

WASHINGTON STATE ADVISORY COUNCIL ON HISTORIC PRESERVATION

166th Meeting
Olympia, Washington
March 9, 2017

Council Members

Paul Mann, Chairperson
Catherine Collins
Paul Gleeson
Jerri Honeyford

Janine Ledford
Michael Sullivan
Susan White

DAHP Staff

Allyson Brooks, Director & State Historic Preservation Officer
Michael Houser, State Architectural Historian

Call to Order

Chairperson Paul Mann called the meeting to order at 1:30 pm.

WASHINGTON HERITAGE REGISTER NOMINATIONS

SCOTT HOUSE

521 15th Street
Bellingham in Whatcom County

The James B. and Catherine Scott House, built in 1911, is historically significant as an intact example of an Arts & Crafts house by one of Bellingham's most prolific architects, F. Stanley Piper, who designed numerous residential and commercial buildings in Bellingham from 1909 to 1942. The house lies within the boundaries of the South Hill Historic District and is a contributing property to the district's listing on the National Register. Architect F. Stanley Piper designed at least 15 other houses in the South Hill Historic District. The nomination was written by Lynette Felber of Chronicles Preservation Services.



Discussion

Michael Houser noted that the nomination began as a National Register nomination, but had been changed to a Washington Heritage nomination. He also mentioned that for such a prolific architect as F. Stanley Piper, it was surprising none of his properties have so far been listed on a register. Paul Gleeson noted the architectural beauty of the house and the impressive work on the nomination submission.

Nomination

Chairperson Paul Mann motioned to nominate and list the Scott House in the Washington Heritage Register. Susan White approved the motion and Jerri Honeyford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to list the Scott House in the Washington Heritage Register.

PALISADES STORE

1134 Palisades Road

Palisades in Douglas County



The Palisades Store, built in 1936 and located in the middle of the Moses Coulee just west of Ephrata, is historically significant for its direct connection to Palisades; one of Washington State's many early farming communities. The establishment of the town was a direct result of speculative investors from the Seattle and Wenatchee areas, who sought fortunes in the rich agricultural lands of Central Washington during the early part of the twentieth century. In 1906, Seattle real estate financier George A. Virtue established

the Moses Coulee Fruit Land Company and purchased 760 acres of land from three homesteaders, including property rights to Douglas Creek. The area was called the Beulah Land, or "the land of promise" and in 1909, Virtue began selling plots in the newly platted town of Palisades. The fruit company built a two-story general store near a railroad siding alongside a post office. The Palisades hotel and store served as an important public meeting place for locals in the early 1930s, until the store burned to the ground in 1935. The owners at the time, the Gutschows, decided to rebuild the store as a smaller one-story version, and it went on to serve the community for another 40 years. Architecturally, it serves as a late example of the western false front design. The nomination was written by Gary Neumann.

Discussion

Paul Mann noted its history as a quintessential story of backwoods Washington, in which people believe they have found the promiseland or the city of the future, typical of the hopes and dreams of those living on the West Coast. He remarked that the Palisades Store would be a great addition to the Heritage register.

Nomination

Chairperson Paul Mann motioned to nominate and list the Palisades Store in the Washington Heritage Register. Jerri Honeyford approved the motion and Catherine Collins seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to list the Palisades Store in the Washington Heritage Register.

NATIONAL REGISTER OF HISTORIC PLACES NOMINATIONS

LAKE WASHINGTON BLVD

Lake Washington Boulevard
Seattle in King County, WA

(For description, see “Seattle’s Olmsted Park System” below)

The nomination was written by Chrisanne Becker and Natalie Perrin of Historical Research Associates (HRA) Inc. and it has been reviewed and approved by the Certified Local Government. It has also been rigorously reviewed by Friends of the Seattle Olmsted Parks, Susan Dolan of the National Park Service, and the Cultural Resource Staff at WSDOT.



Public Testimony and Discussion (see “Seattle’s Olmsted Park System” below)

Nomination

Chairperson Paul Mann motioned to nominate and list Lake Washington Blvd in the Washington Heritage Register. Jerri Honeyford approved the motion and Paul Gleeson seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to list Lake Washington Blvd in the Washington Heritage Register.

Chairperson Paul Mann motioned to nominate Lake Washington Blvd for listing in the National Register under the local level of significance based on Criteria A and C. Paul Gleeson approved the motion and Jerri Honeyford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate Lake Washington Blvd for listing in the National Register of Historic Places.

