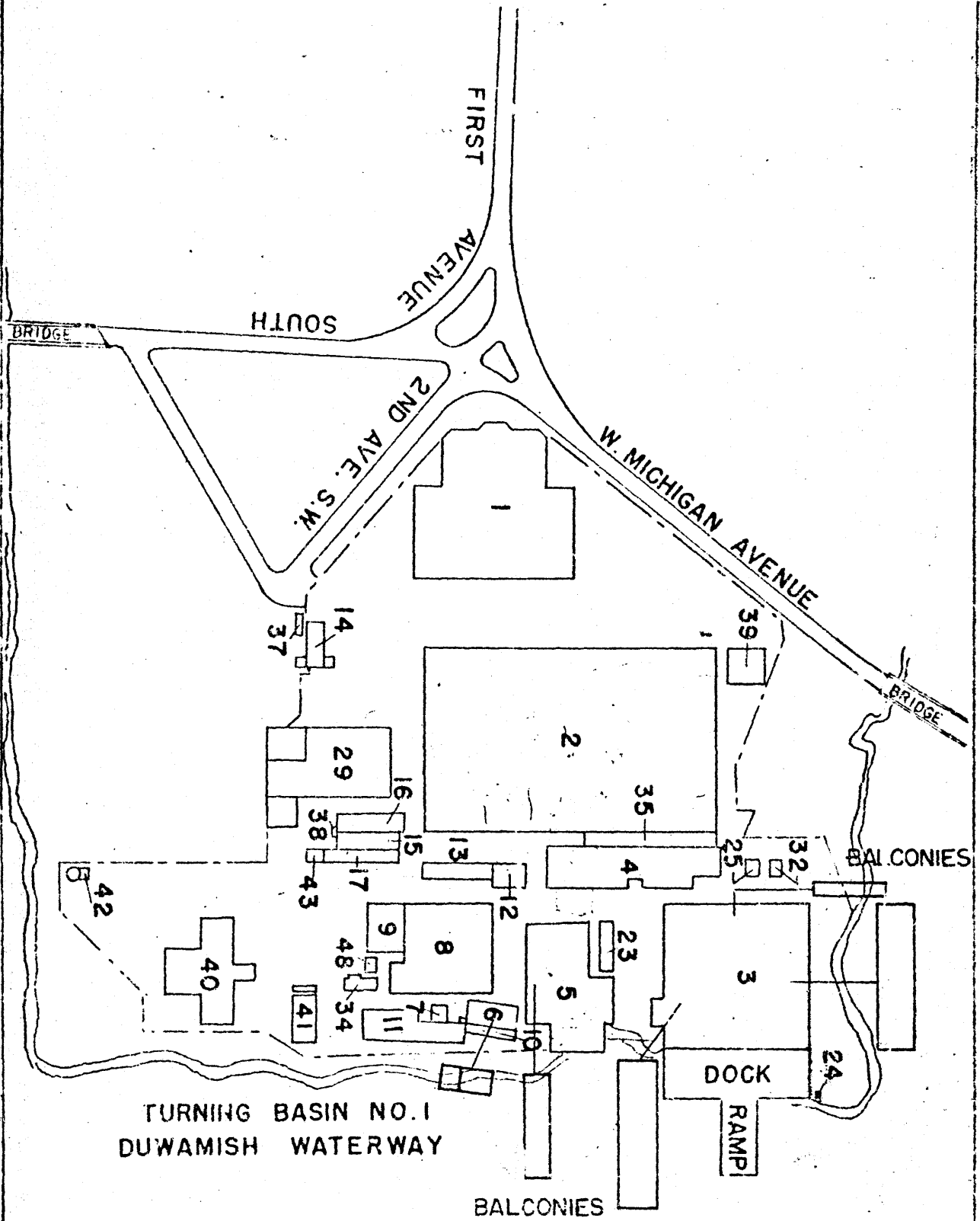
ATTEST: William J. Minter  
 Keeper of The National Register

