

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name RV John N. Cobb

Other names/site number R-552, FWS-1601

2. Location

street & number NOAA NW Regional Office - 7600 Sand Point Way NE not for publication

city or town Seattle vicinity

State Washington code WA county King code 033 zip code 98115-0070

3. State/Federal Agency Certification

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

[Signature] 12-20-08
Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

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

[Signature] 01-05-2009
Signature of certifying official/Title Date

DEPT. OF COMMERCE / NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION
State or Federal agency and bureau

4. National Park Service Certification

- I, hereby certify that this property is:
- entered in the National Register.
 See continuation sheet
- determined eligible for the National Register.
 See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other (explain): _____

[Signature] 2-11-09
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

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

Contributing	Non-Contributing	
		buildings
		sites
1		structures
		objects
1		Total

Name of related multiple property listing:

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Functions or Use

Historic Functions

(Enter categories from instructions)

EDUCATION/Research Facility

Current Functions

(Enter categories from instructions)

EDUCATION/Research Facility (retired)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/Floating Historic Vessel

Materials

(Enter categories from instructions)

foundation (hull) WOOD

walls (cabin) WOOD

roof (decks) WOOD

other

Narrative Description

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

SEE CONTINUATION SHEET

8. Statement of Significance**Applicable National Register Criteria**

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Maritime History

Architecture

Science

Period of Significance

1950

Significant Dates

1950

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation**Architect/Builder**

W.C. Nickum & Sons (Naval Architect)

Western Boat Building Company (Builder)

Narrative Statement of Significance

(Explain the significance of the property.)

SEE CONTINUATION SHEET

9. Major Bibliographical References**Bibliography**

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

SEE CONTINUATION SHEET

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- # _____
- recorded by Historic American Engineering Record# _____

Primary location of additional data:

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

Name of repository:

NOAA, NW Regional Office

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>5</u> <u>55</u> <u>830</u> Easting	<u>52</u> <u>81</u> <u>912</u> Northing	3	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing
2	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing	4	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

Boundaries of NOAA Ship *John N. Cobb* include the footprint of the vessel and its structure above water and below waterline.

Boundary Justification

(Explain why the boundaries were selected.)

NOAA Ship *John N. Cobb* is presently berthed at NOAA, Northwest Regional Office piers at 7600 Sand Point Way NE, Seattle, WA.

11. Form Prepared By

name/title Larry E. Johnson, AIA, Principal

organization The Johnson Partnership

date November 12, 2008

street & number 1212 NE 65th St

telephone 206-523-1618

city or town Seattle

state WA

zip code 98115-6724

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

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

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

name National Oceanic and Atmospheric Administration (NOAA), Marine Operations
Center, attn: Capt. Michele G. Bullock

street & number 1801 Fairview Avenue E

telephone 206-553-7656

city or town Seattle

state WA

zip code 98102

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Narrative Description

The NOAA (National Oceanic and Atmospheric Administration) ship *John N. Cobb* was designed as a modified West Coast wooden-hulled purse-seiner in 1949, specifically for fisheries research. Her length overall (LOA) is 93 feet 3 ¼ inches (28.4 m), with a length on water line of 85 feet (25.9 m), a beam over guards at 25 feet 6 ¾ inches (7.8 m), and 24 feet 6 inches (7.5 m) in beam moulded at the main deck. She has a maximum draft of approximately 11.0 feet (3.4 m) and a displacement of 250 tons. Gross tonnage is rated at 185 tons, with 78 tons net tonnage. *John N. Cobb* retains her original eight-cylinder Fairbanks-Morse diesel engine (presently inoperable). The 350-horse power engine at 380 revolutions per minute (RPM), turning a single three-blade 5-foot diameter propeller, formerly gave the vessel a cruising speed of 10 knots (11 miles per hour). With a fuel capacity of 8,000 gallons, she had a cruising range of approximately 2,850 nautical miles.¹

NOAA retired the vessel on August 14, 2008.² When active, *John N. Cobb* had a complement of two officers, two licensed engineers, a crew of four, and generally accommodated four scientific researchers.³ The vessel retains a high degree of integrity, despite some equipment upgrades for increased navigational and crew safety, and changing mission requirements.

Hull Description

John N. Cobb was designed for commercial level use with heavy scantlings. All scantlings and planking are of vertical grain Douglas fir. Futtock timbers (frames) are double 3 5/8-inch thick flitches (long and short arm method) spaced at 18 inches on center fastened with 5/8-inch galvanized carriage bolts spaced at 18 inches on center (doubled at butts). Hull planking is 2 5/8-inches net throughout, fastened with four 3/8-inch galvanized ship spikes per plank per frame (spikes were let-in and counter-bored with wood plugs above waterline and cement below waterline.) Garboard planking is 3 5/8 inch x 11 ½ inches. Her keel is 13 ½ inches by 13 ½ inches extending full-length (without a scarf joint). The keel is fastened to the frames by double ¾-inch carriage bolts and through the frames to the 13 ½-inch x 13 ½-inch keelson with double 7/8-inch carriage bolts. There is a sister keelson on either side of the keelson. The cavity between the frames below the keelson is filled with concrete. The vessel has 4 ½-inch-thick bilge ceiling, with the upper bilge extension ceiling laid up with 3 5/8-inch planks. The 5 ½-inch x 9 ½-inch deck beams are

¹ National Oceanic and Administration (NOAA), "NOAA Ship *John N. Cobb*," Apr_2004_jc_specs.pdf, pp. 1-4, downloaded from <http://www.moc.noaa.gov/jc/index.html> (accessed November 3, 2008). Note: beam corrected to design drawings.

² Stuart Eskenazi, "NOAA retires last wooden research ship," *The Seattle Times*, August 14, 2008, p. 1. http://seattletimes.nwsourc.com/html/localnews/2008112725_cobb14m.html (accessed September 8, 2008).

³ NOAA, "NOAA Ship *John N. Cobb*, General Specifications," p. 2. <http://www.moc.noaa.gov/jc/general.htm> (accessed October 16, 2008).

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supported by a 4 ½-inch x 11 ½-inch clamp and a 5 ½-inch x 11 ½-inch shelf, and 3-inch pipe stanchions at the line of the house exterior. Main deck planking is composed of 2 5/8-inch x 3 5/8-inch caulked Douglas fir planking. The vessel has a 4 ½-inch x 24-inch inboard sponson and a 3 5/8-inch outboard sponson, doubled (overlapped) between Frame 16 and 30 to accommodate a change in deck level (approximately 14 inches higher forward) at Frame 31, at the aft line of the deck house. The bulwarks step up at this point from 24 inches high at the aft working deck to 42 inches high in the forward section following the upward sheer line. The bulwarks are framed by an extension of the forward flitch at each frame and are planked outboard with 1 5/8-inch material and capped by a pair of 2 5/8-inch x 7 ½-inch stringers and a 3 5/8-inch x 12 ¾-inch rail cap with ironbark trim. The bulwarks have a 2-inch continuous scupper and have five 12-inch closed chocks spaced down each side of the vessel. Six 24-inch cleats are mounted on the bulwarks on each side of the vessel between or near the chocks. The vessel's stem is 13 ½ inches wide with a moulded depth of 19 ½ inches. The stem is stoutly attached to the keelsons, deadwood and stem knee with lags and carriage bolts. The 13 ½-inch x 19 ½-inch (moulded) horn timber joins the keelsons between Frames 44 and 45 rising up to the built-up horseshoe transom with a solid log bulwark. The hull is painted white, the inboard sides of the bulwarks grey, and the cap rail is painted black.

Main Deck Configuration and Deckhouse Exterior

John N. Cobb's deck profile includes an open foredeck, a main deckhouse with a forward pilothouse, and an open aft working deck. The main deck steps up approximately 14 inches higher forward at Frame 31. The side decks are sheltered by the upper deck, the length of the deckhouse, with the upper deck cantilever supported at the bulwarks by 3-inch pipe stanchions spaced at 6 feet 6 inches on center. The forward deck measures approximately 16 feet from the stem to the main deck house. The original hydraulic anchor windlass is mounted just forward of the deckhouse and a pair of bits (Frame 4) are arranged along the bulwarks. A foc's'le hatch at the bow provides access to the rope locker. A pair of fairleads and hawse pipes (only the starboard one shows on the original plans, although pre-launch photos show both) direct the anchor chains to the bower anchors. A flagstaff is mounted to the bulwarks at the bow. The two covered breezeways leading aft are approximately 36 inches wide. Ladders positioned at Frame 16 lead up to the upper deck on both the starboard and port sides. The main house is approximately 32 feet fore and aft by 16 feet athwart and has a slightly curved forward face. Port lights are spaced along the house side exterior providing light and ventilation to interior cabins, mess, galley, heads, stores, and passageways. A teak weather-door is situated at mid-cabin on the port side.

The aft working deck extends approximately 40 feet, is largely open, and is arranged as a West Coast purse-seiner. A 41 foot 6-inch-high tubular steel mast equipped with a steel 30-foot tubular boom is located aft of the centerline of the main house (the mast was originally wood). A combination winch is

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positioned immediately aft of the mast, and a raised cargo hatch measuring 7 feet fore and aft x 10 feet athwart is located behind the winch. The mast is equipped with mast ladder steps and topped with a crow's-nest and light standard, and is supported by port and starboard shrouds and a bow shroud. A large double net drum mounted on chocks is located at the vessel's stern, trawler door blocks mounted on tripods are fastened to the deck on each side, and a pair of trawler doors is stowed on the outboard sides of the aft bulwarks resting on the guards. An oceanic research mast and boom is mounted on the port bulwark rail cap and braced back to the main mast. A smaller winch for this mast and boom is temporarily mounted to the port side of the hatch cover. Another small crane with a block for pot hauling is mounted on the opposite bulwark rail cap. A ladder extends from the deck to the upper deck adjacent to and on the port side of the mast and a teak weather-door accessing the mess and galley is positioned adjacent to and on the port side of the ladder. A pair of rectangular teak sash windows is located on the starboard side of the aft house exterior. The house is painted white; the mast, boom, and starboard crane "spar buff;" the cargo hatch, house coaming, and ladders grey; the winches and drums black; and the oceanic research mast and boom are painted orange. The teak weather doors and windows are finished bright.

Upper Deck Configuration and Pilothouse Exterior

The upper deck is approximately 7 feet 10 inches above the forward main deck and 34 feet fore and aft and full athwart. The upper deckhouse is 27 feet fore and aft and 16 feet athwart, and measures approximately 7 feet 6 inches from the deck to the housetop. Pipe guardrails are mounted on the upper deck aft portion and the forward section has a raised bulwark with a teak rail cap. Survival suits are stored in a locker at the aft deck. An equipment locker and inflatable life raft are mounted aft of the ladder on the starboard side (where the original life boat on davits was mounted) and the ship's boat (an outboard 17-foot open Boston Whaler with outboard) is mounted on modified davits. Cable rails are installed where necessary on the port and starboard sides. The upper deckhouse has a pair of rectangular teak sash windows on both sides and one center aft. The forward portion of the upper deckhouse (wheelhouse) is full athwart, with a slightly curved forward face, and teak weather doors on both port and starboard facing aft. The forward face of the upper deckhouse has five rectangular sealed windows and the port and starboard sides each have a pair of rectangular sealed windows. A narrow platform used to clean the forward house windows is mounted on the house face at deck level. Vertical metal ladders accessing the housetop are mounted on port and starboard aft of the weather doors. The housetop has a central sheet metal stack, port and starboard navigational lights, and a cluster of navigational antennas. A radar antenna is mounted forward to starboard and a searchlight is mounted forward to port. A vessel name plaque is mounted aft on the port side. The upper deckhouse is painted white, the inboard of the forward bulwarks and deck coaming and housetop trim grey, and the stack is painted white with horizontal stripes of dark blue, light blue, and black.