SEATTLE’S OLMSTED PARK SYSTEM MULTIPLE PROPERTY DOCUMENT (MPD) FORM Seattle in King County, WA

When the Denny Family donated the first city park site in 1884, the Seattle Common Council passed Ordinance No. 571 to regulate the city’s acquisition of the site and its conversion from a city cemetery to Denny Park. The Great Fire of 1889 offered the chance to reimagine the city as the nation was thrown into a growing parks movement. Planning began in the fall of 1891, when Seattle hired its first park superintendent, James Taylor. However, it would be the second park superintendent, Edward O. Schwagerl, who promoted a citywide and city-owned park system. The Good Roads movement in the late 1890s gave impetus to the idea of creating roads for leisurely pleasure along Lake Washington. In 1902, park commissioners called upon the famed Olmsted Brothers Firm in New York to create a master park plan. John C. Olmsted and his associate, Percy Jones, spent over a month in Seattle and subsequently presented a citywide park system that proposed over twenty miles of connected boulevards and parkways for pedestrians, bicyclists, and horse teams, and eventually, motorists. Throughout the next forty years, the City of Seattle remained in regular

contact with the firm, whose members often designed individual parks, boulevards and parkways, etc. Further development was spurred by the construction of the Alaska Yukon Exposition of 1909. While the original Olmsted report defined six classifications of parks, the MPD has narrowed these down to three broad categories in which resources can be nominated under: Landscape Parks, Recreation Parks, and Boulevards and Parkways. To be eligible, resources must have been designed or directly influenced by the Olmsted Brothers firm.

One example is Lake Washington Boulevard, which is also being nominated to the National Register as an individual listing. Comprising of roughly eight miles of Olmsted's recommended twenty miles of parks and boulevards, Lake Washington Boulevard was envisioned as a pleasure drive for horse



carriages and luxury motorcars, designed to pair with pedestrian and bicycle paths running through both Leschi and Madrona Park. The boulevard itself is a two-lane pleasure drive beginning at its intersection with Montlake Boulevard to the north and ending at Seward Park to the south. The nomination divides Lake Washington Boulevard into five segments which contain eight contributing elements.

The MPD was written by Chrisanne Becker and Natalie Perrin of Historical Research Associates (HRA) Inc. and it has been reviewed and approved by the Certified Local Government. It has also been rigorously reviewed by Susan Dolan of the National Park Service and the Cultural Resource Staff at WSDOT. A letter from the Friends of

Seattle's Olmsted Parks (FSOP) and a letter from the National Association of Olmsted Parks (NAOP) requested for two items: 1) a clause in the MPD which would allow for the resources to be added at both the national and local level of significance and 2) that the boundaries of Lake Washington Boulevard be expanded to create a buffer.

Public Testimony and Discussion

Concluding the staff report, Michael Houser added that the MPD, as it is currently written, does not provide the background to qualify for a national level of significance (one cannot simply add a sentence) and the staff at the National Park Service do not recommend elevating the level of significance at this time. Houser also stated that the MPD cannot include buffers. Donald Harris from the NAOP and FSOP advocated for the addition of the clause for the MPD's listing at the national level of significance, explaining that the staff from the National Board of Olmsted Parks visited Seattle and remarked that the city has one of the best Olmsted park systems outside of New York and Boston. Harris also stated the folly of redoing the MPD and suggested a themed study on the Olmsted legacy. Anne Knight, also of NAOP and FSOP, advocated for the buffer since the landscape boulevard is not just a roadway, but an experience. Knight argued that the Lake Washington Boulevard nomination is written as a structure, when it should be considered a historic district to ensure that developers do not install buildings along the boulevard.

Allyson Brooks responded to Harris and Knight, explaining that someone would need to write a national context statement with the MPD and the nomination would have to be tabled to change the boundaries to accommodate the buffer – while there may be a conceptual case for national

significance, it is the legal and administrative procedures that would prevent its nomination as-is. Brooks also mentioned that the changes to the MPD would require the approval of the City of Seattle and WSDOT. Houser added that neither the authors nor the primary funders of the MPD have approved the requested changes and that there is a crucial disconnect between the criteria for the cultural resource staff and the actual nomination reviewer at the NPS. Paul Mann reasoned that a nomination at the local level of significance would not prevent a future nomination at the national level of significance. Paul Gleeson argued from the perspective of the NPS that the Olmsted offices would pass at the national level, but the individual products [the park systems] are of a local significance. Michael Sullivan noted that there are two options: to table the nomination and rewrite the MPD or to nominate the MPD as-is – if the primary concern is preservation of the parks and boulevards, a local level nomination will not jeopardize the site but tabling the nomination would actually put it in danger.

