

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Hall Brothers Marine Railway & Shipbuilding Co. House  
other names/site number Hall Brothers Shipyard House, Flying Penguin Studio

## 2. Location

street & number 761 Winslow Way East  not for publication  
city or town Bainbridge Island  vicinity  
state Washington code WA county Kitsap code 035 zip code 98110

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     statewide X local

Applicable National Register Criteria

X A     B     C     D

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

WASHINGTON STATE SHPO  
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

    entered in the National Register     determined eligible for the National Register  
    determined not eligible for the National Register     removed from the National Register  
    other (explain:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**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 include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		site
		structure
		object
1		<b>Total</b>

**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**

None

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC – single dwelling

**Current Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: Business

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN

MOVEMENT: Bungalow/Craftsman

**Materials**

(Enter categories from instructions.)

foundation: Concrete

walls: Wood weatherboard

roof: Asphalt

other: \_\_\_\_\_

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### **Narrative Description**

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

Situated on the south side of Winslow Way East and about a block east of Highway 305 in Winslow, Washington, the Hall Brothers Marine Railway & Shipbuilding Company house was built as employee housing for the Hall Brothers Shipyard in 1905. The shipyard, once comprising a 77-acre property on Eagle Harbor, was established in 1902. The shipyard company house was built in the northeast corner of the property above the harbor with the front facing Winslow Way, the town's main street. The rear of the house once overlooked the shipyard and Eagle Harbor beyond. The shipyard has now been replaced by the Washington State ferry terminal complex on Olympic Way.

Kitsap County Assessor Records indicate that the house is situated on .29-acre lot. At some point prior to 1950, a detached 12-foot by 18-foot garage was built east of the shipyard house. This garage and any other outbuildings are not present today. The house is currently surrounded by a gravel parking lot lined by a row of tall deciduous trees on the south and east sides. The site slopes down gently to the south. The property owner leases the house for business use and the surrounding gravel parking lot for overflow ferry parking.

The house is a 2-story craftsman-style house, rectilinear in shape. The main floor is 908 square feet with 350 square feet on the upper floor. The roof is hipped and covered with asphalt shingles replacement sheathing obscures the original exposed wood rafters along the eaves. The house rests on huge wood posts sitting on concrete blocks. This raised foundation is clad in vertical beaded board. A wood apron trim delineates the foundation from the upper wood clapboard siding, a typical Craftsman treatment. Hip roof dormers are centered on the north, east, and west roof slopes, and a gabled-roof dormer projects from the rear (south) roof slope (the upstairs bathroom space). The exterior retains its original horizontal wood clapboard siding and wood-sash windows with decorative upper sashes. Metal-frame storm windows have been installed later over some of the openings.

A recessed front porch is located on the northeast corner of the building with a low wall supporting a single round column that supports the outer corner of the roof. Here two single doors provide access to the interior – one along the porch's west wall which enters the living room, and another on the south wall that enters what was once an office space. Two large window openings are spaced across the east façade, south of the entry porch. A hip roof dormer is centered above. A large magnolia has been planted next to the foundation on the east elevation blocking part of the façade.

The north façade, fronting Winslow Way, contains a large, rectangular wood-sash window consisting of a single pane below and upper decorative transom featuring a diamond and square pattern. A projecting bay window occupies the west side elevation on the first floor. An exterior brick chimney extends along the north side of the bay window. A dormer is centered above which contains its original paired wood windows with a decorative motif in the upper sash. Along the rear (south) façade, a raised, one-story enclosed porch extends across the entire length. The porch, which originally featured a hip roof configuration, has been extended and incorporated into the main roof slope. The porch has been subsequently enclosed. A gable dormer, centered on the roof slope, features triangular wood knee braces, another typical Craftsman motif.

The living room area faces the street with a dining room separating it from the kitchen in the back of the house (Kitsap County Assessor drawing). The office space on the left side of the house when viewing from the street is separated into two rooms, a larger front room that may have served as a reception space, and a smaller back room. The office is connected to the living part of the house by two doors, one to the living room, and one

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to the kitchen. At the back of the house, there once existed an open porch that extended the width of the house. This area has subsequently been enclosed to create additional space. When the owner bought the house in 1979, the front room of the office had been converted into a kitchen which she removed, and a bathroom had been installed in a corner of the back porch.

Narrow stairs off the dining room area ascend to two bedrooms and what was once an open sitting area under the gabled ceilings on the east side of the house. The current owner enclosed the sitting area to create a small office space. The two bedrooms, located on the east and north sides of the house, have storage closets under the eaves. An open porch once existed on the south side overlooking the former shipyard; however, this porch was enclosed to create a bathroom with sink, tub, and toilet. The style, quality of workmanship, and fixtures suggest that this modification occurred early in the history of the house. To accommodate this change, the original hip roof on the back of the house was extended and incorporated into the roof slope. The back porch was likely enclosed at the same time.

Since 1979, the building has undergone adaptive reuse from a residence to a business with the space used as an art studio and printing shop. Today, art materials and various items are stored upstairs while the downstairs is leased to a printing business. To accommodate its business use, the kitchen cabinets and appliances that once occupied the office area of the house were removed with some of the kitchen cabinetry retained and stored off site. The brick chimney on the east side of the house was removed after it was damaged in an earthquake. The original entry doors on the front porch have been replaced with unmatched doors of a later vintage. The house, however, still retains its original spatial organization except for segmentation of the downstairs back porch area and the enclosure of the upstairs sitting room to create a small office space. Both changes are easily reversible. The house also retains most of its original salient features including its hardwood flooring, gabled ceilings, staircase, interior doors, and windows. It also retains much of its historic finishes such as its original moldings and decorative windows.

While the house retains much of its historic character, it suffers from significant neglect. The floors need to be cleaned and refinished; a new roof is needed; both the exterior and interior walls require repair, patching, and painting. Portions of the upstairs interior ceiling and cracks on the staircase need repair. The original office reception area has suffered the most damage from the installation and removal of the kitchen. Some of the original molding is missing; a false ceiling was installed; and a large section of the wall separating the reception area and office was removed. However, the building remains in its original location and setting and retains a majority of its original materials and design features allowing the dwelling to strongly convey its association with the former shipyard.