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Deckhouse and Upper Deckhouse Interior

The main deck house has the mess and galley aft with a companionway to the lower deck on the port side aft of a built-in refrigerator. A large corner table dominates the mess with a built-in corner bench and the galley is equipped with its original oil-fired stove backing against the main mechanical stack. A passageway leading forward port of center leads to a side passageway leading to the portside weather-door, two heads, and a shower room adjacent to the mechanical casing. A companionway forward leads to the upper deckhouse, and a central passageway adjacent and to the starboard of the companionway leads to two double-bunk staterooms to starboard, a storeroom to port, and a forward companionway leading to the lower deck crew's quarters. The interior of the main deckhouse is painted white with bright finished teak trim.

The companionway leading up from the main deck to upper deckhouse lands on the forward portside of the upper deckhouse deck in the radio and chartroom. A large chart table is located on the starboard side of the room and a radio table is located between the central mechanical casing and the companionway on the port side. A teak bulkhead doorway aft of the chart table leads to a double bunk captain's stateroom located in the aft section of the upper deckhouse. A central teak bulkhead doorway on the forward end of the radio and chartroom leads to the wheelhouse. The wheelhouse has a central steering station with a small wooden ship's wheel with a central forward compass. A brass deck-mounted marine telegraph is located on the starboard side of the wheel and a teak-surfaced equipment shelf runs athwart against the forward windows. A pair of steering toggles is located (on the shelf on the starboard side and on a lower compass shelf on the portside) at either side of the original steering station. Current electronic navigational equipment and flat-screen displays are located on the shelf or overhead. An empty cabinet is located to the port of the bulkhead doorway. The interior of the upper deckhouse is painted white with bright finished teak trim.

Below Decks

The forward main deckhouse companionway leads down to the forward crew's quarters. This room has two pair of bunks nestled into the bow, a gear locker and four adjacent lockers on the starboard side, and a sink and ship stores on the port side. Aft along a passageway port of the companionway is another double bunk with two more lockers opposite and a bulkhead doorway leading to the engineer's stateroom with another double bunk. A watertight bulkhead doorway leads aft and down two steps to the engine room.

The engine room is dominated by a single main propulsion diesel engine. A pair of diesel generators are located on the starboard side and a mechanical workshop is located on the port side of the passageway running aft alongside the engine. Another watertight bulkhead doorway leads aft to the hold storage and

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workspace. Two large cooler/freezers are located in the aft section of the room. Large fuel tanks are located in the stern forward of the rudder.

Engine and Other Major Mechanical Equipment

The original engine installed while the *John N. Cobb* was under construction is an eight-cylinder Fairbanks-Morse diesel engine, model number (8) 31A8½, which was rated at 350 horsepower at 380 RPM (500 horsepower at 540 RPM).⁴ The engine has a bore of 8.5 inches and a stroke of 11.5 inches. The engine is a direct reversible engine turning a single three-blade 5-foot diameter propeller.

The vessel also has two GM/Elect. A/C diesel generators each rated at 30 Kilowatts.⁵

The vessel is presently equipped with a Village Marine Tech desalinator.⁶

The hydraulic double-drum trawl winch was manufactured by Rowe Machine Works. Maximum pull is rated at 14,000 pounds and drum capacities are 4,800 feet of 9/16-inch rope and 7,200 feet of ½-inch rope.⁷

The main mast and boom have a lifting capability of 4,800 pounds.⁸

Capacities

The two fuel tanks located in the stern have a total capacity of 8,000 gallons. The freshwater tanks located under the engine room have a capacity to hold 6,000 gallons. The vessel's sewage holding tank capacity is 2,200 gallons.⁹

Significant Alterations

Two pairs of port-lights, one pair on each side, located on each side of the vessel's hull in its forward quarter, were removed and patched over around 1965.

⁴ NOAA, "*John N. Cobb*," Apr_2004_jc_specs.pdf, p. 3.

⁵ NOAA, "*John N. Cobb*," p. 4.

⁶ NOAA, "*John N. Cobb*," p. 2.

⁷ NOAA, "*John N. Cobb*," p. 2.

⁸ NOAA, "*John N. Cobb*," p. 4.

⁹ NOAA, "*John N. Cobb*," pp. 3-4.

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The original wooden mast and boom were replaced around or before 1974, by tubular steel mast and boom (note there is some indication that the heavier mast is damaging below-deck supports).

The original lifeboat was replaced by an inflatable life raft and its pair of davits was removed before 1974. The original ship's boat has been replaced and its davits modified around or before 1974.

Forward Pilothouse windows replaced and the sewage holding tank added around 1980.

In 1986 the galley cabinets were replaced.

The mechanical steering system has been augmented by a hydraulic assist system around 1990.

A slow-speed trolling device that was connected to one of the auxiliary diesel engines was removed around 1990. Also in 1990, the 1 3/4-inch-thick iron bark shoe on the keel was replaced with a 1 1/2-inch x 18-inch-wide steel shoe with 3/4-inch x 8-inch cheeks the full length of the keel.¹⁰

Numerous minor upgrades have been made to mechanical and navigational equipment.

¹⁰ W. C. Nickum and Sons, Fisheries Exploration Vessel, U.S. Department of the Interior, Fish and Wildlife Service, Drawing No. 1076-90700, Docking Plan. Note on drawing.

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Statement of Significance

The RV *John N. Cobb* was designed between 1948 and 1949 by George N. Nickum, managing partner of the notable Seattle, WA, naval architectural firm of W. C. Nickum & Sons. She was built in Tacoma, WA, during 1949 by Western Boat Building Company, then headed by Allen Petrich, and launched on January 16, 1950. The Bureau of Fisheries and Wildlife operated the vessel for fisheries and oceanographic research, primarily in Alaskan waters, until the Bureau was incorporated into the National Oceanic and Atmospheric Administration (NOAA) in 1970. The vessel then continued service as a research vessel until it was retired on August 14, 2008.

John N. Cobb is eligible for listing in the National Register of Historic Places under criteria A and C. Under Criterion A, *John N. Cobb* during her years of service significantly contributed to our understanding of the aquatic natural resources in the Northwest that also greatly impacted commercial fisheries by her role in the assessment of those resources and the identification of new fishery opportunities. Under Criterion C, *John N. Cobb* represents the work of a master naval architect, George N. Nickum, working within the context of Northwest vernacular heavy-framed wood-hulled purse seine models developed by shipwrights and shipyards in Puget Sound and British Columbia, Canada. Pacific Coast purse seiners evolved from smaller hand-rowed boats that deployed a long net over the stern, circling around a group of fish concentrated near the surface, until reaching the beginning of the net, and then closing the bottom of the net and hauling the "purse" up over the boats stern. From the early 1920s, through the 1950s, larger wooden vessels were constructed that used power seine skiffs to loop the net, using a powered winch to make the haul.¹ *John N. Cobb* represents the apex of this form, although it was larger than the typical fishing boat as it was designed to be adaptable for other fishing methods while conducting research. The vessel is largely intact, retaining sufficient structural integrity to convey its historical significance. The period of significance (1950) begins when the vessel was built, launched and began her research activities in Alaskan waters. The vessel is currently disabled due to a broken engine crankshaft and is berthed at NOAA's Sand Point facility on Lake Washington.

John N. Cobb

At her launching on January 16, 1950, the research vessel *John N. Cobb* only needed fitting out before starting her service with the U.S. Bureau of Fisheries and Wildlife. She was named after John N. Cobb (1868-1930), the first director of the School of Fisheries at the University of Washington. The vessel was uniquely designed to incorporate many features of a traditional Northwest purse seiner, but modified for further seaworthiness and adaptability for as many kinds of fishing as feasible, including dragging,

¹ In 1954, Dalmatian immigrant, Mario Puretic, developed the "power block," which was a hydraulically powered block (pulley) mounted on a raised boom, revolutionizing the purse seining industry.

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long-lining, trolling, and live bait fishing. Steel bulkheads and engine foundations were specified, and a “compromise” stern was selected for both seaworthiness and the possible future installation of a seine table. She was originally equipped with a live bait tank that was easily removable. She was not intended to carry significant quantities of fish except for sample lots. The vessel also had considerable more space than the typical fishing vessel that was devoted to accommodations, with two double staterooms reserved for scientists. Approximately half the hold space was open and dry for storage and workspace, with two refrigeration boxes, one reserved for experimental and research work.²

The vessel was originally equipped with a Sperry magnetic compass pilot working through a Sperry steering pilot and steering engine. She also was equipped with a Sperry radar and Sperry loran set, as well as a Northwest Instruments Co. radio direction finder and radiotelephone. She also had a 400-fathom Bendix depth recorder and a 1,000-fathom Fathometer. As *John N. Cobb* was expected to trace Albacore migrations in Alaska, she was originally equipped with a live bait tank for bait-fishing tuna. Kolstrand trolling gurdies were installed for jigging albacore, trolling for salmon, for deep-gear fishing for halibut and lingcod, or for deep-trolling for tuna. On her aft quarters was a pair of steel stanchions carrying Rowe trawl blocks allowing her to drag a trawl net. A large Rowe combination trawl and purse winch was installed directly behind the house.³

Immediately after her sea trials where she discovered the Cobb Seamount off the Washington Coast, and commissioning in February 18, 1950, *John N. Cobb* began her long fisheries research career in the North Pacific and Bering Sea. Her first mission was to search for commercial quantities of shrimp in Alaskan waters. In June of 1950, she embarked on a four-month cruise to “search for untapped resources of albacore in waters off Oregon, Washington, and Alaska...” In 1959, *John N. Cobb* was involved in the “Chariot Project” with the U.S. Atomic Energy Commission to assess the feasibility of using nuclear explosives along the northwest coast of Alaska to excavate harbors and canals. She was transferred to the National Oceanic and Atmospheric Administration in 1970, when the agency was created, and continued her research activities. In the early 1980s, she collaborated on a coast-wide research project for sampling juvenile salmon with small mesh purse seines off Oregon, Washington, and Alaska. She played a key role after the *Exxon Valdez* oil spill, researching the near and long-term effects of the spill on the Prince

² *Pacific Motorboat*, “A 93-Foot Fishing Boat for Research,” *Pacific Motorboat* 41, no. 10 (Sept. 1949): 53. W. C. Nickum and Sons, “Specifications for the Construction and Outfitting of a Fisheries Exploration Vessel for the U.S. Department of the Interior Fish and Wildlife Service,” February 1949, pp. 16-2, 41-2.

³ *Pacific Fisherman*. “John N. Cobb—Explorer.” *Pacific Fisherman* 43, no. 4 (March, 1950): 29. W. C. Nickum and Sons, “M/V *John N. Cobb*, General Specifications.” 1950, pp. 1-6.

