

# Landmarks Preservation Board

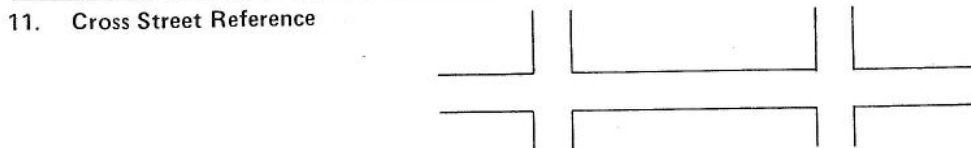
## Seattle Historic Building Data Sheet

1. Name (common or present and/or historic) schooner WAWONA
2. Street and Number \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_ Year Built 1897
3. Present Owner Northwest Seaports Present Use Museum
4. Interim Owner(s) Robinson Fisheries Interim Use(s) cod fishing boat
5. Original Owner Dolbeer and Carsen Original Use lumber schooner
6. Naval Architect Hans Bendixeen Builder Fairhaven, California
7. Assessed Value: Building \_\_\_\_\_ Land \_\_\_\_\_ Assessors File No. \_\_\_\_\_

8. Classification:
- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Building                                     | <input type="checkbox"/> Public             | <input type="checkbox"/> Occupied                                    | Open to Public:                         |
| <input type="checkbox"/> Site   | <input checked="" type="checkbox"/> Private | <input checked="" type="checkbox"/> Unoccupied                       | <input checked="" type="checkbox"/> Yes |
| <input type="checkbox"/> Structure                                    | <input type="checkbox"/> Both               | <input checked="" type="checkbox"/> Preservation work<br>in progress | <input type="checkbox"/> No             |
| <input type="checkbox"/> Object                                       |   | <input type="checkbox"/> Threatened by<br>demolition                 | Hours _____                             |
| <input checked="" type="checkbox"/> Other<br><b>Historic<br/>Ship</b> |   | <input type="checkbox"/> Unknown                                     |   |

9. Neighborhood Information:
- A. Compatibility With Neighborhood
- Structure Yes \_\_\_\_\_ No \_\_\_\_\_
- Use Yes \_\_\_\_\_ No \_\_\_\_\_
- B. Importance to Neighborhood
- Great \_\_\_\_\_
- Moderate \_\_\_\_\_
- Minor \_\_\_\_\_
- C. Architecturally Strong Neighborhood
- Comments \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

10. Special Research Sources (Be Specific, list name or item and where found)
- NATIONAL REGISTER OF HISTORIC PLACES
- Inventory form
- Puget Sound Maritime Historical Society records and documents



12. Photos Attached & Photographer \_\_\_\_\_

13. Physical Description

A. Style of Architecture  
wood hull  
wooden superstructure

B. Construction Material

C. No. of Stories

D. Condition  
Excellent \_\_\_\_\_  
Good \_\_\_\_\_  
Fair   X    
Poor \_\_\_\_\_

E. Exterior Deseccation of  
Original Design

None or little \_\_\_\_\_  
Moderate amount   X    
Considerable \_\_\_\_\_

F. Architectural worth at  
Example of Its Style

Exceptional \_\_\_\_\_  
Excellent \_\_\_\_\_  
Good \_\_\_\_\_  
Fair \_\_\_\_\_  
Poor \_\_\_\_\_

G. Notable Features: (Be specific, i.e., detailing, craftsmanship, proportions, materials, colors, interior, etc. Refer to Guidelines of Landmarks Preservation Board).

Wawona is a three-masted, baldheaded schooner of 468 tons and is of 630,000 feet lumber capacity. She measures 156 ft. x 36 ft. x 12.3 ft. deep. Her official number is 81576 and her signal letters K.N.D.S.

Wawona was constructed of wood and powered by sails alone; an engine for propulsion has never been installed.

Condition of the vessel is "good" for its age. However, as in any wooden ship, decay has taken its toll and particularly the forward section of the vessel above the main deck. This section must be restored before new masts are stepped. The existing masts (shown in photos) were installed after World War II, in 1946, but were removed by Save Our Ships two years ago as a safety measure.

14. Significance

A. Major Significance

- Historical
- Architectural
- Engineering
- Cultural
- Geographical
- Archaeological

B. Level of Significance

- National
- State
- Community

C. Statement of Significance (Be specific, history, personages, events, etc.)

The three-masted, baldheaded schooner Wawona was built by Hans Bendixsen at Fairhaven, California, on Humboldt Bay in 1897. She was built for the lumber firm of Dolbeer and Carson, Eureka and San Francisco.

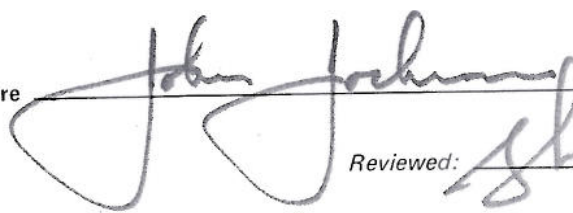
Wawona operated routinely in the Pacific Coast lumber trade -- with an occasional trip off shore to the Fiji Islands for cobra, until 1914. At that time she was purchased by the Robinson Fisheries Company of Anacortes, Washington.

Until this time her greatest fame, perhaps, lay in the fact that Ralph E. "Matt" Peasley of Cappy Ricks fame had been one of her skippers. Peter B. Kyne, author of "Cappy Ricks" had used Matt Peasley, a real-life windjammer skipper, as one of the leading characters in his book about Gray's Harbor lumbering and shipping.

After 1914, Wawona's reputation grew rapidly for she often was "highliner" of the Bering Sea sailing codfishing fleet. This rugged trade separated the "Men from the Boys" and this fine schooner proved her worth on many occasions. Through the year 1940 she had totalled 6,830,400 codfish caught. This was a world's record for a catch by a single vessel.

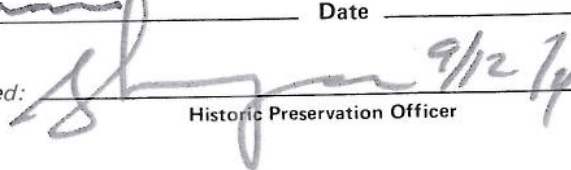
Wawona was conscripted during World War II for government use as a barge. She was re-rigged in 1946 and made one last codfishing cruise to the Bering Sea. For nine succeeding years, Wawona sat in port. In 1952, a Capt. Ralph E. Petersen, sought to turn Wawona into a south seas cruise ship. His purchase and plan ended in lack of funds and lack of seamen. In 1953 William Studdart, cattle rancher from Montana, and his friend and partner star Gary Cooper purchased the schooner for hopeful cattle trade with Russia. The trading failed and the schooner again sat in disrepair. About this time, California started buying up old sailing vessels for their new maritime museum. Other cities saw the desirability of owning historic ships, and began buying all of the last sailing vessels away from Puget Sound, but by 1963 only Wawona remained. A fund-raising campaign and loans made possible the purchase of Wawona in 1964 for a maritime museum.

Surveyor Signature



Date

Reviewed:



Historic Preservation Officer

Date