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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions.)

MARITIME HISTORY

**Period of Significance**

1905 - 1951

**Significant Dates**

1905

1951

**Significant Person**

(Complete only if Criterion B is marked above.)

**Cultural Affiliation**

**Architect/Builder**

Unknown

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### **Narrative Statement of Significance**

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

The Hall Brothers Marine Railway & Shipbuilding Company House on Bainbridge Island, Washington, is historically significant under criteria A for its direct connection to the maritime history of the Pacific Northwest. The nominated house is the only remaining structure directly associated with the former shipyard. The house, built c. 1905, is one of two dwellings that were built at the shipyard site, and is the only one remaining on the former Hall Bro. property.

The Hall Brothers were well known in the Pacific Northwest for building some of the finest lumber and freight carriers in the late 1800s and early 1900s. Their vessels were distinguished by exceptional workmanship, exquisite hull lines, long sharp bows, graceful sterns, which had great speed, large capacity, and ease of sailing. Their business helped to develop and expand the Pacific Northwest lumber industry and placed Washington in the vanguard of states that would advance trade with nations around the Pacific Rim (Swanson 2002). As shipbuilders, the Hall Brothers stood second to none for their technical ability, conscientious work ethic, and the excellent ships that they produced. Owner Winslow Hall designed a specialized lumber schooner of the late 1800s - the "Hall Model". Its design and the Hall flag were well known in all ports of the Pacific Ocean from Puget Sound to Australia, and from Valparaiso to Vladivostok, Russia (White 2008). Between 1874 and 1916, they produced 119 wooden vessels (Warren 1985). While the brothers sold the business in 1916, it continued for another 40+ years under new ownership and with different names.

The period of significance begins in 1905, the year the company house was built; and ends in 1951, the year the shipyard sold the property, and the dwelling went into private hands.

### **Hall Brothers Shipbuilding Operation**

Initially organized by brothers Isaac, Winslow, and Henry K. Hall, the brother's shipbuilding expertise was handed down from a long line of Hall ancestors who were involved in shipping and boatbuilding in Cohasset, Massachusetts, near Boston. Growing up and working in the center of the East Coast maritime world provided a rich shipping heritage to the brothers when they founded the Hall Brothers Shipyard in 1873. Initially founded in San Francisco, due to the high cost of lumber and labor in the city, the Halls began to look to the Puget Sound region as an ideal location to expand their new business. Isaac, a master shipwright and the most experienced shipbuilder, would manage and operate the construction of the vessels in a new shipyard in Port Ludlow, Washington. Winslow would direct the business affairs, secured contracts, and draw up the designs for the new vessels from their San Francisco office. The youngest of the brothers, Henry would join Isaac in Port Ludlow building the various ships. Upon Isaac's death, Henry became the managing partner in Puget Sound and Winslow continued as chief naval architect and business manager from San Francisco.

In 1880 the business was relocated to Port Blakely on Bainbridge Island. The site was adjacent to a large lumber mill which could provide the shipyard with an ample supply of timber. On the island between 1881 and 1903, the firm launched 77 vessels of every size and rig: including barks, barkentines, three, four and five-mast schooners, steamers, tugs, a government revenue cutter, and several yachts. During those busy and prosperous years, Winslow and Henry also established business connections with Hawaiian interests which eventually lead to 20 percent of their building business.

With business booming, as early as 1901 Henry began searching for a suitable site for a new and enlarged facility. After considering numerous locations, he chose an area named Madrone, at Eagle Harbor. Still on Bainbridge Island, the new site was on an inlet north of the Port Blakely yard but had room for expansion. Shortly thereafter, the community around the shipyard was renamed Winslow in honor of Henry's brother.

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### **Shipbuilding Operations Move to Madrone/ Winslow on Eagle Harbor**

Ground was broken for the new Madrone/Winslow shipyard on July 6, 1902, with most work completed in 1903. Reportedly the company moved nearly 5,000 cubic yards of dirt and dredged the harbor to provide space to build five-masted schooners and the steel-hulled ships they hoped to build in the future. The new operation cost \$300,000 with \$140,000 contributed by four investors: George Billings, a San Francisco shipping magnate and associate of the Halls who desired a shipyard to maintain his fleet of ships; the two principles of the Pope & Talbot Company (owners of the Port Gamble mill); and John L. Hubbard who had acquired his wealth from the Alaska gold rush. The new firm was incorporated as the Hall Brothers Marine Railway & Shipbuilding Company (Swanson 2002). Henry Hall would serve as the president of the newly reincorporated business; John L. Hubbard vice president and shipyard superintendent; E.H. Lincoln as the secretary; and James W. Hall (Henry's son, and at the time a recent Harvard graduate) as the treasurer.

Most of the shipbuilding facilities and operations were concentrated in a 15-acre parcel on the waterfront, where it included a marine railway, machine shops, powerhouse, sawmill, joiner shop, gridiron, and warehouse. Two company homes were built up the hill to the northeast corner of the shipyard around 1905. Among them was the nominated house. Company owner Henry Hall and his wife, Elizabeth, purchased a 5-acre lot at the base of Erickson Avenue and Winslow Bay and built a 20-room home (demolished). Shortly after completion of the yard in 1903, Henry turned over management of the company to his son James.

At the new site, their first steam schooner was completed, the 845-ton *Norwood* (1904) with a capacity of 875,000 feet of lumber, followed by the 837-ton *Cornell* and *J.B. Stetson*, both completed in 1905, the 968-ton *New Delhi* (1906), and the 839-ton *Shana-Yak* (1907). Numerous freight barges, scows, tugs, yacht, and ferry boat followed. Notable at the time was the largest gasoline motor schooner, the *Prince of Wales* (1914), designed as a ferry between Wrangel and Juneau, Alaska. In addition to the newly built vessels, the shipyard serviced and repaired numerous other wooden vessels (Kitsap County Historical Society 2012: 74).