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William Sound ecosystem. *John N. Cobb* also helped pioneer the use of surface rope trawls between 1997 and 2007, researching the marine ecology of juvenile salmon.⁴

Over the years *John N. Cobb* supported vital research in Southeastern Alaska for the Alaska Fisheries Science Center's Auke Bay and National Mammals Laboratories including:

- juvenile salmon marine ecology and factors affecting year class strength
- marine mammal surveys including cetacean ecology and humpback whale prey
- harbor seal ecology near tidewater glaciers
- coral and sponge benthic habitat
- habitat mapping of near-shore estuaries
- sablefish tagging and telemetry
- juvenile rockfish habitat assessment
- oceanographic sampling and long-term coastal monitoring
- support for field camps and the Little Port Walter Marine Station⁵

John N. Cobb was also involved in a few non-research related incidents during her career. In 1965, she was disabled in heavy seas off the coast of Cape Flattery and was assisted by the tug *Edith Foss*, saving her from likely foundering on the rocks.⁶ She returned the favor, assisting with two high-profile rescue operations. She also came to the assistance of the purse seiner *Karen Rae* in Icy Strait in the mid-1990s, and assisted the evacuation of the Alaska State Ferry *Le Conte* in 2004 after she went aground off Otstoa Island in Peril Strait near Sitka, Alaska.⁷

On June 3, 2008, her last scheduled summer of work before she was expected to be retired, her season was cut short when her crankshaft broke while transiting the Warren Channel in Southeastern Alaska.⁸ *John N. Cobb* was towed to Seattle and decommissioned at a dockside ceremony at NOAA's Sand Point facility on August 14, 2008.⁹

⁴ Joe Orsi and Bill Heard, "The NOAA Ship *John N. Cobb* Leaves a Rich Legacy," *Oncorhynchis, Newsletter of the Alaska Chapter, American Fisheries Society* 28, no. 3 (Summer, 2008): 2.

⁵ Orsi and Heard, "Cobb legacy," p.1.

⁶ Newell, Gordon, ed. in "Maritime Events of 1965" in *The H.W. McCurdy Marine History of the Pacific Northwest* (Seattle WA: Superior Publishing Company, 1966), p. 690.

⁷ Orsi and Heard. "Cobb legacy," p. 4. NOAA, "NOAA Comes to Aid of Grounded Alaskan Ferry," posted May 13, 2004, <http://www.noaanews.noaa.gov/stories2004/s2223.htm> (accessed Sept. 8, 2008).

⁸ Lieutenant Chad Cary. Interview. October 28, 2008.

⁹ Eskenazi, "NOAA retires last wooden research ship," August 14, 2008.

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Original Owner –Bureau of Fish and Wildlife, Its Predecessor Agencies, and the National Oceanic and Atmospheric Administration (NOAA)

The United States Commission of Fish and Fisheries was created in 1871 to address the decrease in food fishes of the seacoasts and lakes of the United States and to suggest remedial measures. The commission was the first federal agency specifically directed to address natural resources. Spencer F. Baird, Assistant Secretary of the Smithsonian Institution, was appointed the Commission's first Commissioner. The headquarters of the organization was established at Wood's Hole, Massachusetts. Initial scientific studies were directed to striped bass, blue fish, and other southern New England fish species. A marine hatchery was developed in association with the American Fish Culturists Association. Baird also supervised the construction of the first federal fishery research center at Wood's Hole in 1885.¹⁰

Concurrently, the American Association for the Advancement of Science lobbied for the formation of the U.S. Geological Survey in 1879, and the U.S. Biological Survey of the Department of Agriculture in 1885.¹¹ At Wood's Hole, at what became the Marine Biological Laboratory, research included oceanographic, biological, ecological, parasitological, and other studies primarily in a descriptive scientific approach.¹² In 1888, the U.S. Fish Commission became an independent agency of the federal government.¹³

The first vessel built for the Commission was the 156-foot U.S.S. *Fish Hawk* built in 1879. She was an iron-hulled steamer built specifically to serve as a floating hatchery in East Coast coastal waters for shad, herring, and striped bass production. *Fish Hawk* was retired in 1920.¹⁴

The first vessel specifically built for fisheries research was the 234-foot iron-hulled RV *Albatross*. The vessel was also designed for ocean dredging and the collection of bottom samples and biological samples from all depths. Between 1883 and 1887, *Albatross* was used to investigate the Atlantic Shelf from Newfoundland to Cape Hatteras. In 1887, *Albatross* sailed to the Pacific where she would conduct

¹⁰ John A. Guinan and Ralph E. Curtis, "A Century of Conservation," National Marine Fisheries Service, April 1971, pp. 1-3. <http://www.nefsc.noaa.gov/history/stories/century.html> (accessed October 31, 2008).

¹¹ William F. Royce, "Historical Development of Fisheries Science and Management," lecture given at the Fisheries Centennial Celebration, p. 5, http://www.nefsc.noaa.gov/history/stories/fsh_sci_history1.html (accessed Oct. 31, 2008).

¹² Royce, "Fisheries Science and Management," p. 5.

¹³ NOAA, "Fisheries Historical Timeline," p. 4, <http://www.nefsc.noaa.gov/history/timeline/1880.html> (accessed October 31, 2008).

¹⁴ NOAA, "R/V *Fishhawk*," pp.1-3, <http://www.nefsc.noaa.gov/history/ships/fishhawk/fishhawk.html> (accessed October 31, 2008).

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hydrographic and biological assessments for the next 30 years, traveling up and down the West Coast from South America to the Bering Sea, and across the South Pacific to Galapagos, Easter and Gambier Islands, Hawaii, and as far east as Japan. *Albatross* was transferred to the U.S. Navy during World War I, and returned to East Coast waters. After the war she continued research along the East Coast and was retired in 1921. Other research vessels would continue to carry the *Albatross* name.¹⁵

The RV *Grampus*, a 90-foot schooner, was launched in 1886, not only as a Commission research vessel built for the collection and transport of live fish species, but also as a prototype for safer fishing vessels.¹⁶

In 1903, the U.S. Fish Commission's research activities were turned over to the Department of Commerce and Labor's Bureau of Fisheries, and the Commission was renamed the U.S. Bureau of Fisheries. The Bureau retained the scientific responsibilities of the Commission as well as assuming jurisdiction, supervision, and control of the fur seal harvest in Alaska.¹⁷

In 1911, a treaty was signed by the United States, Great Britain (for Canada), Japan, and Russia regulating the harvest of Alaskan and Pribilof Islands fur seals. The same year the Alaska Fishery and Fur Seal Service separated from the Division of Scientific Inquiry and became an operating Division of the Bureau of Fisheries.¹⁸

In 1914, the Bureau of Fisheries opened an office in Seattle's Smith Tower as an administrative center for Pacific Coast operations.¹⁹

A small laboratory was opened in the University of Washington's Fisheries Hall in 1924.²⁰ John N. Cobb, a former field agent for the U.S. Fish Commission, had established the College of Fisheries at the University in 1919, becoming its first director.²¹

¹⁵ NOAA, "R/V *Albatross*," <http://www.nefsc.noaa.gov/history/ships/albatross1/albatross1.html> (accessed October 31, 2008).

¹⁶ Spencer F. Baird, "Report on the Construction and Equipment of the Schooner *Grampus*," NOAA, pp. 1-8, <http://www.nefsc.noaa.gov/history/ships/grampus/grampus.html> (accessed October 31, 2008).

¹⁷ NOAA, "Fisheries Historical Timeline," p. 2, <http://www.nefsc.noaa.gov/history/timeline/1900.html> (accessed October 31, 2008).

¹⁸ NOAA, "Fisheries Historical Timeline," p. 1, <http://www.nefsc.noaa.gov/history/timeline/1910.html> (accessed October 31, 2008).

¹⁹ NOAA, "Fisheries Historical Timeline," p. 2, <http://www.nefsc.noaa.gov/history/timeline/1910.html> (accessed October 31, 2008).

²⁰ NOAA, "Fisheries Historical Timeline," p. 2-3, <http://www.nefsc.noaa.gov/history/timeline/1920.html> (accessed October 31, 2008).

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In 1930, the Sockeye Salmon Fisheries Convention was signed by the United States and Canada to regulate the fishery bound for the Fraser River, although the treaty was not ratified until 1936. The same year an official Division of Law Enforcement was established within the Bureau of Fisheries. The Bureau's Montlake Laboratory was opened in Seattle in 1931, and the Wood's Hole Oceanographic Institution was established. Also during the 1930s, Bureau laboratories were set up in Leetown, West Virginia; in Cortland, New York, with Cornell University; and at Stanford University, Palo Alto, California. In 1939, the Bureau is transferred to the Department of the Interior.²²

The Bureau of Fisheries and the U.S. Biological Survey were merged into the Fish and Wildlife Service, under the Department of the Interior in 1940. During World War II, much of the agency's research was suspended or redirected toward war needs. Over 600 fishing vessels were requisitioned by the government and converted for coastal patrol use. Only 13 were returned to their owners.²³

In 1945, President Harry S. Truman issued a proclamation asserting the United States' jurisdiction over natural resources of the continental shelf contiguous with the nation's coasts and those of its territories, and providing conservation zones for the protection of fisheries. In 1947, the development of a Bureau laboratory in Honolulu, Hawaii, began.²⁴

In 1950, the International Commission for Northwest Fisheries, which would govern fishing in North Atlantic international waters until the 1970s, was created. The Tuna Conventions Act of 1950 is signed to enforce international agreements on fishing rights, fishery management, and preservation. The research vessel *John N. Cobb* was also launched in 1950.²⁵

The Fish and Wildlife Act of 1956 reestablished two Bureaus within a new U.S. Fish and Wildlife Service—the Bureau of Sport Fisheries and Wildlife, and the Bureau of Commercial Fisheries, the latter

²¹ Robert R. Stickney, *Flagship: A History of Fisheries at the University of Washington* (Dubuque, IA: Kendal/Hunt, 1989), pp. 6-7.

²² NOAA, "Fisheries Historical Timeline," pp. 2-5, <http://www.nefsc.noaa.gov/history/timeline/1930.html> (accessed October 31, 2008).

²³ NOAA, "Fisheries Historical Timeline," pp. 1-3, <http://www.nefsc.noaa.gov/history/timeline/1940.html> (accessed October 31, 2008).

²⁴ NOAA, "Fisheries Historical Timeline," pp. 4-6, <http://www.nefsc.noaa.gov/history/timeline/1940.html> (accessed October 31, 2008).

²⁵ NOAA, "Fisheries Historical Timeline," pp. 1-2, <http://www.nefsc.noaa.gov/history/timeline/1950.html> (accessed October 31, 2008).

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with an Office of the Director, an Office of Loans and Grants, and four Divisions: Administration, Biological Research, Industrial Research and Services, and Resource Management.²⁶

The first United Nations conference on the Law of the Sea was held in Geneva in early 1958, and in the United States, a new interim convention to protect the northern fur seals and a new protocol to further protect sockeye salmon of the Fraser River were also concluded. In 1959, the Bureau's long-term management of Alaska's territorial fisheries ended as the new State of Alaska assumed that responsibility. Bureau research and law enforcement continued in the area, as did its protection and management of the northern fur seal. By 1960, the Bureau's original Woods Hole Laboratory moved into new buildings. The early 1960s also saw new research laboratories open at La Jolla, CA; Sandy Hook, NJ; and Milford, CN.²⁷

In the late 1960s the nation's interest in ecology and the environment began to grow, and concerns related to marine and atmospheric programs led Congress in 1966 to establish a "Commission on Marine Science, Engineering, and Resources." This group recommended a new "National Oceanic and Atmospheric Agency." The new National Oceanic and Atmospheric Administration (NOAA) was created in 1970, and placed under the Department of Commerce in order to create a "unified approach to the problems of the oceans and atmospheres." The new agency combined the Bureau of Commercial Fisheries, Weather Bureau, Coast and Geodetic Survey, Environmental Data Service, National Oceanographic Data Center, National Satellite Center, Research Libraries, and other components. The Bureau of Commercial Fisheries was then renamed the National Marine Fisheries Service (NMFS), placed in NOAA along with Interior's marine sport fish research laboratories, and given a new mandate including the study and conservation of saltwater sport fishes and marine angling. Primary NMFS functions were assigned to three areas: resource research, resource utilization, and resource management. NMFS research was soon consolidated under four major units, the Northeast, Southeast, Southwest, and the Northwest and Alaska Research Centers, each with associated satellite laboratories.²⁸

Naval Architect – W. C. Nickum & Sons

William Carr Nickum was born in Baltimore, Maryland, in 1873. As a young man he worked for a number of East Coast shipyards, serving his initial apprenticeship at Spedden Shipbuilding and/or the Columbia Ironworks in Baltimore, Maryland. Nickum relocated to Newport News Shipyard in 1891, and then to Cramp & Son Ship and Engine Building Company in Philadelphia in 1900, working his way up to assistant naval architect for commercial ship design. In Philadelphia W. C. Nickum is believed to have

²⁶ NOAA, "Baird's Legacy, Progress and Change: 1947-1971," p. 3,
<http://www.nefsc.noaa.gov/history/stories/legacy/1947-71.html> (accessed Nov. 13, 2008).