Date: **JUL 29 1971**

NO UTM CO SEE INSTRUCTIONS

BOEING AIRPLANE CO.  
SEATTLE DIVISION

PLANT 1



Form 10-301  
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

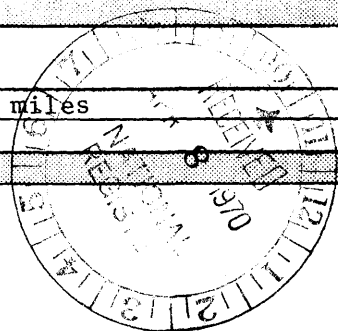
NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

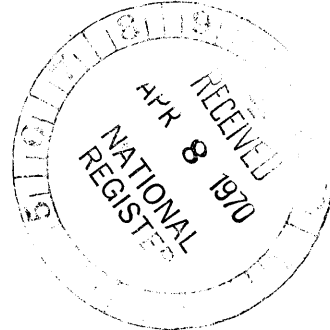
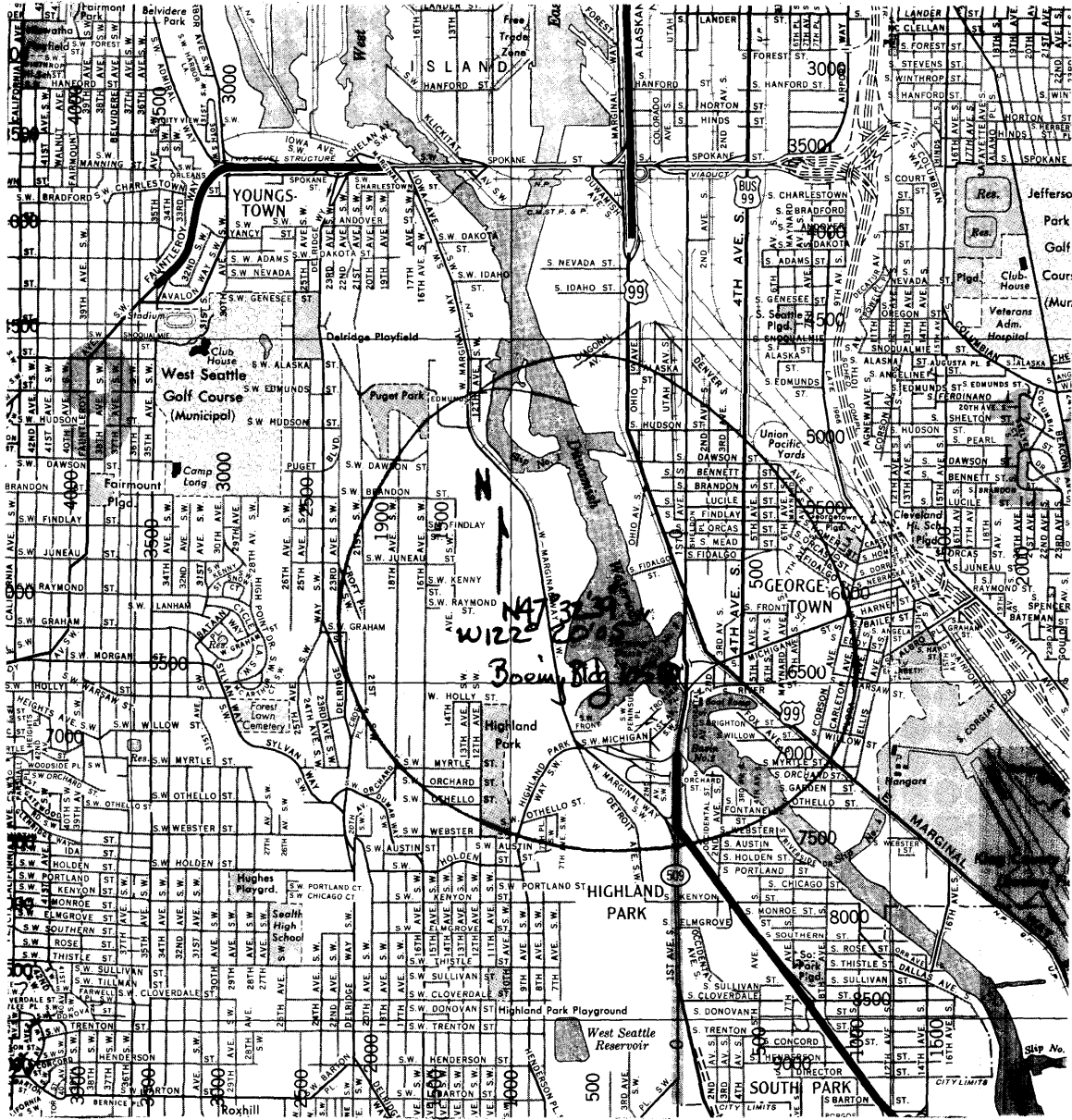
STATE Washington	
COUNTY King	
FOR NPS USE ONLY	
ENTRY NUMBER 718-53.0011	DATE 8/26/71