With the arrival of the Hall Brothers Shipbuilding Company, the area soon grew into a bustling community and commercial center, serving the needs of the shipyard employees. Development was centered around the shipyard along its northern border (Winslow Way). Divided by a steep ravine, the west-side development included a church, a school, and Kenyon's store near a ferry dock along with other businesses, which included a drugstore and rooming house, Irving's dry goods store, and a small post office. Also on the immediate west side of the ravine was a collection of small residential lots. To reach the east side of Winslow Way, pedestrians had to traverse the steep sides of the ravine, until a pedestrian bridge was built. Early business east of the ravine included a barber shop and laundry, a bakery, a butcher shop, and the Winslow Hotel. In addition to rooms for shipyard workers, the hotel offered a bar, restaurant, and laundry (Warner 1968). Eventually the area became the primary commercial center on Bainbridge Island and soon its largest community (Warner 1983).

The shipyard was the biggest single employer in Winslow for many years, and the town's economy and that of the island were dependent upon the amount of business the shipyard acquired (Mjelde 1983; Warner 1968). In 1910, twenty-nine households out of 270 living in the Eagle Harbor Precinct were directly supported by the shipyard (1910 U.S. Federal Census). In 1920, the shipyard employed members from 96 households out of 322 living in the Eagle Harbor Precinct (1920 U.S. Federal Census). Many of the workman who came to work in the shipyard contributed to the growth and development of the community. Some of those who worked for the shipyard included: Francis Oliver, Christian Erickson, John Johanson, Edwin Start, Henry Groos, Fred Billings, Ben Elofson, Edwin Nelson, Edward Erickson, George and Howard Oliver, Frank Provost, William Finch, Oscar Nelson, William Hoskinson, Eric Poussard, and Thomas Loverich (1910 and 1920 U.S. federal censuses). Today many of the streets and other landmarks on the island are named after these families.

The company's fortunes rose and fell in its new location. After a little over a decade in Winslow, James W. Hall sold the business to Captain James Griffiths in 1916, who renamed it the Winslow Marine Railway &

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Shipbuilding Company. The following year, Griffiths leased the yard to D. W. Hartzel, Inc., which used the facility to install engines in shipping vessels of the Emergency Fleet Corporation during World War I. At the end of the war, Griffiths and his son Stanley took back management of the yard and installed J.A. Maitland as general manager with Allan H. McDonald as superintendent in the early 1920s. During the 1920s, the market for new ships declined, but repair work kept the yard alive, much of it servicing and maintaining the fleets owned by the Griffiths, as well as ships used in the Alaska cannery trade. In 1927, at the yard McDonald successfully bid to construct a new automobile ferry for the Sound Ferry Lines, Inc. The newly completed diesel-powered vessel was named the *Quillayute* and had a capacity of 50 automobiles and 500 passengers. McDonald left the company in 1930 to start a marine survey business, and was replaced by Al Copp, who had worked for the company as a machinist throughout the 1920s (Mjelde 1983; KCHS 1977).

During the Great Depression, the bottom dropped out of the shipping market. While the yard did not officially close, its workmen only came to work when a repair job came in. A yard whistle would summon the men needed for the special job. In 1934, the yard was rescued by a government contract to build the motorized *Brown Bear* for the U.S. Fish & Wildlife Service. The six months of steady work was reflected in an improvement in the island's economy. Work in the shipyard began to pick up after the commission (Mjelde 1983).

In 1939, the company finally converted to building steel-hulled ships with a commission to build a drydock caisson for the new 1,000 foot long drydock under construction at the Puget Sound Naval Shipyard at Bremerton. This required equipping the yard with stationary and portable welding machines, many of them surplus from the Bremerton Naval yard. Leading up to WWII, the company contracted with the United States government to build steel minesweepers. To finance these and its other commissions during the booming war years, the company mortgaged all its property, buildings, and equipment for almost \$23,000,000. Over the period of the war, the shipyard built 16 minesweepers, 12 steel Navy tugs, and repaired a number of damaged ships for the military. At its height, the company employed over 2,300 workers from Seattle and the surrounding area.

The war years also brought many changes to the shipyard. A new 142- by 147-foot Navy warehouse was built to house Navy gear, government supply material, and allowance list items. A 510-foot outfitting pier (Pier No. 2) and a smaller 150-foot pier (Pier No. 3) were constructed. Most of the pre-war buildings were modified, and a wood perimeter fence was installed around the edge of the property to prevent easy access into the yard (Mjelde 1983). With business booming, all debts were paid off by the end of the war. In 1943, Al Copp left the company to set up his own shop in Seattle, and Jim Featherstone, the boilermaker foreman, replaced him as superintendent (Mjelde 1983; KCHS 75).

At the end of the war, the shipyard was converted back to peace-time commercial use. In July 1946, the Winslow Marine Railway & Shipbuilding Company ceased operations and leased the 15-acre operational area to E. A. Black and James J. Featherstone, a co-partnership doing business under the name of Commercial Ship Repair. Within a year they had purchased the 15-acre shipyard outright. However, with the loss of defense work, employment dropped off considerably, and the workforce fell to 50 by the end of the 1950s. In 1959 the yard closed for good, its remaining assets were sold, and the property was split into several pieces including space for a private marina and Washington State Ferries maintenance facility.

### **The Hall Brothers Shipyard Co. House(s)**

Kitsap County Assessor Records show that portions of the original shipyard property on the south side of Winslow Way were subdivided and sold at about the same time as the State purchased the ferry system. These lots are labelled with early parcel numbers, numbered sequentially, 3-089 to 3-106, and 3-108. At the time there were two Hall Brothers Company houses identified, Lot 3-104 and 3-105. According to the 1950 census records, the two Hall Brothers Company houses still remained as part of the property when it was

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owned by Commercial Ship Repair Company. However, by 1952 when the properties were appraised by the Kitsap County Assessor's Office, the nominated property on lot 3-103 was owned by Lee Roy Wilson. Daisy Sams Wilson then sold it to Russell Munro, a real estate agent living nearby (U.S. Federal Census 1950; Kitsap County Historical Assessor's Record). In 1973 the property was purchased by Richard Krutch et al. along with the other Hall Brothers Company house next door. In 1975, the nominated property was sold again before the current owner purchased the house in 1979. At that time, the house was described as vacant and in poor condition. The adjacent Hall Brothers Company house was sold in 1975 to architect John Rudolph who reportedly moved it in order to build a new office building (known as the Solarmarine Office Complex, 755 Winslow Way) in 1985 (Kitsap County Historical Assessor Records). Current location of the second house is unknown.