Nomination

Chairperson Paul Mann motioned to endorse and approve the MPD for Seattle’s Olmsted Park System at the local level of significance under Criteria A and C. Jerri Honeyford approved the motion and Susan White seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to endorse and approve the MPD for Seattle’s Olmsted Park System for listing in the National Register of Historic Places.

COLONNADE HOTEL

107 Pine Street

Seattle in King County, WA

The Colonnade Hotel, built in 1900, is historically significant as a project that is directly associated to the broad patterns of commercial development in the rapidly expanding city of Seattle, which successfully fulfills Criterion A. Constructed at the far northern end of the central business district, the structure is across the street from the yet-to-be-developed Pike Place Market. The Colonnade Hotel is also a property that embodies the distinctive characteristics of a Single Resident Occupancy Hotel, and represents the work of prominent Seattle architect, Charles Bebb (who also built the old Seattle Times building), and Seattle contractor, Matthew Dow, which fulfill Criterion C. The period of significance begins in 1900 and ends in 1912, when a major change to the structure altered its historical footprint. The construction of the Colonnade Hotel was commissioned by brothers Charles D. and Frederick S. Stimson, who were just beginning to build their vast holdings of timber and real estate in Washington State. They leased the building to brothers George T. and John Willard, who ran it as a single room occupancy worker hotel and included street-level retail and commercial spaces. The hotel went through a variety of name changes over the years, including



the Standard Hotel, the Gateway Hotel, and the Gatewood Hotel. As the building accumulated more long-term tenants, it became more of a low-rent apartment complex in the 1960s. Many fascinating tenants had used the rooms as residences and places of business, including a clairvoyant named Gertrude Myren and one Mrs. Clay operating as a “Chiropodist.” The Colonnade Hotel was featured as an advertisement for the Alaska-Yukon-Pacific Exposition in 1909 to attract world fair-goers. The nomination was written by Ellen Mirro and Larry Johnson from the Johnson Partnership. It has been reviewed and approved the Certified Local Government. As a planned tax credit project, it will be rehabilitated as a boutique hotel.

Discussion

Concluding the staff report, Michael Houser remarked that the Colonnade would be a great example as a tax credit project. Janine Ledford seconded Houser’s comment, citing the prime location and the unique tenants of the building. Paul Gleeson mentioned that the building’s four corners are an important feature in the city and it would be in the city’s interest to keep that current style. Allyson Brooks explained that developers cannot make changes to a Seattle landmark and the nomination would be an asset to the city’s character and issues with affordable housing.

Nomination

Chairperson Paul Mann motioned to nominate and list the Colonnade Hotel in the Washington Heritage Register. Paul Gleeson approved the motion and Janine Ledford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to list the Colonnade Hotel in the Washington Heritage Register.

Chairperson Paul Mann motioned to nominate the Colonnade Hotel for listing in the National Register under the local level of significance based on Criteria A and C. Jerri Honeyford approved the motion and Janine Ledford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate the Colonnade Hotel for listing in the National Register of Historic Places.

FRANKLIN SCHOOL
2627 East 17th Avenue
Spokane in Spokane County, WA



Franklin Elementary School, built in 1909, is historically significant for its direct contribution to the broad pattern of educational development in Spokane, Washington, which successfully fulfills Criterion A. The structure represents a second phase of school construction in the city and was part of a quarter-million dollar effort to modernize the school system after the turn of the twentieth century. A later addition to the Franklin School in the 1950s shows how the district adapted to the post-WWII baby boom and the changing needs of