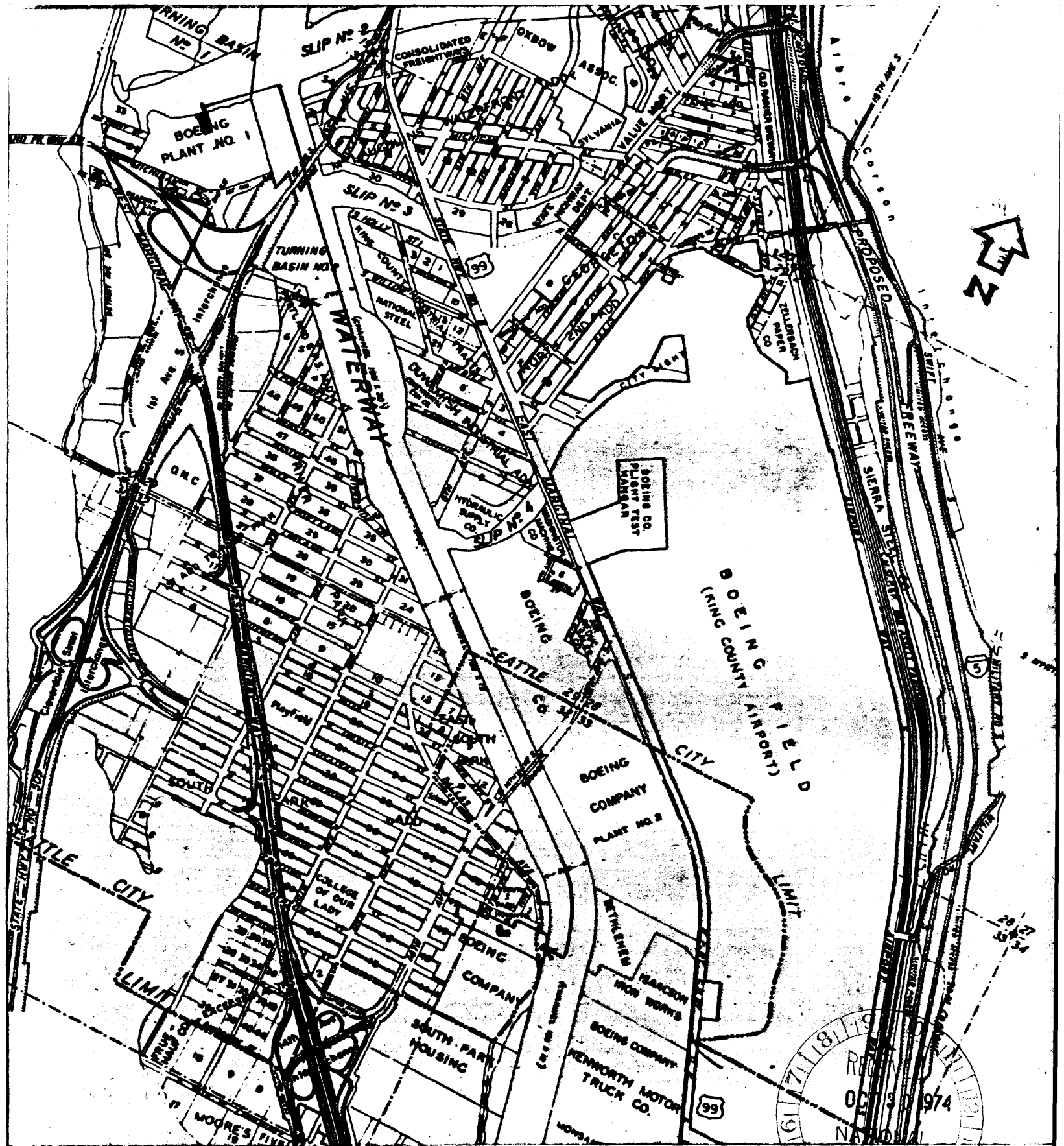
SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Building #105			
AND/OR HISTORIC: Boeing Airplane Company, formerly E.W. Heath Shipyard, 1909			
<b>2. LOCATION</b>			
STREET AND NUMBER: 200 S.W. Michigan Street			
CITY OR TOWN: Seattle			
STATE: Washington	CODE 4653	COUNTY: King	CODE 033
<b>3. MAP REFERENCE</b>			
SOURCE: Standard Oil Company of California			
SCALE: One inch equals approximately seven-tenth miles			
DATE: 1966			
<b>4. REQUIREMENTS</b>			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			