²⁷ NOAA, "Baird's Legacy," p. 4.

²⁸ NOAA, "Baird's Legacy," p. 5.

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worked on the designs of the battleship *Kersage*, and the steamships *Yukon*, *Lakina*, *Cordova*, *Aleutian*, and *Asbury Park*. Nickum moved his family to Toronto, Canada, in 1908, taking a position with the Polson Ironworks, designing a number of stern-wheel steamers for rivers in the Yukon. In 1911, Nickum moved to Willingham, Delaware, to take a position with the shipbuilding firm of Harland & Hollingsworth. In 1913, he relocated to Baltimore, Maryland, to work for the Maryland Drydock Company.²⁹

In 1916, Todd Shipyards Corp. recruited W. C. Nickum to assist them at their newly acquired Seattle Construction and Drydock Co., in Seattle, Washington. In 1918, he joined the Todd Tacoma shipyard, becoming vice president and naval architect, designing the steamship *Alaska* and the Light Cruiser U.S.S. *Omaha* (1918-24).³⁰

Nickum began a private practice in 1925, bringing his two sons William B. and George C., born in Toronto in 1908 and 1910, respectively, into the firm in 1930, renaming the firm W. C. Nickum and Sons in 1935.³¹ During this period the firm designed the City of Seattle fireboat *Alki* (1927, Pacific Coast Engineering, Oakland, California), the 225-foot wooden vessel M.S. *North Star* (1932, Berg Shipbuilding Co.), for the Bureau of Indian Affairs for service in the upper reaches of the Bering Sea, U.S. Coast Guard cutters *Atalanta*, *Ariadne*, and *Cyan* (1934, Lake Union Drydock & Machine Works), U.S. Coast Guard lighthouse tender *Hemlock* (1934, Berg Shipyard), the U.S. Corps of Engineers tender *Robert Gray* (1936, Lake Washington Shipyard), the 121-foot tuna clipper *Paramount* (Lake Washington Shipyard), and the 218-foot S.S. *Explorer* (1939, Lake Washington Shipyard) and her sister ship S.S. *Pathfinder* (1940) for the U.S. Coast and Geodetic Survey.³²

During World War II, the firm prepared plans for 46 types of vessels that were built in 47 shipyards, growing from a firm of 15 to approximately 150 during the war years. Among other tasks, the firm designed a class of net layers, and oversaw the conversion of older steamers into attack-transports. During the war, George C. Nickum also supervised the engineering department of the Lake Washington Shipyards.³³

²⁹ George C. Nickum, "Children's Hour, The Early Years-1910-1916," unpublished memoirs dated January 9, 1980-July 29, 1981, pp. 2-3. Newell, obituary of W. C. Nickum, p. 579. The Society of Naval Architects and Marine Engineers, "W. C. Nickum, Member," *Transactions* 59 (1951): 940.

³⁰ Nickum, "Children's Hour," p. 3. Newell, obituary of W. C. Nickum, p. 579.

³¹ W. C. Nickum and Sons. "W. C. Nickum and Sons, Architect and Engineers," *Company Curriculum Vitae*. December 1952.

³² Newell, obituary of W. C. Nickum, p. 579. Newell, "Maritime Events of 1939," p. 472.

³³ Katherine M. Jennings, "George Cunningham Nickum, Class of 1927, Distinguished Alumnus for 1969," *The Broadway Alumni Whims*, October 17, 1969, pp. 1-2.

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After the war, W. C. Nickum retired from the firm, with his son George C. Nickum becoming managing partner in 1946. W. C. Nickum died in 1951, and William B. Nickum retired in 1954, with George C. Nickum assuming the presidency of the firm.³⁴

Decreasing design work after the end of the war prompted the firm to pursue other non-maritime design commissions including a vanillin plant for the Monsanto Chemical Co. in Seattle, and a meat packing plant for Rath Packing Co., also in Seattle. Northwestern vessels designed in the early post-war years included the *John N. Cobb* (1949, U.S. Fish and Wildlife Service), sternwheel steam-driven ship-assist towboat *Portland* (1949, by Northwest Marine Iron Works, Portland, Oregon), conversion of the 1944 Army overhaul and maintenance vessel as the research vessel *Yaquina* (1964, Albina Engine and Machine Works, Portland, Oregon) for the Department of Oceanography, Oregon State University, the Evergreen State Class of ferries including *Evergreen State*, *Klahowya*, and *Tillikum* (1953-1959, Puget Sound Dredge and Bridge Company) for the Washington State Department of Transportation, the 110-foot hydrofoil sub-chaser U.S.S. *High Point* (1962, Boeing with J. M. Matinac Shipbuilding), the 212-foot hydrofoil prototype *Plainview* (1964-70, Lockheed Shipbuilding and Construction Co.), and the Super Class of ferries including *Hyak*, *Yakima*, *Kaleetan*, and *Elwah* (1966-68, National Steel and Shipbuilding, San Diego, California) for Washington State Department of Transportation. The firm also had design responsibility for all U.S. Navy floating dry-docks from 1959 through at least 1969.³⁵

The firm merged with competitor Philip F. Spaulding and Associates in 1971, forming Nickum and Spaulding Associates. Some of the firm's most notable designs were the fireboat *Chief Seattle* (1984, Nichols Brothers, Whidbey Island), and fast passenger ferries for San Francisco Bay, the *Marin*, *Sonoma* and *San Francisco* (1973-76, Campbell Industries, San Diego, California). In 1980, the new firm was the largest naval architectural firm on the West Coast. The firm's designs ranged from tugs and fishing vessels to sophisticated oil tankers.³⁶

In 1988, the Nickum and Spaulding Associates went out of business, with some of the former employees forming a new company called the Elliott Bay Design Group.³⁷

George C. Nickum passed away in Seattle in 1990. He was the author of numerous technical papers and was the author of a chapter in the Society of Naval Architects and Marine Engineers' publication

³⁴ Jennings, "George Cunningham Nickum," p. 2.

³⁵ Jennings, "George Cunningham Nickum," p. 2.

³⁶ Steven Goldsmith, "First-Class Naval Architecture Firm Sails into the Sunset," *Seattle Post Intelligencer*, January 7, 1998, p. B5. Steve Rubenstein, "Phillip Spaulding-designed bay ferries," *San Francisco Chronicle*, May 18, 2005, B7. Note: a fire destroyed most of the firm's plan archive in 1974.

³⁷ Goldsmith, "Firm Sails into the Sunset," B5.

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Principles of Naval Architecture. The Coast Guard awarded Nickum with a Distinguished Public Service Award in 1977, and again in 1979 with a Public Service Commendation. He was elected a fellow of the Society of Naval Architects and Marine Engineers in 1981, and became an Honorary Member in 1984.³⁸

Builder – Western Boatbuilding Company

Martin A. Petrich and Joseph M. Martinac, both carpenters, decided to begin boatbuilding in Tacoma in 1913, hiring William Wicket, an experienced boat carpenter, to assist them. Martinac quickly left the company to work at the Martinolich Shipyard and Wicket, the only member of the group with shipbuilding experience, was killed in an industrial accident, leaving Petrich alone to found Western Boat Building Company in 1916, on a portion of the abandoned Tacoma Mill Company on the site of the present Hyde Park in Tacoma, Washington.³⁹

A few initial orders were for small freighters and repairs for Puget Sound Freight Lines. The main line of Petrich's business developed into the production of fishing boats, specifically purse seine boats, originally copying the work of other yards, but slowly developing his own improvements, including stern modifications and higher forward deckhouses. During these years it was common practice for the boat builder to build the boats without plans, working from a model, and scaling up the lines on the shipyard floor. Petrich also developed and patented his own winch system, and is thought to have installed the first wireless radio communication on a fishing boat.⁴⁰

In the mid-1920s, the company relocated to a site on 11th Street, on the tide-flats. The purse seine boats built for Alaskan waters were limited by regulations to 58 feet, but the yard built many sardines and tuna boats over 70 feet in length. Over the next several years, several of Petrich's sons, including Hervey, Allen, Martin Jr., James, and Jack, began working in the yard.⁴¹

The yard struggled, as most companies did, during the economic depression of the 1930s, but orders increased starting in the late 1930s. Between 1937 and 1938, Western Boat Building Company built two significant fishing boats, the 65-foot tuna seiner *Western Explorer* and the 76-foot purse seiner *Western Flyer*. Seeking to expand its market to the northeastern coast of the United States, the company sent *Western Explorer* to the east coast via the Panama Canal to demonstrate the advantages of western-style

³⁸ The Society of Naval Architects and Marine Engineers, "George C. Nickum, Honorary Member/Fellow," obituary in *Transactions* 98 (1990): 700.

³⁹ Caroline Gallacci, *Old Tacoma*, Tacoma Historical Society (Chicago, IL: Arcadia Publishing, 2006). Allen Petrich, Jr., "Western Boat Building Co.," unpublished history of company, November 11, 2008, p. 1. *Tacoma News Tribune*, "M. A. Petrich Started It All, Back in 1913," June 7, 1963, n.p.

⁴⁰ Petrich, "Western Boat Building Co.," pp. 1, 3.

⁴¹ Petrich, "Western Boat Building Co.," p. 2.

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purse seining for tuna. *Western Flyer* was chartered by marine biologist Edward Ricketts and his friend John Steinbeck to survey inter-tidal species in Mexican waters, and was later featured in Steinbeck's book about the expedition: *The Sea of Cortez*.⁴²

As the United States entered World War II, the Navy commandeered boats still in construction for use as patrol boats. Anticipating orders from the government, Western Boat Building opened another yard, organized as a separate corporation, near Tacoma's 11th Street Bridge (2505 E 11th Street) that was capable of building wooden vessels as long as 250 feet. The company's total employment, however, never exceeded 80 workers. During the war the company built wooden minesweepers and 136-foot submarine chasers, at their older "Plant 1" yard, and larger wood freighters, tug, passenger, patrol craft, and fast air rescue boats at their new "Plant 2." Western Boat Building was one of two West Coast shipyards that received an "E" for excellence awarded by the Navy during the war years.⁴³

During the war, Alan Petrich became general manager of operations. After the war Martin Jr. took over the operation of Marine Iron Works, which had been established to provide marine shafts and other equipment to the two Petrich yards. Jim Petrich obtained a degree in naval architecture from the University of Michigan and oversaw the company's in-house boat design. Hervey Petrich left the company and worked independently as a liaison with the tuna industry.⁴⁴

In 1946, Allen Petrich commissioned naval architect Dair N. Long to design a line of pleasure craft, which would become known as the Fairliner, built by a division of the company called Fairliner. Long produced two designs: a sleek 17-foot runabout called the Torpedo, and a 26-foot deluxe express cruiser capable of a top speed of 42 miles per hour.

