

Landmarks Preservation Board

Seattle Historic Building Data Sheet

LPB-1408

1. Name (common or present and/or historic) excursion boat VIRGINIA V
2. Street and Number 4250 - 21st Avenue W. Block _____ Lot _____ Year Built 1922
3. Present Owner Northwest Steamship Company Present Use excursion trade
4. Interim Owner(s) _____ Interim Use(s) _____
5. Original Owner West Pass Transportation Co. Original Use mail boat "Mosquito Fleet"
6. Architect _____ Builder Matthew Anderson
7. Assessed Value: Building _____ Land _____ Assessors File No. _____

8. Classification:

Building

Site

Structure

Object

Other

Historic Boat

Public

Private

Both

Occupied

Unoccupied

Preservation work in progress

Threatened by demolition

Unknown

Open to Public:

Yes

No **Charter**

Hours _____

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)

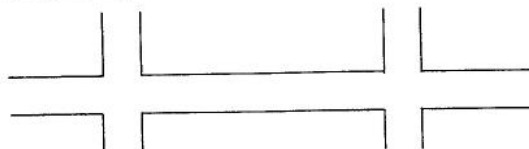
Roland, Carey, The Sound and the Mountain

Gordon Newell, Maritime History of the Pacific Northwest -(H. W. McCurdy edition)

Gordon Howell, Ships of the Inland Sea

"Sea Chest", the quarterly journal of the Puget Sound Maritime Historical Society

11. Cross Street Reference



12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture

B. Construction Material
wood hull
wooden superstructure

C. No. of Stories

D. Condition
Excellent _____
Good X
Fair _____
Poor _____

E. Exterior Desecration of Original Design

None or little X
Moderate amount _____
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 vessel has an overall length of 125 feet, a beam of 24 feet, and draws up to 12 feet of water. She has a distinctive straight vertical bow. There are glass windows both on the main deck and the deck level above. On the third deck (topside) there are two lifeboats and the wheel-house. She has a single funnel amidships. Paint color is white, with black trim.

To the best of our knowledge, the present appearance is very similar to the original appearance, and efforts have been made to preserve the historic identity of the vessel.

Her power is a triple expansion reciprocating steam engine of 400 indicated horsepower, fed by a water tube Stoddert boiler at 200 pounds per square inch working pressure. In her heyday, her speed was 14 knots, with 13 knots normal cruising speed. Today, in the excursion business, her owners operate her at a more economical 11 to 12 knots.

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.)

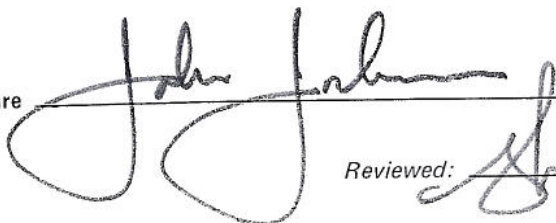

The vessel was built by Matthew Anderson, a master shipwright of the 1920's, at Maplewood, Washington, in the year 1922. Its original owners were Captain N. G. Christensen and his sons, owners of the West Pass Transportation Co., located on the mainland just west of Vashon Island.

In the years 1922 to 1939, she operated between Seattle and Tacoma via the West Pass of Vashon Island, delivering groceries, mail, and passengers to little communities along the way. She averaged 125,000 miles per year and carried over eight-million passengers without a single lost-time accident. In 1939, she was withdrawn from the Seattle-Tacoma route, ending a historic chapter in the transportation history of the Pacific Northwest.

After various changes of ownership, she returned to the excursion business near the end of World War II, under the ownership of Captain and Mrs. Howell Parker of Seattle. Their runs went as far north as the San Juan Islands and as far south as Olympia. This business continued through 1953, and made a remarkable contribution to the happiness of thousands of people, young and old.

In 1948 she took part in the last race between two vessels of the original "Mosquito Fleet", beating her near sistership, the "Sightseer". The latter vessel, incidentally, was burned for scrap on the Columbia River in 1970, leaving the Virginia V the sole survivor of the Mosquito Fleet.

In the years 1955 through 1957, Mr. Charles McMahon of Seattle operated the "Ginny" on the excursion trade, and was responsible for fine work in extending the life of the steamer by undertaking a complete restoration job. In 1958 she was bought by Cyrus Devenny who operated her with other vessels in the Puget Sound Excursion Line, primarily to Bainbridge Island. In March 1968, she was sold to a new firm, the Northwest Steamship Company, Inc., the present owner.

Surveyor Signature  Date 11 Sept. 74
 Reviewed:  9/2/74
 Historic Preservation Officer Date