Long identified locally as the Hall Brothers Shipyard Manager's house, to date there is no definitive proof that management actually lived in the nominated home(s).

**Shipyard Manager / Superintendents:**

- 1903-1918: John L. Hubbard (Hall Brothers Railway & Shipbuilding Company)
- 1918-1919: D.W. Hartzell (D.W. Hartzell for Emergency Fleet Corporation)
- 1920-1930: Allan H. McDonald (Winslow Railway & Shipbuilding Company)
- 1930-1943: Albert W. Copp (Winslow Railway & Shipbuilding Company)
- 1943-1953: James J. Featherstone (Commercial Ship Repair)

According to city directories, the first manager John L. Hubbard did reside in Winslow, but his specific address is not noted, and some years show he was a resident of Seattle. According to newspaper accounts, he did frequent Seattle often and usually stayed in the Hotel Diller. In fact, the 1910 census records Hubbard at the Diller which he shared with George Dare, the Hall Bros Company bookkeeper. Daily ferry runs to Bainbridge Island would have allowed Hubbard to easily commute to and from the shipyard; perhaps between two residences. The house at Eagle Harbor may have served as his residence and office when he was in town.

The second manager, Donald W. Hartzell with the Emergency Fleet Corporation, ran the business from an office in the Smith Building of downtown Seattle and lived in Seattle at 3875 E John Street. By 1920 the yard was operating under the Winslow Railway & Shipbuilding Co, and manager Allen McDonald lived in Winslow, but reportedly resided in a rented house on Ericksen Avenue (Millican n.d.). By late 1929, the family had moved to Seattle where he began his own business as a marine surveyor—McGinitie & McDonald, Inc. (Kitsap Herald, November 14, 1929). He started as a bookkeeper for the Winslow Railway & Shipbuilding Company. Then when it was purchased by Capt. Griffiths he rose through the ranks to estimator, outside sales, office manager, and finally superintendent of the yard.

Fourth manager of the shipyard Albert W. Copp worked for the company from the very early 1920s until 1943. During most of his tenure he owned his own home on Ferncliff Avenue (specific location unknown, 1930 and 1940 censuses; Millican n.d., Kitsap County Herald, May 17, 1929). By 1942, Copp owned a house on Pleasant Beach on the west side of the island. In May of 1943, he left the company to start his own ship repair business in Seattle, "Northwest Ship Repair", but retained his property on Pleasant Beach (Bainbridge Review, February 8, 1951).

The last superintendent of the factory site was James J. Featherstone who had initially worked as the boilermaker foreman at the Winslow Railway & Shipbuilding Company before rising through the ranks of the company and eventually purchasing the holdings. He and his family lived in West Seattle at 4318 W Juneau St.

Based on an analysis of census records, the two Shipyard houses were most likely rented to lower-level shipyard managers or other employees, or to others who were not shipyard employees at all. In fact,

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Bainbridge Island resident and author JoAnn Millican refers to the two shipyard houses as “originally” built for shipyard employees (Millican n.d., pg. 66) in her memoir from 1930.

Census analysis assumes that despite the change in “census house number”, the two company houses were adjacent to each other and occupied by renters. Note the table below shows residents at the shipyard during various census years (U.S. Federal Census, 1910, 1920, 1930, 1940, and 1950).

**Table 1. Residents of the two Hall Brothers Shipyard houses.**

U.S. Census Date	Census House #	Company house residents	Age	Rent	Occupation	Family
1910	175	<i>Lawrence Thom</i>	26	Yes	Salesman, General Merchandise	Wife Lilly, daughter Florence, Gg. And Ida Meredith
<b>1910</b>	<b>176</b>	<b><i>Lizzie B. Rucker, widow</i><sup>1</sup></b>	<b>46</b>	<b>Yes</b>	<b>No occupation</b>	<b>3 children: Mahlon, Merritt, Margaret</b>
1920	284	<i>Henry Schneider</i>	35	Yes	US Storekeeper, Shipyard	Wife Annie, daughters
<b>1920</b>	<b>286</b>	<b><i>Chester Humphrey</i><sup>1</sup></b>	<b>26</b>	<b>Yes</b>	<b>Auditor, Shipyard</b>	<b>Wife Claire</b>
1930	99	<i>Arthur H. Lindgren</i>	26	Yes, \$20/month	Bookkeeper, Shipyard	Wife Dorothea
<b>1930</b>	<b>101</b>	<b><i>William A. Barnes</i><sup>1</sup></b>	<b>28</b>	<b>Yes; \$20/month</b>	<b>District Agent, Electrical Company</b>	<b>Wife: Vivian, son</b>
<b>1940</b>	<b>51</b>	<b><i>Arthur Dell</i><sup>1</sup></b>	<b>43</b>	<b>Yes; home value \$25.00</b>	<b>Shipfitters helper, Shipbuilding Repair Company</b>	<b>Wife Pauline, son Michael</b>
1940	52	<i>Richard Watts</i>	31	Yes; home value \$25.00	Machinist helper, Shipyard Repair Shop	Wife Frida, son Ronald
<b>1950</b>	<b>46</b>	<b><i>William E. Sutherland</i><sup>1</sup></b>	<b>55</b>	<b>Yes</b>	<b>Sales clerk at grocery store</b>	<b>Wife Vera, son Robert</b>
1950	47	<i>John Stohr</i>	69	Yes	Night caretaker, Commercial Ship Repair	Wife Martha

<sup>1</sup> Probable resident of 761 Winslow Way E.

The census data shows that most of the shipyard workers living in the Eagle Harbor Precinct actually owned their own homes, thus those that rented their homes stand out. Residents in 1940 and 1950 can be identified by the locational information provided in the census tables as living at the shipyard houses. In the 1910 census, only three shipyard employees rented homes, and these renters were scattered across the precinct. Thom and Rucker are the only two renters whose census entries follow the census entry of Helge Norman, the baker, and directly precedes the entry of Robert Cave who is known to have owned the gardens and greenhouse across the street from the two shipyard houses. Renters Schneider and Humphrey listed in the 1920 census bracket the James V. Williams family who rented and later owned the house at 682 Winslow Way E. which stands across the street from the two shipyard houses (Millican n.d., Ott 2007a; U.S. Federal Census, 1920, 1930, 1940, and 1950).