In 1949, Western Boat Building Company launched the largest and fastest tuna clipper built to date. *Mary E. Petrich* was powered by a 1,600-horse power Fairbanks-Morse Diesel engine and was capable of 13.5 knots. The vessel was named after the late wife of Martin Petrich Sr.⁴⁵

The U.S. Fish and Wildlife Service awarded a contract to build a 93-foot fisheries research vessel to Western Boat Building Company. The vessel, named *John N. Cobb*, was built in the company's Plant 1 and was launched on January 16, 1950.⁴⁶

⁴² Petrich, "Western Boat Building Co.," pp. 2-3.

⁴³ Petrich, "Western Boat Building Co.," pp. 3-4.

⁴⁴ Petrich, "Western Boat Building Co.," p. 4.

⁴⁵ Petrich, "Western Boat Building Co.," p. 4. *Tacoma News Tribune*, "Largest Tuna Clipper Ever Built," March 16, 1949, n.p.

⁴⁶ Petrich, "Western Boat Building Co.," p. 4. *Pacific Fisherman*, "John N. Cobb—Explorer," *Pacific Fisherman* 43, no. 4 (March 1950): 29.

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In August of 1950, a fire in the company's Plant 2 destroyed the plant, as well as a large tuna clipper under construction, a number of prepaid Fairliners stored on flatcars, and all the Fairliner construction jigs. The three-alarm fire caused over \$2,000,000 of damage.⁴⁷

The company continued building fishing vessels at their Plant 1, eventually shifting over to building metal hulls. The plant built two 61-foot steel-hulled boats, *Sitka Ranger* and *Tongass Ranger*, for the U.S. Forest Service between 1958 and 1959.⁴⁸

A new Fairliner factory at E 11th Street in Tacoma was built in 1958 and expanded in 1963. By that time Alan Petrich had developed a full line of pleasure craft of his own design ranging from 27 feet to 44 feet, eventually producing over 200 boats a year. Fairliner had also branched into the home and commercial market, manufacturing modular components. By 1963, Allen Petrich was president of Western Boat Building with James as vice-president, Jack as Secretary, and Martin Jr. as treasurer.⁴⁹

The company also built three 65-foot steel-hulled harbor tugs, *Bitt*, *Bollard*, and *Cleat*, for the U.S. Coast Guard between 1966 and 1967.⁵⁰

After a fire destroyed the old Plant 1 yard, Western Boat Building completed a large new shipyard on Marine View Drive on Tacoma's Hylebos Waterway between 1967 and 1969. The company also won the contract to modify the 215-foot fisheries and oceanographic research vessel, *Miller Freeman*, for NOAA before she was commissioned in 1973. Western Boatbuilding also built a small automobile ferry, *Moko Holo Hele*, for use by the U.S. Navy in Hawaii in 1970.⁵¹

Allen Petrich started another boat building company, Modutech Marine, in 1970. The company continues to specialize in fiberglass construction, but also is capable of steel and aluminum construction for boats from 32 to 100 feet.⁵²

Western Boat Building closed its doors on January 17, 1973, around the same time Martin Petrich, Sr. passed away.⁵³

⁴⁷ Petrich, "Western Boat Building Co.," p. 4. *Tacoma News Tribune*, August 16, 1950, p. 1. Ed Garrison, "Petrich To Build Anew," *Tacoma News Tribune*, August 20, 1950, n.p.

⁴⁸ Timothy Colton, "Western Boat Builders Corp., Tacoma WA," p. 1. <http://shipbuildinghistory.com/history/shipyards/5small/inactive/western.htm> (accessed Nov. 11, 2008).

⁴⁹ Petrich, "Western Boat Building Co.," p. 4. *Tacoma News Tribune*, "M.A. Petrich," June 7, 1963, n.p.

⁵⁰ Colton, "Western Boat Builders Corp., Tacoma WA," p. 1. Petrich, "Western Boat Building Co.," p. 4.

⁵¹ Colton, "Western Boat Builders Corp., Tacoma WA," p. 1. NOAA, "NOAA Ship, Miller Freeman," p. 1, <http://www.moc.noaa.gov/mf/> (accessed November 12, 2008).

⁵² Petrich, "Western Boat Building Co.," p. 4. Modutech Marine Inc., "Products," p. 1, <http://www.modutechmarine.com/products.htm> (accessed November 12, 2008).

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Engine Manufacturer – Fairbanks-Morse

Fairbanks, Morse, and Company, originally a merger of two manufacturing companies, Fairbanks & Co., which produced platform scales, and Eclipse Wind Mill Co., expanded in the later part of the nineteenth century as a general farm and industrial supplier. Charles H. Morse, a Fairbanks & Company employee, structured the merger, and eventually took control of the company in 1916. The company was headquartered in Chicago, and had branches throughout the United States and Canada.⁵⁴

The company began producing oil and naphtha engines in the 1890s, used for farm use, irrigation, and power generation, including the first marketable gasoline engine in 1893. Fairbanks-Morse expanded into semi-Diesel engines after Rudolf Diesel's United States patent license expired in 1912, and the company produced its first full Diesel power plant in 1924. Over the next several years Fairbanks-Morse became a major manufacturer of engines for marine applications. During World War II, Fairbanks-Morse model 38D-8-8 ½, an opposed piston design, was one of two power plants installed in U.S. Navy submarines.⁵⁵

In 1939, Fairbanks-Morse entered the locomotive Diesel power plant market and began producing locomotives under the Train-master brand beginning in 1944. The Canadian Locomotive Company also built Fairbanks-Morse locomotives in Canada under license. Due to problems with reliability of the coupled Westinghouse generators, short piston life, and difficult maintenance, as well as stiff competition, Fairbanks-Morse left the U.S. locomotive market in 1958.⁵⁶

Fairbanks-Morse continued to produce farm-related gasoline and Diesel engines for power generation and pumps, with branch factories in Canada, Mexico, and Australia, although widespread rural electrification in the United States during the 1940s decreased the market for small and medium-size Diesel generators.⁵⁷

In 1956, a family dispute between the sons of Charles Morse led to the sale of the company in 1958, to the Penn-Texas Co., and it was renamed the Fairbanks Whitney Corporation. In 1964, the name was changed again to Colt Industries. Over the next several years company assets were sold off, including its

⁵³ Petrich, E-mail. November 14, 2008.

⁵⁴ Fairbanks Scales, "Fairbanks History," pp. 1-2, <http://www.fairbanks.com/history.asp> (accessed November 11, 2008).
Wilbanks, J. D., "Eclipse Windmill History," Southwestern Pioneer Windmill Association, pp. 1-2, <http://www.spearman.org/Eclipsehistory.html> (accessed November 11, 2008).

⁵⁵ C. H. Wendel, *Power of the Past, Vol. 2 – A History of Fairbanks-Morse and Co.* (Lancaster, PA: Stemgas Publishing Co., 1987), n.p.

⁵⁶ Wendel, *Power of the Past*, n.p.

⁵⁷ Wendel, *Power of the Past*, n.p.

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KING COUNTY, WASHINGTON

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firearms division, and regional offices were closed. In 1990, the remainder of the company was renamed the Coltec Industries, before being acquired and merging with B. F. Goodrich Corporation in 1999. Goodrich spun off its Engineered Industrial Products Division including Fairbanks-Morse Engine in 2001, allowing the company to restructure as a Division of En-Pro Industries. Fairbanks-Morse today produces a variety of medium-speed opposed-piston Diesel engines for marine use and dual-fuel stationary electric power generation units under their own name, as well as incorporating FM-Man/B&M, and Colt-Pielstick brands. Another division, FM/ALCO, mainly produces Diesel engines used for locomotive power.⁵⁸

The original engine installed in the *John N. Cobb* when she was under construction is an eight-cylinder Fairbanks-Morse Diesel model number (8) 31A8 ½.⁵⁹ The engine has a bore of 8.5 inches and a stroke of 11.5 inches.⁶⁰ Although the model number indicates that the engine was originally designed in 1931, Fairbanks-Morse and Co. introduced the engine to the maritime market in late 1948 or early 1949.⁶¹ The engine was then available in 5, 6, 7, and 8 cylinder units, all rated at 60 horsepower per cylinder at 525 RPM (revolutions per minute).⁶² The engine serial number, 926-685, indicates that *John N. Cobb*'s engine was built after 1948.⁶³

⁵⁸ Fairbanks-Morse, "Fairbanks Morse Engine Timeline," p. 1, http://www.fairbanksmorse.com/media/fme_timeline.pdf (accessed November 10, 2008).

⁵⁹ NOAA, "*John N. Cobb*," p. 3.

⁶⁰ *Pacific Motorboat*, "Fairbanks-Morse," *Pacific Motorboat* 41, no. 3 (March 1949): 54.

⁶¹ *Pacific Motorboat*, "Fairbanks-Morse," p. 54.

⁶² *Pacific Motorboat*, "Fairbanks-Morse," p. 54. The engine was rated down for the installation to 325 HP at 350 RPM due to the specifications provided by W. C. Nickum and Sons.

⁶³ Fairbanks-Morse, "Serial number dates for Fairbanks-Morse Engines," pp. 1-2, <http://www.oldengine.org/members/maytag92/serials/fmserial.htm> (accessed October 29, 2008).

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Photography

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 3
Viewing at port bow
1

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 5
Viewing at bow
2

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 9
Viewing at starboard, forward
3

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 13
Viewing at starboard profile
4

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Cropped in from negative sheet 7492 # 19
Viewing at starboard, aft
5

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RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7807 # 14
Viewing at water house
6

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7807 # 12
Viewing aft starboard side main deck
7

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 33
Viewing at fore deck
8

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7807 # 8
Viewing at aft, main deck
9

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7807 # 16
Viewing forward from aft, main deck
10

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RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 27
Viewing forward, starboard side main deck
11

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 24
Viewing at house top
12

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 28
Viewing at starboard ship's boat
13

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7492 # 22
Viewing at mast
14

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7807 # 36
Viewing at interior of wheel house
15

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RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 29
Viewing at radio room and chart room
16

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 5
Viewing at forward scientists' state room, main deck
17

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 1
Viewing at galley and companion-way
18

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 3
Viewing at mess
19

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 8
Viewing at forward crew quarters from portside
20

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RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 16
Viewing aft in engine room
21

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 18
Viewing forward in engine room
22

RV John N. Cobb
King Co, Washington
Howard Miller of The Johnson Partnership
October 28, 2008
Negative sheet 7808 # 21
Viewing at hold work room
23

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Historic Photographs from the collection of NOAA NW regional office 7600 Sandpoint Way NE, Seattle, WA

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1949
Reproduced from a print in the collection of NOAA NW regional office 7600 Sandpoint Way NE, Seattle, WA
Under construction in Western Boat Building
1p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1949
Reproduced from a print in the collection of NOAA NW regional office 7600 Sandpoint Way NE, Seattle, WA
Under construction in Western Boat Building
2p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1949
Reproduced from a print in the collection of NOAA NW regional office 7600 Sandpoint Way NE, Seattle, WA
Under construction in Western Boat Building
3p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1949
Reproduced from a print in the collection of NOAA NW regional office 7600 Sandpoint Way NE, Seattle, WA
Under construction in Western Boat Building, viewing at stem
4p

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RV John N. Cobb
King Co, Washington
Unknown photographer
Circa January 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Under construction in Western Boat Building, viewing toward stern
5p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa January 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Under construction in Western Boat Building, viewing at bow before launching
6p

RV John N. Cobb
King Co, Washington
Unknown photographer
January 16, 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at starboard side, forward - during vessel launch
7p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing from radio/chart room to captain's state room
8p