BOEING BUILDING #105





copy from Port of Seattle Drawing No. 250-224  
 scale: 1" = 1/4 mile



**NATIONAL REGISTER OF HISTORIC PLACES**

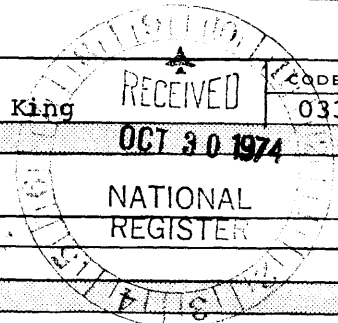
**PROPERTY MAP FORM**

*(Type all entries - attach to or enclose with map)*

STATE Washington	
COUNTY King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Boeing Building 105			
AND/OR HISTORIC: Formerly Boeing Company, 1916-71; formerly E.W. Heath Shipyard, 1909			
<b>2. LOCATION</b>			
STREET AND NUMBER: 1440 South Trenton Street (Relocated site)			
CITY OR TOWN: Seattle			
STATE: Washington	CODE 53	COUNTY: King	CODE 033
<b>3. MAP REFERENCE</b>			
SOURCE: Port of Seattle Drawing No. 250-225			
SCALE: One inch equals one-quarter mile			
DATE: 1964			
<b>4. REQUIREMENTS</b>			
TO BE INCLUDED ON ALL MAPS		Portrays existing location at Boeing Plant 1, proposed route of move and relocated site	
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			



PH0093912

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED JUL 28 1977  
DATE ENTERED *Proposed* DEC 16 1977

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

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

**1 NAME**

HISTORIC

Boeing Airplane Company Building *No. 105*

AND/OR COMMON

Building 105; Red Barn

**2 LOCATION**

STREET & NUMBER

*206 - 753 - 4011  
4117*

Purcell Avenue

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

CITY, TOWN

Seattle

VICINITY OF  
CODE

STATE

Washington

COUNTY

King

CODE

*33*

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER: Not in use

**4 OWNER OF PROPERTY**

NAME

King County

*Building - Pacific Northwest American  
Historical Foundation*

STREET & NUMBER

*2325 Financial Center  
Seattle, WA 98161*

CITY, TOWN

King County Courthouse

STATE

Seattle

VICINITY OF

Washington

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

King County Courthouse

STREET & NUMBER

CITY, TOWN

Seattle

STATE

Washington

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

National Register of Historic Places

DATE

1971

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Department of the Interior

CITY, TOWN

Washington, D.C.