The 1930 entries for Lindgren and Barnes are sandwiched between the meat market to the west and Robert Cave to the east, and both families, Lindgren and Barnes, pay the same rent, \$20/month. Arthur Lindgren was a bookkeeper for the shipyard at that time and rose through the ranks to become the Winslow shipyard manager for Commercial Ship Repair during the late 1940s. In the 1940 census, Watts and Dell are the only renters on Winslow Way living next door to each other in houses with an identical rental value. Both were also shipyard employees. The 1950 census indicates that Sutherland and Stohr lived “at Commercial Ship Repair” on Winslow Way, direct evidence that the houses were located on Shipyard property.

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Not all the renters of the shipyard company houses were shipyard employees. Lizzie Rucker was connected to the shipyard through her son-in-law, Lewis A. Dare. Lizzie's story is one of tragedy and resilience. Shortly before giving birth to her fourth child in 1896, she was severely burned in a stove grease fire resulting not only in her blindness, but the loss of her infant child (Anonymous 1895). After her husband Eugene died of spinal meningitis in 1907, Lizzie was left to care for the five children on her own. In 1909, Lizzie's oldest daughter, Murial, had married Lewis A. Dare, the Secretary/Treasurer of the Hall Brothers Shipyard. Perhaps due to Dare's position with the Shipyard, he may have negotiated the rental of one of the shipyard residences for his mother-in-law so that he and Murial could better support them. It was apparently a short stay, city directories note that by 1915, Lizzie and the two remaining children moved to Seattle, and Lewis Dare had left the shipyard (U.S. Census records, Seattle City Directories, Marriage records available on Ancestry.com).

Later renter William Sutherland ran a retail grocery store in Winslow.

### **Conclusion**

Based on its association with the Hall Brothers Shipbuilding Co., the Hall Brothers Company House is historically significant due to its direct association with the Hall Bros. shipyard. In 1903 it was one of the largest shipbuilding concerns on the Pacific coast, having built over 100 vessels since its beginning in 1873, and upon its opening in 1903, the world's first steel cradle for shipbuilding.

While other homes in the community (several along Ericksen Ave NE) have connections to the shipyard through owners who worked at the yard, the nominated dwelling is the only Hall Brothers structure left from the original shipyard site. It retains a high level of integrity.

Hall Brothers Marine Railway & Shipbuilding Co. House

Name of Property

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## 9. Major Bibliographical References

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Hall Brothers Marine Railway & Shipbuilding Co. House

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U.S. City Polk Directories, Bremerton

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World War I Draft Registration

Birth Certificates

WA, U.S. Marriage Record 1854-2013

Sanborn Fire Insurance Maps – 1904, 1917, 1929

Mesker Map – 1926, 1970

Anderson Co. Map – c.1909

Kroll Map - 1940

Seattle Municipal Health Dept. Death Records 1881-1907, pg. 8

Seattle Daily Times, 1947

Bainbridge High School Yearbooks, 1955 - 1965

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

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

Name of repository: Bainbridge Island Historical Museum

Historic Resources Survey Number (if assigned): \_\_\_\_\_

Hall Brothers Marine Railway & Shipbuilding Co. House  
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**10. Geographical Data**

**Acreage of Property** Less than one acre  
(Do not include previously listed resource acreage.)

**UTM References**      NAD 1927 or   X   NAD 1983

(Place additional UTM references on a continuation sheet.)

1	<u>    </u>	<u>    </u>	<u>    </u>	3	<u>    </u>	<u>    </u>	<u>    </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>    </u>	<u>    </u>	<u>    </u>	4	<u>    </u>	<u>    </u>	<u>    </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Or Latitude/Longitude Coordinates**  
(enter coordinates to 6 decimal places)

1	<u>47.624652°</u>	<u>-122.512057°</u>	3	<u>    </u>	<u>    </u>
	Latitude	Longitude		Latitude	Longitude
2	<u>    </u>	<u>    </u>	4	<u>    </u>	<u>    </u>
	Latitude	Longitude		Latitude	Longitude

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

The nominated area located in Section 26, Township 25 N, Range 2 E of Willamette Meridian in Kitsap County, Washington and is legally described as Lot 3 of the original plat. It is otherwise identified as Parcel No: 262502-3-105-2003.

**Boundary Justification** (Explain why the boundaries were selected.)

The nominated property encompasses the entire urban lot that is associated with the Hall Bros. Shipyard House.

**11. Form Prepared By**

name/title Susan S. Hughes, PhD, Blaine Cliver, M.S., & Denise Harris (Edited DAHP Staff)  
organization      date February 2026  
street & number 11194 Killdeer Lane NE telephone 206-321-9137  
city or town Bainbridge Island state WA zip code 98110  
e-mail Susansh54@mail.com

Hall Brothers Marine Railway & Shipbuilding Co. House  
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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location. A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