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RV John N. Cobb
King Co, Washington
Unknown photographer
Circa January 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at galley
9p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at main shaft and slow speed trolling device
10p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at sonar and radar stations
11p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1950
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at wheel house forward
12p

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RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1952
Reproduced from a print in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at port side, underway
13p

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1958
Reproduced from a slide in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing starboard/stern, vessel at work
1s

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1958
Reproduced from a slide in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing main deck
2s

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1960
Reproduced from a slide in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at port stern
3s

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RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1960

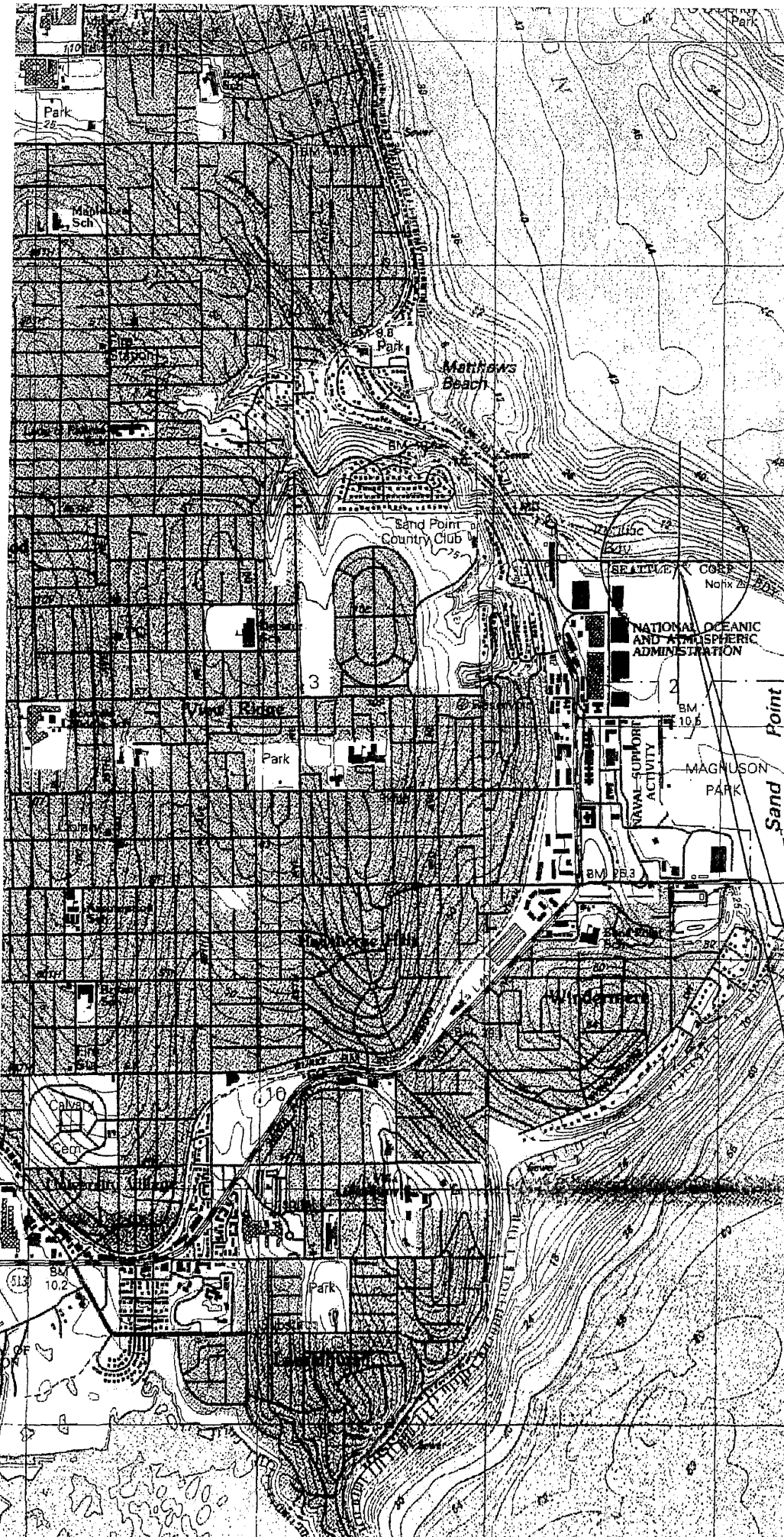
Reproduced from a slide in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA. Image is flopped.
Viewing at bow, rigging extended
4s

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1960

Reproduced from a slide in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at port bow, vessel in dry dock
5s

RV John N. Cobb
King Co, Washington
Unknown photographer
Circa 1960

Reproduced from a slide in the collection of NOAA NW regional office 7600
Sandpoint Way NE, Seattle, WA
Viewing at stern, vessel in dry dock
6s



Produced by the United States Geological Survey and the National Ocean Survey

Control by USGS, NOS/NOAA, USCE and F

Compiled by photogrammetric methods from taken 1977. Field checked 1979. Map edit Supersedes Shilshole Bay and Seattle North Bathymetry compiled by the National Ocean hydrographic surveys. This information is r

Mean lower low water (dotted) line and mean NOS from tide coordinated aerial photograp

Projection and 1000-meter grid, zone 10, UTM 10,000-foot grid ticks based on Washington 1927 North American Datum

To place on the predicted North American Datum 23 meters north and 93 meters east as show

Grey tint indicates areas in which only land

There may be private inholdings within the town or State reservations shown on this map

CONTOUR INTERVAL 5 METERS
NATIONAL GEODETIC VERTICAL DATUM
BATHYMETRIC CONTOUR INTERVAL 1 METER
CONTOURS DATUM IS MEAN WASHINGTON IS LOW WATER WHICH IS LOWER LOW WATER IN PUGET SOUND
THE RELATIONSHIP BETWEEN THE TWO DATUMS

CONTROL ELEVATIONS SHOWN TO THE NEAR OTHER ELEVATIONS SHOWN TO THE NEAR

BASE MAP COMPLIES WITH NATIONAL MAP / STANDARDS BATHYMETRIC SURVEY DATA (INTERNATIONAL HYDROGRAPHIC ORGANIZATION PUBLICATION 44 ACCURACY STANDARDS) AS USED AS OF THE DATE OF THE SURVEYS

CONVERSION TABLE

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9658
8	26.2467
9	29.5276
10	32.8084

To convert meters to feet multiply by 3.2808
 To convert feet to meters multiply by 0.3048

DECLINATION

0° 8' M

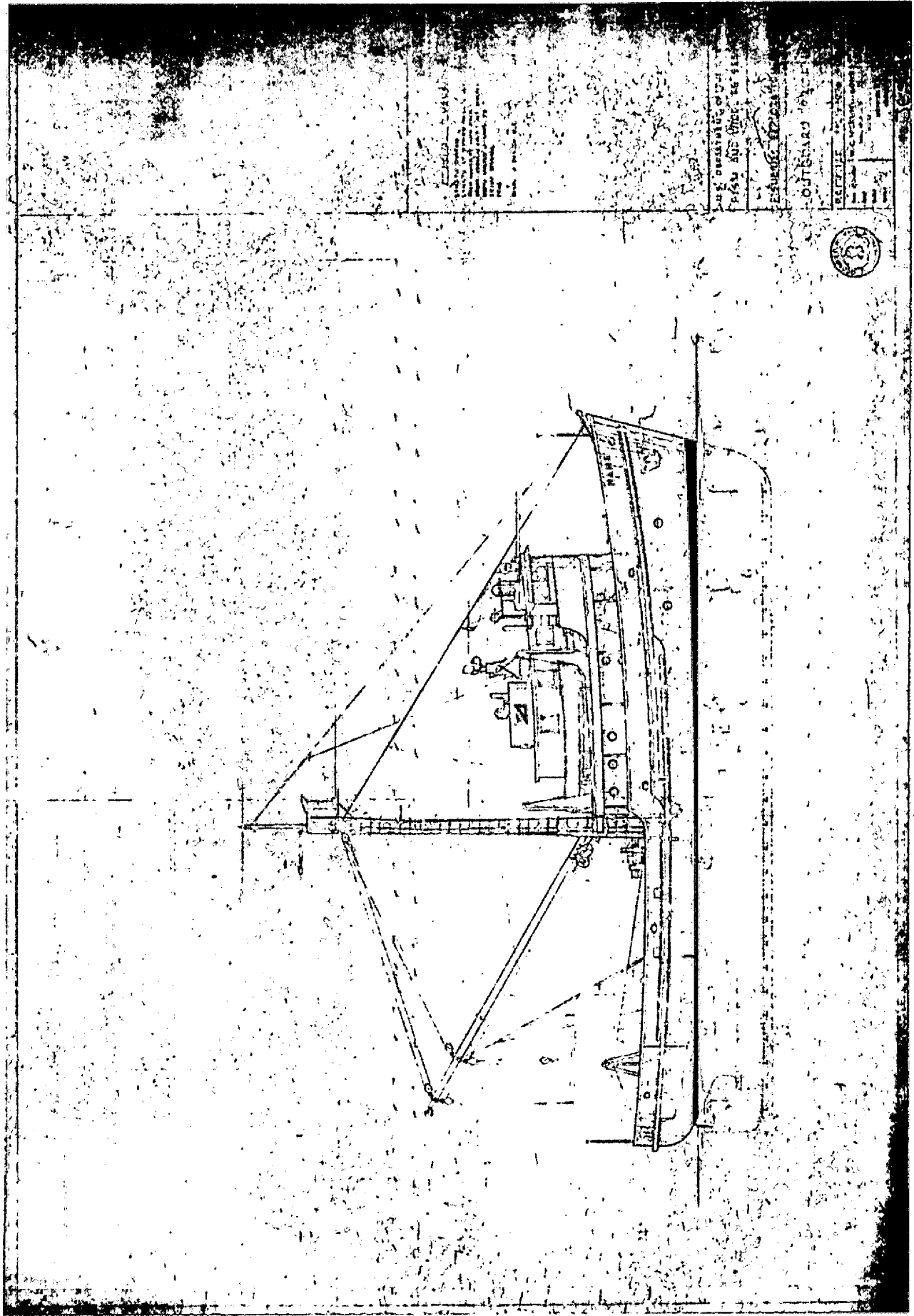
UTM grid (GN) and decl. at center of Diagram