its students, teachers, and administrators. Today, the original building and its addition continue to serve their original purpose, both retaining a high level of integrity. Therefore, the period of significance begins in 1909, when it was initially constructed, and ends in 1953, the year of the last alteration to the building. As a resource that embodies the distinguishing characteristics of its type and period of construction, the Franklin School also fulfills Criterion C. Stylistically, the school represented a shift from the grand Romanesque Revival structures of the 1880s, towards the more restrained classical traditions of broken cornices, flat roofs, and symmetry from the turn-of-the-century. The Franklin School is an outstanding example of early public school architecture in Spokane and is one of the few standing elementary school structures from the second wave of school construction in the city. The building also represents the work of noted Spokane architect, Loren L. Rand, whose career spanned over 30 years. Arriving to the city in 1888, Rand was one of the few trained architects in the area after the Great Fire of 1889, and therefore built several notable buildings in Spokane, including the Lewis and Clark High School and District Administration Building. He quickly became known as the “de facto school architect.” The Spokane School District hired Rand after the Pacific Railroad’s acquisition of the old Franklin School through condemnation proceedings. The old school was positioned between two railroad tracks, which proved to be a high threat to the safety of its students. As a result, the district relocated the school and the new site construction began in 1909 under Rand. The nomination was written by Jim Kolva, a Spokane based consultant, and it has been reviewed and approved by the Certified Local Government. The Spokane School District also stated their support for the nomination.

Discussion

Susan White expressed her dismay at the growing trend of demolishing old schools, and therefore supported the Franklin School’s nomination in the hopes that other schools and districts would follow suit. Paul Mann noted the 180-degree turn in the design of Spokane County schools, in that they used to resemble uniform, concrete bunkers, and then they changed to build elaborate designs from which districts can be proud of their historic schools. Mann also mentioned the success of the Hutton School’s listing, as it currently is a part of educational tours. Michael Houser pointed out that the portion of the Franklin School from the 1950s will be demolished, but since half a property cannot be listed on the National Register, it will be included in the nomination.

Nomination

Chairperson Paul Mann motioned to nominate and list the Franklin School in the Washington Heritage Register. Susan White approved the motion and Jerri Honeyford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate and list the Franklin School in the Washington Heritage Register.

Chairperson Paul Mann motioned to nominate the Franklin School for listing in the National Register under the local level of significance based on Criteria A and C. Jerri Honeyford approved the motion and Janine Ledford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate the Franklin School for listing in the National Register of Historic Places.

O R & N DEPOT
222 East Commercial Street
Dayton in Columbia County, WA

The Oregon Railway & Navigation Company (OR & N) Depot, built in 1881, is historically significant as a structure that made a significant contribution to the growth and development of the small community of Dayton, and its surrounding communities, which successfully fulfills Criterion A. The depot also embodies the distinctive characteristics of its type (as a depot) and period of construction, which fulfills Criterion C. The OR & N Depot holds the distinction of being the oldest surviving railroad station in Washington State and is one of the best examples of the Stick/Eastlake style in the state. The period of significance begins in 1881 at the date of construction, and ends in 1934, the year passenger traffic had ceased. The depot was originally listed on the National Register of Historic Places in September 1974 and became part of the Downtown Dayton Historic District in 1999. This document was compiled to correct information from the previous form and bring the documentation up to today's standards. The community of Dayton was founded in 1871 and subsequently grew at a rapid pace. By 1880, the population reached to nearly 1,000. Despite this population growth, the railroad bypassed the community and as a result, this stymied growth. However, a citizens committee was formed to facilitate a rail line into the town and in 1880, the President of the OR & N Railroad, Henry Villard, agreed to build a line through Dayton. The rail company intended to build rails into the interior of the Inland Northwest from the Columbia River, and needed timber to build the lines and trestles. The company discovered the Blue Mountains outside of Dayton provided a reliable source of timber, and Dayton was the closest community to the mountains. Work on the line from Walla Walla to Dayton began in August 1880 and was finished by October of the same year. The company hired 400 white and 750 Chinese laborers to work on the roadbed into the Palouse.