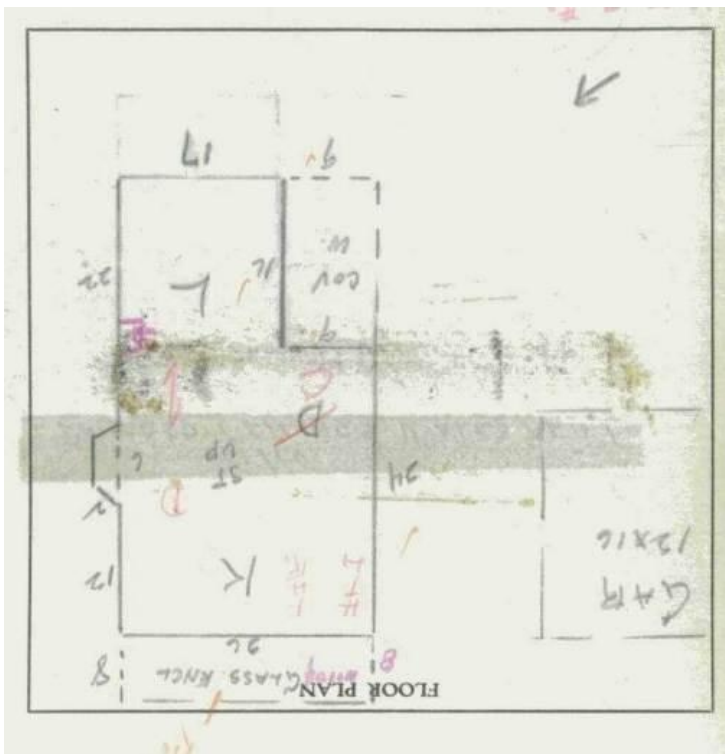
**Google Earth Map**  
Hall Bros Shipyard House  
761 Winslow Way East  
Bainbridge Island, WA

Hall Brothers Marine Railway & Shipbuilding Co. House  
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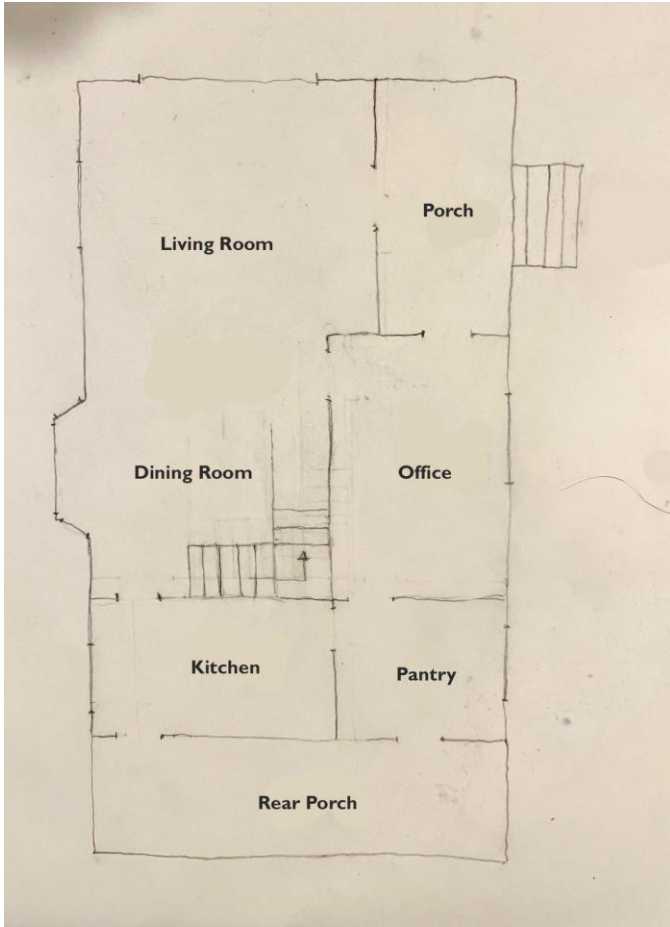
Kitsap County Tax Parcel Map, Parcel No. 3-105 (Kitsap County Assessor).



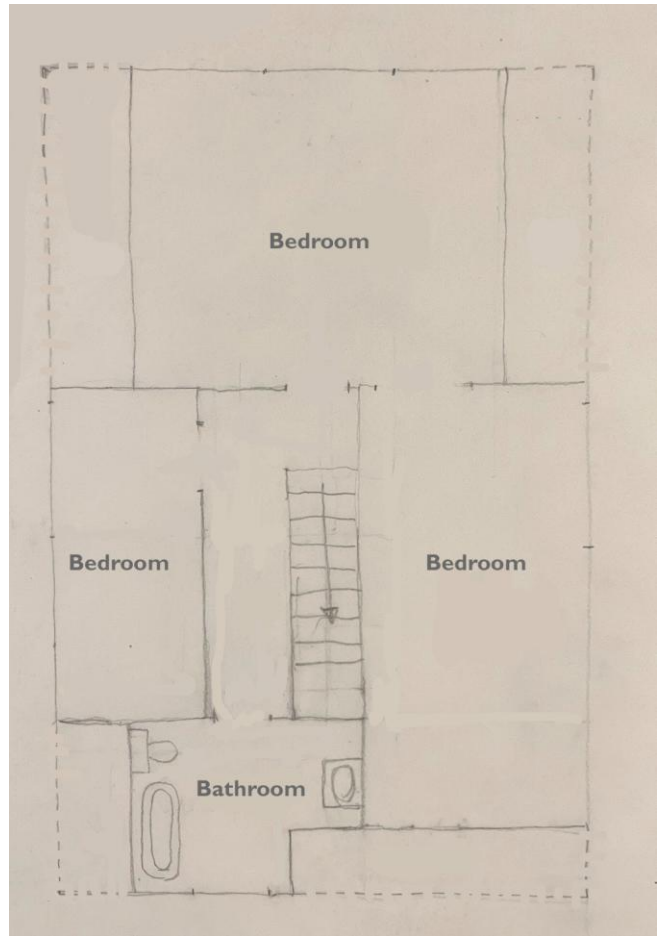
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1952 Kitsap County Assessor's sketch map of the property.