John N. Cobb Location
 Zone 10
 0555830E
 5281912N

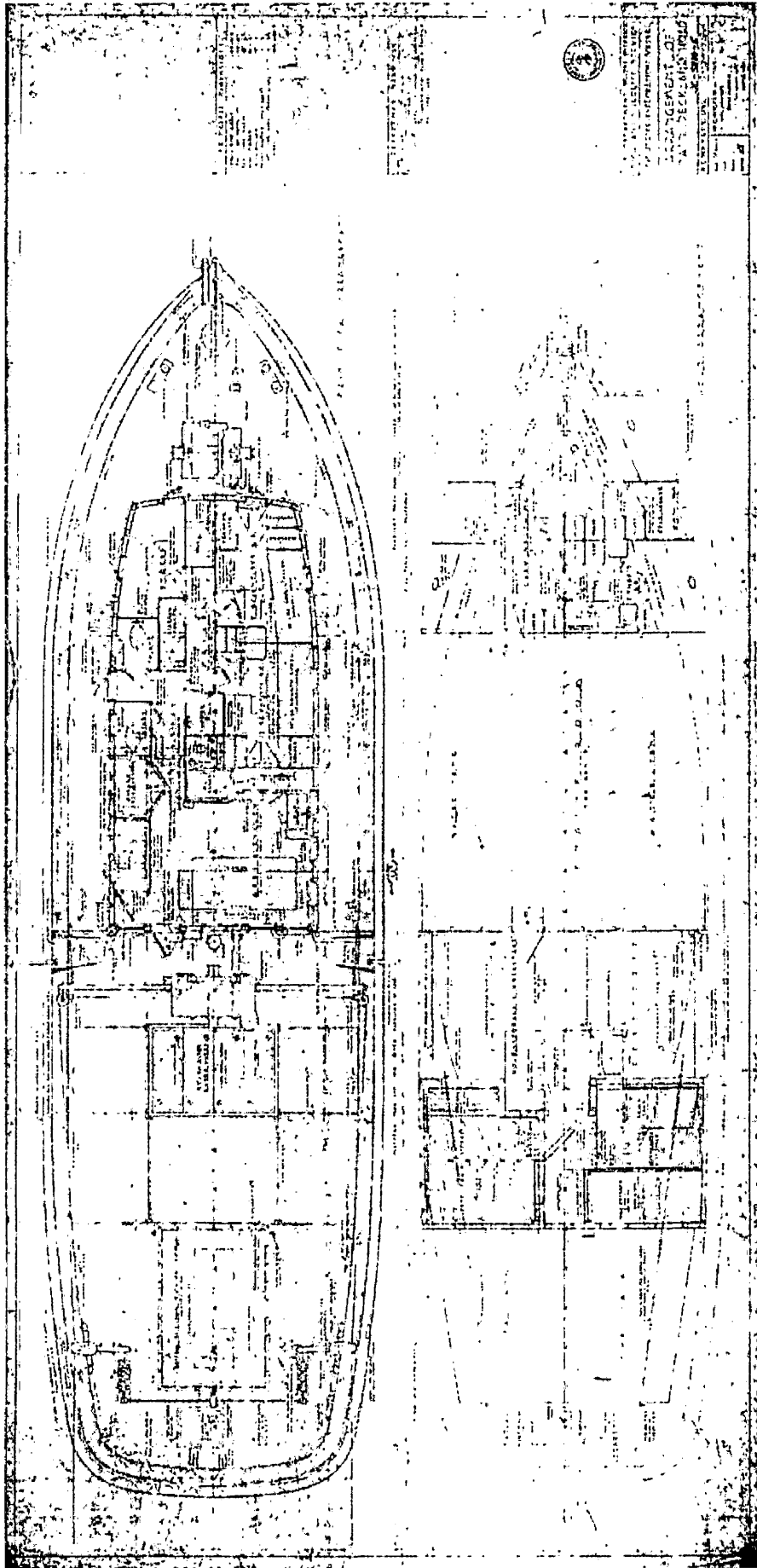


Topographic

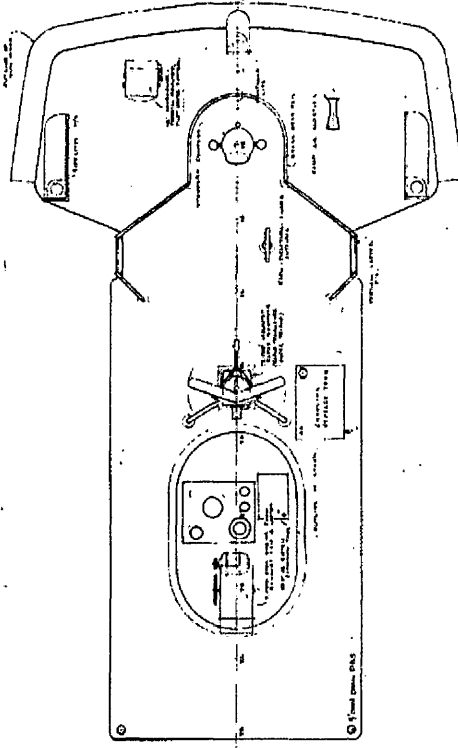
- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road; trail
- Route marker: Interstate; U. S.; State
- Railroad: standard gage; narrow gage
- Bridge; drawbridge
- Footbridge; overpass; underpass
- Built-up area: only selected landmark buildings
- House; barn; church; school; large structure
- Boundary:
- Metadatum with monument



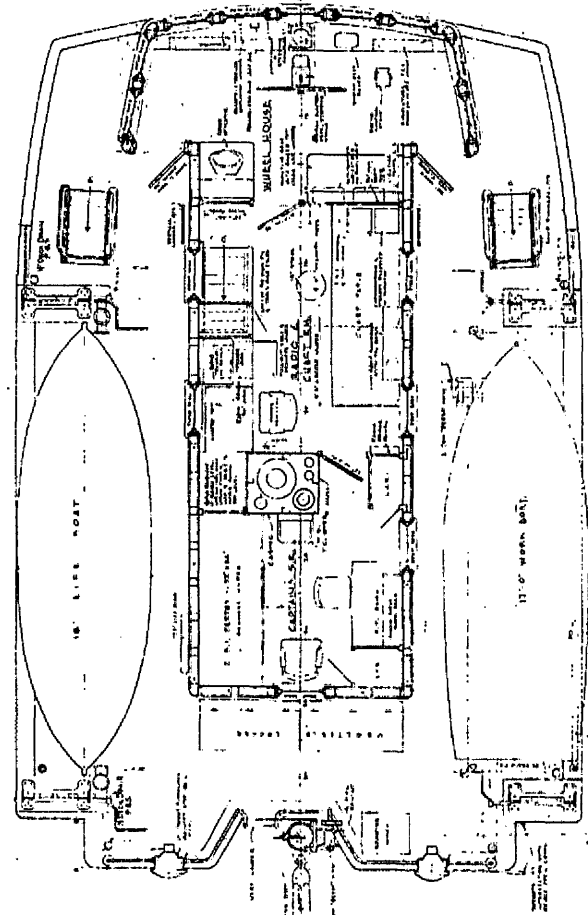
John N. Cobb , 1949, Fisheries Exploration Vessel Outboard Profile



John N. Cobb, 1949, Fisheries Exploration Vessel Arrangement of Main Deck and Hold



HOUSE TOP



UPPER DECK

REFERENCE DRAWINGS
 1. PLAN OF VESSEL
 2. ELEVATION OF VESSEL
 3. SECTION OF VESSEL
 4. SECTION OF VESSEL
 5. SECTION OF VESSEL
 6. SECTION OF VESSEL
 7. SECTION OF VESSEL
 8. SECTION OF VESSEL
 9. SECTION OF VESSEL
 10. SECTION OF VESSEL
 11. SECTION OF VESSEL
 12. SECTION OF VESSEL
 13. SECTION OF VESSEL
 14. SECTION OF VESSEL
 15. SECTION OF VESSEL
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 25. SECTION OF VESSEL
 26. SECTION OF VESSEL
 27. SECTION OF VESSEL
 28. SECTION OF VESSEL
 29. SECTION OF VESSEL
 30. SECTION OF VESSEL
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U. S. DEPARTMENT OF THE INTERIOR
 FISHERIES AND WILDLIFE SERVICE

FISHERIES EXPLORATION VESSEL

ARRANGEMENT OF
 UPPER DECK & HOUSE TOP

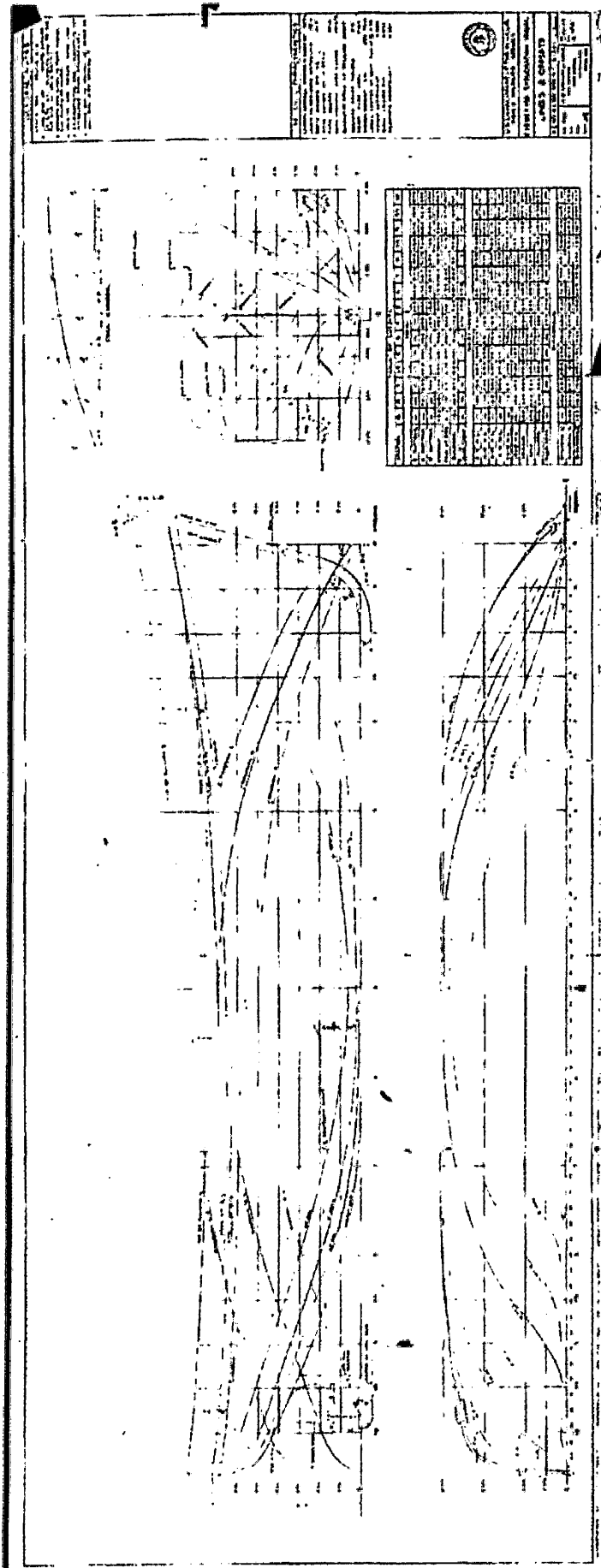
W. C. MCKRIM & SONS
 1000 BROADWAY
 NEW YORK 10, N. Y.