The rail yard and depot were originally located near the southwest border of Dayton, on the south side of Railroad Street (now Cameron Street), at the base of Rock Hill. This allowed for close proximity to a flume that ran down Touchet River, which brought the timber from the Blue

Mountains. The location also provided the space for a large timber storage yard. There was much competition between railroad companies throughout the West Coast, and Dayton took full advantage of this by enticing the O & WT Railroad Company to come to town. The line was quickly built and completed in 1889 and they constructed a formal depot downtown in 1897. To remain competitive, the OR & N Depot decided to move their operations downtown and diagonally across the street from the O & WT depot. As a result, the corners of Commercial and 2nd streets remained busy with passengers from both rail lines. The OR & N Depot had two passenger trains a day and all of the area's agricultural produce and other freight were shipped out of and arrived into the two depots. This transformed the way citizens of Dayton socialized and recreated, with numerous politicians, actors, lecturers, musicians, and humorists coming into Dayton through the depot to entertain and educate. However, travelers became less dependent on the depots as the automobile became increasingly affordable. The Union Pacific ended passenger service at the depot in 1934, but freight service did not cease until 1972. Concerned Dayton citizens rallied to preserve the depot and the Dayton Chamber of Commerce as well as the Dayton Historical Depot Society corresponded with Union Pacific, and the company decided to donate the depot to the society in 1975. Restoration began immediately and finished in 1981, when the depot reopened as a museum. The updated nomination was written by Tamara Fritze (director of museum) and Ginny Butler of the Dayton Historical Depot Society. It has been reviewed and approved by the Certified Local Government.

Discussion

Paul Gleeson noted that the nomination was very well-written and spoke to the mobility of western towns, in that if railroads shifted, then entire towns would shift as well, since the railways were a crucial part of the town's economy. Paul Mann remarked that it is interesting to see how many older nominations are rewritten to reflect new updates or new perspectives, as many nominations ought to be reviewed in current times. Allyson Brooks added that nominations rarely encompass social history, and conjectured that many are being rewritten due to a fear of removal from the register. Michael Sullivan expressed his support of DAHP working on a context statement for the railroad industry, as entire towns were built solely around railroad lines and how the landscape completely changed as a result of the automobile.

Nomination

Chairperson Paul Mann motioned to nominate and list the O R & N Depot in the Washington Heritage Register. Jerri Honeyford approved the motion and Catherine Collins seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate and list the O R & N Depot in the Washington Heritage Register.

Chairperson Paul Mann motioned to nominate the O R & N Depot for listing in the National Register of Historic Places under the local level of significance based on Criteria A and C. Jerri Honeyford approved the motion and Catherine Collins seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate the O R & N Depot for listing in the National Register of Historic Places.

CHARLES & IDALIA FRATT HOUSE
1725 Grand Avenue
Everett WA in King County

The Charles & Idalia Fratt House was built in 1905 in Everett, Washington. For its connection to prominent businessman, Charles D. Fratt, the nomination successfully fulfills Criterion B. The property also embodies the distinctive characteristics of the period of construction, as a late example of a shingle style home. The period of significance begins at the time of construction, 1905, and ends when the Fratt family sold the home in 1930. The city of Everett was established with the help of John D. Rockefeller, who searched for a West Coast site to develop his American Steel Barge Company. Henry Hewitt invested \$400,000 into the project and he, along with Rockefeller, formed the Everett Land Company in 1890, intent on building a new industrial city. By the spring of 1892, the population reached 5,600. In 1907, Everett passed a First Class City Charter and boomed after the San Francisco earthquake triggered a demand for timber from the Northwest. By 1910, the population tripled to 24,814 and Everett gained the nickname “City of Smokestacks” for its ninety-five manufacturing plants.

Charles D. Fratt initially moved to Everett in 1890 to help establish a new St. Paul & Tacoma lumber mill. In 1902, investor Thomas Robinson asked Fratt to help him open the Robinson Manufacturing Company, where he served as Secretary and Treasurer. The Fratt House built in 1905 was the second attempt to build a house on the outskirts of the developing city, as the first had burned to the ground earlier the same year. Fratt most likely chose this location to have a view of the Robinson Manufacturing Company, located down the bluff and slightly south. Over the years, the house became a source of pride for the Fratt family and a social hot spot in the city, and numerous newspaper articles in Everett and Seattle note the house playing host to a variety of parties, weddings, high tea, etc. Charles D. Fratt died on February 4, 1928 and his wife, Idalia, continued to reside in the house until she moved to Seattle in the early 1930s. The current owners purchased the home in 1997, saving the house from a potential demolition and they undertook a complete rehabilitation of the Fratt House in 2000.