First Floor



Second Floor

## Floor Plans

Hall Bros Shipyard House  
761 Winslow Way East  
Bainbridge Island, WA



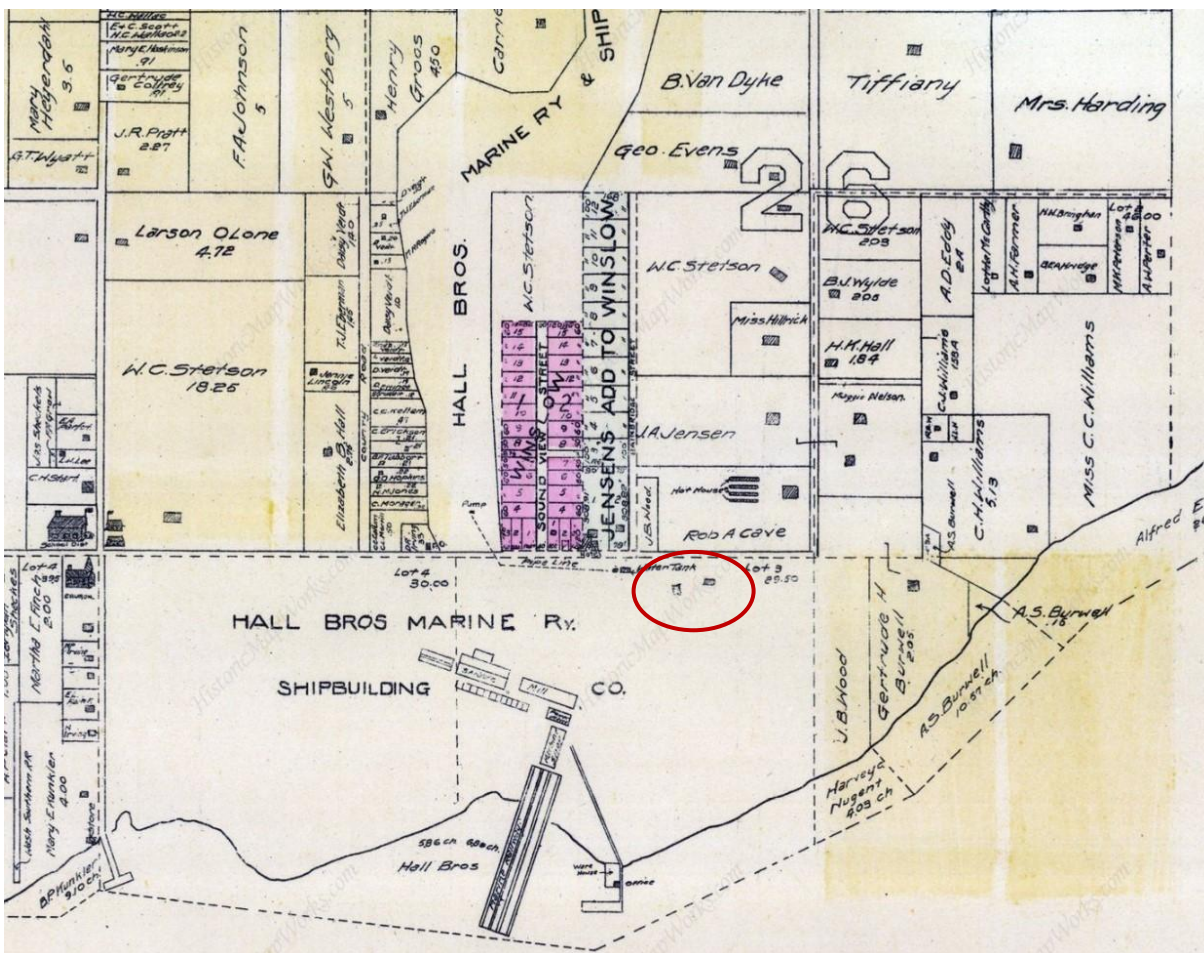


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Hall Brothers Shipyard operational area in the foreground with Eagle Dale across the harbor to the south, 1908 postcard printed by the Old Photo Company, Sun City, CA; (Bainbridge Island Historical Museum).



Map of Hall Brothers Marine Railway and Shipbuilding Co. – 1909. The red circle marks the location of the two company houses (1909 Anderson Map, Kitsap County).

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**Hall Brothers Marine Railway & Shipbuilding Company**  
WINSLOW, WASHINGTON

Builders of Every Description of Wooden Vessels.	Modern Marine Railway. Steel Cradle 325 Feet Long. Capacity 4,000 Tons Dead Weight.	Special Facilities For Docking and Repairing Wood and Steel Ships.
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ESTIMATES GIVEN UPON APPLICATION

SAN FRANCISCO OFFICE: 312 California Street, George E. Billings, Agent.  
SEATTLE OFFICE: Room A, Colman Building, Phone Sunset Main 1375, Independent 2541.  
WORKS: Winslow (Eagle Harbor), Washington, Phone Sunset Port Blakely 41, Independent J-7.

Telegraphic Address, HALL BROS., Winslow, Wash.

Pacific Marine Review – August 1914.

