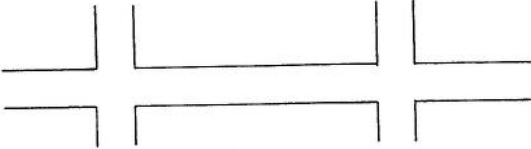


Landmarks Preservation Board

Seattle Historic Building Data Sheet

1. Name (common or present and/or historic) snagboat W. T. Preston
2. Street and Number Hiram M. Chittenden Locks Block _____ Lot _____ Year Built 1929 & 1939-40
3. Present Owner U. S. Army Corps of Eng. Present Use debris vessel
4. Interim Owner(s) _____ Interim Use(s) _____
5. Original Owner _____ Original Use _____
6. Architect _____ Builder Lake Union Dry Dock & Machine Works
7. Assessed Value: Building _____ Land _____ Assessors File No. _____
8. Classification:
- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Building | <input checked="" type="checkbox"/> Public | <input checked="" type="checkbox"/> Occupied | Open to Public: |
| <input type="checkbox"/> Site | <input type="checkbox"/> Private | <input type="checkbox"/> Unoccupied | <input checked="" type="checkbox"/> Yes <u>restricted</u> |
| <input type="checkbox"/> Structure | <input type="checkbox"/> Both | <input 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 | |
| <u>Historic Ship</u> | | 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 _____
- Familiar sight on Puget Sound inland waters
10. Special Research Sources (Be Specific, list name or item and where found)
- Information sheet: U. S. Army Corps of Engineers Operations Manual 1974
- Newell, Gordon, ed., The H. W. McCurdy Marine History of the Pacific Northwest,
- Seattle, Superior Publishing Co., 1966.
11. Cross Street Reference
- 
12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture

B. Construction Material
steel hull
wood superstructure

C. No. of Stories

D. Condition

Excellent X
Good _____
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).

Snagboat W. T. Preston is a steam powered 338 HP stern wheel propelled craft, 163'-6" in length. The hull was designed for operations in shallow water for channel clearing. The original wood hull was replaced with the present steel hull which was designed by Seattle District, Corps of Engineers and manufactured and installed by Lake Union Dry Dock and Machine Works in 1939-40. The steam engine from the Swinomish was installed in the W. T. Preston in 1929 and has been in continuous use since first installed in the Swinomish in 1917. The stack rises 42'-6" above the waterline.

Sternwheel snagboat and bucket dredge, steam driven, steel hull, wood house. For snagging and debris clearing in Puget Sound and its Tributary waters. Length overall 163'6", molded 138'-0", beam overall 34'-8", draft 3'8", displacement 494 longtons. Propelling engine: Gillette and Eaton two cylinder non-condensing, 338 hp, 14" bore x 72" stroke, 16-27 rpm. Main boiler: Locomotive firetube, 46" dia. x 6'-2" high, Working press 180#. Fuel oil: 2# light diesel oil. Paddle wheel 17'-0" dia x 18'-0" in length with 48 buckets, clear fir 2" x 18" x 6'-6". Total crew: 14 men (1 shift operation) quarters: 12 crew - main deck 9 officers and others - boat deck.

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 "W. T. Preston" was built in 1929 at Lake Union Dry Dock & Machine Works. replacing the "Swinomish". It is the last in a line of snag boats originating in 1880.

The original engine was transferred from the Swinomish to the wood hull W. T. Preston, then into the new steel hull W. T. Preston in 1939. The new hull was built and launched in Lake Union in September, 1939.

The sternwheeler Swinomish participated in dredging of the government ship canal (Lake Washington Ship Canal), and along with Perry's flagship from the arctic the "Roosevelt", sailed through the locks and canal on opening day, July 4, 1917.

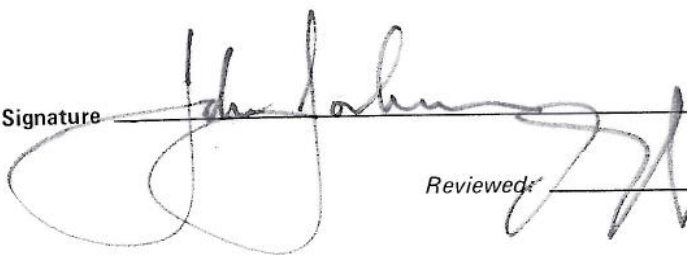
Captain George S. Murch, master of the W. T. Preston since 1936, continued as master until he retired in 1962. He was succeeded by Capt. Norman Hamburg, who had been a member of the crew since 1927 and First Mate since 1945. The present captain, Norman Ronning, has been commanding the snagboat since 1969.

The "W. T. Preston" has participating in two colorful boat races in recent years: a sternwheeler race in 1950 (she won), and a non-tug-workboat race several years later (she lost).

She is now the last large sternwheeler in Puget Sound and is not only useful but the cause of much interest when and wherever she passes. She draws a sizeable crowd whenever she has open house to the general public.

The W. T. PRESTON was placed on the National Register of Historic Places, see Federal Register, Vol. 37, No. 65 April 4, 1972.

Surveyor Signature



Date

7/24/74

Reviewed

Historic Preservation Officer

Date

9/24/74