DATE: 1949

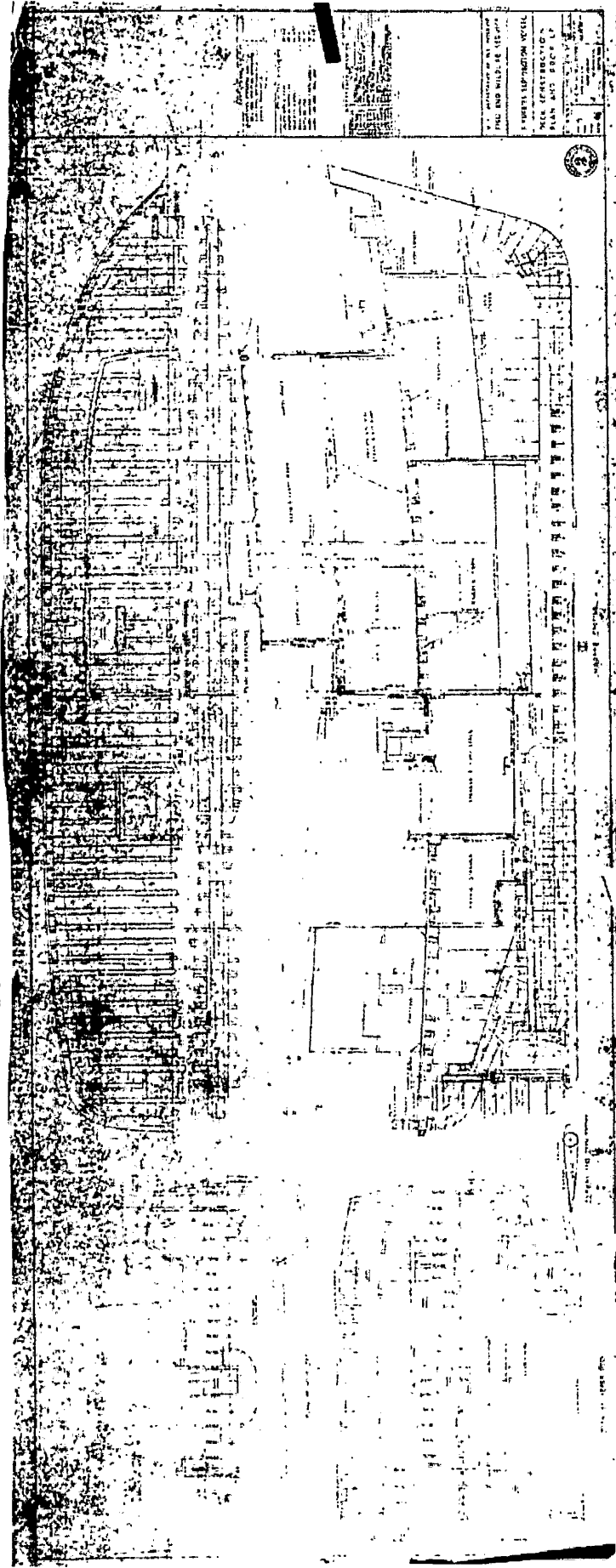
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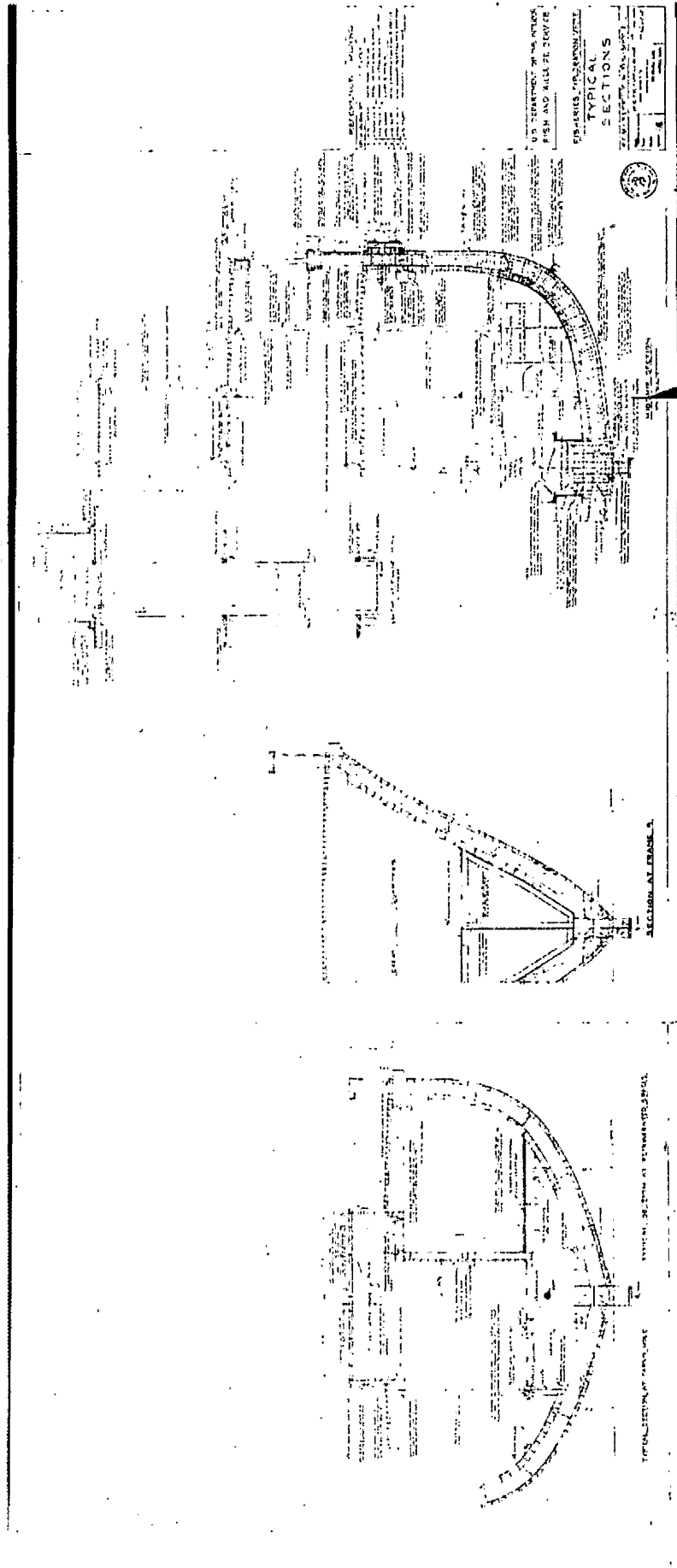
John N. Cobb, 1949, Fisheries Exploration Vessel Arrangement of Upper Deck and Husetop



John N. Cobb, 1949, Fisheries Exploration Vessel Lines and Offsets



John N. Cobb, 1949, Fisheries Exploration Vessel Deck Construction Plan and Profile



John N. Cobb, 1949, Fisheries Exploration Vessel Typical Sections

15 OF MACHINERY

The following is a list of the machinery and equipment installed on the vessel:

1. Diesel Engine (1) - 100 HP

2. Generator (1) - 10 KW

3. Main Motor (1) - 100 HP

4. Auxiliary Motor (1) - 10 HP

5. Winches (2) - 1000 LB

6. Hoists (2) - 1000 LB

7. Pumps (2) - 10 GPM

8. Compressors (2) - 100 PSI

9. Air Dryers (2) - 100 PSI

10. Water Heaters (2) - 100 GPM

11. Refrigerators (2) - 1000 LB

12. Freezers (2) - 1000 LB

13. Stoves (2) - 1000 BTU

14. Sinks (2) - 1000 LB

15. Tables (2) - 1000 LB

16. Benches (2) - 1000 LB

17. Lockers (2) - 1000 LB

18. Bunks (2) - 1000 LB

19. Galley (1) - 1000 LB

20. Head (1) - 1000 LB

21. Toilet (1) - 1000 LB

22. Shower (1) - 1000 LB

23. Stairs (1) - 1000 LB

24. Ladders (2) - 1000 LB

25. Ropes (2) - 1000 LB

26. Lines (2) - 1000 LB

27. Hooks (2) - 1000 LB

28. Blocks (2) - 1000 LB

29. Tackles (2) - 1000 LB

30. Blocks (2) - 1000 LB

31. Tackles (2) - 1000 LB

32. Blocks (2) - 1000 LB

33. Tackles (2) - 1000 LB

34. Blocks (2) - 1000 LB

35. Tackles (2) - 1000 LB

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45. Tackles (2) - 1000 LB

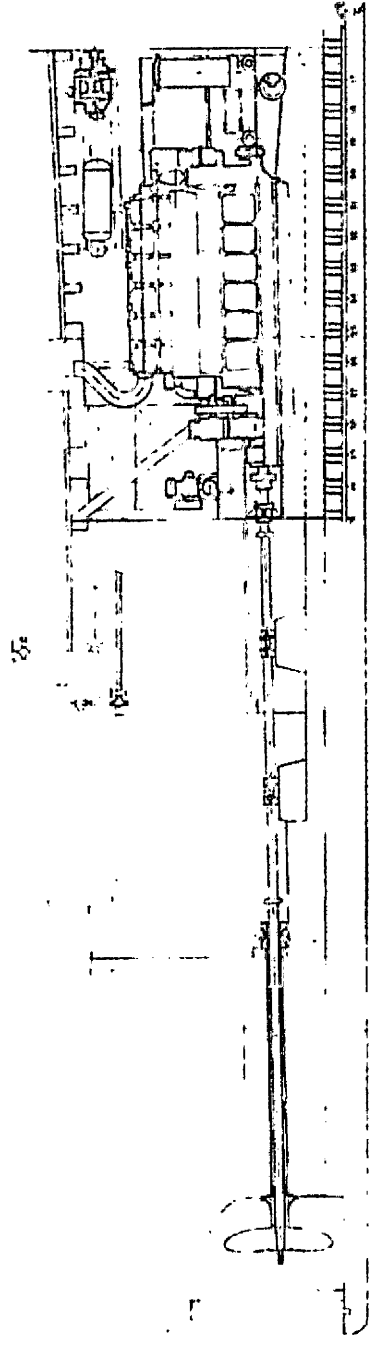
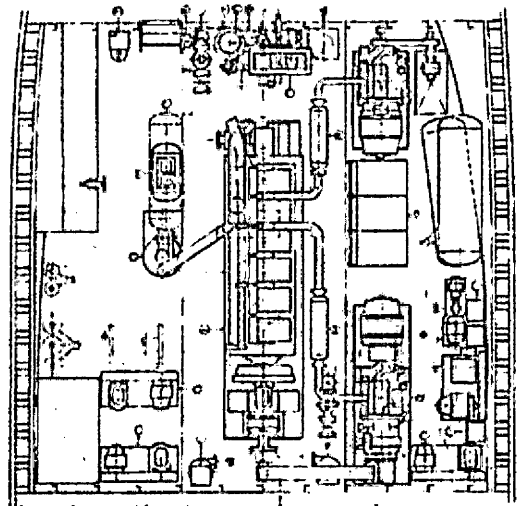
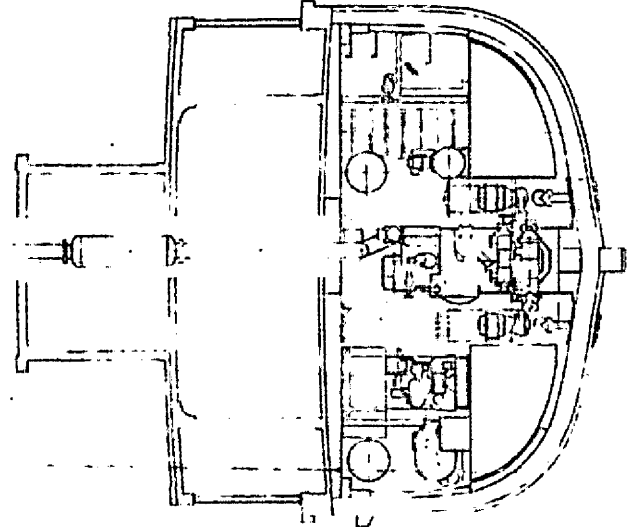
46. Blocks (2) - 1000 LB

47. Tackles (2) - 1000 LB

48. Blocks (2) - 1000 LB

49. Tackles (2) - 1000 LB

50. Blocks (2) - 1000 LB



U.S. DEPARTMENT OF THE INTERIOR
 FISH AND WILDLIFE SERVICE
 REP. NO. F-541C - REV. 4-5-50
 FISHERIES LABORATION VESSEL

MACHINERY
 ARRANGEMENT

U.S. DEPARTMENT OF THE INTERIOR	FISH AND WILDLIFE SERVICE
REP. NO. F-541C - REV. 4-5-50	FISHERIES LABORATION VESSEL
SCALE	DATE
BY	CHECKED
APPROVED	DATE

John N. Cobb, 1949, Fisheries Exploration Vessel Machinery Arrangement