**WINSLOW MARINE RAILWAY AND SHIPBUILDING CO., INC.**  
Builders of All Classes of Wooden Vessels



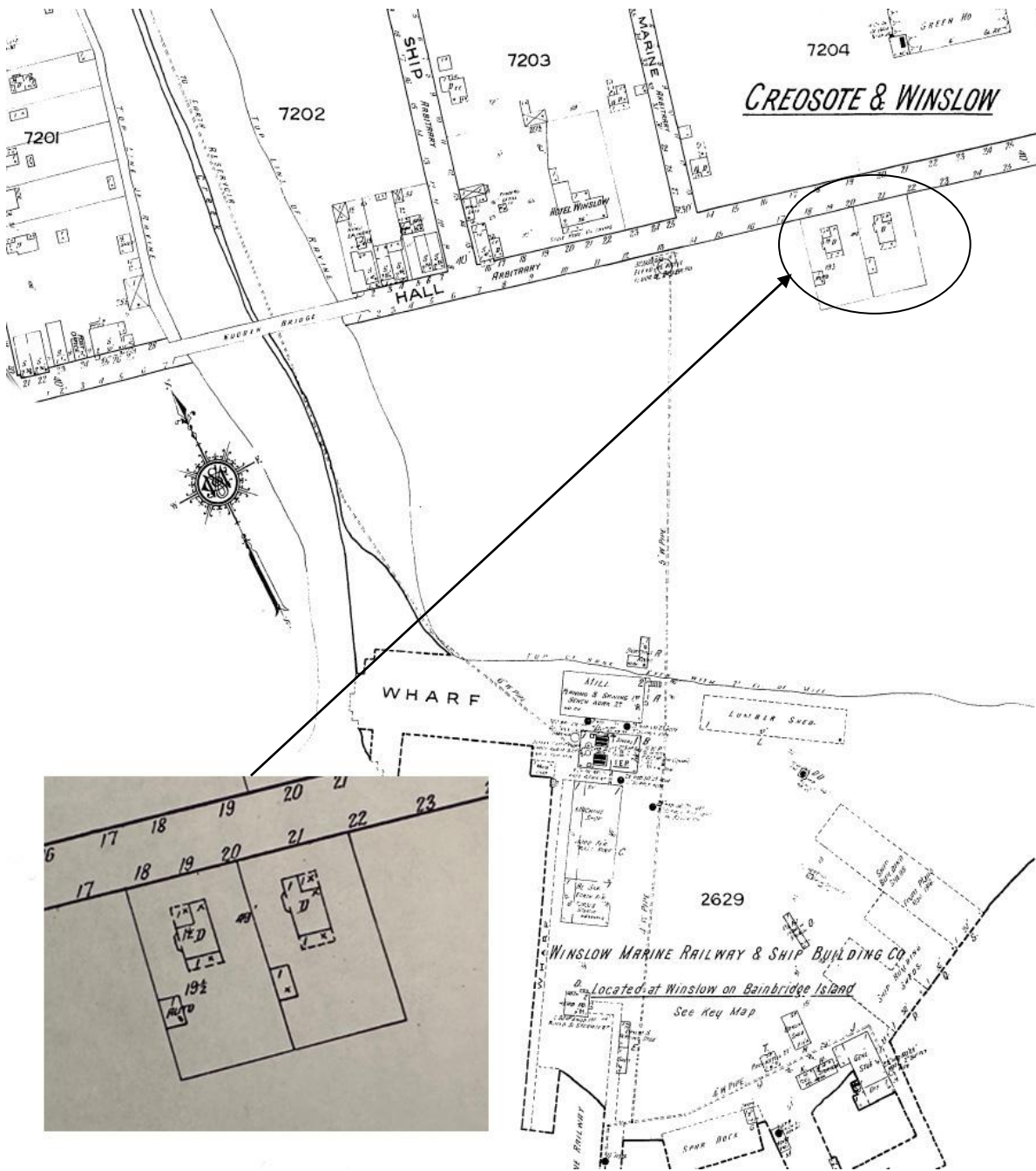
Every Modern Facility for Docking and Repairing Wood and Steel Ships  
400 Ton Marine Railway                      4000 Ton Marine Railway

Plant: WINSLOW, WASH.                      Office: 515 BURKE BLDG., SEATTLE, WASH.

Pacific Marine Review – July 1919.

Hall Brothers Marine Railway & Shipbuilding Co. House  
Name of Property

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1917 Sanborn fire map showing the two company houses facing the street (nominated house – far right). Note proximity to the renamed Hall Bros. Shipyard (Winslow Marine Railway & Ship Building Co.) complex.



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The Washington State ferry terminal in the foreground with Commercial Ship Repair Company to the left, c.1950. The shipyard company house and garage are seen in the upper right corner of the photo. (Bainbridge Island Historical Museum)



Street view of the Shipyard Co. House in the 1970s before chimney was removed. (Bainbridge Island Historical Museum).

Hall Brothers Marine Railway & Shipbuilding Co. House

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**Photographs:**

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

**Name of Property:** Hall Brothers Marine Railway & Shipbuilding Co. House  
**City or Vicinity:** Winslow, Bainbridge Island, WA  
**County:** Kitsap **State:** Washington

**Photographer:** Blaine Cliver  
**Date Photographed:** July 20, 2024

**Description of Photograph(s) and number:**



Photo 1 of 11. North face of the house.

Hall Brothers Marine Railway & Shipbuilding Co. House  
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Photo 2 of 11. East face of the house showing the front porch and two entrances.



Photo 3 of 11. South face of the house with the enclosed rear porch and roof alterations.

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Photo 4 of 11. West face of the house. The repair in the center was where the fireplace was removed.



Photo 5 of 11. Historic sign on front of the house.

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Photo 6 of 11. Enclosed rear porch window; view toward the northwest.



Photo 7 of 11. Exit door of enclosed rear porch; faces toward the south.

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Photo 8 of 11. Former office reception area (foreground) and office space (background). This area was once remodeled into a kitchen with a portion of the wall separating the two spaces cut out.

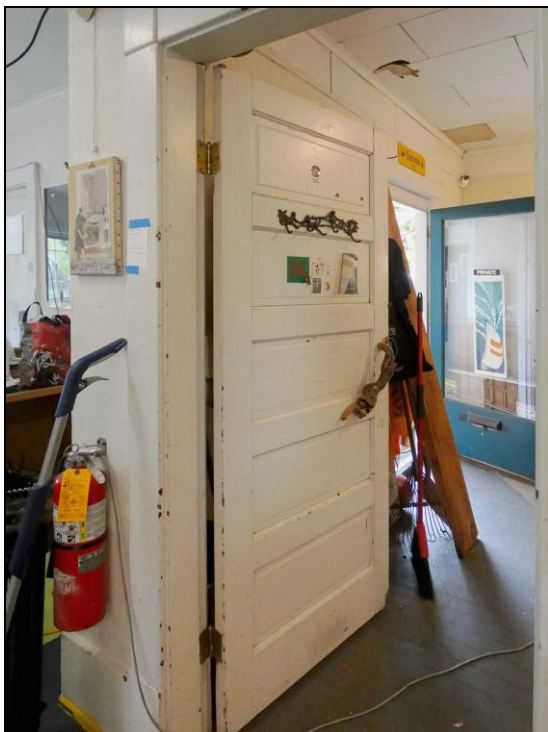


Photo 9 of 11. Door between the office reception and living room; note the false ceiling in the reception area.

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Photo 10 of 11. Original windows with decorative transom in upstairs bedroom; the window faces east.



Photo 11 of 11. Living room with original molding and decorative windows in diamond and square pattern; windows face Winslow Way.

Hall Brothers Marine Railway & Shipbuilding Co. House  
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**Property Owner:** (Complete this item at the request of the SHPO or FPO.)

---

name Denise Harris  
street & number 737 Cederwall Lane NE telephone (206) 617-7005  
city or town Bainbridge Island state WA zip code 98110  
Email denise@2flyingpenguins.com

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

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