Some sources name Charles D. Fratt as the architect of the home, however this seems unlikely based on his training and profession. Everett played host to a number of notable architects and there has



been no verified designer of the home to date. Everett was noted at one time to be the “Shingle Capital of the World,” and the Fratt House is indicative of that trend. Typical shingle elements include large tapered columns and cornice returns leaning towards a Classical Revival. The nomination was written by the current owners, Sandra Cope and Walt Gillette. It has been reviewed and approved by the Certified Local Government. Senator John McCoy wrote a letter that stated his objections to the nomination, on the grounds of past owner Monard Wallgren’s connection to the inhumane treatment of Japanese-Americans during WWII.

Discussion

Senator John McCoy clarified that he had no problem with the property's listing due to its architecture, but he had a problem if the listing was nominated for its connection with one of its owners, Senator Monard Wallgren, since he was a direct influence on the establishment of the Japanese internment camps during WWII and as a Governor, Wallgren refused to allow the reentry of Japanese Americans into the state of Washington. Senator McCoy noted the irony of receiving a letter nominating the Fratt House on the day of the anniversary commemorating the Japanese Americans who were victims of the internment camps. Paul Mann stressed his appreciation of Senator McCoy's dedication to the issue and Washington's history as a whole, and added that though the association of Wallgren was removed from the nomination, conversations about controversial figures is healthy and important for our history. Allyson Brooks outlined that there were two options in addressing Wallgren's connection – either to expand the nomination to encompass internment history, or to remove its association. Brooks also mentioned that there could be room for expansion in the future, given the National Park Service's grants for underrepresented communities. Michael Sullivan noted that he had asked Japanese immigrants (including a professor at the University of Washington) about Monrad Wallgren, and they explained that their issue was not with then Senator Wallgren, when he presented the idea to relocate the Japanese, but with Governor Wallgren, when he refused to let the Japanese back in the state even after the war. Sullivan mentioned his interest in learning about Wallgren in contrast to Harry P. Kane, the only mayor to oppose Japanese relocation, as they were both from Washington State. Nevertheless, Sullivan expressed his satisfaction with the solution to remove Wallgren's association and remarked that the building deserves to be on the National Register for its architecture.

Nomination

Chairperson Paul Mann motioned to nominate and list the Fratt House in the Washington Heritage Register. Paul Gleeson approved the motion and Michael Sullivan seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate and list the Fratt House in the Washington Heritage Register.

Chairperson Paul Mann motioned to nominate the Fratt House for listing in the National Register of Historic Places under the local level of significance based on Criteria B and C. Michael Sullivan approved the motion and Jerri Honeyford seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate the Fratt House for listing in the National Register of Historic Places.

F/V WESTERN FLYER
919 Haines Place
Port Townsend WA in Jefferson County

Built in 1937, the fishing vessel, the *Western Flyer*, has been nominated for listing in the National Register at the national level of significance under Criteria A and C. To fulfill Criterion A, it is noted that the *Western Flyer* is one of the best known vessels associated with the California sardine fishery, which is itself one of the largest but shortest-lived commercial fisheries in U.S. history. During this period of time, the *Western Flyer* became a literary star in John Steinbeck's non-fiction book, *The Sea of Cortez*. The *Western Flyer* also serves as an outstanding example of a West Coast wood hull purse seiner, a vernacular fishing boat type once prevalent from California to Alaska, which successfully fulfills Criterion C. Constructed by the Western Boat Building Company in Tacoma, the boat retains a high degree of integrity and continues to represent this historically prevalent boat type. The period of significance begins in 1937, with the *Western Flyer's* construction, launch, and first season catching sardines off Monterey, and the period ends in 1948, when the boat ceased its use for sardine fishing and new ownership removed it from California.



The *Western Flyer* joined the Monterey sardine fishing fleet in 1937, during the fishery's peak years, 1934-1946. California played a dominant role in the Pacific sardine industry, one of the largest commercial fisheries in the world, following six years of diminished harvests and a near total collapse of the fishery in 1952. During the peak sardine years, the *Western Flyer* ranked in the top 20 of approximately 300 to 400 boats, which reflects the skill, efficiency, and work ethic of her captain and crew, as well as her excellent design. Captain Tony Berry and the *Western Flyer* fished for the San Carlos Cannery from 1937 to 1944, when his father-in-law, Orazio Enea, opened the Eneas Sardine Cannery, for which Berry and the *Western Flyer* fished until both left the sardine fishery in 1948. In the spring of 1940, the *Western Flyer* embarked on one of the most significant expeditions in the annals of twentieth century science, with author John Steinbeck and marine biologist and ecologist Ed Ricketts. The *Western Flyer* was hired for six weeks as a charter boat for a marine specimen-collecting journey from Monterey to the Gulf of California (also known as the Sea of Cortez). Later, the boat was featured as a central character in Steinbeck's account of the trip, *The Sea of Cortez*. Though the nomination recounts this story, it is not being put forth under Criterion B for its connection to Steinbeck or Ricketts.