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>1975</u>

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Boeing Airplane Company Building is an early industrial structure of balloon frame construction. It was built in 1909 as part of the E. W. Heath Shipyard, a small manufacturing concern. The structures were erected on pilings adjacent to the shore of the Duwamish River with ways from the central structure (the subject of the nomination) leading into the water. After the property was acquired by the Boeing Company, the river channel changed and the buildings came to be located some distance from the water.

The nominated property is a large, two story building with a gable roof of tarred felt. First and second stories are marked by bands of fixed or tilting sash windows of 12 lights each. Exterior cladding is milled siding, painted barn red in replication of what is believed to be the original color; it has long been identified by employees of the Boeing Company as the "red barn." Appended to the basic rectangular plan of 60 feet by 140 feet is a single story wing some 40 feet in length, attached to the former west side of the building. About 1917, the wing was expanded by integrating a formerly separate office structure with the single story wing which gave the primary facade an irregular form, a combination of shed and gable roof forms. The added building forms were of the same materials as the original.

The interior of the building is plain and unadorned, reflecting its origin as a manufacturing structure. The ground floor is a single large, open bay, integrated with the single story wing. Heavy squared wooden posts rise from the floor to support the second floor beams; joists of the second floor are open and form the ceiling of the ground floor. Access to the second floor is by an internal staircase leading up from a door in the primary facade; a second stairway leads from the rear of the top floor to the ground floor. The second floor is divided into two large rooms, apparently the result of modifications made for drafting purposes in 1916 - 1917. The ceiling is open and the heavy trusses are visible.

Over the years, a substantial manufacturing complex developed around the old Heath Shipyard building. It was superseded by other facilities some miles away and the former Boeing property became part of the Port of Seattle. In 1975, the original Boeing building was relocated to avoid destruction when the Port began a major redevelopment of the site. The building was moved to its present location, some 50 yards from the site of its permanent foundation as an element in a planned major air museum complex. The gable roofed office was removed from the building during the move but it has been retained and is on the site with the main building; restoration efforts are anticipated to begin in 1977.

The site of the relocation is at the south end of the King County Airport, near the southern extremity of Seattle. This area is close to the existing Boeing facility and is also near the Duwamish River. The building will be appropriate to the surroundings: an airport to the north and industrial buildings of various kinds in the near vicinity. The scale of the relocation site is the same as the original site before it was reworked by the Port of Seattle. The appearance of the relocation site does not coincide with the appearance of the original site in 1917 (the target date of restoration), but then the original site itself had changed so much that there was no similarity between its appearance in 1917 and its appearance in 1975.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

1909; 1975

BUILDER/ARCHITECT

E. W. Heath

## STATEMENT OF SIGNIFICANCE

The Boeing Airplane Company building, known locally as the "red barn," represents the earliest beginnings of an internationally important aircraft manufacturer. It is the historic seat of the firm's beginnings.

W. E. Boeing purchased the property from its original owner, E. W. Heath, in 1910; his intent, so the story goes, was to finish building a yacht. Boeing's involvement in aircraft production did not begin until 1916 when, under the name of the Pacific Aero Products Company, he began the construction of the Boeing and Westervelt aircraft. The use of the building in the intervening years is not known. Boeing secured a contract for the production of 50 Navy training aircraft in 1917 and changed the name of the firm to the Boeing Airplane Company. The building was used for some fabrication as well as drafting and office space; it served in a variety of capacities over the years.

William E. Boeing, heir to much Minnesota timber and ore, had come west as a bachelor and dabbled in a number of enterprises. He early became interested in flying, as early as 1910, and by 1916 had built his own plane. His enthusiasm and vision brought about the founding of the Boeing Airplane Company. He remained active in the company until the mid 1930's when a federal law prohibited airmail contractors from being associated with any aircraft manufacturing firms, and forced the dissolution of the United Aircraft and Transport Corporation. Boeing sold his stock and left the airplane business although he and his son remained active in Pacific northwest business. The elder Boeing died in 1956.

