

# Landmarks Preservation Board

## Seattle Historic Building Data Sheet

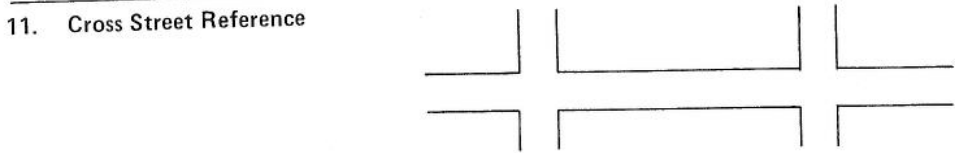
LPB-1411

1. Name (common or present and/or historic) lightship RELIEF
2. Street and Number 1717 N. Northlake Place Block \_\_\_\_\_ Lot \_\_\_\_\_ Year Built 1904
3. Present Owner Northwest Seaports Present Use floating museum
4. Interim Owner(s) U. S. Coast Guard Interim Use(s) relief light ship (Columbia R.)
5. Original Owner Dept. of Commerce & Labor Original Use lightship (San Francisco)
6. Architect \_\_\_\_\_ Builder \_\_\_\_\_
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 type="checkbox"/> Unoccupied                   |                             |
| <input type="checkbox"/> Structure        | <input type="checkbox"/> Both               | <input checked="" type="checkbox"/> Preservation work | <input type="checkbox"/> No |
| <input type="checkbox"/> Object           |   | in progress   | Hours _____                 |
| <input checked="" type="checkbox"/> Other |   | <input type="checkbox"/> Threatened by                |                             |
| <b>Historic Ship</b>                      |   | demolition  |                             |
|   |   | <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)
- U. S. Coast Guard records
- Ship's log
- SOS (Save Our Ships) documents
- Original blueprints



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

13. Physical Description

A. Style of Architecture

B. Construction Material  
steel hull &  
superstructure

C. No. of Stories

D. Condition

Excellent \_\_\_\_\_  
Good   X    
Fair \_\_\_\_\_  
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).

The lightship "Relief" was built as a coal burning, steam driven ship of 112'9" length, 28'6" beam and 12'6" draft. With a very large double expansion steam engine, she was a bucket even in a calm sea: rolled most unkindly. The engine is still operable.

The "Relief" was rigged for sails, to be used if she drifted off station, in order to save coal. She had a steam-powered capstain in the bow for raising and lowering her anchor. This capstain is still intact.

A steam-driven deck winch for raising and lowering lifeboats remains on the ship but has not been used since the ship's retirement in 1960.

The original lamps were whale oil burning. Two small lamptrimmer's shacks were behind the pilot house.

A captain's cabin was built behind the pilot house when the U.S. Coast Guard took over the lightship.

Much renovation and repair has been made on the "Relief". It is now a floating museum.

She was anchored in approximately 180' of water with 540' of chain which weighed 200 lbs. per fathom. Her mushroom anchor weighed 6,500 pounds.

The Relief carried a large crew for her size: Master, First Officer, Chief Engineer, Assistant Engineer, 1 lamp trimmer, Radio Operator, Cook, 4 sailors (2 on leave), 4 firemen (1 on leave). There were no leaves during rough weather - November to April.

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 lightship "Relief" is the oldest steam driven lightship on the Pacific Coast. Built in Camden, N. J. in 1904, and christened "San Francisco", she came around the Horn to serve at the entrance to San Francisco Bay. She was one of the first five of her type. At that time lighthouses were under the jurisdiction of the Dept. of Commerce and Labor and labeled USLHE (U.S. Light House Establishment) which designation also applied to the new lightships.

In 1939, coming under the Coast Guard, she was renamed "Relief" and numbered #508. She assumed duty as relief ship for lightships at the Columbia River bar, Umatilla Reef, and Swiftsure Banks, which alternately came in for repairs every 11 months. She served in this capacity until 1960.

Supply problems were great before diesel fuel. Drinking water was evaporated from sea water requiring considerable coal. In very early days, it was also drained from decks into tanks. Later it was deemed more practical to replenish the water by tender than to supply all the coal. Water requirements: 11,650 gallons.

The original beacons burned sperm whale oil in three lights on the main-mast (53' 2" tall) which light could be seen two to three miles. The lamps then changed to kerosene and could be seen for ca. 9 miles. The first electricity on board in 1920 increased visibility to ca. 18 miles. There were many problems in equipping the "Relief" since her beacons had to have the characteristics of all three stations she relieved.

In October, 1934, the forward lamphouse was removed and destroyed. In 1935 dyaphone whistles were installed on the foremast. She had 1 1000 watt lamp with 150,000 candle power, and a 375 mm cut glass lens.

Surveyor Signature

Date

Reviewed:

Historic Preservation Officer

Date

9/18/24