The Western Boat Building company of Tacoma produced the *Western Flyer* and many others like her during their many years of operation, from 1917 to 1978. The company specialized in fishing boats, and although the company has ceased operations, it remains a well-known name in West Coast boatbuilding to this day. Martin Petrich Sr. was the founder and head of the company for decades, and retained his managing ownership of the *Western Flyer* throughout its period of significance. Father and son, Frank and Tony Berry, each had 25 percent ownership. The nomination was written by Susan Johnson of Artifacts Consulting of Tacoma. It has been reviewed and approved by the Certified Local Government. The reviewer at the National Park Service does not recommend its nomination at the national level of significance. There have also been some issues related to its

listing under Criterion A when the reasoning does not directly relate to Washington State. The *Western Flyer* is currently docked in Port Townsend and will remain there for the next few years.

Public Testimony and Discussion

Concluding the staff report, Michael Houser recommended listing of the *F/V Western Flyer* to the National Register on the local level of significance under Criterion C. Chris Brignoli of Port Townsend Shipwrights reiterated that the *Western Flyer* will remain in Port Townsend for three to five years for restoration, and afterwards, it will spend half of its life in the Pacific Northwest and half of its life in the Monterey area as an educational platform.



Brignoli noted that the boat is registered in Washington State and the location of its restoration and preservation is more relevant than its homeport, and if nominated, the *Western Flyer* will be very significant to the cities of Port Townsend and Tacoma. Chris Chase, also of the Port Townsend Shipwrights, explained his experiences upon seeing the *Western Flyer* for the first time at its symposium, and mentioned that the director of Natural History at the Smithsonian Institute noted its national significance. Catherine Collins noted that the nomination was well-researched and written, and the boat is an excellent example of a seiner, as the pride of a pre-WWII shipbuilding company. Collins also read an excerpt from Steinbeck's *The Sea of Cortez*, and advocated that the *Western Flyer's* worldwide fame from the book will give the boat a unique platform for education. Allyson Brooks noted that if the *Western Flyer* is later registered in California, its nomination will have to be removed from the Washington State listing. Paul Gleeson asked if the type of boat was common to others built in the Pacific Northwest, and Chris Chase answered that the type of boat was native to the Pacific Northwest. Allyson Brooks affirmed her support for listing under Criterion C, but could not support it listing under Criterion A for the Washington State register, as the reasoning for Criterion A took place in California. Paul Mann added that even if the *Western Flyer* is on the register for its boat type, nobody will deny its unofficial national significance with regard to Steinbeck. Chris Brignoli countered that the *Western Flyer* was a game changer for marine biologists in the West Coast, and the boat does not simply have a California story, but a national story (or more specifically a West Coast story). Allyson Brooks pointed out that a large portion of the boat's period of significance took place in California, and therefore the National Park Service could reject the listing if it was nominated under both Criteria A and C. Michael Houser stated that to successfully list the *Western Flyer* at the national level of significance under Criterion A, the nomination must be rewritten – it is difficult to amend a nomination and there is a small chance it will be accepted by the NPS. Allyson Brooks outlined three options: to nominate it at the local level under Criterion C, to nominate it at the local level under Criterion C and attempt an amendment, or to table the nomination and rewrite it.

Nomination

Chairperson Paul Mann motioned to nominate and list the *F/V Western Flyer* in the Washington Heritage Register. Catherine Collins moved the nomination and Michael Sullivan seconded the nomination.

The Washington State ACHP approved the motion, 6-0, to nominate and list the F/V Western Flyer in the Washington Heritage Register, with one abstention from Michael Sullivan.

Chairperson Paul Mann motioned to nominate the *F/V Western Flyer* for listing in the National Register of Historic Places under the local level of significance based on Criterion C. Susan White moved the nomination and Jerri Honeyford seconded the nomination.

The Washington State ACHP approved the motion, 6-0, to nominate the F/V Western Flyer for listing in the National Register of Historic Places, with one abstention from Michael Sullivan.