Significant aircraft produced by the firm include the B&W, the first produced by the firm, and the B-1 which carried the first international airmail. Also built on the former site of the nominated structure was the B-247; an all-metal, multi-engine airplane with variable pitch propellers, it introduced a new era in fast, luxurious passenger travel. The first B-247 flew in 1933 and remained in use long after World War II. Military aircraft included all-metal pursuit planes in the 1930's as well as such famous World War II bombers as the B-17 and B-29.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Original National Register nomination form.

Miscellaneous materials supplied by the Pacific Northwest Aviation Historical Foundation, proponents of the Red Barn Air Park.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

070

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

VERBAL BOUNDARY DESCRIPTION

A parcel lying east and immediately adjacent to Purcell Avenue, Seattle; a portion of the E. Van Asselt DLC, Township 24 north, Range 4 east WM, Section 33.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

David M. Hansen, Chief

ORGANIZATION

Office of Archaeology and Historic Preservation

DATE

07/18/77

STREET & NUMBER

7150 Cleanwater Lane

TELEPHONE

206-753-4117

CITY OR TOWN

Olympia

STATE

Washington

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE     

LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*Janice M. Ullrich*

TITLE

Acting State Historic Preservation Officer

DATE

July 19, 1977

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

12/16/77

ATTEST:

*Chuck Allen*

DATE

12-12-77

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED JUL 28 1977

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2

It is felt that the site selected for the relocation is appropriate and does not adversely effect either the historic resource or the surroundings of the area. There are no other historic features which would be affected by the introduction of the Boeing building at the site selected.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

*Approved and approved*

DATE ENTERED

DEC 16 1977

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

The Boeing Airplane Company Building was located originally at 200 S.W. Michigan Street. Constructed as a boathouse and used for the building of William E. Boeing's yacht, Boeing took over the complex in 1910 to assure the completion of his vessel. The complex continued to function as a shipyard but was adapted for the manufacture of aircraft in 1915 with the closure of the open northern end and the removal of ways. A second story was added to the building at about the same time. The building housed the manufacturing, engineering, and clerical support for the fledgling company but never became an airplane factory in the sense that completed machines were moved out of the building and flown away; the planes were trucked to another Boeing facility elsewhere for final assembly.

Boeing acquired other property more suitably located for the manufacture of aircraft and developed an expanded plant at the new location. The original plant was retained and used for a variety of engineering and support services until The Boeing Company sold the property in 1970 to the Port of Seattle for redevelopment. Early in 1971, former Boeing employees and representatives of the Pacific Northwest Aviation Historical Foundation met with members of the Port of Seattle to discuss possible methods of saving the building, preferably as a museum oriented structure. Several possible sites were considered and one selected in 1974 on Trenton Street South. By this time it was clear that the building could not remain on its original site; the Port had begun a major landfill operation to prepare the area for use as a large container cargo handling facility and as a result of the fill, the area around the building was three to four feet higher than the original grade. Filling could have continued, leaving the building below the new ground level, but it would have been isolated in the midst of new industrial activity not compatible with the longevity of the building. The reworked site was completely altered from its historic appearance and there would have been little opportunity for any type of adaptive use.

The Port prepared to barge the structure to the Trenton Street location but at about the same time a new location became available which had several advantages the first relocation site did not. This site, the present temporary site of the Boeing Airplane Company Building, was located on an operating airfield and had a relationship with present day Boeing Company activities. It also afforded an opportunity to work with King County in the development of an air museum facility on an expanded scale. The relocation was thus made to the Purcell Avenue location in 1975.

At the time this nomination is being made, the Boeing Airplane Company Building is on a temporary timber foundation pending relocation to its permanent site some 50 yards distant. The State Historic Preservation Officer and the state review board have recommended the placement of the structure in the National Register at its temporary location because of the impetus National Register identification will give the rehabilitation efforts planned for the historic structure. The location

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	
<i>Proposed move approved</i>	
DATE ENTERED	DE 1 1977

CONTINUATION SHEET

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of the final site is accurately known and described elsewhere in the nomination;  
it is not believed that the slight final move projected will in any way compromise  
the qualities represented by the building.