CAWSEY FARMHOUSE **140 South Ebey Road** **Coupeville WA in Island County**

The Cawsey Farmhouse, built in 1890, is located south of Coupeville, and is within the Central Whidbey Island National Historic District and Ebey's Landing National Historical Reserve. The farmhouse is historically significant as a property that represents a broad period of community growth and stability of a typical small-scale agricultural economy, which successfully fulfills Criterion A. The farmhouse is also an example of a regionally common, yet distinctive vernacular farmhouse type, which fulfills Criterion C. The Cawsey Farmhouse embodies the small, family-run farming tradition, with its simple and functional front-gable and wing form and its basic, unadorned style. Due to alterations in the 1950s, the farmstead was originally categorized as a non-contributing structure when the Central Whidbey Island Historic District was listed in the National Register in 1973. Recent rehabilitation work has returned the historic character of the home and it is now eligible to be listed as a contributing resource.



Thirza Cawsey owned the farmhouse in the early 1930s and is the earliest recorded owner – the farmhouse was subsequently named after her. By the late 1930s, the Edwin Sherman family owned the property, and used the surrounding land to grow Hubbard Squash. It is likely that the Shermans installed the squash barn behind the main house, to the west. In the late 1940s, the Shermans sold the house and one acre of the initial five-acre parcel to Roberta and Knight Smith, in an unrecorded sale for the sum of \$1000. Many changes for modernization came under the Smiths, and a barn on the southwest

corner was built to house their horses. In the late 1950s, Treva Carver and her husband, a naval

officer, purchased the property and installed a bomb shelter in the northeast corner of the horse barn. Once the National Park Service surveyed the property in 1983, it was owned by the Perkins family. Mr. Perkins operated a saw and land mower repair business out of the barn. The current owner, Katherine Baxter, purchased the property from the Perkins family in 2013. The nomination was written by Baxter, with help from the staff at Ebey's Landing National Reserve. The manager from the Ebey's Landing National Reserve, Kristen Griffin, supports the change to the nomination.

Discussion

Concluding the staff report, Michael Houser noted the impressive rehabilitation of the Cawsey Farmhouse and commended the current owner for her effort to save the farmhouse.

Nomination

Chairperson Paul Mann motioned to amend the Central Whidbey Island Historic District nomination to record the Cawsey Farmhouse as a contributing structure to its listing in the National Register of Historic Places. Jerri Honeyford approved the motion and Paul Gleeson seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to record the Cawsey Farmhouse as a contributing structure to the Central Whidbey Island Historic District's listing in the National Register of Historic Places.

HERITAGE BARN REGISTER NOMINATIONS

Discussion

Eight barns are being nominated – Hillis Barn in Woodland, Harder Farms LLC in Kahlotus, Bakken Farm in Greenbank, Boulton Farms in Quilcene, Appletree Cove Farm in Kingston, McGowan Barn/Ostby Ranch in Chattaroy, Moody Farm in Olympia, Gage Farm in Prescott, and Rob Dhaliwal Barn in Lynden. Allyson Brooks mentioned that the legislature has been looking for ways to bolster economic development in rural areas, and suggested that rehabilitating barns would be productive for both the rural communities and for historic preservation. The owner of the Appletree Cove Farm Barn noted that the property has been a continually working farm since it was homesteaded in the late nineteenth to the early twentieth century.

Nomination

Chairperson Paul Mann motioned to nominate and list the eight barns in the Washington Heritage Barn Register. Jerri Honeyford moved the motion and Paul Gleeson seconded the motion.

The Washington State ACHP unanimously approved the motion, 7-0, to nominate and list the eight barns in the Washington Heritage Barn Register.

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- 1 Clark County
Hillis Barn, c.1915
Woodland



-
- 2 Franklin County
Han Harder Farm, Kahlotus, 1908



-
- 3 Island County
Brakken Farm, 1937
Greenbank



- 4 Jefferson County
Boulton Farm, c.1930
Quilcene



- 5 Kitsap County
Appletree Cove Farm, c.1880?
Kingston



- 6 Spokane County
McGowan Barn, c.1925
Sequim



- 7 Thurston County
Moody Farm, 1925
Olympia



- 8 Whitman County
Dhaliwal Barn, c.1932
Lynden



NEXT MEETING

June 27, 2017
Coulee Dam